

Lancashire County Council

Executive Scrutiny Committee

Tuesday, 7th October, 2014 at 2.00 pm in Cabinet Room 'C' - The Duke of Lancaster Room, County Hall, Preston

Agenda

Part 1 (Open to Press and Public)

No.	Item	
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1.	Apologies	
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2.	Disclosure of Pecuniary and Non-pecuniary Interests	
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Members are asked to consider any Pecuniary or Non-pecuniary Interests they may have to disclose to the meeting in relation to matters under consideration on the Agenda.

3.	Minutes of the Meeting held on 9 September 2014	(Pages 1 - 4)
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4.	Reports for decision by Cabinet	(Pages 5 - 6)
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(a)	Proposed New Employee Structure for Lancashire	(Pages 7 - 50)
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(b)	Approval of the County Council's Procurement Strategy	(Pages 51 - 70)
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(c)	Approval to Adopt the West Lancashire Highways and Transport Masterplan	(Pages 71 - 352)
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5.	Forthcoming Individual Cabinet Member Key Decisions	(Pages 353 - 354)
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(a)	Proposal to Close Deepdale Junior School Expand Deepdale Infant School by Extending the Age Range	(Pages 355 - 378)
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(b)	Provision of Additional Secondary School Places in Chorley	(Pages 379 - 386)
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(c)	M65 Motorway - Replacement of Crash Barriers	(Pages 387 - 396)
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6. Urgent Business

An item of urgent business may only be considered under this heading where, by reason of special circumstances to be recorded in the Minutes, the Chair of the meeting is of the opinion that the item should be considered at the meeting as a matter of urgency. Wherever possible, the Chief Executive should be given advance warning of any Member's intention to raise a matter under this heading.

7. Date of Next Meeting

The next meeting of the Executive Scrutiny Committee will be held on Tuesday 4 November at 2pm at the County Hall, Preston

8. Exclusion of the Press and Public

The Committee is asked to consider whether, under Section 100A(4) of the Local Government Act, 1972, it considers that the public should be excluded from the meeting during consideration of the following items of business on the grounds that there would be a likely disclosure of exempt information as defined in the appropriate paragraph of Part 1 of Schedule 12A to the Local Government Act, 1972, as indicated against the heading to the item.

Part II (Not Open to the Press or Public)

9. Project Management Services for Kitchen and Dining Room Refurbishments

(Pages 397 - 400)

I Young
County Secretary and Solicitor

County Hall
Preston

Agenda Item 3

Lancashire County Council

Executive Scrutiny Committee

Minutes of the Meeting held on Tuesday, 9th September, 2014 at 2.00 pm in Cabinet Room 'C' - The Duke of Lancaster Room, County Hall, Preston

Present:

County Councillor Bill Winlow (Chair)

County Councillors

A Atkinson	M Green
A Barnes	P Hayhurst
Mrs S Charles	S Holgate
B Dawson	J Oakes
F De Molfetta	D O'Toole
G Driver	N Penney

County Councillors Lorraine Beavers and Frank De Molfetta replaced County Councillors Jackie Oakes and Ron Shewan respectively for this meeting.

1. Apologies

None.

2. Disclosure of Pecuniary and Non-pecuniary Interests

County Councillor Barnes declared a non-pecuniary interest in Item 5A – Approvals to the Extra Care and Specialist Housing Strategy for Lancashire – as her husband was employed by a housing company named in the report.

3. Minutes of the Meeting held on 11 July 2014

Resolved: That the minutes of the meeting held on Friday 11 July 2014 be confirmed and signed by the Chair.

4. Reports for decision by Cabinet

The committee considered the following reports to be presented for decision by Cabinet on 15 July 2014.

- a. **Money Matters – Update on the County Council's Financial Position for 2014/15**

The committee received a report setting out the County Council's financial position for 2014/15 as at 31 July 2014. In presenting the report, the Deputy Leader of the Council noted the overall forecast underspend, and that the underlying position remained sound and stable. However, the continuing pressures on resources was also recognised.

In considering the report, the committee raised a number of issues:

- Disappointment was expressed with the delays with the delivery of the Local Infrastructure Fund development, although the reasons were recognised.
- It was confirmed, in response to concerns raised, that the costs associated with CLEO were not recurring, and would not impact in future years.
- It was confirmed that officers in the Children and Young People's and Environment Directorates were working closely to address the overspend on SEN and Mainstream school transport, and that this was a developing issue.
- It was confirmed that the investment in Youth Zones would continue, but external factors relating to other site options being presented would need proper consideration.
- On the question of the redesign of the short breaks service, it was confirmed that progress was being made, but that proposals would need to fully take into account the SEND reforms. Discussion with parent forums were ongoing, and appropriate consultation would take place.

Resolved: - That the recommendations in the report to the cabinet be noted and that no additional comments or suggested alternative recommendations be made.

b. Financing the Council's Borrowing Requirement - Establishment of a Public Limited Company

The Committee received a report, following on from an initial report considered by Cabinet on 15 July 2014, setting out proposals for the establishment of a Public Limited Company to facilitate the capital funding of the County Council.

In considering the report, the committee expressed the view that further consideration should be given to the membership of the proposed Board, in particular the number of County Council representatives that should be on the Board, with a single representative being felt to be insufficient, and also whether any council representatives should be officers or councillors. It was agreed that this view would be put to Cabinet for consideration.

Resolved: - That

- the recommendations in the report to the cabinet be noted and that no suggested alternative recommendations be made

- the cabinet be asked to give further consideration to the membership of the Board, particularly the number of county council appointed members.

5. Forthcoming Individual Cabinet Member Key Decisions

The committee considered the following key decisions due to be taken by individual Cabinet Members.

b. Substance Misuse Tier 4 Review

The Committee considered a report on a review of the Council's "Tier 4" substance misuse services. It was reported that the return of public health to the council had given rise to opportunities to review and recommission services, taking advantage of opportunities identified for savings.

It was confirmed that the new arrangements would allow for significantly greater co-ordination of commissioning, and that issues previously identified by members with the duplication of effort by a number of different organisations were being addressed.

It was confirmed that the County Council was working with the Lancashire Fire and rescue Service and the Princes' Trust in this area. Additionally, members welcome the co-ordination of work with housing authorities.

Resolved: - That the recommendation in the report to the cabinet member be noted and that no additional comments or suggested alternative recommendations be made

c. Proposal to Reduce Access to Tobacco by Children and Young People in Lancashire

A report was presented on proposals to reduce access to tobacco by children and young people. It was explained that the proposal consisted of two main areas of work – firstly in the extension of the "Smokefree play" scheme and secondly in reducing access by young people to shisha and e-cigarettes. The committee welcomed the report and supported the proposed activities.

Resolved: - That the recommendation in the report to the cabinet member be noted and that no additional comments or suggested alternative recommendations be made

a. Approval to the Extra Care and Specialist Housing Strategy for Lancashire

The Committee were presented with a report setting out a proposed extra care and specialist housing strategy for Lancashire. In supporting the proposals in the report, the committee highlighted the Brookside scheme in West Lancashire as an excellent example of what can be delivered. It was widely felt that many more similar schemes were needed across the county, although some members queried the 30% maximum contribution proposed. In response to these concerns, cabinet members expressed the view that many schemes would require no council involvement, and that, as schemes came forward, more detailed analysis would be possible of the overall savings, which would influence future funding decisions.

Resolved: - That the recommendations in the report to the cabinet member be noted and that no additional comments or suggested alternative recommendations be made

d. **Reablement Redesign**

The Committee received a report on a proposal to redesign the reablement service. The principles of the redesign were explained, and it was noted that the funding came through the Better Care Fund from the Lancashire CCGs.

Resolved: - That the recommendations in the report to the cabinet member be noted and that no additional comments or suggested alternative recommendations be made

6. **Urgent Business**

There was no urgent business.

7. **Date of Next Meeting**

It was noted that the next meeting of the committee would be held at 2pm on Tuesday 7 October 2014.

I Young
County Secretary and Solicitor

County Hall
Preston

Agenda Item 4

Executive Scrutiny Committee

Meeting to be held on Tuesday 7 October 2014

Electoral Division affected: None

Cabinet Reports for Decision

Contact for further information:

Josh Mynott, (01772) 534580, Office of the Chief Executive,

josh.mynott@lancashire.gov.uk

Executive Summary

The Committee is invited to consider any decision making reports being presented to Cabinet on 9 October 2014.

Recommendation

That the Committee scrutinise any reports for decision by Cabinet on 9 October 2014 and make recommendations to Cabinet as appropriate.

Background and Advice

The Cabinet on 11 September 2014 will receive the decision making reports listed on the agenda cover sheet.

The committee is invited to consider any reports submitted to Cabinet for decision, and to comment as appropriate.

Any recommendations made by the Committee will be reported to Cabinet on 9 October.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

Implications are as set out in the reports to Cabinet.

**Local Government (Access to Information) Act 1985
List of Background Papers**

Paper	Date	Contact/Directorate/Tel
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N/A

Reason for inclusion in Part II, if appropriate

N/A

Cabinet - 9 October 2014

Report of the Chief Executive

Electoral Division affected:

All

Proposed New Employee Structure for Lancashire County Council (Appendices 'A', 'B', 'C' and 'D' refer)

Contact for further information:

Jo Turton, (01772) 536260, Office of the Chief Executive,
jo.turton@lancashire.gov.uk

Executive Summary

It is well known that the County Council faces a huge financial challenge. The impact of cuts in central government funding means that the County Council must save £300 million from our revenue budget by April 2017.

As an organisation, if we are going to save £300 million from our revenue budget, then we cannot stay as we are. The loss of this significant level of funding cannot be achieved within the County Council's current operational structure. In order to deliver £300 million of revenue savings, it will be necessary to change and reshape the County Council and in doing so ensure that the inevitably smaller organisation will be fit for the future and continue to work for the people and communities of Lancashire.

The Council will be a much smaller organisation and whilst the scale of the financial reduction presents a significant challenge to the Council, at the same time it represents an opportunity to fundamentally re-design the Council's operating model. The purpose of this will be to ensure that the new organisation is not just smaller, but one which is: more joined up; flexible; focused on the needs of our customers recognising that they will change over time; and able to maximise the impact of the available funding so that it will deliver the things that matter to the people of Lancashire within the Council's much smaller revenue budget.

Both the design of the Council's new structure and the process by which appointments are made to it have been considered by the Management Team at length. In designing the new structure Management Team recognised from the outset that the process should take place over a two year period in two phases, the first phase of recruitment being for the Council's senior management structure for Grade 11 and above, with the intention that this will be in place by April 2015. Once these positions are appointed to, the structure for grade 10 and below would then follow and this second phase will be completed by April 2016.

A key objective underpinning the proposed principles for appointment to the new organisation for all staff at all grades is to adopt as open a recruitment process as is practically possible to ensure that the best person is appointed for each job, balanced against the need to maintain Council services and employees' interests.

Both the principles for recruiting to the new structure and the structure itself have been the subject of extensive consultation with employees and trade unions. The proposals now recommended to Cabinet take fully into account all responses to the consultation and represent Management Team's considered view on both the design of the new structure and the guiding principles for recruiting to the new posts.

The proposals for the new structure which are identified in the body of the report, include the establishment of a new Employee Welfare Team to strengthen the Council's capacity to support employees and managers. It is recommended that these appointments are made as soon as possible, in advance of the recruitment timetable, to provide any support needed by employees and managers in connection with the transformation process itself.

This report therefore sets out for approval:

- The proposed new structure for the Council for posts at or above Grade 11;
- The principles upon which it is proposed appointments to the new structure will be made; and
- Governance issues relating to the proposed recruitment process.

If agreed, the proposed new structure for the Council for posts at or above Grade 11 will result in a reduction of 157 (28%) in the number of posts in scope at this stage of the reorganisation within the leadership and management structure of the Council. This will result in annual savings of £11.4m, reducing our net cost of posts within this grade range by 38%.

This is deemed to be a Key Decision and the provisions of Standing Order 26 have been complied with.

Recommendation

Cabinet is recommended to:

- (i) Note the contents of this report;
- (ii) Approve the proposed new structure for the County Council for posts at, or above, Grade 11 set out at Appendix 'A' to this report;
- (iii) Approve the principles for making appointments to the new County Council structure for all posts, including those at, and below, Grade 10, set out at Appendix 'B' to this report;
- (iv) Agree to the establishment of an Employee Welfare function, comprising one post at Grade 11 and three posts at Grade 10, with immediate effect, appointments to be made as soon as possible to support the transformation process;
- (v) Recommend the Urgency Committee to agree:

- (1) that, for the purposes of the Transformation process only, and subject to statutory requirements, the Employment Committee be responsible for appointments to the posts of:
 - (a) Corporate Director Commissioning and Deputy Chief Executive;
 - (b) Corporate Director Operations and Delivery;
 - (c) Director of Development and Corporate Services;
 - (d) Director of Adult Services;
 - (e) Director of Children's Services;
 - (f) subject to applications being received from staff holding an appropriate professional qualification allowing them to also be appointed as the Council's Monitoring Officer or S.151 Officer, the Director of Governance, Finance and Public Services; and
 - (g) Subject to the appointment of the Monitoring Officer or S.151 Officer at (f) above, the Director of Financial Resources and/or the Director of Legal and Democratic Services, the successful applicant being appointed as the Monitoring Officer or S.151 Officer;
- (2) that all other appointments be delegated to the Head of the Paid Service;
- (3) that all appointments be made in accordance with the principles referred to in paragraph (iii) above and that the role of the Employment Committee in future appointments to senior posts then be reviewed;
- (4) that all appointments to the Council's structure at all grades, including Director grades and above, will be made on the basis of Lancashire County Council Terms and Conditions of Employment, and that this principle also be applied to the Chief Executive on the basis set out in the report;
- (5) that a Chief Officer Car Leasing Scheme be implemented based on the same entitlements/costs as at present, the details of the Scheme to be finalised and approved by the Chief Executive;
- (6) to approve the Appeals Procedure set out at Appendix 'C' to this report.

Background and Advice

1. Introduction: The challenge

The County Council faces a huge financial challenge. The impact of cuts in central government funding means that the Council must save £300 million from our revenue budget by April 2017.

The loss of this significant level of funding cannot be achieved within the County Council's current operational structures. In order to deliver £300million of revenue savings, it will be necessary to change and reshape the County Council in order to ensure that the inevitably smaller organisation will be fit for the future and continue to work for the people and communities of Lancashire.

Whilst the scale of these changes is a significant challenge to the Council, at the same time it presents an opportunity to fundamentally re-design the Council's operating model. The purpose of this will be to ensure that the new organisation is not just smaller, but one which is more joined up, flexible, focused on the needs of our customers recognising that they will change over time and able to maximise the impact of the available funding so that it will deliver the things that matter to the people of Lancashire within the Council's much smaller revenue budget.

2. Meeting the challenge: The new Council structure

The requirement to save £300million from the Council's revenue budget by 2017-2018 means it is necessary to reshape the Council and in doing so reducing the size and cost of the workforce.

It is important to acknowledge that the significant financial challenges we face are not the sole driver for reshaping the organisation. This process is intended to see existing structures and ways of working succeeded by arrangements that are truly fit for the future, leaving the Council better placed to take advantage of new opportunities that deliver the things that matter to people across Lancashire.

The Council's proposed new employee structure will be implemented in two phases:

- A new structure for posts at or above Grade 11 (or equivalent salaries on other pay scales) will be agreed and appointed to by 1 April 2015;
- Followed by a new structure for posts at or below Grade 10 (or equivalent salaries on other pay scales) will be agreed and appointed to by 1 April 2016.

The completion of these two phases of the process will take us to April 2016 and is described as the Stage One process.

The proposed new structure for posts at Grade 11 and above is shown at Appendix 'A' to this report.

A number of design principles have been central to determining how the structure looks. It is intended to provide the foundation for a new strategic focus, placing prosperity, health and wellbeing at the heart of all that we do. Delivering economic growth, looking after the most vulnerable members of our communities and demonstrating a commitment to fairness in how the Council's resources are distributed are key themes embedded in the structure's design.

There are no directorates in the new structure as the limited resources available mean that the costs that are built into maintaining the current directorate structure cannot be justified. The directorate structure has also in the past encouraged silo thinking and working, which is inefficient and too often puts the focus on the council's internal boundaries rather than the needs of our customers. The new structure has clear lines of responsibility and accountability, and is intended to encourage a shared sense of purpose across the whole organisation. At this stage, it is appropriate to highlight three key building blocks of the proposed new structure:

Commissioning

There will be a single Corporate Commissioning function, rather than the separate commissioning functions that currently sit within directorates. This will be at the heart of delivering the Council's priorities and provide a powerful, consistent and systematic business planning process. It will develop an understanding of communities' needs, based on up to date evidence, and work with and on behalf of other services to agree outcomes and secure the best services within the available budget. With the inclusion of area public service integration, procurement and asset management, this function will also ensure that we are using all of our resources as effectively as possible.

Operations and Delivery

Operations and Delivery's focus will be on front line service delivery, responsible for services that touch the lives of people across Lancashire on a daily basis. The three teams within the structure mirror the three strands of the Council's Health and Wellbeing Strategy – start well, live well and age well. These areas will need to work flexibly with each other and hand in hand with Corporate Commissioning, ensuring that health and wellbeing are at the core of frontline services. The key challenges for Operations and Delivery will include being as lean and as efficient as possible, and joining up services in a way that delivers the seamless customer experience. Integral to achieving all of these goals will be the role of Customer Access, which will report into the Corporate Director.

Capacity to develop new opportunities

In the Development and Corporate Services part of the structure, the council will have a dedicated resource to take up, develop and deliver on new opportunities and different ways of working. This work will range from implementing large infrastructure projects including the City and Growth Deals, supporting economic development and regeneration initiatives through to preparing the council for new challenges like the Care Act and enabling new means of service delivery such as bringing forward much needed extra care facilities. Services and directorates in our current structure have often understandably struggled to find the capacity to bring such projects forward alongside delivering the day job. In future, we should be flexible and responsive enough to grab good opportunities for Lancashire as and when they arise.

The new structure is intentionally very different from the current one but the transformation of the Council will not be delivered by new posts and functions set out on a piece of paper. The structure has been designed so that when it is implemented this will look and feel like a very different organisation. It will encourage and enable all staff to both think and work differently.

Overall and most importantly, despite the considerable challenges the Council is facing, the structure is designed to ensure that the Council maintains a positive sense of what it can achieve and to continue to have the very highest aspirations for Lancashire and its communities.

3. Phase One of the new Structure: Posts at Grade 11 and above.

The Council's proposed new employee structure will be implemented in two phases. The first phase will comprise a new structure for posts at or above Grade 11 (or equivalent salaries on other pay scales) will be agreed and appointed to by 1 April 2015.

Currently there are 753 posts at grade 11 above. In the proposed new structure there will be 596 posts. In both cases, the posts currently shown in the new structure as being out of scope at this stage of the re-organisation, circa 183 posts, are included in these total number of posts. This means that the number of posts in scope at this stage of the reorganisation, to be used for comparing the current structure with the new structure is 570 posts and 413 posts respectively.

Overall, the new organisation will have 157 fewer posts at salaries equivalent to Grade 11 and above. This represents a 28% reduction in the number of posts in scope at this stage of the reorganisation within the leadership and management structure of the County Council.

A number of posts within the structure will continue to be funded from income and therefore the net cost of posts (which takes into account posts that will be funded from income) has been used to determine the financial impact. Overall, the recommendations proposed in this report will result in cost savings to the County Council of £11.4m per annum (38%), making a significant contribution to our savings targets of £300m.

Out of Scope Services

The School Improvement and Schools Development and Innovation Services, which are among the most significant traded services in terms of scale, are shown in the new structure as being out of scope of this stage of the reorganisation. Similarly an element of statutory service provision, such as Educational Psychology Services, is identified as out of scope as discussions are underway about potential new business models that could be explored and more work is required before options can be put forward. Employees in these service areas will be kept up to date and involved in this work as it progresses.

4. Principles for appointment to the new organisation

Open Recruitment

The proposed principles for making appointments to the new organisation are set out at Appendix 'B' to this report.

Underpinning these principles is the wish to adopt as open a recruitment process as is practically possible to ensure that the best person is appointed to every post in the new structure. In ideal circumstances this would mean that all jobs would be open to applications from the entire workforce. However, given that the process will involve some 10,000 employees and that the intention is to have completed the transformation process by April 2016, this would not be a practical way forward. The principles proposed therefore embody the principle of open recruitment, balanced

against the need to maintain the delivery of council services and employees' interests.

Given the timescale of the change and the desire for fairness during this process, it is proposed that each member of staff will have the opportunity to apply for a maximum of three roles up to April 2016. It is expected that it will take until March 2016 to make all appointments to the new establishment. If employees are unsuccessful in their three applications during this period, they may then be able to apply for posts after April 2016 depending on the number of positions available.

Subject to a sufficient number of volunteers coming forward by 31 March 2016, it is proposed that no employee will be made compulsory redundant during this period. This will mean that if employees find themselves without a post as a result of the recruitment process they will remain subject to redeployment during this period until March 2016.

Who is eligible to be considered in the restructure?

With a few exceptions, all our employees are eligible to be considered for posts in the new structure. This includes:

- Employees who have transferred into the council under TUPE regulations, or the principles of TUPE. They will be expected to apply for posts based on the comparable grade. We will establish the comparable grade as part of the restructure process; and
- Graduates and apprentices on training contracts unless covered by the limited number of exceptions below.

The exceptions are:

- Employees on fixed term contracts will only be included within Stage One of the recruitment process if they have 12 months continuous service with the County Council at 31 March 2015 for posts within the grade 11 and above structure and 31 March 2016 for posts within the grade 10 and below structure; and
- Agency and casual workers.

Generic Role Profiles

The new structure will be designed using generic role profiles. Profiles already exist up to Grade 12 and are used throughout the Council as the basis for recruitment to the majority of posts. New profiles have been developed, which have been subject to equal pay evaluation, for roles above Grade 12, enabling the entire structure to be designed on this basis.

Wherever possible person specifications will be based on these generic role profiles and requirements for specialist qualifications, skills and experience will only be added where these are essential to the role. This will ensure that all posts within the Council are remunerated on a fair and equal basis and that, for many employees, comparisons with existing structures and roles will not be relevant.

Pay Protection

During the consultation with employees the Management Team were asked to consider alternative proposals which would provide pay protection for employees applying for lower graded posts within the new structure. The principle of not providing for pay protection at Stage One of the process has not changed. Employees who are successful in securing a new post at stage one of the process will have applied for and been appointed to a new job within the new structure. Employees who enter the second stage of the process because they have not been successful in securing a new job in the new structure will clearly be at risk of redundancy. In the event that a suitable redeployment opportunity is identified at the second stage of the process, then those employees will still be afforded pay protection.

Terms and Conditions of Employment

The Employment Committee currently has delegated powers to determine the terms and conditions of employment on which employees hold office. Following the Council's equal pay review that concluded in 2011 the majority of staff accepted (either voluntarily or by accepting re-engagement) that they would in future be working on Lancashire County Council Terms and Conditions of Employment, and revised Statements of Particulars were issued to all staff incorporating all changes made as a result of the Equal Pay Review.

This exercise included all staff employed on different terms and conditions as a result of TUPE transfers. However, since then many more staff have transferred to the Council's employment, including notably staff who transferred from the NHS as part of the Public Health transfer. The transformed Council will be a completely different organisation than at present and as part of the philosophy of transparency and equity it is considered that all staff should be employed on the same terms and conditions of employment and on the basis of the Lancashire Pay spine. Whilst TUPE provides protection for staff transferring to a new employer, the change proposed is entirely unconnected with the transfer of the groups of staff affected and does not therefore breach the TUPE Regulations.

All posts in the new structure will therefore be offered on the basis of Lancashire Terms and Conditions of Employment and applicants will therefore be aware of the basis on which posts in the new structure are offered and that by accepting a post they do so on the basis of Lancashire Terms and Conditions. It is proposed that this principle extends to all posts at Director Level and above including the Chief Executive. In practice there are few significant differences between existing JNC Conditions of Service for Chief Officers and Lancashire Terms and Conditions other than the Car Leasing Scheme. It is proposed that an LCC Car Leasing Scheme is established based on the same entitlements/costs as at present to take effect as a local condition of service.

However, there are further differences between Lancashire Terms and Conditions and the JNC Terms and Conditions for Chief Executives. It is therefore proposed that these are reviewed based on the principle that the Lancashire Terms and Conditions

will apply subject to any further provisions that may be necessary also being included. This review will be reported to the Employment Committee in due course.

As terms and conditions of employment are a non-executive function (and therefore cannot be agreed by Cabinet) a recommendation to adopt this principle must be made to the County Council's Urgency Committee.

5. Chief Officer Appointments

The appointment of Executive Directors, the Monitoring Officer and the S151 Officer is currently the responsibility of the Employment Committee, reflecting the Council's current hierarchy. Under the new Council structure the Chief Executive intends that her core Management Team would comprise the Corporate Director Commissioning and Deputy Chief Executive, Corporate Director Operations and Delivery, and Director of Development and Corporate Services. Proposals to make appointments to these posts would, as at present, continue to require to be notified to Cabinet Members to provide an opportunity for them to object to the appointment, a requirement within the Council's Constitution that reflects legislation.

The current posts of County Secretary & Solicitor (this post is also designated as the County Council's Monitoring Officer) and County Treasurer (this post is also designated as the County Council's Section 151 Officer) are not replicated in the new structure. Therefore, it is possible that the roles of Monitoring Officer and S.151 Officer could be attached to a number of posts within the new structure, depending ultimately on the professional qualification of the individual who is appointed to each of these posts.

If the Council's proposed new structure is approved it is proposed that Cabinet recommend the Urgency Committee to agree that the Employment Committee should be responsible for making initial appointments to the new structure in relation to the following posts:

- Corporate Director Commissioning and Deputy Chief Executive;
- Corporate Director Operations and Delivery;
- Director of Development and Corporate Services;
- Director of Adult Services;
- Director of Children's Services;
- subject to applications being received from staff holding an appropriate professional qualification allowing them to also be appointed as the Council's Monitoring Officer or S.151 Officer, the Director of Governance, Finance and Public Services; and
- Subject to the appointment of the Monitoring Officer or S.151 Officer referred to above, the Director of Financial Resources and/or the Director of Legal and Democratic Services, with the intention that the successful applicant(s) is/are also appointed as the Monitoring Officer or S.151 Officer;

It is proposed that appointments to all other posts are delegated to the Chief Executive as Head of the Paid Service.

However, in the case of the roles of Monitoring Officer and S.151 Officer, before any appointment is made the proposal to do so must be notified to Cabinet Members (for the same reasons referred to above) and the consent of Full Council is also required before an appointment can be made to either post. Given the tight timescales for making appointments to the Grade 11 and above structure it is therefore intended that approval of Full Council to these proposed appointments will be sought from the Urgency Committee in due course.

All of the appointments referred to above will therefore initially be made in accordance with the principles set out at Appendix 'B' to this report, in common with all other appointments to the new structure and, where necessary, the further requirements identified above. Going forward it is proposed that the Employment Committee's future role in senior appointments be reviewed.

Cabinet is therefore asked to recommend the Urgency Committee to agree to these changes on behalf of Full Council.

6. Employee Welfare

The new structure establishes an additional post, at Grade 11, of Employee Welfare Manager. It is proposed that this post will be supported by a team of three posts at Grade 10 to establish a significant Employee Welfare function. The service will provide welfare support to employees where personal and employment related issues are affecting the capability and capacity of employees to effectively undertake their roles. It is proposed that recruitment to these posts will take place as soon as possible, in advance of appointments to the wider Council structure to provide support to the transformation process.

Consultations

There has been extensive consultation with staff and Trade Unions in relation to all aspects of the proposals.

Consultation on the Principles for Appointment took place in June and July 2014, as a result of which a number of changes were made to the proposals. The changes made include providing greater opportunity for employees on fixed term contracts and for those who have taken on new roles pending the implementation of the new structure, often to facilitate voluntary redundancies and cost savings.

The consultation on the structure for posts at Grade 11 and above opened on 15 July 2014 and closed on 12 August 2014, with options to submit comments by email or letter. Over the 4 week period 194 comments were received by mail and letter. In addition to the consultation mailbox and letter options, 6 staff briefings with question and answer sessions were attended by 517 staff and two on line live Q&A have been held. This process helped to inform the production of 188 frequently asked questions (FAQs) and answers being published throughout the consultation period and after.

Alternative proposals have been considered by Management Team and a number of changes made to the proposed structure as a result. Most significant has been the proposal to consider over 60 employees, mainly teachers and educational

psychologists, as out of scope in this phase of our transformation so that they may be considered, alongside others, in discussions currently underway regarding potential new business models.

The proposed Appeals Process at Appendix 'C' to this report is currently the subject of consultation with the recognised Trade Unions and the outcome will be reported orally to Cabinet.

Implications:

This item has the following implications, as indicated:

Risk management

The implication of not proceeding with the recommendations proposed in this report is that there will be a materially adverse impact on the ability of the County Council to achieve the significant financial challenges outlined in this report. In the opinion of the Management Team, these levels of savings cannot be delivered under the current organisational arrangements.

Nevertheless, it is fully recognised that the revised structure at Grade 11 and above contained within this report will clearly have a significant impact on individual staff who are unsuccessful in being appointed to a post in the new structure. In addition to the approach to voluntary redundancy, a comprehensive package of staff development and support which has been put in place under the theme of "Supporting Your Future". This package of support provides peer support, networking opportunities and training to staff to help them make informed choices about their future and to support them in the recruitment process should they wish to remain with the Council.

A core programme for the following three topics has been developed:

- "Pushing the boundaries and taking control", which focuses on personal resilience and provides practical tips and guidance to help staff respond positively to events;
- "You are unique sell yourself" which provides opportunities for staff to identify their transferable skills and prepare for job applications;
- "On line tools to increase your business profile" which encourages staff to look at the use of technology and how it can support them to find alternative work.

To date, 2098 places have been taken up.

In addition to this core programme we are working with Lancashire Adult Learning, Preston College and UCLAN to offer additional support which includes workshops and individual sessions covering:

- 1 to 1 careers advice sessions;
- Supporting Your Next Career Move;
- Interview skills;
- Financial Planning;

- Self-employment;
- Pensions and Pre-retirement

We are also working on:

- providing support for staff displaced as a result of stage one;
- support for staff at Grade 10 and below which will have some similarities to those made available for staff in phase 1 but because of the size and nature of the group may include additional opportunities. Its proposed to make these available early in 2015;
- support for staff at Grade 11 and above who have been appointed to posts in the new structure from 1 April 2015 as the take up their new roles.

As explained in Section 6 above, the recommendations to Cabinet also include a proposal to establish an Employee Welfare Team, to be established with immediate effect, in advance of the transformation timeline, to provide support to employees during the transformation process.

Financial implications

This decision will result in cost savings to the County Council of £11.4m per annum (38%), contributing to our savings targets of £300m.

Equality and Diversity Implications

Section 149 of the Equality Act 2010 sets out the equality duty that public authorities must comply with. This duty requires the decision maker to have due regard to: the need to eliminate discrimination, harassment, victimisation or other lawful conduct under the Act; to advance equality of opportunity between persons who share a "protected characteristic" and those who do not share it; and to foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

An Equality Analysis is set out at Appendix 'D' to this report which provides a detailed explanation of what the duty requires and which analyses the potential impact of the recommendations to Cabinet. Whilst the Analysis notes a disproportionate impact on males within the Grade 11 and above cohort, this does not amount to unlawful discrimination and in view of the need to achieve significant savings on employee costs it is considered reasonable for the proposals to be recommended to Cabinet for approval. Similarly whilst the overall effect of the restructure may have a disproportionate impact on women, this simply reflects the makeup of the Council's workforce as a whole and again does not amount to unlawful discrimination.

The Equality Analysis has however also identified implications for a number of groups of staff with protected characteristics, for example disabled employees, and the proposals relating to the recruitment process take into account these issues and mitigate any potential adverse impact to ensure that the staff concerned are not adversely affected as a consequence of their protected characteristic.

As regards the potential impact of the proposals on service users and residents of Lancashire, the proposals are intended to ensure that the new, smaller Council is able to continue to deliver high quality services and it is therefore not considered that there will be an adverse impact.

The effects of the proposals will be monitored against a range of indicators and the Equality Analysis updated accordingly and reported back to Cabinet where that is necessary.

Human Resources Implications

Overall, the new organisation will have 157 fewer posts at salaries equivalent to Grade 11 and above. This represents a 28% reduction in the number of posts in scope at this stage of the reorganisation within the leadership and management structure of the county council.

We are committed to reducing employee numbers on a voluntary basis. Therefore, subject to a sufficient number of volunteers coming forward by 31 March 2016, it is proposed that no employee will be made compulsory redundant during this period. This will mean that if employees find themselves without a post prior to April 2016, they will remain subject to redeployment during this period until March 2016. It is expected that it will take until March 2016 to make all appointments to the new establishment.

Whilst it is not possible to give assurance with respect to employment after 31 March 2016, the approach agreed by Cabinet provides employees with a degree of security and clarity.

This restructure will require the establishment of new posts identified in Appendix 'A' to this report and the disestablishment of all posts at salaries equivalent to Grade 11 and above, unless they are identified as being out of scope.

Further guidance in the form of a "How To" guide will be published, providing further information for managers and employees on the anticipated timescales and approach to recruitment to the new structure. This guidance will continue to be refreshed as appropriate and provide employees with as much information as necessary to support them through the process.

List of Background Papers

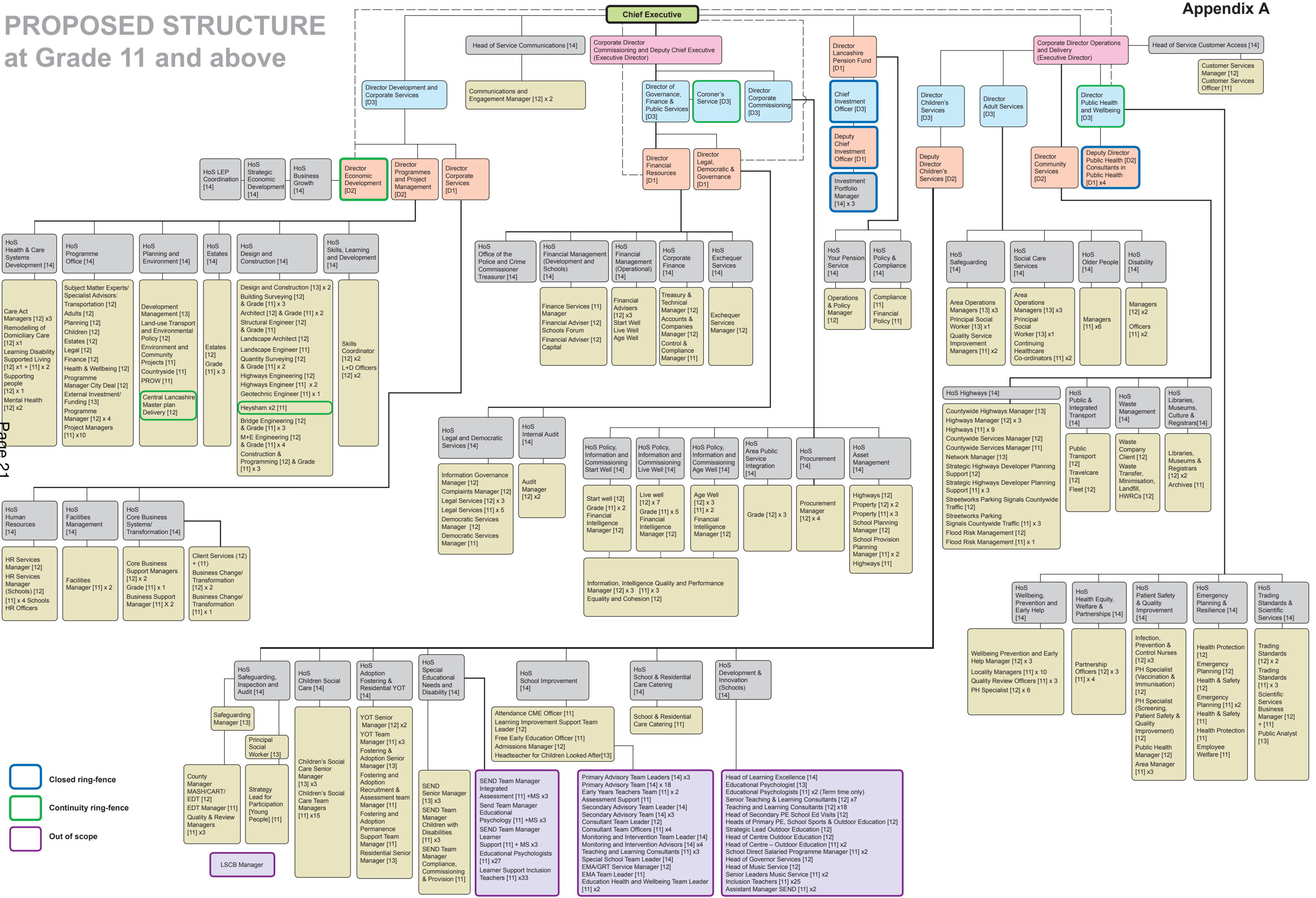
Paper	Date	Contact/Directorate/Tel
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N/A

Reason for inclusion in Part II, if appropriate

N/A

PROPOSED STRUCTURE at Grade 11 and above



- Closed ring-fence
- Continuity ring-fence
- Out of scope

Appointments to Lancashire County Council's new structure

Our philosophy

We will adopt as open a recruitment process as is practically possible to ensure that we appoint the best person for the job. In ideal circumstances this would mean that all jobs would be open to applications from the entire workforce. Given that this is likely to involve some 10,000 employees and we only have until April 2016 to achieve the transformation, this would not be a practical way forward. We have therefore developed some principles which will embody the principle of open recruitment, balanced against the need to maintain council services and employee's interests.

Given the timescale of the change and the desire for fairness during this process, we will be allowing each member of staff the opportunity to apply for a maximum of three roles up to April 2016. If colleagues proved unsuccessful in their three applications during this period, they may be able to apply again after April 2016 depending on the number of positions available.

The principles set out in this document are based on the voluntary severance package agreed by the council's cabinet in January 2014.

We are committed to reducing employee numbers on a voluntary basis. Therefore, subject to a sufficient number of volunteers coming forward by 31st March 2016, it is proposed that no employee will be made compulsory redundant during this period.

This will mean that if employees find themselves without a post prior to April 2016, they will remain subject to redeployment during this period until March 2016.

It is expected that it will take until March 2016 to make all appointments to the new establishment.

Whilst it is not possible to give assurance with respect to employment after 31st March 2016, the approach agreed by the council's cabinet provides employees with a degree of security and clarity within which employees can make their plans and is fair to all.

Designing the new structure

In order to create a new structure for the organisation we need to appoint to posts in different phases over the next two years. The first phase of recruitment will be looking at the structure of the organisation for grade 11 and above. Our target is to have the management structure of the council in place by April 2015.

Once these positions are appointed to, the structure of the organisation grade 10 and below will be looked at. Our target is to commence the consultation on this second phase of our organisation in May/June 2015. The completion of these two phases of the process will take us to April 2016 and you will hear it described as Stage One. Once all applications for posts within a ring fence (ring fences are referred to below) have been considered and appointment decisions made, then

Stage Two will commence. The focus of this Second Stage will be to redeploy employees who have not been successful in gaining a post into any remaining vacant posts.

The new structure will be designed using [generic role profiles](#). Profiles already exist up to Grade 12 and are used throughout the council as the basis for recruitment to the majority of posts. We have developed new profiles, which have been subject to equal pay evaluation, for roles above Grade 12, enabling the entire structure to be designed on this basis.

Wherever possible we will develop person specifications based on these generic role profiles. We will only add requirements for specialist qualifications, skills and experience where these are essential to the role. This will ensure that all posts within the council are remunerated on a fair and equal basis and that, for many employees, comparisons with existing structures and roles will not be relevant.

All posts within the new structure will be established on Lancashire County Council Terms and Conditions.

The pay level of the employee at the time that the structure is approved will determine their eligibility for inclusion in a ring fence unless an employee elects to be included in a ringfence based on the pay of their substantive grade. This will provide an opportunity to those employees who have taken on new roles pending the implementation of the new structure, often to facilitate voluntary redundancies and cost savings

We will develop a structure which is as flexible as possible, recognising that our new and smaller organisation will require employees to work across a broader range of services and for us to be able to adapt quickly to the priorities of the communities and people that we serve.

Ring-fencing jobs

Some jobs will need to be ring fenced to help us provide business continuity as well as ensuring we have the right expertise in areas of niche expertise. We also want to offer new opportunities to as many colleagues as possible but our ultimate aim is to find the best person for the job.

To help us manage the restructure in a coherent way we will be setting up three types of ring-fenced jobs; open, closed and continuity.

Open ring-fences

We will implement an 'open' ring-fence to jobs where the skills of a role could be transferable and we will appoint through a competitive interview process offering opportunities across the organisation, where possible. This will help ensure that we appoint the best person for the job. Posts within an open ring-fence will be open to

- any employee that is not included within a closed ring-fence or a continuity ring-fence (see explanations below).

- employees who choose to apply for posts at up to two grades higher than the grade band at which they are currently paid, at the same grade, or one grade below.
- any employee that elects to be included in a ringfence based on the pay of their substantive/comparable grade. This means that employees may elect to apply for posts at up to two grades higher than the grade band of their substantive post, at the same grade, or one grade below.

Where there are no posts available to apply for at the grade immediately below, employees will be able to apply for posts within the next available grade.

Employees within an open ring-fence will be eligible to apply for up to three posts within the open ring-fence. They will not be able to use one of their three application options as part of any of the other ring fenced options.

Employees who are not successful in gaining a post may be able to apply for any post remaining vacant when Stage One has been completed (see stages and timescales below). The focus of this Second Stage will be to redeploy employees who have not been successful in gaining a post into any remaining vacant posts.

Closed ring-fences

In some areas we will have more people than posts and a need to maintain key skills and experience in maintaining the council's service areas. To achieve this it will sometimes be necessary to define a closed ring-fence set of posts for certain service areas and grades.

For closed ring-fences a schedule of posts and eligible employees will be identified. The schedule will define the eligible grade ranges for applicants within the ring-fence.

Posts within a closed ring-fence will only be open to those employees identified on the relevant closed ring-fence schedule. For those employees who have been identified on the closed ring-fence schedule, they will have up to three opportunities to apply for a position within the closed ring-fenced roles. They will not be able to use one of their three application options as part of any of the other ring fenced options.

Employees identified on a closed ring-fence schedule may request to be excluded from the schedule and included within an open ring-fence. Agreement to such requests will be at the council's discretion and would take in to account the numbers of employees within the open ring-fence and business need.

Employees who are not successful in gaining a post within the structure may be able to apply for post remaining vacant when Stage One has been completed (see stages and timescales below). The focus of this Second Stage will be to redeploy employees who have not been successful in gaining a post into any remaining vacant posts.

Continuity Ring-Fences

In some areas of the council's services it may be that there is little or no change in the numbers and grades of posts within the new structure. In these cases it may be necessary to define a continuity ring-fence set of posts for certain service areas and grades.

For continuity ring-fences a schedule of posts and eligible employees will be identified.

Posts within a continuity ring-fence will only be open to those employees identified on the relevant continuity ring-fence schedule.

Eligible employees will be confirmed in post within the new structure without having to make an application for the post.

Identified employees will not be able to seek exclusion from the continuity ring-fence.

Applying ring-fencing to posts at Grade 11 and above

The Grade 11 and above management structure will consist mainly of an open ring-fence and that posts will be filled through a competitive interview process.

As the management structure will be appointed first, employees at Grade 9 and 10 will have the opportunity to apply for posts within both the management structure and the Grade 10 and below structure. The ring-fence for Grades 9 and 10 will not have been established at that point so we expect that all Grade 9 and 10 employees will be eligible.

To maintain fairness, any applications by post-holders at Grade 9 and 10 to the management structure will count against their 3 applications in Stage One. The same principle will apply to Grade 11 post-holders that subsequently apply for Grade 10 posts.

Applying ring-fencing to posts at Grade 10 and below

The broad range of services provided by the council means that we will need to adopt a variety of approaches to ring-fencing of posts at Grade 10 and below. Where possible we will adopt an open ring-fence approach but this will be balanced against the need to maintain service delivery.

In areas where we are reducing employee numbers but need to maintain key skills and experience we may need to adopt a closed ring-fence approach to ensure that we retain sufficient skills and experience to deliver the service.

In other areas it is possible that there will be little change in the numbers and grades of post in the new structure and we may adopt a continuity ring-fence approach. This is likely to be in some key front-line services where the council continues to prioritise the current level of service.

Recruiting to the new structure

Our main priority is to ensure that we appoint the best person for the job. To help us achieve this we will have a three stage recruitment process.

- Stage One: Will involve all eligible employees being included within one of three types of ring-fence and having the opportunity to apply for posts, or in some circumstances be confirmed in post.
- Stage Two: Will be limited to any employee without a job after Stage One has been completed. We will help these employees find opportunities through redeployment and retraining.
- Stage Three: Any remaining vacant posts will be advertised internally and where appropriate externally.

Who is eligible to be considered in the restructure?

With a few exceptions, all our employees are eligible to be considered. This includes

- Employees who have transferred into the council under TUPE regulations, or the principles of TUPE. They will be expected to apply for posts based on the comparable grade. We will establish the comparable grade as part of the restructure process.
- Graduates and apprentices on training contracts unless covered by the exceptions below.

The exceptions are:

- Employees on fixed term contracts will only be included within Stage One of the recruitment process if they have 12 months continuous service with the County Council at 31 March 2015 for posts within the grade 11 and above structure and 31 March 2016 for posts within the grade 10 and below structure.
- Agency and casual workers will not be included within Stage One and Stage Two of the recruitment process.

In the design of the new structure we will seek to avoid the use of temporary posts where possible, maximising the opportunity for permanent employment for eligible employees.

Our intention remains to achieve the reductions that are required in our workforce by voluntary redundancy as far as possible. This means that employees who are unsuccessful at Stage One, and do not wish to apply for voluntary redundancy, may be able to continue working at their current Grade to deliver services as part of the transition to the new council structure. At the end of Stage One they will be eligible to apply for any post which remains vacant at that time.

Timescales

The remaining key milestones for the restructure are expected to be:

Date	Milestone
September 2014	Review of response to consultation
October 2014	Sign off by elected members
October 2014	Begin recruitment to new Grade 11 and above structure
April 2015	Recruitment to Grade 11 and above structure complete
April 2015	Begin to produce draft structures for Grade 10 and below
May/June 2015	Consult on the Grade 10 and below structure
17 June 2015	Management Team consider consultation feedback
July 2015	Finalise structure and principles of appointment
September 2015	Begin recruitment to new structure for Grade 10 and below
April 2016	Restructure complete.

Appeals

It is proposed that the following draft procedure be used to deal with appeals raised through the LCC transformation process, subject to trade union consultation and agreement.

Transformation Appeals Procedure

Stage 1 of the Recruitment Process

This procedure will be used to deal with appeals during Stage 1 of the recruitment process. Appeals may be made in relation to shortlisting or appointment decisions. An appeal may be made in respect of each post that an employee is interviewed for or for which they are not shortlisted.

Appeals will only be considered in the following circumstances:

- (1) where an employee feels that the recruitment process failed to follow the approved procedure, or
- (2) where an employee feels they have been treated less favourably because of a protected characteristic¹ they possess, as set out under the Equality Act 2010, or that reasonable adjustments were not made to enable them to fully participate in the interview process and they feel they have been disadvantaged because of this.

Appeals will not be considered where the sole ground of appeal is that the employee considers that they were the best candidate for the post being interviewed for and should therefore have been appointed.

The appeal process does not cover the refusal of a request made by the employee for any form of flexible working. Any issue relating to the refusal of any form of flexible working will be considered under the relevant Council procedure that applies.

Appeals Process

Where an employee wishes to appeal against a decision under this procedure, they must set out their ground(s) for appeal by email or in writing within 5 working days of receiving notification of the decision.

The appeal must be sent to the Restructure Support Team **(add link to mailbox address and consider quoting a postal address)**.

¹ There are nine protected characteristics contained within the Equality Act 2010. These are: age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.

Appeals will be heard by a manager who has had no prior involvement in the decision that is being appealed.

An appeal hearing will be convened to hear the appeal, normally within 5 working days of receipt of the written notification of the appeal.

The manager hearing the appeal may be advised at the appeal hearing by a member of the Corporate HR Team.

The employee has the right to be accompanied at the appeal hearing by a work colleague, trade union representative or an official employed by a trade union. Appeal hearings will not normally be adjourned on the basis that a work colleague, trade union representative or official employed by a trade union is unavailable.

At the hearing, the employee (or their representative) will present their case for appeal.

The chair of the recruitment panel will respond.

The manager hearing the appeal will then consider the submissions made and reach a final decision on the case. The outcome of the appeal will be confirmed to the employee in writing within 5 working days of the hearing.

Section 4

Equality Analysis Toolkit

New Organisation
For Decision Making Items

November 2011

What is the Purpose of the Equality Decision-Making Analysis?

The Analysis is designed to be used where a decision is being made at Cabinet Member or Overview and Scrutiny level or if a decision is being made primarily for budget reasons. The Analysis should be referred to on the decision making template (e.g. E6 form).

When fully followed this process will assist in ensuring that the decision-makers meet the requirement of section 149 of the Equality Act 2010 to have due regard to the need: to eliminate discrimination, harassment, victimisation or other unlawful conduct under the Act; to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and to foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Having due regard means analysing, at each step of formulating, deciding upon and implementing policy, what the effect of that policy is or may be upon groups who share these protected characteristics defined by the Equality Act. The protected characteristics are: age, disability, gender reassignment, race, sex, religion or belief, sexual orientation or pregnancy and maternity – and in some circumstances marriage and civil partnership status.

It is important to bear in mind that "due regard" means the level of scrutiny and evaluation that is reasonable and proportionate in the particular context. That means that different proposals, and different stages of policy development, may require more or less intense analysis. Discretion and common sense are required in the use of this tool.

It is also important to remember that what the law requires is that the duty is fulfilled in substance – not that a particular form is completed in a particular way. It is important to use common sense and to pay attention to the context in using and adapting these tools.

This process should be completed with reference to the most recent, updated version of the Equality Analysis Step by Step Guidance (to be distributed) or EHRC guidance - [EHRC - New public sector equality duty guidance](#)

Document 2 "Equality Analysis and the Equality Duty: Guidance for Public Authorities" may also be used for reference as necessary.

This toolkit is designed to ensure that the section 149 analysis is properly carried out, and that there is a clear record to this effect. The Analysis should be completed in a timely, thorough way and should inform the whole of the decision-making process. It must be considered by the person making the final decision and must be made available with other documents relating to the decision.

The documents should also be retained following any decision as they may be requested as part of enquiries from the Equality and Human Rights Commission or Freedom of Information requests.

Support and training on the Equality Duty and its implications is available from the County Equality and Cohesion Team by contacting

AskEquality@lancashire.gov.uk

Specific advice on completing the Equality Analysis is available from your Directorate contact in the Equality and Cohesion Team or from Jeanette Binns

Jeanette.binns@lancashire.gov.uk

Name/Nature of the Decision

The new County Council organisation.

What in summary is the proposal being considered?

We are creating a new-look organisation structure that's designed to work with a much smaller budget while providing the very best service it can to create and support the prosperity, health and wellbeing of people across Lancashire.

Is the decision likely to affect people across the county in a similar way or are specific areas likely to be affected – e.g. are a set number of branches/sites to be affected? If so you will need to consider whether there are equality related issues associated with the locations selected – e.g. greater percentage of BME residents in a particular area where a closure is proposed as opposed to an area where a facility is remaining open.

The restructure is necessary to support the delivery of the savings needed, so ensuring the continued financial sustainability of the County Council. Everyone in Lancashire will therefore be potentially affected; employees, service users and residents.

Could the decision have a particular impact on any group of individuals sharing protected characteristics under the Equality Act 2010, namely:

- Age
- Disability including Deaf people
- Gender reassignment
- Pregnancy and maternity
- Race/ethnicity/nationality
- Religion or belief
- Sex/gender

- Sexual orientation
- Marriage or Civil Partnership Status

In considering this question you should identify and record any particular impact on people in a sub-group of any of the above – e.g. people with a particular disability or from a particular religious or ethnic group.

It is particularly important to consider whether any decision is likely to impact adversely on any group of people sharing protected characteristics to a disproportionate extent. Any such disproportionate impact will need to be objectively justified.

Yes. The decision will impact on all employees of the county council, which will include individuals and groups of individuals with protected characteristics under the Equality Act 2010.

If you have answered "Yes" to this question in relation to any of the above characteristics, – please go to Question 1.

See question 1.

If you have answered "No" in relation to all the protected characteristics, please briefly document your reasons below and attach this to the decision-making papers. (It goes without saying that if the lack of impact is obvious, it need only be very briefly noted.)

Question 1 – Background Evidence

What information do you have about the different groups of people who may be affected by this decision – e.g. employees or service users (you could use monitoring data, survey data, etc to compile this). As indicated above, the relevant protected characteristics are:

- Age
- Disability including Deaf people
- Gender reassignment/gender identity
- Pregnancy and maternity
- Race/Ethnicity/Nationality
- Religion or belief
- Sex/gender
- Sexual orientation
- Marriage or Civil Partnership status (in respect of which the s. 149 requires only that due regard be paid to the need to eliminate discrimination, harassment or victimisation or other conduct which is prohibited by the Act).

In considering this question you should again consider whether the decision under consideration could impact upon specific sub-groups e.g. people of a specific religion or people with a particular disability. You should also consider how the decision is likely to affect those who share two or more of the protected characteristics – for example, older women, disabled, elderly people, and so on.

Numbers of staff employed by the county council

Number of Staff								
Gender		Disability			Age			
Male	Female	Yes	No	Not Recorded/Unknown	16-24	25-39	40-64	65+
3593	10005	315	11043	2219	606	2997	9438	536

Due to the makeup of the Council's workforce the transformation of the Council is likely to impact on significantly more females than males.

The analysis also indicates that a significant proportion of our workforce is aged 40 and above.

Ethnic background of County Council Employees

Ethnic Background

	Any Other	Asian Bangladeshi	Asian Indian	Asian Other	Asian Pakistani	Black African	Black Caribbean	Black Other	Chinese	Mixed African
ACS	13	4	51	8	47	6	8	6	5	1
CYP	7	3	31	10	46	2	5	6	2	2
LCCG	30	3	29	9	17	0	5	0	1	1
ENV	1	1	21	4	3	1	3	0	3	0
OCE	5	0	17	0	3	0	1	0	0	0
CT	0	0	14	2	0	0	2	2	2	0
Total	56	11	163	33	116	9	24	14	13	4

	Mixed Asian	Mixed Caribbean	Mixed Other	Unknown	White British English	White British Other	White Scottish	White Welsh	White Irish	White Other
ACS	5	9	10	786	77	2424	0	2	17	28
CYP	3	5	2	1120	67	1909	1	0	13	21
LCCG	0	2	0	1261	22	3208	0	0	16	3
ENV	0	1	1	275	17	1036	0	0	7	6
OCE	0	0	0	86	8	305	0	0	2	1
CT	1	1	0	82	13	284	1	0	1	1
Total	9	18	13	3610	204	9166	2	2	56	60

The analysis indicates that around 69% of the workforce consider themselves to be White British, 27% are not known and 4% considered to be BME.

Specific analysis of posts at Grade 11 and above

Current Grade 11 and above (or equivalent salary)	Existing Structure - Number of Posts	New Structure - Number of Posts	Change in number of Posts	% Change in number of Posts
ED	4	2	-2	-50%
D3	3	8	5	167%
D2	20	5	-15	-75%
D1	5	9	4	80%
Grade 14	98	83	-14	-14%
Grade 13	124	24	-98	-79%
Grade 12	127	169	44	34%
Grade 11	372	289	-81	-22%
TOTAL	753	589	-157	-21%

Grade	Comment	Gender impact assessment
ED	The number impacted is too low to be significant in the context of the equality analysis for LCC as a whole. However, 75% of current ED grade are male and 25% are female. This compares with 26% and 74% of the entire LCC workforce.	There is a disproportionate impact on male employees.
D3	We are increasing the numbers of posts at this level	
D2	The number impacted is too low to be significant in the context of the equality analysis for LCC as a whole. However, 82% of current grade D2 are male and 18% are female as compared with 26% and 74% of the entire workforce.	There is a disproportionate impact on males

D1	We are increasing the numbers at this level	
Grade 14	The number impacted is too low to be significant in the context of the equality analysis for LCC as a whole. However 69% of current grade 14 are male and 41% are female as compared with 26% and 74% of the entire workforce.	
Grade 13	59% of current Grade 13 are male. 41% of current grade 13 are female as compared with 26% and 74% of the entire LCC workforce.	There is a disproportionate impact on males
Grade 12	We are increasing the number of posts at this level	
Grade 11	47% of the current grade 11 are male. 53% of the current grade 11 are female as compared with 26% and 74% of the entire workforce.	There is a disproportionate impact on females

Equality indicators December 2013 taken from our Equality Report published January 2014

The following indicators are monitored quarterly and reported on annually as required under the Specific Duties of the PSED of the Equality Act 2010.

Indicator	% in December 2012	% in December 2013
BME employees in the LCC workforce	3.90%	3.29%
Disabled employees in the LCC workforce	2.48%	2.21%
Women in the LCC workforce	73.2%	73.48%
BME employees in senior LCC posts	3.12%	3.00%
Disabled employees in senior LCC posts	3.01%	3.11%
Women in senior LCC posts	53.42%	55.72%

Question 2 – Engagement/Consultation

How have you tried to involve people/groups that are potentially affected by your decision? Please describe what engagement has taken place, with whom and when.

(Please ensure that you retain evidence of the consultation in case of any further enquiries. This includes the results of consultation or data gathering at any stage of the process)

The consultation on the new organisation structure is an LCC employee consultation and has not involved external bodies other than Trade Unions.

The principles for appointment, structure at Grade 11+ and associated guidance such as the "How To" guide will be the subject of reports to Executive Scrutiny and Cabinet to be considered in October 2014.

The consultation on the principles for appointment to the new Council structure resulted in a number of changes:

- Eligibility based on substantive pay: Feedback highlighted that some employees felt that they were potentially disadvantaged by our proposals where they would be eligible to apply for posts based on their actual rather than substantive pay. As a result, we have amended the proposals to allow employees to elect to apply based on the pay of their substantive grade. This means we will still provide an opportunity to those employees who have taken on new roles pending the implementation of the new structure, often to facilitate voluntary redundancies and cost savings, whilst also responding to the feedback from those employees who may feel disadvantaged competing for posts within a higher grade range.
- Fixed-Term Contracts: We received a number of proposals from employees who considered that our proposed approach to the eligibility of employees on fixed-term contracts did not recognise the specific circumstances of employees, who may for example have

been employed by the Council for many years but had taken posts with fixed-term contracts as part of more recent restructures. As a result, we have changed the principles so that employees on fixed-term contracts will only be included within Stage One of the recruitment process if they have 12 months continuous service with the Council as at 31 March 2015 for posts within the Grade 11 and above structure and 31 March 2016 for posts in the structure at Grade 10 or below. This principle also extends to graduates and apprentices.

The consultation on the structure at Grade 11 and above resulted in some changes to proposed grading, line management arrangements and numbers of posts. Importantly, we are proposing that the Council strengthens its capacity to support employees on an ongoing basis with the inclusion of additional capacity to lead on employee welfare issues.

We received a relatively small number of comments on the "How To" guide which sets out some of the key processes which will apply throughout the recruitment phase. No changes to the guide have been made as a result of the consultation.

All comments received in response to the consultation, from both staff and trade unions, including suggestions about alternative structures, have been considered by Management Team

Question 3 – Analysing Impact

Could your proposal potentially disadvantage particular groups sharing any of the protected characteristics and if so which groups and in what way?

It is particularly important in considering this question to get to grips with the actual practical impact on those affected. The decision-makers need to know in clear and specific terms what the impact may be and how serious, or perhaps minor, it may be – will people need to walk a few

metres further to catch a bus, or to attend school? Will they be cut off altogether from vital services? The answers to such questions must be fully and frankly documented, for better or for worse, so that they can be properly evaluated when the decision is made.

Could your proposal potentially impact on individuals sharing the protected characteristics in any of the following ways:

- Could it discriminate unlawfully against individuals sharing any of the protected characteristics, whether directly or indirectly; if so, it must be amended. Bear in mind that this may involve taking steps to meet the specific needs of disabled people arising from their disabilities
- Could it advance equality of opportunity for those who share a particular protected characteristic? If not could it be developed or modified in order to do so?
- Does it encourage persons who share a relevant protected characteristic to participate in public life or in any activity in which participation by such persons is disproportionately low? If not could it be developed or modified in order to do so?
- Will the proposal contribute to fostering good relations between those who share a relevant protected characteristic and those who do not, for example by tackling prejudice and promoting understanding? If not could it be developed or modified in order to do so? Please identify any findings and how they might be addressed.

The reductions in employee numbers will impact on individuals with protected characteristics as these individuals will form part of our workforce. However, the proposals will not discriminate unlawfully and, where appropriate, mitigating actions are being taken to ensure that the recruitment process reflects the needs of any individuals with a protected characteristic and therefore advance equality of opportunity.

We have used sources including consultation feedback and dialogue with the equality and cohesion team to consider impact.

Issues discussed included:

- Ability of employees to apply for posts on a part time basis
- Impact on employees with other flexible working arrangements
- Impact on disabled employees who have reasonable adjustments in place
- Impact of reductions at Grade 13
- Impact of enabling WorkStart and apprentices to apply for posts within the new structure and relationship with others on fixed term contracts
- Impact on employees on non LCC terms and conditions
- Support for people throughout the transformation process
- How we will share information with employees
- How we will support employees
- How we will support managers

Ability of employees to apply for posts on a part time basis and impact on employees currently in part time posts: Employees will be able to request flexible working upon appointment to a post in the new structure. Requests will be considered using our existing arrangements for considering flexible working. We need to acknowledge that this may result in uncertainty and could potentially detriment some employees' particular women and those with caring responsibilities.

<http://lccintranet2/corporate/web/?siteid=4934&pageid=25064&e=e>

Impact on employees with other flexible working arrangements e.g. V Time, job share etc. (this may be because of caring responsibilities). Existing policies will continue to apply.

Impact on disabled employees who have reasonable adjustments in place. Reasonable adjustments would have to be negotiated when an appointment is made but this may again lead to uncertainty as to whether the adjustments can be carried forward in to the new role.

Impact of reductions at Grade 13: Analysis has highlighted a

disproportionate impact on male employees at grade 13. However, in the context of the workforce as a whole, numbers are low. Employees at Grade 13 will have the opportunity to apply for posts 2 grades up and 1 grade down.

Impact of enabling WorkStart and apprentices to apply for posts within the new structure and relationship with others on fixed term contracts: We have changed our proposals to ALL employees with 12 months or more continuous service to apply in to the new structure

Impact on employees on non LCC terms and conditions: Our approach will ensure all employees within scope are on the same terms and conditions after the restructure.

It is not considered that the new structure will have an adverse impact on service users as the new organisation is designed to continue to deliver high quality services, including to service users with protected characteristics

-

Question 4 –Combined/Cumulative Effect

Could the effects of your decision combine with other factors or decisions taken at local or national level to exacerbate the impact on any groups?

For example - if the proposal is to impose charges for adult social care, its impact on disabled people might be increased by other decisions within the County Council (e.g. increases in the fares charged for Community Transport and reductions in respite care) and national proposals (e.g. the availability of some benefits) . Whilst LCC cannot control some of these decisions, they could increase the adverse effect of the proposal. The LCC has a legal duty to consider this aspect, and to evaluate the decision, including mitigation, accordingly.

If Yes – please identify these.

Yes

Unemployment levels of young people, over 50s women and disabled people. These factors may deter VR applications so that individuals within these groups of staff could be displaced , and are therefore at risk, as a result of the transformation process, although this risk is not considered to be more significant than for any staff who do not have protected characteristics.

Current austerity measures and budget reduction for public services are reducing the scope for alternative public sector employment, therefore staff who are not appointed to posts in the new structure may struggle to find alternative employment.

Question 5 – Identifying Initial Results of Your Analysis

As a result of your analysis have you changed/amended your original proposal?

Please identify how –

For example:

Adjusted the original proposal – briefly outline the adjustments

Continuing with the Original Proposal – briefly explain why

Stopped the Proposal and Revised it - briefly explain

As a result of the consultation the original proposals – both the principles for appointment and structure – have been adjusted in several respects. In terms of the impact on people with protected characteristics the Equality Analysis has informed decisions taken about how the recruitment process will accommodate these groups of individuals to ensure that the recruitment process is fair – see section 6

Question 6 - Mitigation

Please set out any steps you will take to mitigate/reduce any potential adverse effects of your decision on those sharing any particular protected characteristic. It is important here to do a genuine and realistic evaluation of the effectiveness of the mitigation contemplated. Over-optimistic and over-generalised assessments are likely to fall short of the “due regard” requirement.

Also consider if any mitigation might adversely affect any other groups and how this might be managed.

Disability including Deaf people: We will make adjustments for disabled employees wherever practicable through the process. Support arrangements may be of particular value in assisting disabled and Deaf employees to fully explore their options and engage with the process. Previous smaller scale restructures have however resulted in significant reductions in the number of disabled and Deaf employees in the workforce.

Pregnancy or being on maternity leave: The new structure impacts on all employees within the county council. The tight timescales at key points in the recruitment process could disadvantage some people so we have taken steps to help people understand and plan for the process in advance. Specific arrangements will need to be made to ensure that employees on maternity leave are kept fully informed and accommodated within the process.

Age

Work is being undertaken by Your Pensions Service to highlight new options available

For younger employees we have now accommodated apprentices and graduates in the process.

We are supporting opportunities for young people, NEET for example, to gain employment

Generally

There will be equality of opportunity in the new structure, created through the use of more generic profiles and reducing unnecessary barriers to appointment (e.g. reviewing the necessity for qualifications)

We are providing opportunities for people to apply to roles at grades other than their current grade

Our existing policies regarding flexible working will continue to apply.

We will support for people throughout the transformation process: We have established a range of opportunities under the banner of "supporting your future"

<http://lccintranet2/corporate/web/?siteid=7079&pageid=44322&e=e>.

In our recruitment processes we will:

- Communicate our intended timescales well in advance
- Publish information setting out how the process will work (The 'How to' Guide)
- consider how we support people in being able to access the information required to make informed choices and in making the application itself.
- Ensure we have accessible venues for interview and where possible provide alternatives for those who are unable to attend because of disability, maternity leave etc.
- Provide information to support managers in their role (The Managers Guide)
- Maintain contact with the Equality and Cohesion Team

Question 7 – Balancing the Proposal/Countervailing Factors

At this point you need to weigh up the reasons for the proposal – e.g. need for budget savings; damaging effects of not taking forward the proposal at this time – against the findings of your analysis. Please describe this assessment. It is important here to ensure that the

assessment of any negative effects upon those sharing protected characteristics is full and frank. The full extent of actual adverse impacts must be acknowledged and taken into account, or the assessment will be inadequate. What is required is an honest evaluation, and not a marketing exercise. Conversely, while adverse effects should be frankly acknowledged, they need not be overstated or exaggerated. Where effects are not serious, this too should be made clear.

The proposal is necessary to help enable the Council to achieve savings targets of £300m and ensure the organisation has appropriate, clear leadership and management moving forward. By reducing our costs of leadership and management we are better placed to safeguard front line service delivery to residents of Lancashire.

Question 8 – Final Proposal

In summary, what is your final proposal and which groups may be affected and how?

Our final proposal is to proceed with the new organisation structure as proposed to Cabinet on the basis of the recommended principles for appointment.

Question 9 – Review and Monitoring Arrangements

Describe what arrangements you will put in place to review and monitor the effects of your proposal.

Equality indicators December 2013 taken from our Equality Report published January 2014

Indicator	% in December 2012	% in December 2013
BME employees in the LCC workforce	3.90%	3.29%
Disabled employees in the LCC workforce	2.48%	2.21%

Women in the LCC workforce	73.2%	73.48%
BME employees in senior LCC posts	3.12%	3.00%
Disabled employees in senior LCC posts	3.01%	3.11%
Women in senior LCC posts	53.42%	55.72%

These indicators will continue to be used as a basis for monitoring impact within our equality report.

Equality Analysis Prepared By Dave Carr

Position/Role Head of Corporate Strategic Projects

Equality Analysis Endorsed by Chief Officer: Ian Young County Secretary and Solicitor

Decision Signed Off By

Cabinet Member/Chief Officer or SMT Member

Please remember to ensure the Equality Decision Making Analysis is submitted with the decision-making report and a copy is retained with other papers relating to the decision.

Where specific actions are identified as part of the Analysis please ensure that an EAP001 form is completed and forwarded to your Directorate's contact in the Equality and Cohesion Team.

Directorate contacts in the Equality & Cohesion Team are:

Karen Beaumont – Equality & Cohesion Manager

Karen.beaumont@lancashire.gov.uk

Contact for Adult & Community Services Directorate

Jeanette Binns – Equality & Cohesion Manager

Jeanette.binns@lancashire.gov.uk

Contact for Environment Directorate, Lancashire County Commercial Group and One Connect Limited

Saulo Cwerner – Equality & Cohesion Manager

Saulo.cwerner@lancashire.gov.uk

Contact for Children & Young Peoples Directorate

Pam Smith – Equality & Cohesion Manager

Pam.smith@lancashire.gov.uk

Contact for Office of the Chief Executive and the County Treasurer's Directorate

Thank you

Cabinet - 9 October 2014

Report of the Deputy County Treasurer

Electoral Division affected:

All

Approval of the County Council's Procurement Strategy (Appendix 'A' refers)

Contact for further information:

Ben Kinley, (01772) 535085, County Treasurer's Directorate,
ben.kinley@lancashire.gov.uk

Executive Summary

The County Council has recognised that for effective and efficient procurement practices to operate at all levels within the County Council, they need to be underpinned by an overarching Procurement Strategy. The development of a procurement strategy has been a key priority of the County Council. A draft procurement strategy was developed and has been the subject of consultation with public, private and third sector organisations.

The draft Procurement Strategy has been amended as a result of feedback received during the consultation and is now set out for approval at Appendix 'A'.

This is deemed to be a Key Decision and Standing Order 25 has been complied with.

Recommendation

Cabinet is recommended to:

- (i) Note the results of the consultation on the draft Procurement Strategy, which involved public, private and third sector organisations;
- (ii) Approve the final Procurement Strategy, set out at Appendix 'A', which includes the amendments made to reflect the feedback received during the consultation process;

Background and Advice

The County Council has recognised that for effective and efficient procurement practices to operate at all levels within the County Council, they need to be underpinned by an overarching Procurement Strategy. The development of a procurement strategy has been a key priority of the County Council.

A draft Procurement Strategy was presented to Cabinet in May 2014. This draft strategy was based upon best practice, reflected the County Council's priorities, and was built upon the principles considered by Cabinet in March 2014 and the Amended Notice of Motion agreed by Full Council in October 2013. The draft strategy was also supported by a draft Procurement Improvement Action Plan which set out a number of specific changes that needed to be made in order for the County Council's procurement function to effectively deliver the strategy.

Following consideration by Cabinet in May, the draft strategy has been subject to a consultation process with key stakeholders. This report sets out details of that consultation process and the changes made to the draft strategy as a result of the feedback received. A revised Procurement Strategy is now presented to Cabinet for consideration and approval. Recommendations are also made about future performance reporting and the on-going monitoring of the strategy's implementation.

The Consultation - Process

As agreed with Cabinet in May, an 8 week consultation has been undertaken with key stakeholders on the draft strategy. This consultation ran through June and July, ending on 29 July 2014. The list of consultees was agreed by the cross-Directorate Procurement Board and included a number of individual organisations as well as representative bodies and umbrella organisations. The list included:

- District Councils
- NHS Clinical Commissioning Groups and the Commissioning Support Unit
- Housing Providers
- Lancashire Constabulary
- Police and Crime Commissioner for Lancashire
- Lancashire Fire and Rescue Service
- Voluntary, Community and Faith Sector Organisations
- Bus and Taxi companies
- Chambers of Commerce and the Federation of Small Businesses
- Lancashire Care Association
- Third Sector Lancashire
- Internal County Council Services

These organisations were sent the draft strategy directly, and the strategy was also made available to all suppliers and potential suppliers through the area on the County Council's website accessed by those who may want to do business with us.

Respondents were asked to share their views on priority areas in the draft strategy, including:

- The County Council's vision and values for procurement
- The County Council's approach towards sustainability in procurement
- The County Council's approach towards social equality in procurement
- The County Council's approach to electronic Procurement, and the opportunities for the County Council to be more efficient and effective in its

dealings with suppliers to minimise costs for them and make it easier for them to do business with us

- Any current barriers they experience or perceive in doing business with the County Council and whether the approach set out in the strategy would help break down some of those barriers

Respondents also had the opportunity to share any other general comments they had on doing business with the County Council.

The Consultation - Responses

A total of 53 responses were received as part of the consultation, through the online questionnaire and by email. Face to face meetings were also held with some key stakeholders, such as Third Sector Lancashire, where these were requested.

Overall, feedback received was extremely positive with over 80% of respondents saying they 'Strongly Agree' or 'Tend to Agree' with the key elements of the strategy. Much valuable, constructive, feedback was also provided by a number of respondents through their comments, and it was clear that many organisations have clearly taken considerable effort to provide considered and helpful responses.

As a result of this feedback, a number of changes have been made to strengthen and improve the strategy. These changes have been considered by the Procurement Board, and are set out below.

- **Context** - The County Council currently does business with over 7,000 suppliers, in a variety of different contexts, and this strategy needs to be applicable to all of them. Following feedback received, changes have been made to: try and remove jargon; be clearer about the County Council's vision for Lancashire and how procurement helps achieve that vision; clarify the large range of different goods, services and works that the County Council spends money on and; set out how procurement fits with the commissioning process. The strategy is also now clearer on the legislative context that the County Council has to work within when it is procuring, to help potential suppliers understand why we work in the way that we do.
- **Doing Business with the County Council** – Overall, respondents felt that the approach set out in the strategy would make it easier for organisations to do business with the County Council. Some third sector respondents felt that this intention could be made even more explicit, to make it clearer that the County Council wants to do business with a range of organisations, large or small, private or third sector, and welcomes bids and tenders from small charities as much as big businesses. These commitments have been reinforced in the revised strategy.
- **Sustainability** - Feedback on the County Council's approach to sustainability was very positive, with 98% of respondents agreeing on the inclusion of sustainability in the strategy, and 94% either tending to agree or strongly agreeing with the approach set out. However, many respondents pointed out that sustainability is a widely used term which is often poorly defined. In response to

these comments received, further clarity has been added about what the County Council means by sustainability in this context, and how it applies to the County Council's procurement activity.

- **Social Value** – Responses to questions about social equality were also very positive, with 92% either tending to agree or strongly agreeing with its inclusion in the strategy and 87% tending to agree or strongly agreeing with the proposed approach. However, following comments received and input from colleagues across the County Council, the section on social equality, and social value in particular, have been strengthened.
- **Living Wage** – A number of respondents also asked for clarity around the council's intention to seek accreditation as a Living Wage Employer, and the implications for current and future contracts. This section of the strategy has therefore been strengthened.
- **Payment by Results** – It was raised that the County Council may wish to let contracts on a payment-by-results basis in the future, but that this was not currently mentioned in the strategy. Reference to potentially working on a payment-by-results basis has therefore been added to the strategy.
- **Collaboration with Other Public Bodies** – It was raised that the commitment in the draft strategy that "we will maximise procurement collaboration with other public bodies". It was felt that always including all public bodies in Lancashire during tendering processes:
 - Potentially increases tendering times, as overall contract values increase, often over EU thresholds;
 - Can give a potentially misleading impression to the market of the size of the contracting opportunity;
 - Can be seen to be discouraged in recent legal judgements, unless genuine and meaningful engagement has taken place with all parties named in the procurement

This commitment in the strategy has therefore been amended to reflect that collaboration will be considered on a case by case basis.

- **Electronic Procurement** - The draft strategy stated that "whilst all suppliers will be encouraged to work with us electronically, it is recognised that some suppliers, particularly small and medium-sized enterprises (SMEs) and 'Voluntary Sector' suppliers, may not have the capabilities at this time to adopt e-procurement and we will ensure that such suppliers are not disadvantaged in the procurement process". Further detail has been added to the strategy, following feedback received, to clarify the potential inconsistency between the Council's drive to do business with all suppliers electronically and its commitment not to disadvantage those who cannot. Further information has also been added on what organisations need to do if they want to do business with the County Council – where to find contracting opportunities advertised; systems used to submit tenders and how to get support in using them.

Implementation and Monitoring

Once agreed, a significant amount of work will be required to implement the strategy. At an officer level, the Procurement Board will continue to drive implementation of the Procurement Strategy.

It is also proposed that progress with implementing the strategy be reported to the Cabinet Committee on Performance Improvement on a quarterly basis, with the first report brought on 11 December 2014.

Consultations

The Procurement Strategy has been the subject of consultation with a range of organisations, as detailed in the main body of the report.

Implications:

This item has the following implications, as indicated:

Risk management

The County Council does not currently have a Procurement Strategy. The Strategy currently presented to Cabinet for approval provides a framework for procurement practices at all levels within the County Council, and therefore reduces risks and underpins effective and efficient operations across the organisation.

Financial Implications

The Procurement Strategy will be delivered using existing County Council resources.

List of Background Papers

Paper	Date	Contact/Directorate/Tel
Report to Cabinet – 'Update on the Changes to the County Council's Strategic Partnership with BT'	5 June 2014	Dave Gorman, Office of the Chief Executive, (01772) 534261
Report to Cabinet – 'Draft Procurement Strategy'	8 May 2014	Dave Gorman, Office of the Chief Executive, (01772) 534261

Report to Cabinet –
'Progress Report on the
Implementation of the
Changes to the County
Council's Strategic
Partnership with BT'

6 March 2014

Dave Gorman, Office of the
Chief Executive, (01772)
534261

Full Council - Amended
Notice of Motion

3 October 2013

Janet Mulligan, Office of
the Chief Executive,
(01772) 533361

Lancashire County Council

Procurement Strategy

October 2014

Foreword

Lancashire County Council spends approximately £529m per year through procurement. The goods, services and works we procure have a major impact on the people of Lancashire and their communities including economic, social values and environmental factors.

Our aim is for the County Council to have an innovative and sustainable approach to procurement that supports and complements effective commissioning arrangements to support the design and delivery of efficient and effective public services. This strategy sets out the framework by which the County Council will achieve this and in doing so will ensure that procurement delivers value for money across all services and directly contributes to the achievement of the County Council's key priorities and ambitions.

Wherever possible, when we procure goods, services and works we want to deliver economic benefit to Lancashire's businesses and people through employment, training and supply chain opportunities. Our approach will be to ensure that smaller and local suppliers are not precluded from tendering for contracts individually, as consortia, or through roles within the supply chain. When letting contracts, we will be clear that bids from small, local, third sector organisations are as welcome as those from larger, private sector companies. We want to keep the cost of doing business with the County Council as low as possible. Effective procurement processes and a commitment from the County Council to conduct its business in the most transparent, efficient and cost-effective way will ensure that the cost to our suppliers is minimised.

Our drive for continuous improvement will ensure that our procurement practices and procedures continue to evolve and continue to deliver the best procurement service to Lancashire.

1. Introduction

Procurement is the process through which the County Council buys goods, works and services from third parties. The process spans the whole cycle from the initial identification of needs, through to the end of a contract or the end of the useful life of an asset.

Procurement is important in supporting the County Council's overall approach to the design and delivery of efficient and effective public services, and fits within the commissioning cycle. Commissioning is the process by which the council decides upon the services, service outcomes or the products that it needs, and makes sure that they meet requirements. Commissioning involves:

- **Understanding** – understanding needs, resources and priorities and agreeing outcomes.
- **Planning** – mapping and planning sustainable and diverse services to deliver outcomes.
- **Communicating** – communicating requirements to enable effective procurement.
- **Review** – monitoring delivery.

Procurement is the process of acquiring goods, works or services, and is about:

- understanding how much we spend on goods, services and works,
- supporting the commissioning processes with early planning and service design,
- publishing tender documents, and
- managing contracts to ensure that the service needs are met.

Overall procurement contributes to the delivery of our corporate priorities, and supports our focus on the prosperity, health and wellbeing of Lancashire people. The County Council spends approximately £529m per year on procured goods, services and works. This money is spent on things ranging from residential and nursing care services for older people to children's social care services; from property construction to traffic signal maintenance; and from highways materials to library materials. The impact of procurement is therefore significant. Our vision, objectives and principles as set out in this Strategy illustrate the contribution that effective procurement arrangements can make to a wide range of socio-economic agendas. These include equality and cohesion, a successful local economy, a thriving voluntary sector, community empowerment, environmental issues and value

for money. The principal aim of this Procurement Strategy is to set a clear framework for best value procurement that enables the Council to deliver its vision for the county.

2. Our vision and values for procurement

In recognition of the wider impact that procurement has, our vision and values for procurement are:

- For procurement to support the delivery of innovative, cost-effective and quality services to meet the County Council's priorities through a strategic approach to procurement;
- For our procurement service to be modern, efficient and economically and socially responsible;
- To put sustainability at the heart of everything that we do;
- To procure quality, value for money goods, services and works that our leaders and the public expect;
- To develop a diverse supply chain that will help small and medium companies and the voluntary sector to compete;
- To deliver value for money – but not just by buying the cheapest;
- To promote local economic development through our procurement practices;
- For our processes and procedures to be transparent, and overall to adopt the highest professional standards.

3. Our Approach to Procurement

Our vision and values for procurement will be achieved through the following activities:

- The County Council's Cabinet and Procurement Board will provide strategic direction and leadership;
- Our procurement policies and procedures will support the County Council's priorities;
- We will develop a category management approach to procurement across the organisation;
- We will deliver a common, corporate process for strategic sourcing, supplier relationship and contract management;
- We will maximise the use of technology and ensure our processes are as efficient, cost-effective and simple as possible;
- We will ensure governance arrangements are robust and we will monitor compliance throughout the organisation;

- We will maximise the proportion of spend through contracted and approved suppliers and minimise 'off contract' spend;
- We will engage with stakeholders and service users to ensure that needs analysis and specifications reflect community requirements and recognise the contribution of existing local suppliers;
- We will measure procurement performance and promote continuous improvement through an agreed performance management framework;
- We will collaborate on procurement activity with other public bodies, where this is appropriate, and we will maximise partnering arrangements with suppliers;
- We will ensure that procurement staff are suitably skilled, professionally qualified and experienced;
- We will ensure that all procurement practices are operated in a legal and professional manner with the highest standards of probity, transparency, accountability and fairness;
- We will ensure that all procurement decision making, including options appraisal, is transparent, consultative and accessible;
- We will ensure that we have an up to date contracts register and that forthcoming tendering opportunities are publicly available on the County Council's website.

4. Sustainable Procurement

It is recognised that procurement has a vital role in furthering sustainable development through the procurement of goods, services and work. Procurement decisions have a major socio-economic and environmental implication, both locally and globally, now and for future generations.

When referring to Sustainable Procurement, Lancashire County Council means the process whereby the Council meets its needs for goods, services, works and utilities in a way that achieves value for money on a whole life basis in terms of generating benefits to not only to the council, but also society and the economy, whilst minimising damage to the environment.

Some practical examples of sustainable procurement that are employed include:

- Evaluating whole life contract costs in purchasing decisions.
- Minimising packaging used in goods received.
- Reducing delivery frequencies to County Council premises.

- Dividing contracts into separate lots, enabling SMEs the opportunity to compete for business.

To maximise sustainable procurement in the future, the County Council will strive to:

Raise education and awareness

- educate, train and encourage our staff to review their consumption of goods, services and works, reduce usage and adopt more environmentally-friendly products;
- communicate our sustainability objectives to our suppliers;
- promote and embed best practice for sustainable procurement;
- Understand the sustainable impact of procurement activities for all contracting activities and include specifications to mitigate against negative impacts and develop actions to deliver positive ones where possible.

Consider environmental issues

- adopt the principles of resource and waste minimisation for materials, energy, water, air and land in support of carbon reduction and climate change, reusing and recycling wherever possible;
- consider the costs and benefits of environmentally-friendly goods, services and works;
- wherever possible and practicable, specify a requirement in line with nationally or regionally agreed minimum specifications;
- where such exact specification is not possible, enable suppliers to submit offers for environmentally-friendly alternatives;
- work in partnership with other public bodies to maximise sustainable procurement gains through collaboration and information sharing;
- Ensure that all organisations have equal access to procurement opportunities, from larger organisations to SME's and the voluntary sector, in order to ensure fair and equitable opportunities for all.

Engaging suppliers

- encourage and persuade suppliers to adopt environmentally-friendly processes and supply environmentally-friendly goods, services and works as part of their Corporate Social Responsibility agenda;

- fully support the commitments to address barriers that prevent small and medium businesses and the voluntary and community sectors from doing business with us;
- ensure that procurement processes are appropriate to the scale and risk involved so that they are not unduly onerous especially for local small and medium suppliers and the voluntary and community sectors;
- continue to update and publish our contracts register, forthcoming tendering opportunities and guidance for suppliers on the County Council's web site and procurement portals;
- Ensure that, where appropriate and allowable, sustainability criteria are part of the supplier evaluation process and are used in the award of contracts.

Measurements and results

- comply with all legislation relevant to sustainability;
- collaborate with other public sector bodies in support of common sustainability targets;
- improve our sustainable performance by setting realistic objectives and targets and monitor progress on a regular basis and reporting annually through the county council's performance management framework;
- use our position in the supply chain to influence our suppliers and their subcontractors to improve their sustainability.

5. Promoting social equality and justice through procurement

Equality and Cohesion

The County Council is covered in all its actions as an employer, service provider, and contractor and in the delivery of its functions, by the Public Sector Equality Duty which has three general aims/duties:

- To eliminate discrimination, harassment or victimisation because of a protected characteristic;
- To advance equality of opportunity for people with protected characteristics;
- To foster good relations between people who share protected characteristics and those who do not share them.

NB – the protected characteristics defined in the Equality Act 2010 and Public Sector Equality Duty are: - age; disability; gender identity; marriage

and civil partnership status; pregnancy or maternity status; race; religion or belief; sex and sexual orientation.

The County Council is committed to securing genuine equality of opportunity in all aspects of our activities as an employer, service provider and contractor.

Our new "Equality Cohesion and Integration Strategy 2014-2017" was approved by the County Council in spring 2014. The full version of the Strategy can be found on the following link to our Equality and Diversity website

<http://www.lancashire.gov.uk/corporate/web/?siteid=5580&pageid=30516&e=e>

Our corporate Equality and Cohesion vision statement is as follows:-

The County Council is committed to understanding our communities and their needs. As a community leader, employer and service provider we want our services to reflect what matters to local people irrespective of their background. We aim to promote a sense of personal and social responsibility across neighbourhoods, to advance equality of opportunity for all and inspire our communities and citizens to realise their potential. We celebrate the diversity of our communities while fostering a sense of common ground and good relations between them. Lancashire does not tolerate unlawful discrimination, harassment, threats and extremism that affect individuals or divide our communities and we will work in partnership to respond to these issues.

We are committed to ensuring that our suppliers and contractors share our vision for a fair and cohesive Lancashire and to helping us meet our Public Sector Equality Duty responsibilities. To achieve this, the County Council will:

- Ensure our appointed contractors share, and help deliver, our equality objectives;
- Ensure our contractors are aware of and can demonstrate in a proportionate way how they will contribute to our meeting the Public Sector Equality Duty's general duties;
- Provide guidance and training on equalities for procurement staff;
- Develop a framework to monitor the equality performance of our key suppliers and provide assistance where required.

In its contracting and other activities the County Council must also be mindful of its responsibilities under the Human Rights Act 1998. The Human Rights Act 1998 is one of the most important pieces of legislation for public authorities. Everyone who works in public authorities must act in a way that is compatible with this Act. By providing services in a way that is compatible with the Act, a public body not only meets its duties but makes a positive difference to people's lives.

What must a public authority do?

- Where possible, a public authority should try to ensure that policies or decisions do not involve any form of discrimination on any ground.
- If it is necessary to treat some people more favourably than others, ensure there is an objective justification for the difference in treatment.
- A public authority should assess its policies and functions which are relevant to the rights under the Convention for discriminatory impact. In relation to characteristics protected by the Equality Act 2010, this closely overlaps with its obligations under the public sector equality duty.
- A public authority should document its decisions as it may be asked to produce reasons for those decisions.

In exercising functions on behalf of the County Council, all contractors must also follow these requirements in connection with all aspects of the services they deliver on our behalf. Further information is also available via the Equality and Human Rights Commission at:

<http://www.equalityhumanrights.com/your-rights/human-rights>

The Living Wage

The Living Wage is a voluntary hourly rate of pay set independently and annually, and is intended to reflect the basic cost of living in the United Kingdom. The County Council is seeking accreditation as a Living Wage Employer from the Living Wage Foundation. This means that the County Council pays the Living Wage to its entire directly employed staff and will, where legally applicable, ensure that suppliers pay the Living Wage to contractors working on County Council premises for 2 or more hours in any given day for 8 or more consecutive weeks of the year. Beyond this, the

County Council will encourage all providers to commit to adopting the Living Wage for its staff working on LCC contracts.

Health and Safety

The County Council will continue to ensure that effective health and safety mechanisms are in place through our procurement practice and our suppliers.

6. Social Value

Social value is the additional economic, social and environmental benefits that can be created when the County Council purchases services from an outside organisation, above and beyond the value of the service itself. Social value will be considered at the point of when we review our services and consider how they are to be delivered. The County Council will:

- Identify how the service can provide social value;
- Where appropriate, ask bidding organisations how they will deliver the service and provide the extra social value;

7. Doing Business With the County Council

We want to make it as easy for all organisations to do business with us as possible. As a public body, we also need to work within the framework set by UK and European law.

New contracting opportunities will be advertised via the [LCC website](#). Furthermore, in accordance with EU procurement regulations, we also advertise all contracts which have a total value above EU thresholds (currently around £4.3m for works and around £150k for services) on the [OJEU website](#) (Official Journal of the European Union website). There are a number of free to use search facilities which organisations could sign up to in order to keep informed of forthcoming tenders. One such service is [Tenders Electronic Daily](#) (TED). When contracts fall within these EU thresholds, it also affects the timescales and processes we need to follow during procurements.

Contracts that are below these EU thresholds are not under constraint by the regulations, but may be considered to follow the principles of non-discrimination, equal treatment and transparency by case law, which states that where the contract in question is of 'certain cross border interest' it should be tendered in line with the aforementioned principles.

New EU Directives which apply to the County Council came into force in 2014, and these will be reflected into UK law. This may bring some changes to the legislative context within which we work. Whilst there may be some increased flexibility around the edges, including the possibility of a 'lighter touch' regime for contracts below £638,000 and 'innovation partnerships' to co-design a service not currently available on the market, much of the underlying legal framework will remain the same.

The majority of LCC advertised contracts can be accessed via the [LCC Sourcing Portal](#). Once suppliers have registered for the portal, they can access, download and submit tenders and relevant documentation. Use of this portal does not require the purchase of high specification IT equipment or connections, nor high level personal IT skills/capabilities.

Online support is available to suppliers in using the portal, and there is also a helpline available. Contact details for advice or assistance relating to the use of the e-tendering system are:

Online Learning	E-tendering help line: Telephone 0300 123 6701
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Suppliers can also register to receive notifications every time the County Council publishes opportunities related to CPV (common procurement vocabulary) codes which are relevant to their organisation.

8. Electronic Procurement (E-Procurement) Policy

The County Council recognises the importance of electronic procurement (e-procurement) in delivering lower transaction costs for both us and our suppliers, reducing off-contract spend and minimising paperwork, thereby providing efficiencies and environmental benefits. The development of the i-Supplier module of the Oracle finance system provides real opportunities for the County Council and suppliers to carry out a significant amount of transactions electronically.

Electronic tendering is currently being rolled out within the Procurement Service and to other teams across the County Council that carry out procurement activity. Suppliers will be encouraged to register on the County Council's i-supplier portal.

Whilst all suppliers will be encouraged to work with us electronically, it is recognised that some suppliers, particularly small- and medium-sized

enterprises (SMEs) and 'Voluntary Sector' suppliers, may not have the capabilities at this time to adopt e-procurement and we will ensure that such suppliers are not disadvantaged in the procurement process should they not be able to adopt e-procurement when doing business with LCC. Whilst the Council's default option will be to tender electronically, there will be processes and procedures put in place to accept hard copies in appropriate circumstances.

Our aim is to ensure our systems are as accessible and as easy to use as possible. Beyond the initial tendering process, we also want ongoing interactions such as invoicing and ordering to be electronic wherever possible. But, again, we recognise that there are situations where we will need to deal with some organisations in alternative ways.

Purchasing cards and other means of payment will be used where appropriate, subject to approval by the County Treasurer to reduce transaction costs, particularly for high volume, low value and ad-hoc purchases.

9. Performance Management

We will monitor the level of our procurement performance and in doing so identify areas of good or poor performance. This information will be used to take forward a programme of continuous improvement within the Procurement Service. The performance of the Procurement Service will be reported as part of the County Council's Performance Management Framework and will be supplemented by monthly reporting at service level. Key performance measures and indicators will be set and monitored on a regular basis as part of the process.

10. Our Suppliers

We expect our suppliers to provide high quality goods, services and works to the County Council and to the taxpayers and residents of Lancashire. Our suppliers must offer value for money – not just a cheap price but a balance of quality and cost assessed over the lifetime of the purchase. We expect our suppliers to demonstrate an ability to work sustainably helping us to improve the environment and social outcomes of our contracts and respect and encourage equality, cohesion and fairness in their workforce and supply chain.

We want to do business with small and medium enterprises and the voluntary and community faith sectors and will ensure that our processes are as easy as possible to enable them to tender effectively.

We will minimise the administrative burden and cost to suppliers by offering electronic systems and processes wherever possible. Our processes will be open and transparent and based on standard approaches and use of common systems that appropriately minimise complexity, cost, timescales and requirements for suppliers.

10. Procurement Improvement

The County Council recognises that changes need to be made to the way we organise and manage procurement to maximise the contribution that procurement can make to the County Council's performance and efficiency.

An improvement plan has been developed that will deliver:

- A more strategic and systematic approach to procurement;
- Corporate management of performance and improvement priorities ;
- Procurement efficiencies; and
- Enhanced compliance with relevant policies and procedures.

Our procurement improvement will be underpinned by the following principles:

- Stronger leadership and performance management;
- Development of new strategies and approaches to deliver reductions in procurement and process costs;
- Procurement processes and risk management processes that are proportionate to the expenditure being undertaken and recognise other corporate priorities and policies

Cabinet - 9 October 2014

Report of the Interim Executive Director of Environment

Electoral Divisions affected: All in West Lancashire

Approval to Adopt the West Lancashire Highways and Transport Masterplan

(Appendices 'A', 'B', and 'C' refer)

Contact for further information:

Marcus Hudson, (01772) 530696, Environment Directorate,
marcus.hudson@lancashire.gov.uk

Executive Summary

In order to determine its future transport planning and investment priorities, and provide a sound and defensible basis for decisions affecting development across Lancashire, the County Council has embarked on an ambitious programme to put in place highways and transport masterplans to cover the county.

The West Lancashire Highways and Transport Masterplan is presented here for approval; in setting out our future priorities, the masterplan also sets out which current major schemes in the West Lancashire area will be taken forward.

A public consultation exercise for the consultation draft West Lancashire Highways and Transport Masterplan ran for 10 weeks, finishing on February 7th 2014. The response to the consultation exercise has, on the whole, endorsed the County Council's vision for West Lancashire's highways and transport networks and for the work needed to take the masterplan forward.

A number of concerns and suggestions were raised through the consultation. Whilst many of these are very detailed and will be carried forward into scheme development, a number of changes have been made to the draft masterplan as a result. Most of these changes are in the detail of the proposals and add to the strength of the masterplan rather than altering it. However, several significant changes have been made since the draft masterplan was published:

- 1) There was very significant objection to the proposal not to progress the Burscough Curves. In view of this, the masterplan commits to including the potential reinstatement of the curves as an option to be pursued as part of the proposed electrification of the Ormskirk to Preston line. The recent publication of the Liverpool City Region Long Term Rail Strategy, which includes reinstatement of the curves, supports our position.
- 2) Also as part of the proposed electrification of the Ormskirk to Preston line, the masterplan commits to considering the potential for a Burscough Rail

Interchange. This proposal has come from discussions with stakeholders and again the Liverpool City Region Long Term Rail Strategy supports our position.

- 3) The Ormskirk Bypass remains a contentious issue with significant numbers both for and against the scheme. Many of those who support the bypass are concerned that alternative measures will not be effective. We have therefore changed how we set out our approach to alternative measures in order to work more closely with Sefton Council and to make it clear that there is a robust alternative to the bypass.
- 4) A new proposal for public realm and cycling improvements in Burscough has been included, to be developer funded. This provides a synergy with other measures in the masterplan, particularly relating to rail and cycling.
- 5) The support for the cycling measures proposed in the draft masterplan was so strong, both from stakeholders and from the general public that we have now set out more ambitious plans to develop a network of strategic cycle routes linking the main towns within West Lancashire to each other and to key destinations outside the area.

In making these changes, the way the masterplan document is structured has been altered to show how the changes integrate.

The transformational opportunity that a new Skelmersdale rail link and town centre station with connections to Liverpool and Manchester will provide cannot be over-emphasised. The proposed station will open up the potential of the area and be an integral part of current / future town centre regeneration schemes and the long-term objective of stimulating a more commercially-driven approach to maximising Skelmersdale's employment and housing land opportunities.

As the proposals in the masterplan do not include the Ormskirk Bypass, the route protection currently afforded to the scheme alignment is no longer required.

This is deemed to be a Key Decision and Standing Order 25 has been complied with.

Recommendation

Cabinet is asked to:

- (i) Approve the publication of the West Lancashire Highways and Transport Masterplan, presented at Appendix 'A', and the delivery of the strategies that will allow the masterplan to be taken forward;
- (ii) As part of the masterplan, approve the rescinding of the route protection on the line currently protected for an Ormskirk Bypass.

Background and Advice

As the local transport and highway authority for Lancashire, the County Council is responsible for the preparation of a local transport plan (LTP) that sets out a strategy and priorities for transport and travel in the area and a delivery programme for transport improvements, sustainable travel, road safety and maintenance.

In order to determine its future transport planning and investment priorities, and provide a sound and defensible basis for decisions affecting development across Lancashire, the County Council has embarked on an ambitious programme to put in place highways and transport masterplans to cover the county.

The West Lancashire Highways and Transport Masterplan is presented here, at Appendix 'A', for approval for publication.

The masterplanning exercise looks to identify problems, gaps and opportunities on the highways and public transport systems serving Lancashire and, importantly, how they impact on the County's economy. These masterplans will form the transport evidence base for a much more proactive role for the County Council in forward planning activities, and the improvements they identify will be a key influence on future patterns of development, at a strategic and local level, set out in local plans and development briefs across Lancashire.

Each masterplan, supported by its evidence base and public consultation, should form an integral part of the evidence base to the development plan, and the County Council would expect transport infrastructure identified in each masterplan to attract developer contributions, through planning obligations or Community Infrastructure Levy (CIL) monies to be included in district Infrastructure Delivery Schedules ('Regulation 123 lists'). At the detailed planning stage, the masterplans will be a material planning consideration in determining planning applications in its area.

Masterplans will also form the basis for the County Council's dealings with other transport infrastructure and service providers such as the Highways Agency, Network Rail, train and bus operating companies and neighbouring local authorities.

A key driver for Lancashire's economic development is the Lancashire Enterprise Partnership (LEP). The Partnership's Strategic Economic Plan: 'A Growth Deal for the Arc of Prosperity' submitted to the Government in March 2014 sets out the LEP's vision for economic growth across the Lancashire for the next 10 years and its priorities and proposals for funding through a growth Deal. The Strategic Economic Plan outlines key priorities and projects (for example, sector development, innovation, skills, business growth and support, releasing local growth potential via the Growing Places fund) that will support growth in West Lancashire and across the county. The Strategic Economic

Plan also includes specific local spatial interventions. For West Lancashire, this includes key transport and infrastructure projects in Skelmersdale (for example, rail connectivity, public realm and movement around the town).

A second driver comes from the County Council's responsibility for some work that was previously carried out by the NHS. The County Council and the NHS will now work together to tackle some of the key issues that affect people's health and wellbeing, helping people to stay healthy and prevent illness.

The cost of delivering the package of measures identified in the masterplan, and those that will come out of the work proposed, cannot be borne entirely by public sector funding. It has been shown that, in areas where the county can come to rely on the development industry to contribute funding to new infrastructure, investor confidence increases together with the ability to attract other sources of funding, and in turn improves the prospects of delivery.

Moving forward, investment in major new infrastructure will increasingly need to demonstrate an economic justification. In practice, this means a clear strategy towards bringing forward integrated development proposals for new development and economic growth alongside the infrastructure to support it.

Changes due to consultation

Consultation on the draft West Lancashire Highways and Transport Masterplan opened on 2 December 2013 and ran until 7 February 2014. Views were sought from a range of stakeholders which included councillors, district and parish councils, stakeholders and members of the public. There were 264 responses to the consultation (excluding comments made at the consultation event).

A number of concerns and suggestions were raised through the consultation. Whilst many of these are very detailed and will be carried forward into scheme development, a number of changes have been made to the draft Masterplan as a result. Most of these changes are in the detail of the proposals and add to the strength of the masterplan rather than altering it. However, several significant changes have been made:

- 1) There was very significant objection to the proposal not to progress the Burscough Curves. In view of this, the masterplan commits to including the potential reinstatement of the curves as an option to be pursued as part of the proposed electrification of the Ormskirk to Preston line. The recent publication of the Liverpool City Region Long Term Rail Strategy, which includes reinstatement of the curves, supports this position.
- 2) Also as part of the proposed electrification of the Ormskirk to Preston line, the masterplan commits to considering the potential for a Burscough Rail Interchange. This proposal has come from discussions with stakeholders and again the Liverpool City Region Long Term Rail Strategy supports such a move.

- 3) The Ormskirk Bypass remains a contentious issue with significant numbers both for and against the scheme. Many of those who support the bypass are concerned that alternative measures will not be effective. We have therefore changed how we set out our approach to alternative measures in order to work more closely with Sefton Council and to make it clear that there is a robust alternative to the bypass.
- 4) A new proposal for public realm and cycling improvements in Burscough has been included, to be developer funded. This provides a synergy with other measures in the masterplan, particularly relating to rail and cycling.
- 5) The support for the cycling measures proposed in the draft masterplan was so strong, both from stakeholders and from the general public that we have now set out more ambitious plans to develop a network of strategic cycle routes linking the main towns within West Lancashire to each other and to key destinations outside the area.

The Masterplan

Following consultation, this masterplan has been restructured to make our intent clearer and now sets out 5 strands to the highways and transport interventions we need to put in place so that:

Skelmersdale becomes a town fit for the 21st Century, with jobs, facilities and transport connections that can support good living standards across the town that everyone shares in.

- 1) We will work with Network Rail and Merseytravel to bring forward a business case for a new rail link and town centre station. The station would see direct services to both Liverpool and Manchester (including potentially the airport) and would have 'parkway' facilities to serve the wider West Lancashire area. Network Rail supports this approach and with a successful business case, we and our partners will work towards implementation through the next rail industry investment period covering 2019 to 2024 (known as Control Period 6).
- 2) To take full advantage of the new station, we will work with all interested stakeholders, including the residents of Skelmersdale, to take forward a large scale public realm improvement programme that will transform the town, making access to the town and local centres, and to employment and lifelong learning, easy and attractive for all.
- 3) Again with an eye to the new rail station, we will look at how public transport is provided in Skelmersdale, including a new bus interchange and service provision, particularly with respect to employment and lifelong learning, ensuring that interchange between all modes is easy.

The transformational opportunity that a new Skelmersdale rail link and town centre station with connections to Liverpool and Manchester will provide cannot be over-emphasised. The proposed station will open up the potential of

the area and be an integral part of current/future town centre regeneration schemes and the long-term objective of stimulating a more commercially-driven approach to maximising Skelmersdale's employment and housing land opportunities.

The LEP's Strategic Economic Plan recognises the significance of the reconfiguration of Skelmersdale's transport opportunities and that this is a Lancashire-wide priority recognised by the Government.

Ormskirk becomes a vibrant market town at the heart of West Lancashire's education and tourism sectors, with a town centre that is no longer dominated by the car.

- 1) We will develop and implement a movement strategy for Ormskirk, building on the work done through the M58 to Southport Corridor Study and also including an innovative bicycle hire scheme. The strategy will focus on measures to reduce traffic in Ormskirk, especially the town centre, and to better manage the traffic that cannot be removed; it will provide the opportunity to fundamentally review how traffic is managed.
- 2) We will build on the work done both by ourselves and by Sefton Council to work together to bring forward junction improvements, which will include work at the A570/B5242 junction (The Morris Dancers) in Scarisbrick. We will also work with our partners including the Highways Agency to produce a detailed route management plan that will set out how traffic using the A570 can be reduced, where small-scale improvements are needed and how such improvements can be brought forward.
- 3) The Ormskirk Movement Strategy will give us the opportunity to challenge how the Derby Street railway bridge is currently used. A detailed report on the bridge's current condition will be available in autumn 2014.

Burscough becomes a thriving small town where there is plenty of transport choice and commuters don't need to use a car.

We will work with West Lancashire Borough Council to produce a public realm improvement plan for Burscough that can be the basis for discussions with other stakeholders. However, we acknowledge that such improvements may need to be funded through private sector contributions.

Rural Communities are free of unnecessary traffic and everyone knows that travel options are there if they cannot use a car

- 1) The Green Lane Link at Tarleton will remove heavy goods vehicles from the inappropriate roads in the village centre and other surrounding routes.

- 2) Based on work to be undertaken as a part of other masterplans, we will identify options for providing access to services in our remote and rural areas, whether by conventional bus services or other means, particularly for access to employment, lifelong learning and health. The study will also consider how the take up of electric vehicles can best be supported for those who have to own a car.

and

Connected networks make travel easy for West Lancashire's residents, businesses and visitors and reduce the impact of longer distance journeys through the borough.

- 1) We will work with our partners, particularly Network Rail and Merseytravel, to seek, as a priority, electrification of the Ormskirk to Preston line and effective interchange opportunities at Burscough.
- 2) We will work with partners in neighbouring authorities and with the Highways Agency to put in place a Route Management Plan for West Lancashire that maximises the benefits of all new road construction and highways and transport improvements in the area.
- 3) We will work with West Lancashire Borough Council to progress a strategic network of multi-user paths based on the linear park model. The network will need to address issues of personal safety and of year round usefulness, as well as the extent to which the network will be maintained.

Cycling

In response to very strong support for the cycling measures proposed, we have now set out more ambitious plans to develop a coherent network of strategic cycle routes linking the main towns within West Lancashire to each other and to key destinations outside the area. Whilst the focus remains on cycling, the routes will now be designed to be multi-user, so as to allow the widest range of users to benefit, including horse riders. A number of responses have made it clear how important equestrian provision is to West Lancashire's active leisure offer, both for residents and visitors.

The masterplan provides an integrated package of measures that will support delivery of West Lancashire Borough Council's Local Plan and the economic development aspirations of the Lancashire Enterprise Partnership. It aims to provide residents, businesses and visitors with rail, car, bus, cycling and walking connectivity that will make more destinations easily available and make sustainable travel choices attractive.

Tarleton Green Lane Link

In February 2013, the County Council made a commitment to fund the Tarleton Green Lane Link through capital grant, with the scheme being identified as the first call on available resources.

In confirming the establishment of the Local Growth Fund (LGF) in June 2013, the Government announced the reduction in the annual Integrated Transport Block grant funding payable directly to the County Council from £12.3m in 2014/15 to £6.054m for each of the three years 2015/16 to 2017/18 (confirmed) and an indicative £6.054m per annum for the subsequent three years to 2020/21. Consequently, the County Council will have significantly less funding available than was thought at the time the commitment was made.

Whilst the County Council's Local Transport Plan prioritises schemes with demonstrable economic development business cases, there has previously been scope to fund other schemes with capital grants of circa £12.00M per year. It was in that context that it was recommended that the Green lane Link road should be prioritised.

The demands now placed upon the limited £6.0M annual grant to fund schemes with major economic development benefits means that it is no longer viable to continue to prioritise the Green Lane Link road without impacting upon our ability to deliver the growth deal. It is therefore proposed to defer the Green Lane Link scheme until 2019/20, or such time as resources become available.

Current development work on the scheme will be continued to a point where this work will not be abortive. We will also conclude land negotiations and acquire the land for the scheme in the current year. This can be contained within the existing budget allocation.

Ormskirk Bypass.

The masterplan does not contain any proposal to implement the Ormskirk Bypass. There are several long-standing road schemes across the county. In order to decide if these schemes still offer benefits, or if there are now more effective alternatives that could be put in place, the County Council has made a commitment in the LTP to revisit each scheme. The schemes were to be compared to current policy criteria and evaluated using current traffic information.

In 2012, Jacobs completed the M58 to Southport Corridor Study, presenting options for the corridor including the bypass of Ormskirk and an alternative set of measures that could be put in place in Ormskirk itself.

Congestion in the town is significant. Ormskirk lies on what is currently the main route from the M58 to Southport, as well as the major junction between the A570 and the A59. The one way gyratory system in the town centre struggles to cope with the volume of traffic using it, particularly in the rush

hours. Congestion increases travel time and pollution and makes the town centre an undesirable place to travel to or through.

The Jacobs study concluded that the bypass was not the most appropriate solution to Ormskirk's traffic problems. Much of the traffic in the town centre is not genuine through traffic, but starts or finishes its journey in Ormskirk.

The bypass scheme includes 4 new roundabout junctions along its length that link to existing roads around Ormskirk. The cost was estimated to be £39m in 2007 but is thought to be at least £54m if inflation is taken into account.

The proposed bypass would run along the protected route from Four Lane Ends roundabout north of the M58 Junction 3 passing to the east and north of Ormskirk to re-join the existing A570 at Hurlston Lane west of the town.

The bypass is currently unfunded and does not contribute strongly to either LTP or LEP priorities. The bypass will not remove local traffic from Ormskirk, although it might change its path through the network. A bypass could also encourage more traffic onto the A570, with consequences for the communities to the north-west of Ormskirk and for the Kew area of Southport. The bypass runs through agricultural land and would have environmental impacts.

The protection of a route for the bypass does cause the County Council issues however. As well as the ongoing possibility of costly blight payments, the County Council has had to acquire premises because of the route protection. To continue to protect the line at this time would continue to expose the County Council to blight risk.

In February 2009, the County Council acquired premises known as Wellfield on Vicarage Lane, Ormskirk, for a sum of £2,034,823, having been obliged to do so by the then owner pursuant to the blight provisions of the Land Compensation Act 1973. The property had become blighted as a result of the proposed Ormskirk Bypass, the route of which crosses the property. The County Council is proposing to dispose of the property when the status of this road scheme proposal is confirmed; either via a re-endorsement of the plan or a cancellation of the project. Recent valuations obtained from local agents suggest that the current value of the property is in the region of £1.5 million. The property was rented-out for a number of years following its purchase by the County Council, but this became uneconomic when it became necessary to undertake costly refurbishment works.

There is currently no realistic prospect of delivering an Ormskirk Bypass. There is no economic imperative for the scheme provided by development within Lancashire, and this makes it unlikely to attract Government funding in the foreseeable future. No other funding source is available for a scheme of this size. Ormskirk has significant congestion issues that need resolution now; that resolution can be provided without the bypass.

Although there is a very vocal pressure group that is determined to see the bypass progressed, there is also significant opposition to the scheme. There

is therefore no clear mandate either for or against the scheme based on the masterplan consultation.

We therefore believe that Ormskirk is better served by the masterplan proposals than by continuing to divert resources to progressing the bypass, and are therefore seeking to remove the protection from the route.

Consultations

Consultation on the draft West Lancashire Highways and Transport Masterplan opened on 2 December 2013 and ran until 7 February 2014. Views were sought from a range of stakeholders which included councillors, district and parish councils, stakeholders and members of the public. There were 264 responses to the consultation (excluding comments made at the consultation event).

Member engagement:

A briefing for county councillors was held on 26 November 2013. All county councillors were invited to attend. For those councillors who were unable to attend, the event was webcast and documents were posted on the members' portal C-First.

Details of the consultation were also posted on the C-First member portal. Emails were also sent to a wide range of stakeholders informing them of the consultation as well as promoting the events in West Lancashire. A briefing was also given to West Lancashire councillors on 25 November.

Media relations

The masterplan was approved for consultation by the Cabinet Member for Highways and Transport on 10 October 2013. A news release was issued and a series of briefings were held with the media. These included BBC Radio Lancashire and BBC North West Tonight.

A further two news releases were issued, the first to promote the local consultation events and the second as a reminder about the final event at Skelmersdale Concourse. Media relations activity has resulted in extensive media coverage. From 19 November 2013 to 12 February 2014 there were 27 articles printed in the local media.

For each story we create a total score depending how positive or negative the story is and how widely the story appears. This total score can range from -8 to +8 for each story with any positive score representing a positive story. The average score for all West Lancashire masterplan related stories is 3 (fairly positive).

Website

A dedicated area for the consultation was developed on the County Council's website. Visits to the page between 2 December 2013 and 9 February 2014 were as follows:

Website stats for 02.12.13 to 09.02.14	Page views	Unique page views	Avg. time on page
	1,104	912	00:03:47

Social media messages

A series of messages were posted on the county council's social media channels - Facebook and Twitter - throughout the consultation period.

Our messages on Facebook reached nearly 4,600 people.

Our messages on Twitter reached over 40,000 people.

Consultation documents

Consultation documents were made available at the following locations across West Lancashire from 2 December:

- West Lancashire Borough Council offices
- Skelmersdale Concourse Information Centre
- Ormskirk County Information Centre
- Burscough Bridge Interchange
- Ormskirk Library
- Skelmersdale Library
- Burscough Library
- Upholland Library
- Parbold Library
- Tarleton Library
- Glenburn High School

A full report on the consultation, including comments, is presented at Appendix 'B'.

Implications:

This item has the following implications, as indicated:

Financial

The programme of studies and work potentially stemming from them as presented in the masterplan, covering development stages and construction works, will be funded from a number of sources, details of which are presented in Appendix 1 of the masterplan document. The County Council's financial contribution for the period 2014/15 to 2015/16, which will provide for preparatory scheme identification and design works, with the prospect for some physical works, is contained within the agreed Capital Programme and Local Transport Plan Implementation Plan for that period. Beyond then, the County Council's contributions will be contained within the LTP Integrated Transport Block grant from Government, alongside any financial commitments

arising from the other Masterplans which have yet to be brought forward for consultation.

No final commitment to the implementation of any project in this masterplan will be made until all required funding has been confirmed.

However, as reported it has become necessary to make some alterations to the timescale for delivery of this masterplan since the draft was published for consultation.

The proposed movement strategies for Skelmersdale and Ormskirk represent a substantial revenue commitment in terms of either consultancy costs or staff time to progress them. Given anticipated revenue funding, the intention is to pursue the movement strategies 'in house' with limited input from our framework consultants. However, the transformation of the County Council could present a risk to delivery if staff are no longer available to carry the programme forward.

Legal

The recommendations contained within the masterplan are in compliance with relevant legislation; and will be procured in accordance with appropriate legislation and protocols, including, where relevant, European directives.

Environmental

The draft Environmental Report on the West Lancashire Highways and Transport Masterplan is attached at Appendix 'C'. This report sets out the potential environmental and health impacts of the masterplan and provides background information as to where mitigation may be needed as schemes develop. No significant risks are identified. The report also contains a Habitat Regulations Assessment and an Equality Impact Assessment.

Risk management

Risks are outlined in the report.

List of Background Papers

Paper	Date	Contact/Directorate/Tel
West Lancashire Highways and Transport Masterplan Consultation Draft	December 2013	Marcus Hudson, Environment, (01772) 530696
Lancashire Local Transport Plan Implementation Plan for 2012/13-2014/15	August 2012	Marcus Hudson, Environment, (01772) 530696
M58 to Southport Corridor	August 2012	Marcus Hudson,

Study: Stage 2: Option
Development, Appraisal and
Strategy Report

Environment, (01772)
530696

Liverpool City Region Long
Term Rail Strategy

August 2014

Marcus Hudson,
Environment, (01772)
530696

Lancashire Strategic
Economic Plan: A Growth
Deal for the Arc of Prosperity

March 2014

Kathryn Molloy, Office of
the Chief Executive (01772)
538790

Reason for inclusion in Part II, if appropriate

N/A



West Lancashire

Highways and Transport Masterplan



October 2014

Foreword

West Lancashire has a character all of its own. The Green Belt has protected it against urban sprawl and now its agriculture and horticulture give it a very productive and attractive bloom. It is a hive for lifelong learning with a commercial and industrial base that is bountiful. Skelmersdale is a town ripe for redevelopment, to build upon its current diverse and developing industries. Ormskirk is one of Lancashire's finest market towns while Burscough is home to Martin Mere and at the heart of the district's ecological distinctiveness, attracting visitors from far and wide.

What all of West Lancashire has in common are highways and transport networks that are nearly right, but have significant outstanding issues; we need to get the right solutions that will enable it to grow in keeping with its heritage. Skelmersdale needs a rail connection, while Ormskirk has a road network that should be able to cope, but urgently needs extra work to do so. Burscough needs a town centre not clogged by traffic and better rail connections. West Lancashire as a whole also needs better train services and also needs its walking and cycling networks enhanced, supporting its developing tourist trails and bringing the bicycle back to the future, as an economical alternative form of transport for getting to work.

The consultation has confirmed that much of what we thought West Lancashire needed is supported by the people who know best – the residents and businesses that are at its heart. But we have learnt from the comments and suggestions, positive and negative, that came back and we now have a stronger masterplan that offers more to cyclists and riders that looks to improve all three rail lines that cross the borough, including making interchange at Burscough simple and will see the centre of Burscough become a more pedestrian friendly place.

These changes to the masterplan have all been a pleasure to make. On the other hand, my decision that we will no longer pursue the Ormskirk bypass has not been easy. I have listened to the arguments put forward by both sides and, as a resident of West Lancashire, can sympathise with both. But the bottom line is that the bypass is currently unfunded and, because it does not contribute strongly to the economic case for change set for funding by government, it does not meet the County Council's or the Lancashire Enterprise Partnership's criteria. Ormskirk needs the traffic situation sorting as soon as possible; smaller scale measures that can be funded more quickly and the prospect of the Thornton Link providing additional relief have the potential to give a similar result to the bypass.

Changes to how funding is provided also mean that opportunities are available now that we haven't had before. This masterplan is taking shape at a time when we have the real possibility of significant investment in West Lancashire through the Lancashire Enterprise Partnership. This is why we believe we need to act quickly to put in place a programme of investment that the Partnership will support and of further work to make sure that we take every opportunity we can to support West Lancashire's development.

The delivery of the vision presented in this masterplan will take 10 years or more. It will need public and private money. It will need the backing of partners including the Lancashire Enterprise Partnership through their Growth Deal negotiations, neighbouring authorities, the rail industry and government agencies, as well as the private sector. Choosing which options to pursue will need care and will need a conversation that involves everyone, for this will affect us all, residents or visitors, young and old alike.

Lastly, I would like to thank everyone who took the trouble to respond to the masterplan consultation. I would particularly like to thank those individuals and organisations who not only sent in the detailed and considered responses but have kindly volunteered to help with the development of specific projects. I hope that as we consult further on the individual projects in this masterplan, you will help us again and encourage others to do as well.

County Councillor John Fillis
Cabinet Member for Highways and Transport
Lancashire County Council



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Executive Summary

This document presents the Highways and Transport Masterplan for West Lancashire.

The County Council's Local Transport Plan (LTP3) sets out our transport priorities until 2021. It shows our commitment to support Lancashire's economy and to tackle deep-seated inequalities in its people's life chances, bring new life to our communities and provide safe, high-quality neighbourhoods.

As part of this, as the highways and transport authority for Lancashire, we are producing a set of Highways and Transport Masterplans that will cover all 12 districts of the county.

Rather than produce a masterplan for each district, five masterplans are being created that reflect the travel areas identified in the County Council's Local Transport Plan:

- Central Lancashire, covering Preston, South Ribble and Chorley
- East Lancashire, covering Blackburn with Darwen, Burnley, Hyndburn, Pendle, Rossendale and Ribble Valley
- West Lancashire
- Fylde Coast, covering Blackpool, Fylde and Wyre and
- Lancaster

Once completed, these masterplans will set out a cohesive highways and transport strategy for the whole county, linking economic development, spatial planning and public health priorities to the wider policy objectives of the County Council and West Lancashire Borough Council.

This document sets out the Highways and Transport Masterplan for West Lancashire. Together with the technical evidence and public consultation underpinning it, it represents the County Council's considered position on the transport infrastructure required to support the delivery of development and growth in West Lancashire over the life of the Borough Council's Local Plan and beyond.

West Lancashire Now

West Lancashire had an estimated population of over 110,000 people in 2011. The borough covers an area of 347 square kilometres, giving West Lancashire a relatively low population density of 318 people per square kilometre and in fact boasts one of the highest percentages of land within the Green Belt of any

district in England. It has some of the highest quality agricultural land in the county and is home to internationally important areas for wildlife.

The majority of people live in the borough's three main settlements; the historic market town of Ormskirk (including Aughton); the New Town of Skelmersdale (including Up Holland); and the small town of Burscough. However, the rural nature of the borough means that settlements are unevenly arranged and some areas suffer from rural isolation whilst some of the larger settlements have grown around the road network and now suffer in parts from congestion

The location of the district, next to Central Lancashire, Liverpool City Region and Greater Manchester, gives it significant economic opportunity to grow and develop. This is particularly the case for Skelmersdale, which already benefits from excellent links to the strategic road network.

The borough is home to a number of international and nationally recognised companies including Pilkington Group Ltd, ASDA, Co-operative Bank PLC and Walkers Snack Foods Ltd. Edge Hill University is an important asset which also brings significant benefits to the local economy.

Looking to the future

A key driver for West Lancashire's economic development is the Lancashire Enterprise Partnership (LEP), of which Lancashire County Council is a member. The Partnership's Lancashire Growth Plan for 2013/14 has been approved and sets out how strong and sustainable economic growth can be achieved in the county.

The LEP brings together businesses, councils and universities to develop a strategy for economic growth. The LEP's main aim for West Lancashire is to work with stakeholders to encourage inward investment to the region and expand on existing business. West Lancashire Borough Council also has economic aspirations expressed in their Local Plan.

West Lancashire will also be the focus of significant housing development with 4,860 homes planned to 2027. Delivery of much of this housing growth will be through strategic locations and sites, including Skelmersdale with Up Holland, Burscough, and Ormskirk with Aughton.

The Liverpool City Region Local Enterprise Partnership (LCR LEP) is intending to create a 'SuperPort' on the back of Peel Port's proposals for a new deepwater container terminal at the Port of

Liverpool and the reopening of the Manchester Ship Canal to freight vessels.

While West Lancashire is not within the LCR LEP, the key settlements of Skelmersdale and Ormskirk are less than a 30 minute drive from the Port of Liverpool, with the access to Skelmersdale (via the M58) being especially good for movements to the north of England and Scotland. As such, there is a significant opportunity for Skelmersdale and the wider West Lancashire area to benefit from the LCR SuperPort project.

Funding

The cost of delivering the package of measures identified in the masterplan, and those that will come out of the work we propose to do, cannot be borne entirely by public sector funding. We have shown that, in areas where we can come to rely on the development industry to contribute funding to new infrastructure, we can increase investor confidence and our ability to attract other sources of funding, and in turn improve the prospects of delivery, and delivering to earlier timescales.

Moving forward, investment in major new infrastructure will, increasingly, need to demonstrate an economic justification. In practice, this means a clear strategy that brings forward integrated development proposals for new development and economic growth alongside the infrastructure to support it.

New procedures have been put in place for collecting and investing developer contributions. The Community Infrastructure Levy is a key mechanism to delivering major new infrastructure to stimulate and support major house building and business development. West Lancashire Borough Council adopted a CIL charging schedule on 23 July 2014, which came into effect on 1 September 2014.

The speed and certainty with which we will be able to implement new infrastructure will be directly linked to our ability to secure both public and private sector funding, with an expectation that local scheme sponsors and/or stakeholders will contribute to scheme costs.

Our Vision

Because of West Lancashire's unique character, our vision is not based on how or why people travel, as in other masterplans, but on the towns and parishes of West Lancashire and the connections between them and on out to the wider area.

This masterplan sets out the highways and transport interventions we need to put in place so that:

Skelmersdale becomes a town fit for the 21st century, with jobs, facilities and transport connections that can support good living standards across the town that everyone shares in.

Ormskirk becomes a vibrant market town at the heart of West Lancashire's education and tourism sectors, with a town centre that is no longer dominated by the car.

Burscough becomes a thriving small town where there is plenty of transport choice and commuters don't need to own a car.

Rural Communities are free of unnecessary traffic and everyone knows that travel options are there if they cannot use a car

and

Connected networks make travel easy for West Lancashire's residents, businesses and visitors and reduce the impact of longer distance journeys through the borough.

The Masterplan

Skelmersdale and Up Holland

The masterplanning exercise has concluded that Skelmersdale and Up Holland's highways and transport networks are not fit for purpose. The legacy of New Town development plans that did not come to fruition means that the highways network was designed to cope with many more cars than it does, the public realm is inhospitable and many features act as barriers to local travel, particularly the underpasses. Without a functional highways and transport network, Skelmersdale cannot fulfil its potential for economic growth.

We have therefore set out a package of measures to address the fundamental disjoint between economic growth and the travel networks that currently serve the town, its businesses and its residents. These measures will not only ensure that Skelmersdale

and Up Holland can prosper in the future, but will provide vital connections for the wider West Lancashire area:

- 1) We will work with Network Rail to bring forward a business case for a new rail station adjacent to the town centre. The station would see direct services to both Liverpool and Manchester (including potentially the airport) and would have 'parkway' facilities to serve the wider West Lancashire area. Network Rail support this approach and with a successful business case we and our partners will work towards implementation in 2019 – 2024 (Control Period 6).
- 2) To take full advantage of a new station, we will work with all interested stakeholders, including the residents of Skelmersdale, to take forward a large scale public realm improvement programme that will transform the town, making access to the town and local centres, and to employment and lifelong learning, easy and attractive for all.
- 3) Again with an eye to the new rail station, we will look at how public transport is provided in Skelmersdale, including a new bus interchange and service provision, particularly with respect to employment and lifelong learning, ensuring that interchange between all modes is easy.

The transformational opportunity that a new rail station with connections to Liverpool and Manchester will provide cannot be over-emphasised. The proposed station will open up the potential of the area and be an integral part of current/future town centre regeneration schemes and the long-term objective of stimulating a more commercially-driven approach to maximising Skelmersdale's adjacent employment and housing land opportunities.

The SEP recognises the significance of the reconfiguration of Skelmersdale's transport opportunities and that this is a Lancashire-wide priority is recognised by the central Government.

Ormskirk and Aughton

Ormskirk suffers from significant traffic congestion. The main route through the town centre is the A570 which currently carries traffic accessing Southport from the M58 and there has been a long standing proposal for a bypass of Ormskirk to carry this traffic around the town. However, a study commissioned into the M58 to Southport corridor has suggested that much of the traffic in Ormskirk is not in fact through traffic.

We no longer intend to pursue the bypass and so are removing the route protection from the current scheme alignment.

Instead we have set out a package of measures to ensure that town centre congestion is reduced as far as possible and that the traffic system offers an effective route into and out of the town:

- 1) We will develop and implement a Movement Strategy for Ormskirk, building on the work done for the M58 to Southport Corridor Study and also including an innovative bicycle hire scheme. The strategy will focus on measures to reduce traffic in Ormskirk, especially the town centre, and to better manage the traffic that cannot be removed; it will provide the opportunity to fundamentally review how traffic is managed.
- 2) We will build on the work done both by ourselves and by Sefton Council to work together to bring forward junction improvements, which include work at the A570/B5242 junction (The Morris Dancers) in Scarisbrick. We will also, again working with our partners, including the Highways Agency, produce a detailed route management plan that will set out how traffic using the A570 can be reduced, where small-scale improvements are needed and how such improvements can be brought forward.
- 3) The Ormskirk Movement Strategy will give us the opportunity to challenge how the Derby Street railway bridge is currently used.

Burscough

The busy A59, the most direct route between Central Lancashire and Liverpool, runs straight through the middle of Burscough town centre. Because of this, the main street becomes congested not only at peak times, but as the frequent bottlenecks occurs through the day. This situation is far from ideal for drivers, but even less so for pedestrians and cyclists.

- 1) We will work with West Lancashire Borough Council to produce a public realm improvement plan for Burscough that can be the basis for discussions with other stakeholders. However, we acknowledge that such improvements may need to be funded through private sector contributions.

Burscough also needs better rail connectivity and this is considered below.

The Rural Parishes

The rural parishes suffer from two specific problems. Inappropriate traffic and busy roads blight many villages, whilst rural isolation and access to employment, lifelong learning and services can be a real problem for some. Issues of access may be compounded in the future if rural areas still have to rely on the internal combustion engine.

We have therefore set out a package of measures to address these issues:

- 1) The Green Lane Link at Tarleton will remove heavy goods vehicles from the inappropriate roads in the village centre and other surrounding routes.
- 2) Based on work to be undertaken as a part of other masterplans, we will identify options for providing access to services in our remote and rural areas, whether by conventional bus services or other means, particularly for access to employment, lifelong learning and health. The study will also consider how the take up of electric vehicles can best be supported for those who have to own a car.

Connected networks will make travel easy for West Lancashire's residents, businesses and visitors and reduce the impact of longer distance journeys through the borough. With very significant changes happening in neighbouring areas (the Preston, South Ribble and Lancashire City Deal to the north and the Liverpool City Region SUPERPORT and Manchester Airport City to the south), there will be significant opportunities for West Lancashire if the highways and transport connections are good enough.

We have therefore set out a package of measures to improve connectivity into, out of and across West Lancashire:

- 1) We will work with our partners, particularly Merseyrail, to electrify the Ormskirk to Preston rail line and provide a new Burscough Interchange between the Southport to Wigan and the Ormskirk to Preston lines.
- 2) We will work with partners in neighbouring authorities and with the Highways Agency to put in place a Route Management Plan for West Lancashire that maximises the benefits of all new road construction and highways and transport improvements in the area.
- 3) We will work with West Lancashire Borough Council to progress a strategic network of multi-user paths based on the linear park model. The network will need to address issues of personal safety and of year round usefulness, as well as the extent to which the network will be maintained.

Next Steps

This masterplan represents the beginning of a programme of infrastructure delivery to serve West Lancashire over the next 15 years and beyond.

There is much to do and it will need the commitment and efforts of a variety of providers to see it through – county, borough and

neighbouring councils, Lancashire's Local Enterprise Partnership, the Liverpool City Region Enterprise Partnership, the Highways Agency, Network Rail, and Merseytravel – and the support of private business and house builders as well.

The first task was to make sure we have widespread agreement for the highway and transport improvements that are taken forward and delivered. Now that we have that agreement, then to stand the best chance of delivery, we must get work underway as soon as we can, so that we can take all opportunities to get funding for schemes that are ready to deliver. That will mean committing time and funding 'upfront' to working up these ideas and preparing the economic case for them.

Over the next 2 years we will need to:

- Progress with the studies and other evidence gathering, working with our partners to ensure that we can make the business case for the programme.
- Once we have that evidence, consult on and then programme the resulting actions.
- For currently funded schemes, finalise designs, begin to assemble land, and start works.
- For schemes less far advanced, carry out the detailed study work needed to progress to public consultation.
- Consult and work with communities, stakeholders and infrastructure providers to reach agreement on scheme specifics and secure funding for those proposals.
- Begin the preparation of major scheme business cases where appropriate.

Introduction – Lancashire's Highways and Transport Masterplans

The County Council's Local Transport Plan (LTP3) sets out our transport priorities until 2021. It establishes our commitment to support Lancashire's economy and to tackle deep-seated inequalities in its people's life chances, revitalising our communities and providing safe, high-quality neighbourhoods. We will:

- Improve access into areas of economic growth and regeneration
- Provide better access to lifelong learning and employment
- Improve people's quality of life and wellbeing
- Improve the safety of our streets
- Provide safe, reliable, convenient and affordable transport alternatives to the car
- Maintain our assets and
- Reduce carbon emissions and their effects

As part of this, as the highways and transport authority for Lancashire, we are producing a set of Highways and Transport Masterplans that will cover all 12 districts of the county.

Rather than produce a masterplan for each district, five masterplans are being created that reflect the travel areas identified in the County Council's Local Transport Plan:

- Central Lancashire, covering Preston, South Ribble and Chorley
- East Lancashire, covering Blackburn with Darwen, Burnley, Hyndburn, Pendle, Rossendale and Ribble Valley
- West Lancashire
- Fylde Coast, covering Blackpool, Fylde and Wyre and
- Lancaster

Once completed, these masterplans will set out a cohesive highways and transport strategy for the whole county, linking economic development, spatial planning and public health priorities to the wider policy objectives of the County Council and West Lancashire Borough Council. Each masterplan will:

- Outline current issues affecting our highways and transport networks

- Look at the impact of plans and policies in future years, including the Lancashire Enterprise Partnership's Strategic Economic Plan and approved Local Plans
- Put forward the measures that we consider are needed to support future growth and development and improve our communities
- Outline funding mechanisms and delivery programmes and associated risks.

Future funding allocations from central government are being devolved to the Lancashire Enterprise Partnership (LEP), which covers the local authority areas of Lancashire, Blackburn with Darwen and Blackpool. It is therefore vital that there is a coherent highways and transport strategy for the whole county, rooted in approved and adopted strategies and plans.

Figure 1: The masterplan areas



Introduction – West Lancashire's Masterplan

This document sets out the Highways and Transport Masterplan for West Lancashire. Together with the technical evidence and public consultation underpinning it, it represents the County Council's considered position on the transport infrastructure required to support the delivery of development and growth in West Lancashire over the life of the Borough Council's Local Plan and beyond.

The fundamental purpose of transport is to enable economic and social activity. It allows people to get to work, to access services and to see friends and visit places. It also allows businesses, suppliers and customers to come together. However, transport also impacts on people, on places, and on our environment. Traffic congestion brings delay and disrupts communities; road accidents cause injury and suffering; vehicle emissions affect local people's health and contribute to global environmental problems and so on.

Balancing the positive and negative impacts of transport is vital in providing sustainable highways and transport networks for the future. However, we can only do this if we consider the consequences that changing these networks will have not just on the users, but on the people, environment and economy of West Lancashire, both now and in the future.

To do this, we must make sure that we take full account of other strategies that shape the county:

- The West Lancashire Local Plan, adopted in October 2013, will guide future development within West Lancashire over the 15 year period 2012–2027. The Local Plan sets out where development will take place and indicates what strategic investment is necessary to deliver it.
- The Lancashire Enterprise Partnership is a Government-endorsed partnership between the private and public sectors established to provide leadership for the county's economy and be a catalyst for job creation and economic growth. The Partnership has its own agreed Priorities and Programmes, as set out in the Lancashire Growth Plan (2013/14).

This masterplan therefore:

- Considers current patterns of land use and transport use in West Lancashire.
- Links economic development strategies and adopted spatial planning priorities to the wider strategic policy objectives of the County Council.
- Considers the impact of future plans and priorities on our existing transport networks.
- Puts forward a vision for West Lancashire's highways and transport networks that support the borough's future aspirations.
- Sets out the highway and transport measures that will be needed to support this vision and
- Outlines funding mechanisms and a delivery programme.

How consultation shaped this Masterplan

The consultation on the draft West Lancashire Highways and Transport Masterplan drew responses from a wide range of organisations and individuals. Our partners, both local and national, the business community and many private individuals took the opportunity to help us shape West Lancashire's highways and transport networks.

This masterplan will ultimately affect us all, so having support from our stakeholders is very important to us. We are very grateful for all the comments that have been made on our proposals and now feel that we are better informed and have a stronger basis on which to develop the projects and strategies in this masterplan, as well as influence our partners.

Across all groups of respondents, there was significant support for all the proposals in the masterplan, with the exception of two which are discussed below. However, a number of respondents felt that the vision expressed in the masterplan should be clarified, which we have done. Reflecting changes made through this consultation, we have also changed the structure of the masterplan to make it easier to see how the schemes and strategies fit together. This will also make it easier to work with our partners.

A few stakeholders across different groups expressed concern at a lack of sustainable transport measures in the masterplan. We feel that we have struck the correct balance between facilitating traffic on our highways network whilst providing better alternatives for those who choose to use them. Improving rail connectivity, public transport, cycling and walking are all integral to this masterplan, but these improvements need to happen before leaving the car behind becomes the natural thing to do.

Other comments have offered more detailed concerns and suggestions. These include ideas for new transport infrastructure but also for improving the existing networks. Whilst these may not appear in this 'high-level' plan, this feedback will inform more detailed work to come, and there will be many more opportunities to comment on and influence the studies as we go forward.

Most of the changes made to the masterplan are in the detail of the proposals and add to the strength of the masterplan rather than altering it. However, a number of significant changes have been made:

- 1) There was very significant objection to the proposal not to progress the Burscough Curves. In view of this, the masterplan includes the reinstatement of the curves as an option to be pursued as part of the electrification of the Ormskirk to Preston line.
- 2) In view of comments and suggestions made during consultation, the masterplan also now commits to considering the potential for a Burscough Rail Interchange, also as part of the electrification of the Ormskirk to Preston line.
- 3) The Ormskirk Bypass remains a contentious issue with significant numbers both for and against the scheme. Many of those who support the bypass are concerned that alternative measures will not be effective. We have therefore changed how we set out our approach to alternative measures in order to work more closely with Sefton Council and to make it clear that there is a robust alternative to the bypass.
- 4) A new proposal for public realm and cycling improvements in Burscough has been included, to be developer funded. This provides a synergy with other measures in the masterplan, particularly relating to rail and cycling.
- 5) The support for the cycling measures proposed in the draft masterplan was so strong, both from stakeholders and from the general public that we have now set out more ambitious plans to develop a network of strategic cycle routes linking the main towns within West Lancashire to each other and to key destinations outside the area.

We have taken on board many of the views and ideas we have received. The masterplan we now have is a stronger document for those responses. As projects and strategies start to come to fruition, there will be much more public consultation in the coming years to debate and discuss each project and to make sure that the actions that result from the work presented here are as effective as we can collectively make them.

West Lancashire Now

West Lancashire had an estimated population of over 110,000 people in 2011. The borough covers an area of 347 square kilometres, giving West Lancashire a relatively low population density of 318 people per square kilometre and in fact boasts one of the highest percentages of land within the Green Belt of any district in England. It has some of the highest quality agricultural land in the county and is home to internationally important areas for wildlife.

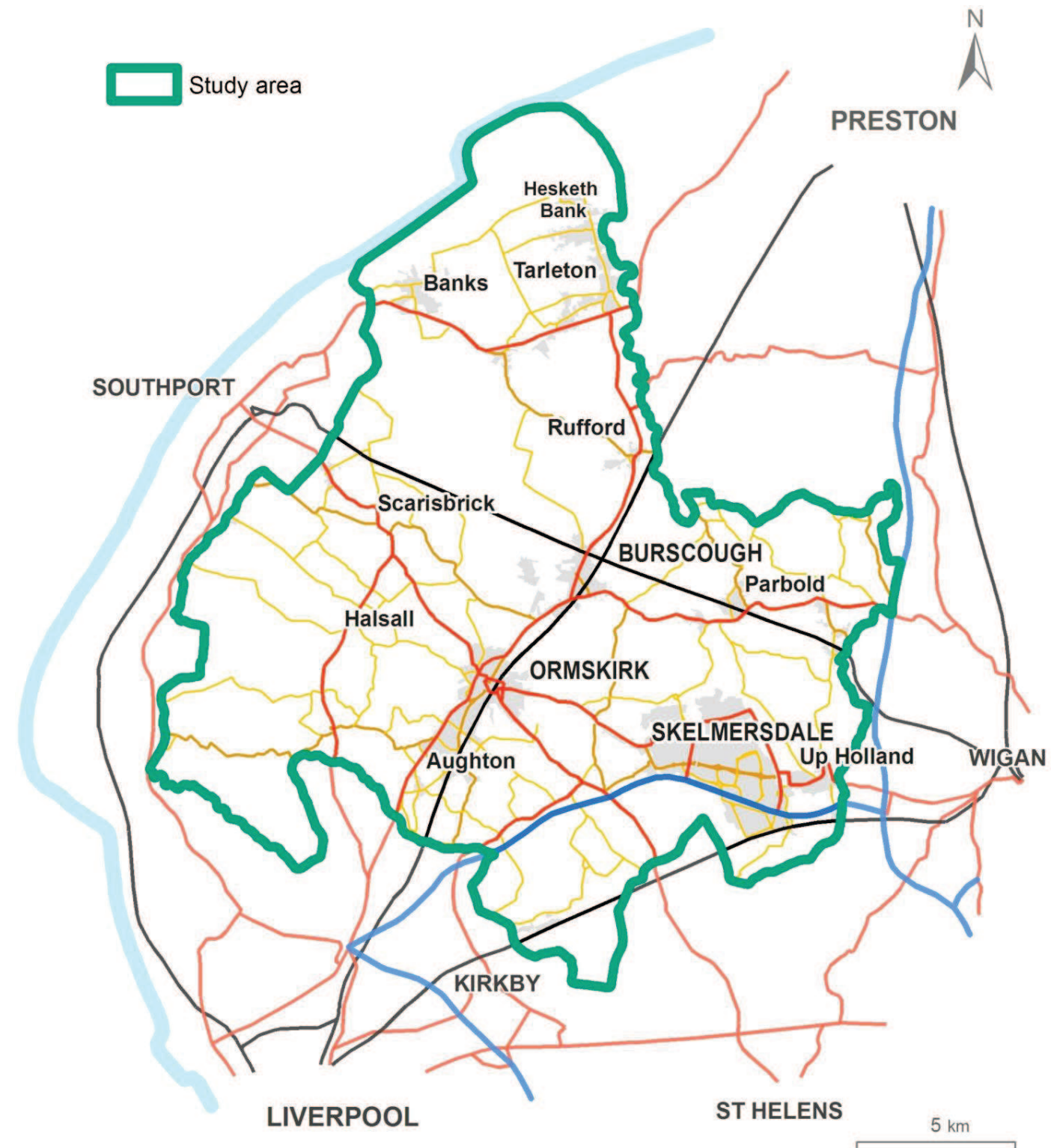
The majority of people live in the borough's three main settlements; the historic market town of Ormskirk (including Aughton); the New Town of Skelmersdale (including Up Holland); and the small town of Burscough. However, the rural nature of the borough means that settlements are unevenly spread across the district and some areas suffer from rural isolation whilst some of the larger settlements have grown around the road network and now suffer in parts from congestion.

Despite its fundamentally rural nature, the borough is home to a number of international and nationally recognised companies including Pilkington Group Ltd, ASDA, Co-operative Bank PLC and Walkers Snack Foods Ltd. Edge Hill University also brings significant benefits to the local economy.

The borough's neighbouring districts and regions offer significant economic opportunities.

Figure 2 shows the area that this masterplan covers and the surrounding areas that have strong cultural, physical and economic links with West Lancashire – Preston and Central Lancashire to the north, Wigan and Greater Manchester to the east, Southport to the West and the Liverpool City Region to the south. Although not part of West Lancashire, these areas are key to the masterplan due to their influence.

Figure 2: West Lancashire's geography



Skelmersdale and Up Holland

Skelmersdale was a small mining town until the establishment of the New Town in 1961, when it expanded to accommodate population overspill from Liverpool and the wider Merseyside area. It has grown considerably since this time and is now the largest and most densely populated settlement in the borough, with a population of almost 35,000 in 2011. However, the town has not reached its originally planned capacity of 80,000.

The New Towns were heavily influenced by the design principles of the time, which have left their legacy in the layout, form and functioning of the town. In particular, the New Town was designed to keep walkers and cyclists away from motorised traffic, which has led to issues as the town developed. Although key services such as the library and shops are situated in the middle of Skelmersdale, the town centre lacks many of the usual features normally expected of a town centre.

With two junctions on the M58 which are within easy reach of the M6, the town has provided the perfect location for logistics and distribution companies at locations such as Pimbo, Gillibrands, Stanley and the XL Business Park and high quality office accommodation at Whitemoss Business Park.

Up Holland adjoins Skelmersdale to the east and is, in contrast, a more traditional settlement. With a population of 6,175, it provides a range of local services, although its residents arguably look more towards Wigan than they do to West Lancashire to meet their needs.

Ormskirk and Aughton

Ormskirk, together with Aughton, has the second largest population in the borough with 22,000 people in 2011. Ormskirk provides a full range of facilities and benefits including a hospital, magistrate's court, civic centre and a university. The town is located in a strategic transport corridor with both the A59 (Liverpool–Preston) and A570 (St Helens–Southport) passing through the town.

Employment in the town is predominantly provided through the town centre businesses, the public sector, the hospital, West Lancashire College and Edge Hill University. There are also business parks at Burscough Street and Southport Road. Aughton lies to the south of Ormskirk and is viewed with Ormskirk as a single settlement in planning terms. Although it covers a large suburban area and has a relatively high population,

it has no town centre, and relies upon Ormskirk for all facilities, except for some local services.

Burscough

Burscough is the borough's third largest settlement with a population of just over 9,000 people.

A small retail and leisure development known as Burscough Wharf, consisting of approximately thirty units available for retail, leisure and office space, provides a focal point for the town centre, although shopping is however dominated by a large Tesco supermarket. In addition, a Booths food store is planned for the south of the town at Pippin Street.

Close to Burscough is the internationally important Martin Mere Wildfowl and Wetland Trust reserve.

The Rural Parishes

Other than these three settlements, all of West Lancashire's geographical area lies within the rural parishes. These fall into three distinct groups – Northern, Western and Eastern.

These parishes contain some of the best agricultural land in Lancashire and are mostly Green Belt. Surrounding the central coastal plain, there are mosslands to the north, west and south of the area, whilst to the east the parishes climb to farmed ridges. The area has more local wildlife sites than any other District in the county and has the Ribble Estuary to the north, as well as hosting the Wildfowl and Wetlands Trust's Martin Mere Wetland Centre.

The Northern parishes lie across the A565 corridor and include the villages of Tarleton and Hesketh Bank, as well as Rufford and Banks. Tarleton has a population of just over 5,500 people. It has a good variety of services located in the centre and around St Mark's Square. Tarleton is also home to the area's secondary school.

Hesketh Bank is located to the north of Tarleton with a population of around 4,000 people. It has provision for basic services. Although this provision has recently been enhanced by the development of a Booths food store, it still looks to Tarleton for some of its local and community services, such as the secondary school, library and other retail provision. As with the surrounding settlements in the Northern Parishes, employment in Tarleton and Hesketh with Becconsall is largely based upon agriculture, horticulture and produce packing industries.

The Eastern parishes include Parbold, Newburgh and Wrightington and have a combined population of around 10,000 according to the 2011 census. These areas are geographically closer to Wigan than they are to Ormskirk, particularly in terms of public transport. Located along the Southport to Wigan rail line, the parishes do have some public transport provision for travel through and out of the borough. The Eastern Parishes also include areas to the south of Skelmersdale such as Simonswood.

The Western parishes consist of those villages and areas that lie to the west of Ormskirk and the A59, including Halsall (with a population of just over 2,000) and Scarisbrick with a population of over 3,800 according to the 2011 census. These areas have a split affiliation, with Ormskirk and Burscough to the east and with Southport to the west. The parishes contain some of the most remote and rural parts of West Lancashire.

West Lancashire Now – People and Places

People

West Lancashire as a whole has low levels of deprivation and is a relatively affluent district. Of the borough's population, 54,700 are in employment.

Skelmersdale is the exception to that picture, however, and has significant areas of deprivation. Over half of the town's residents live in areas that are among the 20% most deprived areas of the country, with a significant number among the most deprived 10% in the country. This deprivation is the result of a combination of factors including low income levels, unemployment, low education levels and poor housing, coupled with community factors such as a lack of community cohesion and higher crime levels.

At the opposite end of the scale, Parbold, Aughton Park and Tarleton have some of the lowest levels of deprivation in the country. This illustrates the stark contrast between Skelmersdale and the majority of the borough in terms of deprivation and the need to reduce the gap between them.

Average earnings in West Lancashire as a whole are comfortably higher when measured by place of residence than by place of work. This is an indicator of both the quality of West Lancashire as a place from which to commute to work (with the exception, once again, of Skelmersdale) and the relative low value, low wage economy of West Lancashire.

Projected demographic changes within West Lancashire show an expected increase in the population of 7% between 2006 and 2031. Like much of the county, West Lancashire has an ageing population. The number of people over 75 years of age has increased and is projected to continue to do so. However, at the same time, the numbers of young people in the area is higher than average due to the student community attracted by Edge Hill University.

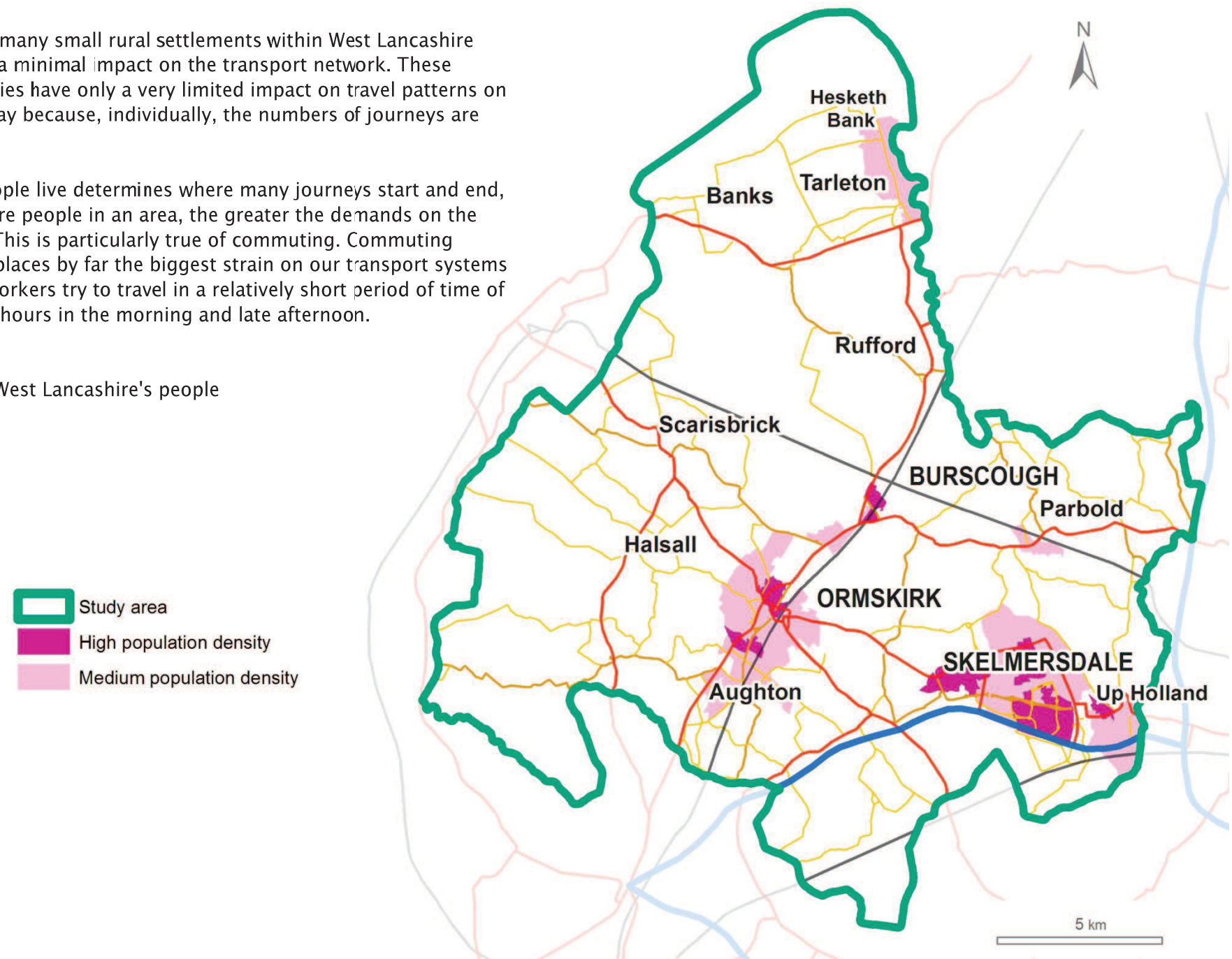
In general, the rural areas of West Lancashire are more attractive to people of middle or retirement age, whilst Skelmersdale and Ormskirk – the latter due to the presence of Edge Hill University – have younger, more varied population structures.

Rural isolation is a concern within parts of West Lancashire. Links to mental health problems and suicide suggest that the implications of rural isolation and the knock-on effects of poor accessibility to employment and services cannot be ignored. With an ageing population, the issue of rural isolation will become a greater concern in the future.

There are many small rural settlements within West Lancashire that have a minimal impact on the transport network. These communities have only a very limited impact on travel patterns on the highway because, individually, the numbers of journeys are small.

Where people live determines where many journeys start and end, so the more people in an area, the greater the demands on the network. This is particularly true of commuting. Commuting currently places by far the biggest strain on our transport systems as most workers try to travel in a relatively short period of time of just a few hours in the morning and late afternoon.

Figure 3: West Lancashire's people



Places

The places that people want to travel to have a major influence on our transport systems. Certain destinations attract a lot of people, whether through choice, such as leisure and shopping or through necessity, such as health or education.

As well as our traditional city/town centres, many journeys centre on the principal employment locations, both for workers and for goods movements. Large numbers of other journeys centre on education establishments such as Edge Hill University and West Lancashire College.

Retail and leisure opportunities outside West Lancashire are big attractions whilst also providing great employment opportunities.

However, just as many of Skelmersdale's people don't share the relative affluence of their neighbour's in the borough, Skelmersdale itself does not have the characteristics seen in other towns of a similar size and therefore is a less attractive destination and sees less outward travel than other areas of West Lancashire.

Figure 4 shows the places that large numbers of people are likely to visit in West Lancashire and its surrounding area. It also includes employment areas, as this gives a more general picture of where journeys are more likely.

As well as acting as destinations for visitors, these locations often have large numbers of workers and therefore have a major impact on commuting.

A peculiarity of health services in the borough is that hospital services are split between the Southport and Formby District General Hospital and the Ormskirk and District Hospital. Many services are only offered at one site, so travel to and between both hospitals is important for access by patients, visitors and emergency vehicles.

Together, people and places shape the demand for travel to and from and inside West Lancashire. The next section looks at our highway and transport network and how this demand impacts upon it.

Figure 4: West Lancashire's places



West Lancashire Now – Transport and Travel

As the southernmost district in Lancashire, West Lancashire's strategic location boasts some strong road and rail links with both Central Lancashire and Merseyside. The borough is also well connected to Manchester (via Wigan) and therefore to the comprehensive network of motorways and railways that link with much of the UK.

Longer Distance Travel

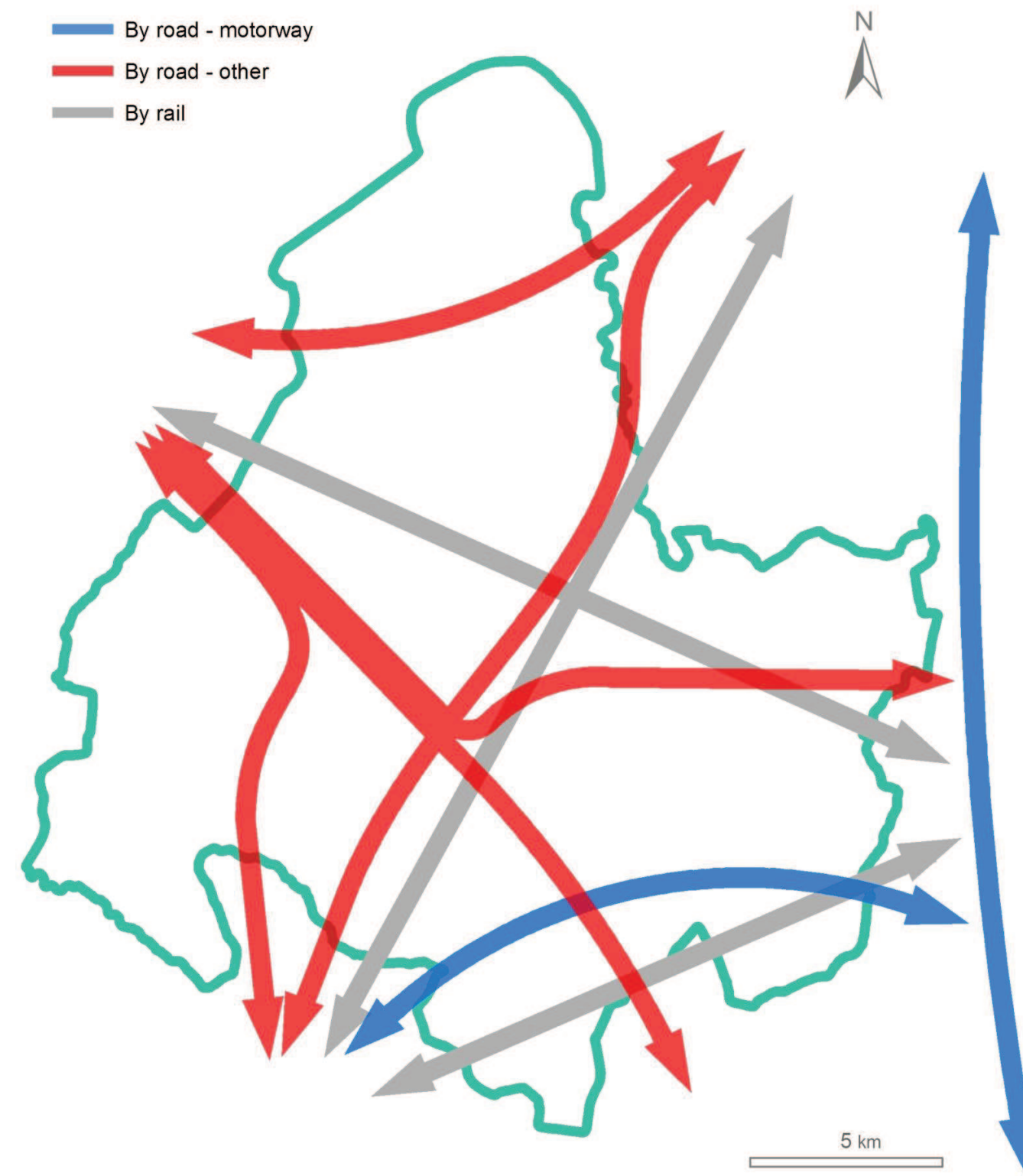
Rail links to Wigan, Liverpool and Preston provide access to the West Coast Main Line, enabling fast and frequent train services to London, Birmingham, Manchester, Manchester Airport, Glasgow and Edinburgh, and the impending electrification of the lines between Manchester and Preston via Wigan and Bolton will strengthen this strategic connectivity further, as will the proposed High Speed Rail link from London to Birmingham and the North.

To the east of West Lancashire, the M6 links the borough to the rest of the country. The highway network within West Lancashire includes the M58, A59, A570, and A565, enabling easy access to the Central Lancashire, Merseyside and Manchester conurbations.

The challenge will be to ensure that the transport network locally can accommodate new development and support economic growth in the most sustainable way.

West Lancashire's location means that this challenge extends to include the growth aspirations of neighbouring authorities, particularly Sefton and Merseyside. Many of the transport links that run through West Lancashire act as gateways between Southport and Liverpool and the rest of the North West. Ensuring these routes function appropriately will not only be crucial for the success of the developments beyond its borders, but will also create increased opportunities for West Lancashire residents and businesses.

Figure 5: Longer distance journeys



Travel in West Lancashire

Information on where people live and travel to in West Lancashire, together with an understanding of the longer distance journeys in the area provides a basis for understanding the main travel patterns in the area.

Journeys are made for many purposes, but the purpose that dominates the busiest times of the working week is the journey from home to work. This is also the journey about which most information exists.

Questions about travel to work were asked in the 2011 National Census. Some of this information has been published and has been used in this masterplan. Other information, including the numbers of people commuting between different towns and districts, will be included as it becomes available.

A key aspect of travel in West Lancashire is the influence of areas outside the borough. These areas include:

- Sefton – The seaside town of Southport is a key destination from the west of the borough for employment, educational opportunities and social activities.
- Greater Manchester – Wigan has strong ties with the east of the borough, particularly the eastern parishes and Skelmersdale and Up Holland. There is a significant commuter movement into West Lancashire. Potential growth in Greater Manchester will make links to Wigan and beyond more important in the future.
- Liverpool – Much of the south and west of the borough looks to the city for employment and leisure activities. With three universities and a number of colleges in Liverpool, there are huge educational opportunities. Potential links to the SuperPort offer significant employment and business opportunities.
- Central Lancashire – Preston, South Ribble and Chorley provide employment and educational opportunities, in particular to communities in the north and east of the area. Again, with so much growth planned, already strong links will need to be developed further.

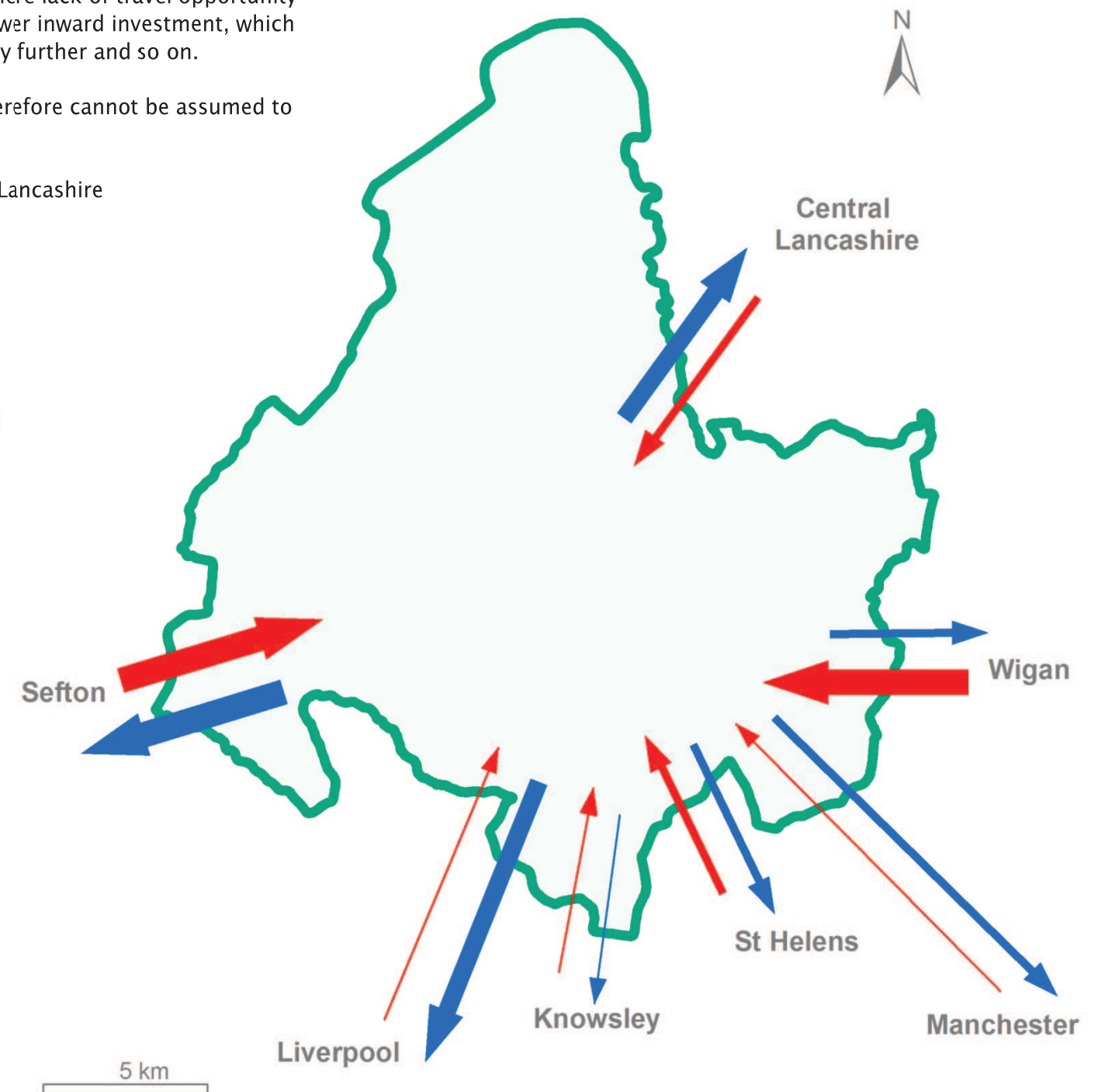
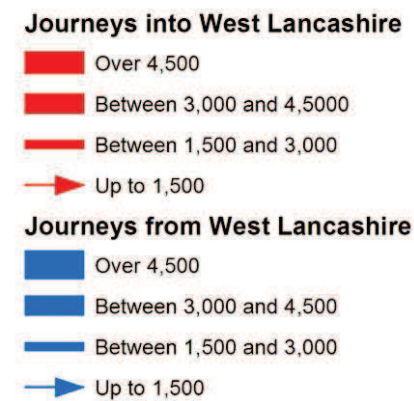
Patterns of movement illustrate that around 50% of West Lancashire residents travel to work within the borough, with the most popular destinations outside being Sefton, Central Lancashire, Liverpool and Wigan, in that order. Journeys into West Lancashire are predominantly from Sefton, Wigan, Central

Lancashire and St Helens. Almost 80% of these journeys were by car in 2011.

However, these are borough wide figures and therefore do not show local variations. Where car ownership is low and public transport is limited, commuting opportunities are limited, which can lead to a circle of decline where lack of travel opportunity results in unemployment and lower inward investment, which reduces employment opportunity further and so on.

These district travel patterns therefore cannot be assumed to apply to Skelmersdale.

Figure 6: Commuting into West Lancashire



Having looked at where people are travelling to and from, what impact do these journeys have?

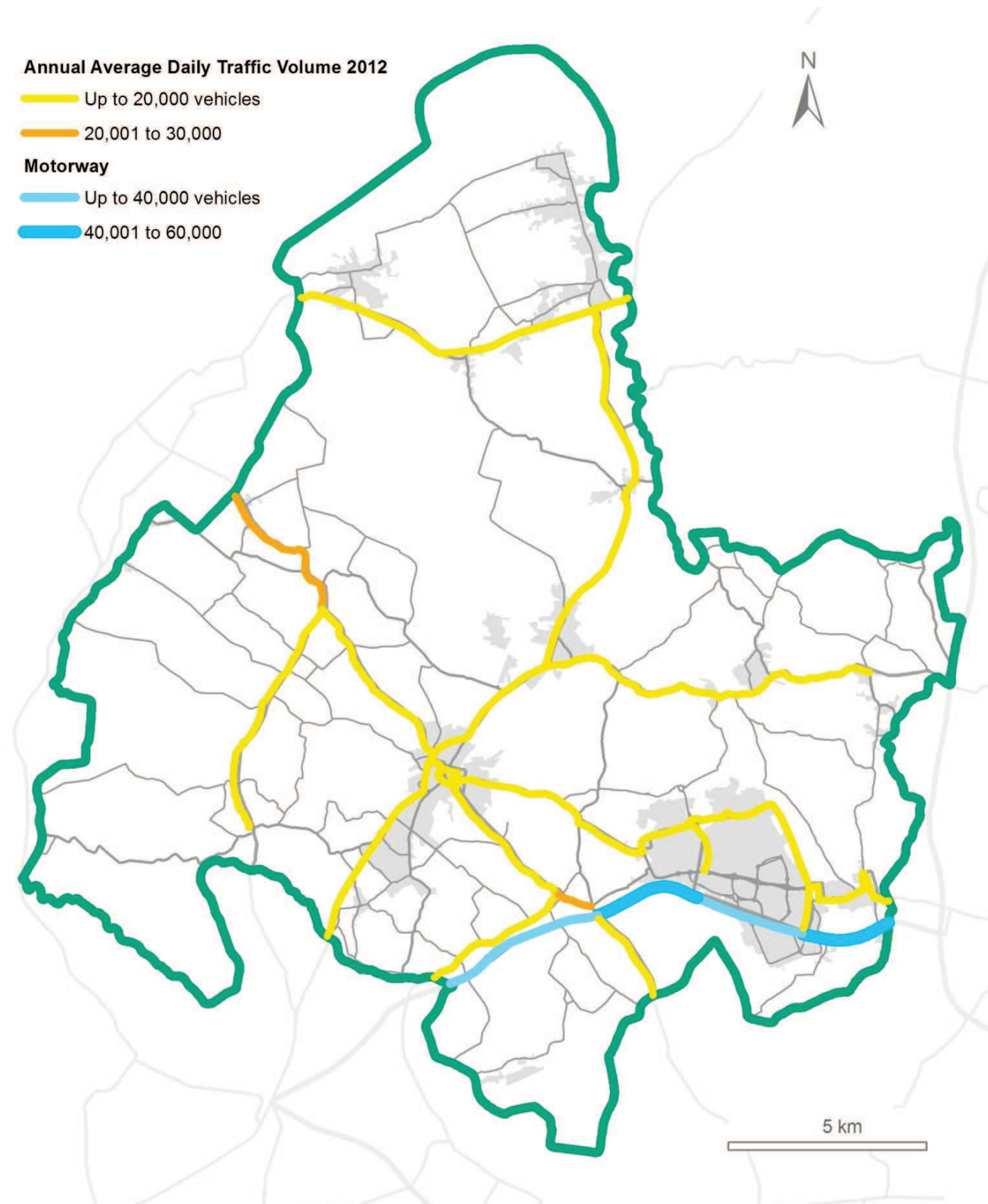
Due to the borough's predominantly rural nature, it is little surprise that West Lancashire has a higher proportion of residents commuting by car than the regional and national averages. Although the main settlements are reasonably well-served by public transport, the rural areas are less so. 21% of the working population use bus, train, cycle or walking to travel to work and slightly more than average choose to work from home: 11.5% compared to 9.4% in the North West and 10.6% in England.

The most obvious effect of these patterns on our roads is the amount of traffic those roads carry, not just in the peak hours but throughout the day.

Figure 7 shows the number of motor vehicles that use our major roads during a typical day. The highest flows are on the motorway network, as would be expected, but there are also some very high volumes of traffic on the roads that are shared by other users for other purposes than simply getting from A to B.

These high levels of traffic on the roads in our communities clearly have impacts beyond those that may be felt by vehicle occupants.

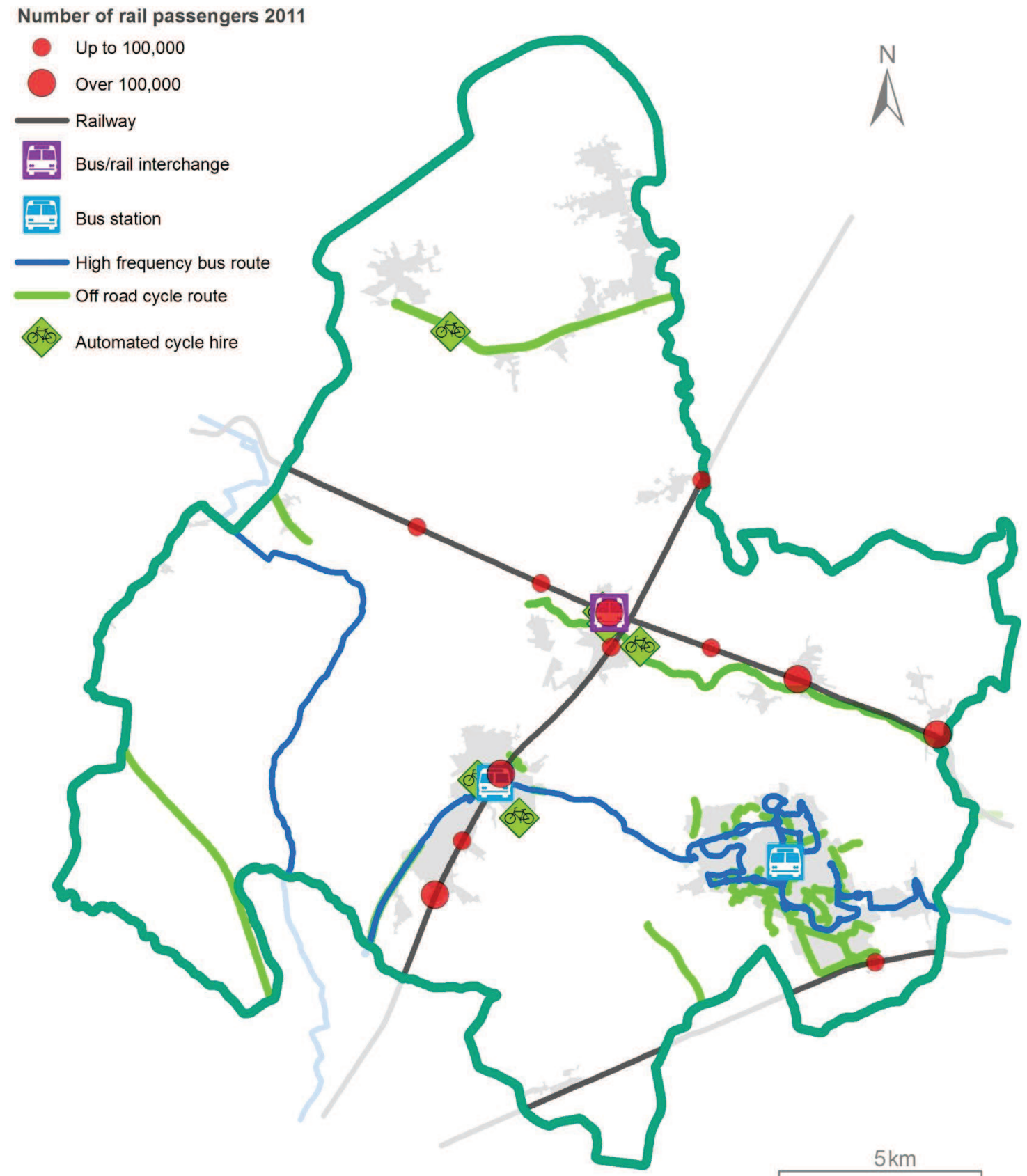
Figure 7: Our current road network



The previous map shows the volume of traffic on our major roads. This traffic, of course, includes buses, which suffer the same delays as other road users unless there are dedicated bus lanes etc, and whilst bicycles may not be counted in the traffic totals, cyclists also have to share this road space unless they have dedicated cycle provision.

Figure 8 shows the major bus routes and also the specific provision for cyclists. Comparing these to the traffic volumes shown in figure 7 indicates where these high levels of traffic may be impacting on more sustainable modes.

Figure 8: Our current sustainable transport network



So far we have looked at the demands on the network from where people live, where they want to travel to and how they choose to travel.

We now want to look at the impact these journeys have on us as we travel about in our daily lives, because anyone who travels in West Lancashire knows that our roads are under pressure now, without adding any more traffic.

The most obvious symptom of trouble that we all see is congestion. In most of West Lancashire this is at peak times, but the peak times are getting longer as more and more people change their travel arrangements to try and avoid the 'rush hour'.

But congestion is only part of the problem – the extra traffic can have a wide range of unwelcome side effects.

The most obvious effects are on road safety and local air quality, but where the roads are busy with motor traffic, the roads themselves may become barriers to local movement. Busy roads can make people worry about safety and about how difficult travel may be. For instance:

- People are far less likely to want to cycle or walk any distance due to fears about safety and pollution.
- Communities suffer if the roads that run through them are busy and difficult to cross other than at particular places.
- Local centres cannot become sustainable if busy roads make the area unattractive and potential visitors go elsewhere as a result.

As well as these local impacts, there are the wider environmental and social impacts that affect our ability to meet our commitments to:

- Reduce carbon emissions.
- Improve personal health and wellbeing in Lancashire.
- Support economic development.
- Increase community cohesion; and
- Provide affordable travel options in the future.

Ormskirk sees heavy congestion, particularly at peak times, both in the town centre around the A570 gyratory and on the A59 around its junction with the A570.

The current standard of rail provision in Ormskirk is mixed. A peculiarity of the station is that the single platform is served by two different lines, one diesel and the other electric, with buffers between them. Through travellers must therefore change trains, which is not made easy by the difference between the services on

the two lines. The diesel Ormskirk to Preston line provides an infrequent, irregular and unattractive service, which is reflected in its low patronage. At the other end of the platform, the Ormskirk to Liverpool line has trains running every 15 minutes on more attractive rail, reliable units and sees constant high usage particularly around the rush hours.

The rail station and bus interchange are less than 300 metres apart along a direct path, but this path is less well used than it should be due to its poor standard and perceptions of crime. The current bus station and rail interchange facilities are not ideal. The bus station is dated and buses only serve 5 of the 8 bus stops.

The town would also benefit from improved pedestrian and cycle linkages, particularly between the bus and rail stations and Edge Hill University.

Skelmersdale is one of the largest towns in the country without a railway station. Upholland, the nearest station, is outside walking distance, even from the village of Up Holland itself. The station has no bus service from Skelmersdale and minimal parking provision. Trains run to Kirkby and Wigan Wallgate but are infrequent and the line is not always reliable. Direct bus services to Liverpool are unattractive with journey times in excess of 90 minutes. Direct services to Southport and Wigan take 50 and 40 minutes respectively.

Without any nearby rail connections, the Concourse Bus Interchange plays a pivotal public transport role in linking Skelmersdale to Ormskirk, Southport, Liverpool and Wigan.

The road network was designed for a much larger, car dependent town. However, car ownership levels are low and whilst this means that there is little congestion, it also means that for the many people who have no car, travel opportunities are restricted. Even worse, the roads act as barriers to non-car travel.

Pedestrian and cycle journeys in Skelmersdale were intended to be made easier by a series of underpasses. However, although these were designed to improve safety by removing potential conflicts with vehicles, in recent years the underpasses have suffered from anti-social behaviour and maintenance issues such as flooding and general detritus. However, crossing at street level is hazardous as there are no designated crossing points. As a result, the roads have themselves become barriers to local travel.

The current lack of transport opportunities in and around Skelmersdale means that many people in the local community are discouraged from using local services in the town. These

conditions, coupled with a remote network of footways and cycleways, underpasses and large areas of landscaping, combine to create a local public realm that alienates the local community, raises concerns over public safety and discourages walking and cycling in the town.

Burscough straddles the busy A59, which is often congested in the town centre. Public transport in the town is rather disjointed. Whilst Burscough has two rail stations, these serve separate lines. Burscough Bridge is on the Southport – Wigan Wallgate line, whilst Burscough Junction is on the Ormskirk – Preston line and there is currently no rail connection between the two lines. As the two stations are situated a 10 to 15 minute walk apart, rail interchange is difficult, even though the stations are served by bus services.

Whilst the Southport to Wigan line provides regular and reliable services, the Ormskirk to Preston line has an irregular and unattractive service with no distinct pattern. Currently, there are 12 trains per day, Monday to Saturday, and no Sunday service, between Ormskirk and Preston. Scheduling improvements to increase capacity to 13 trains per day from May 2014 and 14 trains per day from May 2015 are currently being investigated.

With the exception of the Ormskirk – Liverpool service, rolling stock is generally poor, with the majority of the trains well into their lifespan. Unfortunately, the lack of electrification of the lines running through Burscough means that, at the moment, this ageing fleet is likely to be retained.

Discrepancies in fare structures between operators within West Lancashire create issues of 'railheading' at Ormskirk, Appley Bridge and Maghull. There are also issues with station car parks operating to capacity at Appley Bridge and Ormskirk, as well as at Maghull and Town Green.

A key challenge to **the Rural Parishes** is that of providing accessibility to services for those who have no personal transport, particularly for an ageing population. Rural areas are typically poorly served by buses, whilst distances to services are often too far to walk or cycle.

However, the parishes also have busy major routes running through them, where the volume of traffic presents issues of noise, air quality and severance. The transport impacts of the

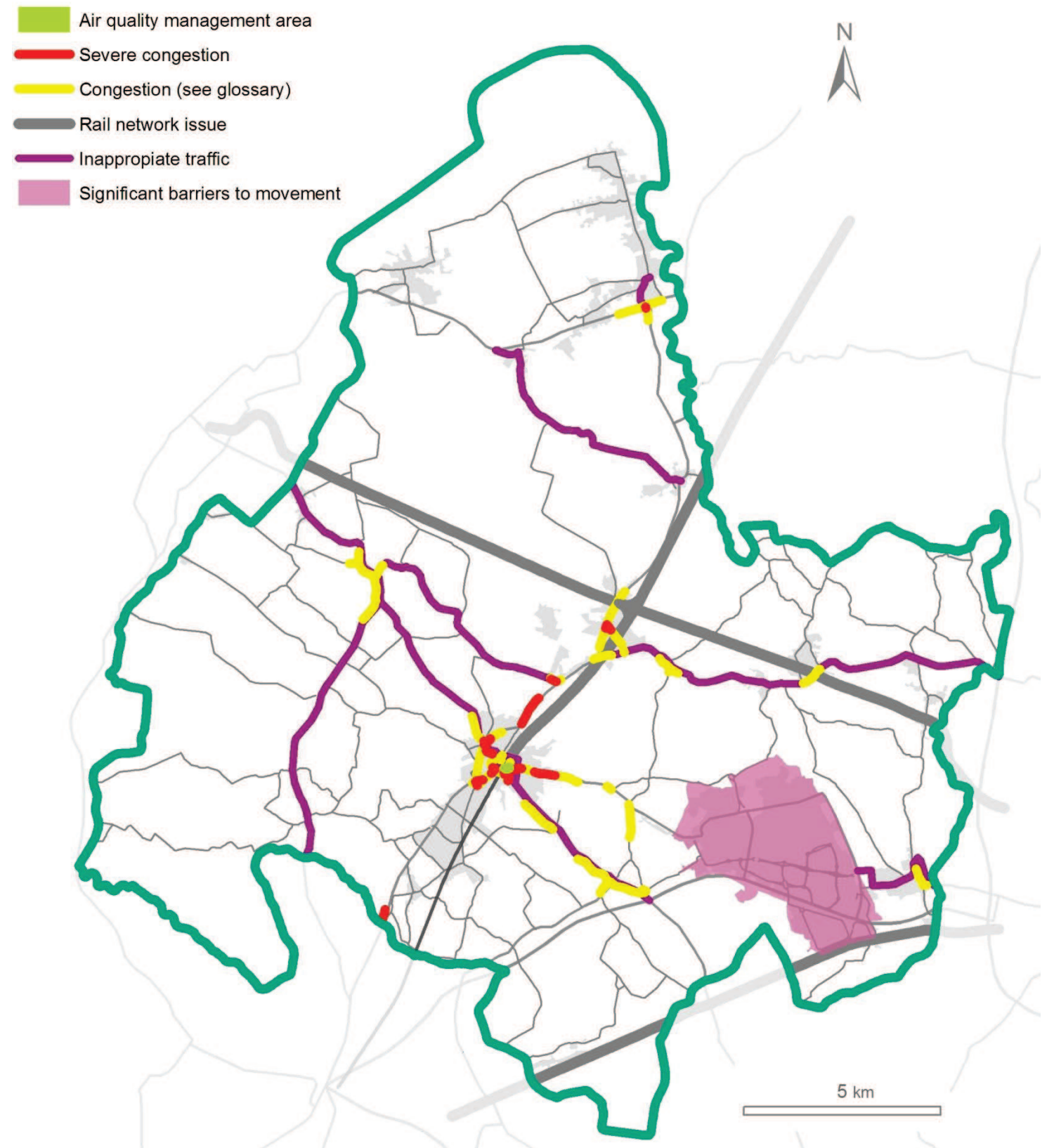
thriving farming industry include increasing movements of Heavy Goods Vehicles (HGVs). In particular, the growing of salad crops in the area leads to congestion and disruption caused by HGVs in and around the villages and the surrounding road network.

This is especially true in Tarleton and Hesketh Bank, where HGVs accessing agricultural and produce packing facilities, particularly along the main Hesketh Lane/Station Road route, combine with local traffic, particularly at peak times, and cause significant problems.

Some of these problems are already being addressed. However, to address all the problems and challenges that we now face in order to provide a sustainable future for West Lancashire, one that leaves as few problems for future generations as possible, will require a fundamental change in how we deal with our current problems.

Figure 9 shows where the most urgent and significant problems in West Lancashire are, not just the congestion, but also where air quality is being affected and where we know that the sheer amount of traffic causes barriers to movement or limits travel choices.

Figure 9: Transport problems today



West Lancashire Now – Managing Our Transport In The Short Term

The Local Transport Plan for Lancashire has already been mentioned. It sets out a strategy for how our transport and the way we travel will change moving forward to 2021.

Specific schemes already programmed are set out in our Local Transport Plan Implementation Plan (IP). In West Lancashire, these schemes contribute directly to our proposals set out later in this masterplan. Where the IP sets out preparatory work that is already underway, this is discussed as part of our proposals.

- **Ormskirk Rail Station to Edge Hill University cycle and pedestrian improvements**

The scheme will provide safer, more attractive access for pedestrians and cyclists between the railway station and the university.

The path between the railway station and the bus station will be upgraded linking to a dedicated route that will be put in place around the bus station. New traffic signals at the A577 Moor Street/A570 St Helens Road junction will make it easier for buses, cyclists and pedestrians to get in and out of the bus station. Once on St Helens Road, cyclists and pedestrians will share an improved pavement to the junction with Ruff Lane and on Ruff Lane measures will be put in place to improve safety for all users.

- **Ormskirk Bus Station**

A package of measures to improve facilities at Ormskirk bus station, including the pedestrian link to the railway station, will improve public transport accessibility to the town centre and to Edge Hill University. This will help provide viable alternatives to the private car, helping to reduce the congestion in Ormskirk town centre.

With the changes to our funding that have already been highlighted, we are currently looking at how this scheme can now best be taken forward, bearing in mind both revenue and capital funding constraints.

However, we are not the only organisation working to improve West Lancashire's transport networks.

The VISIT project

Currently 3 years into delivery, Local Sustainable Transport Fund (LSTF) funding has been given for a 4-year project which involves the creation of off road cycling routes, quiet on road routes and low mobility walking routes linking heritage destinations in western West Lancashire and Sefton. To date, the project has placed 5 automated cycle hire stations at locations across West Lancashire. Additional stations are being installed at the Ormskirk campus of Edge Hill University. The bid is a joint venture by West Lancashire Borough Council and Sefton Council, with match funding from a number of partners.

Among the improvements planned in West Lancashire that have implications for this masterplan are:

- Work within Ormskirk and Burscough town centres to enhance access to the public transport system, with improved links to the Lancashire Cycleway and better cycle parking facilities within the centres.
- Providing three links between the Sefton Coastal Path and the Trans Pennine Trail (TPT) eastwards to join the Lancashire Cycleway (RR91) which crosses West Lancashire about 5 miles inland from the Sefton Coastal Path.
- Cycleway links to many of West Lancashire's visitor attractions, including caravan parks, canal side marinas, Burscough Wharf, Martin Mere, Mere Sands Wood and Rufford Old Hall. Three links are proposed: one between the TPT at Lydiate and RR91 at Aughton; one directly eastwards from Southport Town Centre to RR91 on the Leeds and Liverpool Canal at New Lane, upgrading the canal towpath between there and Burscough Wharf; and a route east from the north end of Southport to RR91 at Mere Brow.

Upgrading of the canal towpath already completed has improved access to Martin Mere from Burscough for pedestrians and cyclists and enhanced access to the rail network for visitors. Connecting

Southport and Wigan Piers the 34km (21 miles) Pier to Pier route has been developed by Sefton, West Lancashire and Wigan Councils, together with the Canal and River Trust. The Pier to Pier route forms part of the National Cycle Network (NCN) and was officially opened on Sunday 16th June, 2013

Highways Agency work at M6 Junction 26

Serious delays have been identified at Junction 26 on the M6 (the Orrell interchange), especially on the southbound exit slip road and on the M58. These delays are associated with congestion and high flows on the M58, on the M6 southbound exit slip road and delays on the approach to the traffic lights at the A577 'T' junction.

Work at the Orrell interchange is expected to be completed by February 2015 and will provide both congestion and safety benefits.

The work is part of the national Pinch Point Programme.

Works will include:

- Widening the end of the M6 southbound exit slip road where it meets the east roundabout.
- Widening the A577 northbound approach to the T-junction to two lanes.
- Improved signing and lining on the slip roads and circulatory carriageway between the east and west roundabouts.

Looking to the Future – Our Priorities

Having looked at the state of West Lancashire now, we now need to look at the plans and priorities that will impact on West Lancashire in the coming years.

Economy

A key driver for West Lancashire's economic development is the Lancashire Enterprise Partnership (LEP). The LEP brings together businesses, councils and universities to develop a strategy for economic growth and to both bid for and allocate funding to support local businesses. The LEP has a 17-person board, made up of leading business executives, council leaders and academics.

The LEP's Lancashire Strategic Economic Plan – A Growth Deal for the Arc of Prosperity, March 2014 sets out the LEP's vision for economic growth across the County for the next 10 years and its Growth Deal funded priorities and proposals.

The SEP outlines key priorities and projects (e.g. sector development, innovation, skills, business growth and support, releasing local growth potential via the Growing Places fund) which will support growth in West Lancashire and across the County. The SEP also includes specific spatial interventions for West Lancashire, including the key transport and infrastructure projects in Skelmersdale (e.g. rail connectivity, public realm and movement around the town) that lie at the heart of this masterplan.

Countywide growth plans for both tourism and agriculture will set out specific ambitions for these sectors. Plans will focus on the rural economy of Lancashire, which has strong growth characteristics, and on Lancashire's visitor economy, which already attracts more visitors than the Lake District, but has a value and profile that can be significantly improved.

West Lancashire is also scheduled to have significant housing development. Projected housing growth over the Local Plan period (2012–2027), suggests a need for 4,860 new dwellings in the borough as a minimum. Skelmersdale with Up Holland is expected to see the bulk of this growth (2,100 dwellings), reinforcing its role as a key service centre for West Lancashire, whilst Burscough (850 dwellings) and Ormskirk with Aughton (750 dwellings) are outlined for potential expansion. The parishes also see proposed development, with 800 houses in the north and 100 and 260 houses in the east and west respectively.

The district's location within the triangle of Manchester, Liverpool and Preston, the three most significant regional economic centres, coupled with effective road and public transport links with these centres, makes this future housing growth an attractive and likely proposition.

The Homes and Communities Agency (HCA), the national housing and regeneration agency for England, own a number of sites in and around Skelmersdale and will therefore be a major partner in all plans for Skelmersdale's future.

In addition, projected growth of employment areas over the same period focuses on Skelmersdale with Up Holland (52ha) and Burscough (13ha). One of Skelmersdale's great economic strengths is its position alongside the M58; a key corridor from Liverpool to the M6. As a result a number of large companies are already sited in Skelmersdale, such as Walkers and Asda. Skelmersdale Town Centre has an important role to play within the broader development of West Lancashire, in particular as its planned redevelopment goes ahead.

Key to the development of employment opportunities will be Edge Hill University, with its main campus in Ormskirk, and West Lancashire College, which is a Beacon College with campuses in Ormskirk and Skelmersdale.

West Lancashire's rural economy consists of horticulture, agriculture, manufacturing and tourism, which means that outside of the three main towns of Skelmersdale, Ormskirk and Burscough, the rural economy provides 40% of employment in the borough. Much of this is linked to food production.

Shale gas extraction could also impact on West Lancashire if extraction were to go ahead. As well as economic and social impacts, the sites would generate traffic, much of it in the initial drilling phase. Whilst this would present traffic management issues wherever it occurred, West Lancashire's moss roads would be particularly susceptible to damage by the heavy vehicles required in the drilling and operation of the site. The road maintenance implications of this are something that the County Council will bear in mind if shale gas extraction does go ahead.

However, with Lancashire, Manchester and Liverpool all within easy reach of West Lancashire, given the right infrastructure there are significant opportunities for West Lancashire to capitalise on the growth plans in these regions.

In Lancashire, the overarching purpose of the SEP and Growth Deal is to re-establish Lancashire as an economic powerhouse and a national centre of excellence in advanced manufacturing. By realising the value of an **Arc of Prosperity** that sweeps across Lancashire, the LEP intends to harness the power and potential of national industrial hotspots; key strategic sites, key clusters of high value activity and internationally recognised centres of excellence in research and innovation. This arc of prosperity currently generates around 75% of Lancashire's wealth and provides the primary focus of the SEP's economic and housing growth plans.

With strong economic links to the Lancashire's heartland, Skelmersdale is ideally placed to take advantage of the Arc of Prosperity and play a key role in the industrial logistics sector, especially for the aerospace and automotive advanced manufacturing sector.

A key part of the Arc of Prosperity, the **Preston, South Ribble and Lancashire City Deal** will see Central Lancashire become one of the fastest growing and commercially dynamic locations in the UK over the next decade.

The funding programme will transform Central Lancashire, creating thousands of new jobs and homes, while growing the local economy by £1 billion. New investment of £434 million will expand transport infrastructure in Preston and South Ribble at an unprecedented rate, driving the creation of some 20,000 new jobs and generating the development of more than 17,400 new homes and the delivery of over 1 million m² of new commercial floor space over the next ten years.

In addition, the public sector funding is expected to leverage a further £2.3 billion of commercial investment into housing and employment sites.

The City Deal area includes the **Lancashire Advanced Engineering and Manufacturing Enterprise Zone**, which covers the two BAE Systems sites at Samlesbury and Warton, has the potential to create between 4,000 and 6,000 high value jobs in the long term. The Enterprise Zone again represents further opportunity for West Lancashire and Skelmersdale.

Liverpool City Region Local Enterprise Partnership (LCR LEP) is leading on the creation of **SUPERPORT**.

SUPERPORT is the name given to the cluster of projects, investment and activity across and beyond Liverpool City Region to develop a multimodal freight hub to rival such international locations as New York, Dubai and Singapore. It is a substantial and effective logistics cluster with a wealth of assets and capabilities focused around the Port of Liverpool, northern UK's largest port.

The vision of SUPERPORT is to bring together and integrate the strengths of the Ports, Airports and Freight Community to create a SUPERPORT for freight and passenger operations within the Liverpool City Region that will become a key driver of its economy. It aims to create the most efficient and cost effective environment for freight logistics and passenger transit in the UK.

The project sees the entire City Region as part of a wider 'SUPERPORT' offering:

- a range of appropriate space to businesses that use the Port of Liverpool,
- appropriate infrastructure to enable these businesses to link from the City Region to the rest of the UK and Europe (i.e. motorway access, rail freight access and air freight access via Liverpool John Lennon Airport) and
- a population with a broad skill-base, and one that will develop with the right training.

The core area of SUPERPORT incorporates the City Region's six local authorities – Halton, Knowsley, Liverpool, Sefton, St Helens, Wirral – plus in the immediate natural hinterland, West Lancashire. But SUPERPORT stretches much further, encompassing the rest of Lancashire, Greater Manchester, Staffordshire, West Yorkshire, North Wales and the Midlands.

This concept of seeing the whole City Region as a superport reflects the modern way in which ports function, with not all services and businesses needing to be dockside and associated businesses being able to locate up to 40 miles away from the port and still utilise its facilities.

With its excellent motorway connections and just a 30 minute drive from the Port of Liverpool, Skelmersdale is already particularly well placed to capitalise on SUPERPORT and in fact has sites already identified within the SUPERPORT plans. There is however the potential for a much greater role in SUPERPORT if rail and public transport connectivity is improved:

- Development of the logistics and manufacturing sectors in West Lancashire and particularly in Skelmersdale

- Economic opportunities, especially for Skelmersdale's residents, both locally and in the Liverpool City Region, in jobs across a range of skill levels.
- Opportunities for West Lancashire College to offer relevant training to the local workforce.
- Indirect job creation as a result of improved employment linked to the SUPERPORT and
- A reduction in levels of deprivation in Skelmersdale.

The masterplan needs to recognise these opportunities and ensure that highways and transport links support West Lancashire in becoming a key location for the SUPERPORT.

Airport City, Greater Manchester Enterprise Partnership's Enterprise Zone, is a £800m landmark property development, which is set to become a globally connected business destination located at Manchester Airport.

A vibrant economic hub with connectivity at its heart, the first Airport City in the UK will be an influential business environment where organisations work, meet and collaborate with others. Designed to offer availability from an early stage, with phased delivery taking place over the next 15 years, Airport City has 5m sq ft of development opportunities for offices, hotels, advanced manufacturing, logistics and warehousing.

Health and Wellbeing

In April 2013, the County Council took responsibility for some work that was previously carried out by the NHS.

The County Council and the NHS will now work together to tackle some of the key issues that affect people's health and wellbeing, helping people to stay healthy and prevent illness. The changes will make sure that public health experts have a greater input to many of the different council services, county and district, that impact on people's health including education, housing, transport and the local environment.

Among the work that the County Council will take responsibility for are a number of strands that have a bearing on the masterplan:

- tackling obesity
- increasing levels of physical activity;
- public mental health;
- cancer and long-term conditions prevention through behavioural and lifestyle campaigns;
- accidental injury prevention;

- community safety promotion, violence prevention and response (public health aspects);
- tackling social exclusion through local initiatives (public health aspects);
- public health services for children and young people aged 5–19, including:
 - ▶ Healthy Child programme 5–19;
 - ▶ in the longer term all public health services for children and young people.

Public Health Profiles for 2014, produced by Public Health England, show that there is significant work to do in some areas. Indicators that have a bearing on how we shape future transport strategy include two that are categorised as 'significantly worse than the national average' in West Lancashire:

- Obese children
- Road injuries and deaths

However, these district wide figures hide significant health inequalities across the district; life expectancy is 8.5 years lower for men and 6.5 years lower for women in the most deprived areas of West Lancashire than in the least deprived areas.

The Lancashire Health and Wellbeing Strategy sets out:

- 3 goals
- 6 changes to the way public health works and
- 3 programmes of interventions to be delivered by April 2016 to start to achieve our outcomes

Of these, a number are of potential relevance to this masterplan:

- Goals:
 - Better health – we will improve healthy life expectancy, and narrow the health gap and
 - Better value – we will reduce the cost of health and social care
- Changes:
 - Shift resources towards interventions that prevent ill health and reduce demand for hospital and residential services
 - Promote and support greater individual self-care and responsibility for health; making better use of information technology and advice
 - Commit to delivering accessible services within communities; improving the experience of moving between primary, hospital and social care
 - Work to narrow the gap in health & wellbeing and its determinants

- Programmes

Starting Well	To reduce childhood obesity
Living Well	To promote healthy settings, healthy workforce and economic development To promote mental wellbeing and healthy lifestyles To reduce avoidable deaths
Ageing Well	To promote independence To reduce social isolation To manage long term conditions and dementia

These priorities have clear links to travel and transport. Reducing road injuries and deaths and improving access to transport are clear and specific transport issues. Active travel is key to tackling obesity and encouraging healthy choices for all ages. But our streets and public spaces are also deeply influenced by transport. A lower life expectancy is closely related to deprivation; addressing deprivation requires addressing the social determinants of deprivation and that includes access to employment and to education among other factors.

Sustainability

From the National Planning Policy Framework to the Local Sustainable Transport Fund, sustainability has become a key factor in all plans and policies. For a highways and transport masterplan, it presents several key challenges to what we want to achieve.

- Lancashire's transport infrastructure assets are the most valuable publicly owned asset managed by the County Council, with a combined estimated gross replacement cost of about £9 billion.

Without this infrastructure, Lancashire would not be able to function as a place to live, work or visit. Given the importance that Lancashire's transport infrastructure plays in our everyday lives and in our economic future, it is vital that we maintain and manage this asset as sustainably as possible, maximising benefits and opportunities and reducing negative impacts as far as possible to provide best value for the people of Lancashire.

In West Lancashire, heavy traffic on the moss roads presents a particular challenge to maintenance.

- As a Highways Authority the County Council has had a duty to manage roads to ensure that flooding does not represent a nuisance to road users. However, under The Flood and Water Management Act 2010 (FWMA) the County Council has now also been designated as a Lead Local Flood Authority (LLFA). The FWMA places a range of new powers, duties and responsibilities on the LLFA and its partner Flood Risk Management Authorities (RMAs). Each LLFA has to produce a Local Flood Risk Management Strategy (a 'Local Strategy').

For West Lancashire, the Local Strategy has a specific focus on seawater flooding. In Lancashire's lowest areas near the coast, which includes much of West Lancashire's prime agricultural land, high tides and storm surges can increase water levels in channels and cause drainage systems to stop discharging to the sea. In order to reduce this risk, there are a number of pumping stations throughout the lowland areas, particularly near the coast, to ensure that water will discharge when sea levels are high. If pumping stops, sizeable areas could flood, including urban and rural locations.

As LLFA, the County Council is therefore working with our RMA partners to develop options for water management in rural areas, with a view to balancing the needs of agricultural productivity, flood risk management and sustainable drainage practices.

We will therefore make sure that proposals put forward under this masterplan fit with our Local Strategy and that issues of flooding and drainage that could affect a proposal are taken into account in the development of schemes and business cases.

- There is now little argument that we need lifestyles that generate a smaller carbon footprint. 'Low carbon' transport has the potential to allow individuals to make a genuine difference to the world around them. However, the evidence of travel choices made at the moment shows that what is on offer now is not what people are prepared to switch to. This suggests that we need to do more to provide low carbon options that more people want to use.

We therefore fully support West Lancashire's commitment to the provision of Electric vehicle charging infrastructure for all new housing developments.

- There are many rural areas of West Lancashire that are remote from employment and services. These areas have come to rely on the car, making it very difficult for those without their own

transport. However, increasing car use is unlikely to be sustainable in the future. Providing alternatives both for residents and for visitors will therefore be vital for economic development.

- The roll out of superfast broadband across the county will have a fundamental impact on how many of us do business on a day to day basis. It will allow many people to reduce the amount they have to travel – we can shop from home, download films and games and, of course, work from home. For businesses, it will offer far greater access to customers and digital media, also with less need to travel.

We need to maximise the benefits of reduced car traffic for our highways and transport networks while also taking account of the negative impacts, such as greater delivery traffic. We also need to ensure that those who cannot or do not adopt superfast broadband are not forgotten.

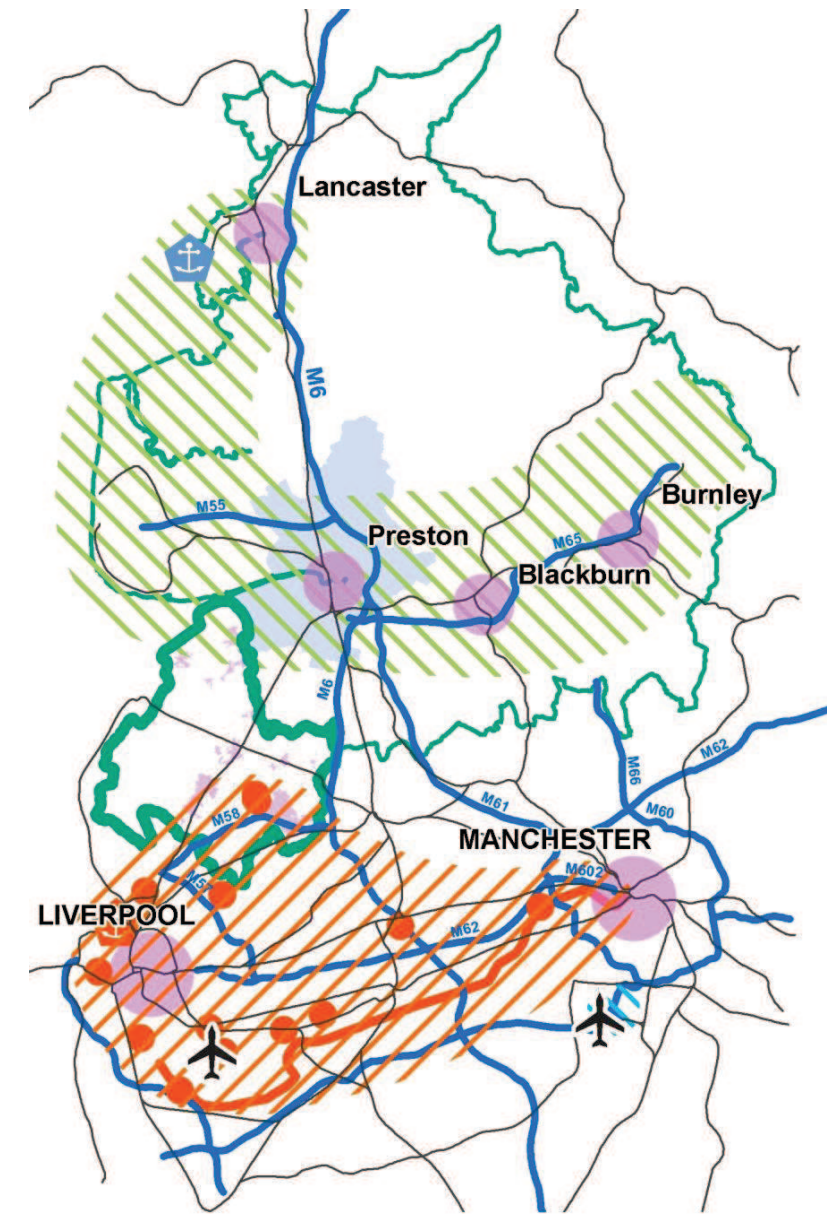
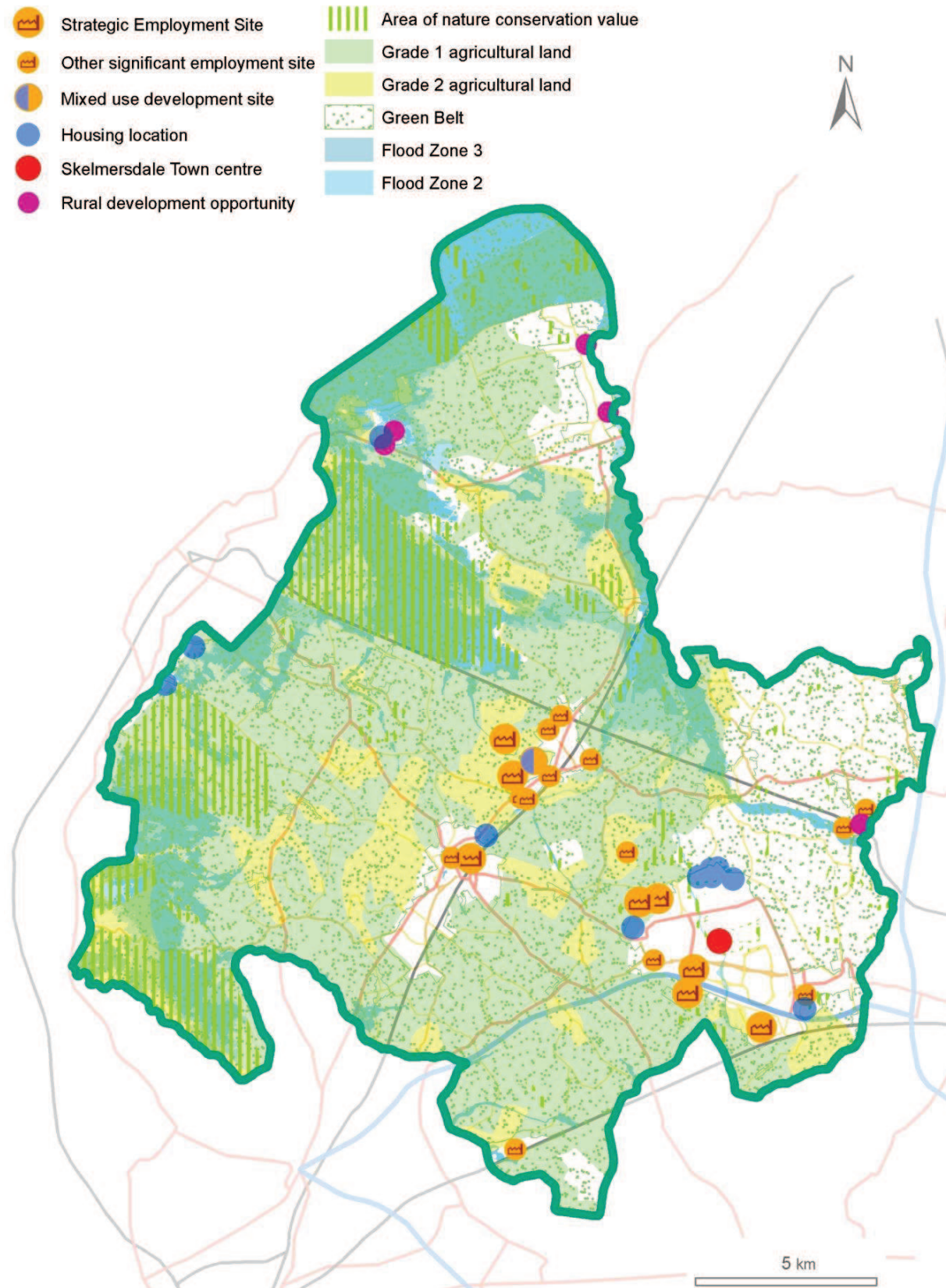
- 'Green' tourism could be a vital component of West Lancashire's future visitor offer. By actively seeking ways to reduce the negative impact of business operations on the environment, green tourism aims to ensure that economic development as a result of tourism is a positive experience for everyone; local community, tourism businesses and visitors. Businesses benefit by conserving resources, reducing waste, reducing costs through efficiencies and staff awareness, attracting new customers and improve their public image. The wider benefits are the positive impact on the local community, support for the local economy and reduction of congestion and pollution.

As well as future development, Figure 10 also shows how the environment of West Lancashire impacts on development:

- nature conservation value
- the Green Belt, put in place to prevent the merging of neighbouring towns and to direct investment to the older parts of the urban areas
- the high quality agricultural land
- the areas at risk of flooding and
- the areas of nature conservation value.

These constraints, together with the people, land and economy of West Lancashire today, have shaped the proposals agreed in the Local Plan.

Figure 10: Development and constraints



Looking to the Future – Funding

Funding for transport infrastructure is changing. These changes are already happening, as the Preston, South Ribble and Lancashire City Deal shows. The City Deal's £334m Infrastructure Delivery Programme includes four major highway schemes and local community infrastructure, such as schools and health facilities. The Delivery Programme is funded through pooling local and national resources, including funds from the DfT (including the Local Major Scheme Programme), from local government and from private sector investment through Community Infrastructure Levy (CIL).

We now need to be ready to take advantage of these changes, set out below, for the benefit of the rest of Lancashire.

Government funding

The changes to the way transport infrastructure is funded will come into effect from 2015/16. From that time, the Lancashire Enterprise Partnership (LEP) will be responsible for a multi-million budget devolved from the Department for Transport. This creates for the first time the opportunity to integrate key economic and transport priorities and plans. The LEP will be responsible for the review and approval of individual major scheme business cases and ensuring effective delivery of the programme.

Transport for Lancashire (TfL) is a committee of the LEP. As such, TfL is able to give robust advice to the LEP on issues that transcend complex local economic relationships, transport patterns and local government administrative boundaries.

Through the Preston, South Ribble and Lancashire City Deal, TfL has secured a ten year local major transport scheme allocation from the Department for Transport, something only achieved by four other local transport bodies nationally (Greater Manchester, West Yorkshire and York, the Sheffield City region and South Yorkshire and the West of England).

In June 2013, the Chief Secretary to the Treasury confirmed the establishment of the single Local Growth Fund (LGF). The LGF amounts to over £2bn in 2015/16 and includes a significant amount of local transport funding. In addition to funding for local major transport schemes, from 2015/16 the LGF includes over 40% of the Integrated Transport Block (IT Block) funding currently

received directly from the Department for Transport by local transport authorities. The Government has committed to maintain the LGF at a total of at least £2bn each year in the next Parliament. The LGF is a single pot with no internal ring fencing.

IT Block funding is capital funding used by local transport authorities for small transport improvement schemes costing less than £5 million. Schemes include – small road projects, road safety schemes, bus priority schemes, walking and cycling schemes and transport information schemes. The reduction in the amount of IT Block from 2015/16 will mean that the County will have significantly less direct guaranteed funding for local transport schemes going forward, so other funding sources such as the LGF are more important than ever.

Access to the LGF is through a 'Growth Deal'.

The Lancashire Growth Deal, as agreed in July 2014, aims to realise the growth potential of the whole of Lancashire, building on key local economic assets including the universities and colleges, the Lancashire Advanced Engineering & Manufacturing Enterprise Zone, the Preston, South Ribble and Lancashire City Deal, and the high value business clusters in Central and East Lancashire.

This first growth deal focussed on projects that could start in the next three years, mostly in 2015/16. Subsequent growth deals will focus on schemes that will start delivery in later years.

Strategic partners

Our strategic partners are also seeing changes that will impact on what we can achieve through this masterplan.

The rail industry is complex, with operation of the infrastructure separate to the operation of passenger and freight train services.

Network Rail is the private sector monopoly owner and operator of the national rail network, including track, signalling, bridges and tunnels. It operates in 5 year 'Control Periods' (CP), for which delivery plans are produced. CP5 will start in April 2014, with CP6 starting in April 2019.

However, the Government's High Level Output Specification (HLOS) and Statement of Funds Available (SoFA) determine what is delivered in these control periods. These set out what the Government wants achieved by the rail industry during that control period and the amount of money available.

The HLOS and SoFA for CP5 have been published. In order to achieve infrastructure improvements in Lancashire in the next CP, we therefore need to be in a position to influence the development of the HLOS that will determine activity in CP6.

Many rail services in the county carry people making relatively short journeys and are a key part of an area's local public transport network. They have seen substantial growth in demand in recent years, a trend that is expected to continue.

At the moment the franchise contracts underlying most train services in England are specified, funded and managed centrally by the DfT based in London. The Government is currently looking at whether decisions relating to local rail services should be made closer to the communities they serve, a process called 'Rail Devolution'.

Rail devolution recognises that local decision makers may be best placed to recognise trends in usage and demand and to identify how transport networks can adapt to new housing and/or employment patterns and to therefore determine how the transport network can develop in a way that contributes to achieving the wider economic objectives of an area. They are also able to compare the benefits of expenditure on different types of transport provision and make decisions on priorities for expenditure on investment and subsidies, recognising the interests of different groups of users.

Away from the rail industry, the Highways Agency (HA) is an Executive Agency of the DfT and is responsible for operating, maintaining and improving the strategic road network in England, which includes major trunk roads and most motorways.

Route based strategies are currently being taken forward by the HA, including one covering Lancashire. The strategy will initially identify performance issues on routes and also future challenges, taking account of local growth challenges and priorities. This stage is expected to be complete by April 2014. The HA, working with the DfT, will then use this evidence to identify and prioritise possible solutions to inform investment plans for the next full government spending review in 2015 and beyond.

Throughout the process, we will work with the HA both to understand the issues on Lancashire's strategic roads now and in the future and to ensure that the resultant investment plan meets our needs.

Developer contributions

When a development is proposed, Section 106 agreements can be used to mitigate the impacts of a development on the surrounding area. For example, a section 106 agreement might require a developer to fund improving the access road to a site, to ensure that access will be safe once the development is completed. They are specific to the site that is proposed for development.

Since April 2010, local authorities have been able to charge a 'Community Infrastructure Levy' (CIL) on any new development above a certain size. Where introduced, CIL is a general levy on qualifying development, designed to raise funds for infrastructure needed to support the development proposals. We are now in a transitional period where both CIL and section 106 agreements can apply.

In introducing CIL, local planning authorities need to prepare a 'charging schedule'. The schedule sets out what the CIL charge will be for different types of development. In setting the charges, planning authorities need to balance the level of charge with the potential impact on the economic viability of development.

West Lancashire Borough Council adopted a CIL charging schedule on 23 July 2014, which came into effect on 1 September 2014.

Within the Growth Deal negotiations, there is an expectation that local scheme sponsors and/or stakeholders will contribute to scheme costs.

Looking to the Future – What Are The Challenges?

We have already looked at current problems on the highways and transport networks. We now need to look at what effect the plans and priorities we have outlined will have.

Skelmersdale with Up Holland

Whilst Skelmersdale currently boasts an excellent road network with congestion-free links to the motorway network, the road network does not serve the purpose for which it was built and does not support current economic growth aspirations. This is largely due to the low levels of car ownership in Skelmersdale compared to what was originally envisaged for the town.

However, the town also has an inadequate sustainable transport network with no rail link to the town and a poor bus service in terms of frequency and journey time. Walking and cycling are not well provided for, as Skelmersdale's streets and public spaces are often inhospitable.

Housing developments in this area could see over 2,100 homes built. In addition, 52 ha of land are to be newly developed for employment uses. There is also the need to take advantage of both Lancashire's Arc of Prosperity and the Liverpool SUPERPORT and benefit from the jobs and growth that they could bring.

The highways and transport networks in Skelmersdale are not fit for current purposes, let alone to support extensive economic growth. This is not going to change without significant alterations to Skelmersdale transport infrastructure. Planned development will not bring economic growth if the networks are not brought up to date.

Ormskirk with Aughton

The highway network in Ormskirk is already congested in places, with local journeys known to be a significant contributor to congestion. Proposals for 750 new houses in the area will see additional traffic on these already busy roads.

Edge Hill University is a key economic driver for West Lancashire as a whole, with its expansion pivotal to achieving economic growth. However, particularly in term time, the University generates high volumes of traffic and expansion will only serve to increase the

impact on the network. Car parking facilities and a new access road have been built as part of the expansion.

Improving Ormskirk's highway network to ensure that it not only functions effectively now, but can cope with development is therefore a key challenge. However, that challenge extends beyond the highway network and includes making realistic alternatives to car use as attractive as possible as well as removing traffic that does not need to be there.

Burscough

The A59 in Burscough runs through the town centre. Because of this, the main street becomes congested both at peak times and as bottlenecks occur, which is far from ideal for pedestrians and cyclists. Further out from the town centre, towards Ormskirk, the A59 narrows and is even more unpleasant for cyclists in particular. Cycling and walking should be viable modes for travel from Burscough to Ormskirk as the towns are not far apart.

Proposed developments of 850 new homes and 13 ha of employment land will lead to increases in traffic volumes on a highway network that is already under pressure.

Burscough's rail connections could be expected to make a significant difference to the number of car journeys from the town, but currently, rail travel to Liverpool requires a change at Ormskirk with an erratic and infrequent timetable from Burscough. Improving rail connectivity to Ormskirk itself and to both Liverpool (currently the dominant commuter journey) and to Manchester and the airport will be vital to Burscough's future development.

Travelling north to Central Lancashire may not require a change of trains, but the same timetable issues affect the journey as they do southwards to Ormskirk. With the growth planned in Central Lancashire, it is vital that the line is improved so that opportunities in all three major regional growth areas are available.

The Rural Parishes

Across the parishes, a total of 1,160 new homes and 10ha of employment land are proposed. However, public transport

provision is generally poor, with a number of rural areas having infrequent services to a limited range of destinations. At a time when money for bus subsidisation is becoming more difficult to find, the issues of rural isolation present a key challenge for travel in the future.

Traffic in the rural parishes also presents issues. Heavy vehicles serving the agricultural and horticultural sectors often travel down roads that were not designed for them, a particular issue in village centres. High volumes of traffic also have to be accommodated on main roads in the rural areas, which can also lead to problems with noise, vibration and severance.

There is also the question of the future sustainability of travel in the rural parishes as oil becomes more expensive.

As the previous pages show, West Lancashire faces challenges in developing its economic potential in the future without compromising its distinctive character. However, it has many strengths working in its favour.

These positive and negative influences are summarised here to show the strengths and opportunities in the area and also the potential weaknesses and threats. Appreciating these provides us with the understanding of what will influence and shape our highways and transport network in the future.

<p>Weaknesses</p> <ul style="list-style-type: none"> • Limited retail opportunities • High car dependency • High levels of deprivation in Skelmersdale • Congestion along Ormskirk gyratory • Poor access to opportunities in Skelmersdale • Disjointed rail network • Rural Isolation 	<p>Threats</p> <ul style="list-style-type: none"> • An ageing population which may need more support to remain independent. • Congestion in key centres • Volumes of traffic on rural routes • Growing car ownership and use in most areas • Sluggish economic climate • Uncertainty amongst private investors • Reluctance to change travel behaviour • AQMA/Air quality issues in Ormskirk and Tarleton • Flawed concept and design weaknesses of Skelmersdale
<p>Strengths</p> <ul style="list-style-type: none"> • Strong Local Enterprise Partnership • West Lancashire Local Plan published • Transport links and connectivity to major regional growth centres • Strong agricultural and horticultural sectors • Outstanding natural/wildlife assets • Edge Hill University • Skelmersdale's proximity to M58 / M6 • Strong business base, including presence of national employers 	<p>Opportunities</p> <ul style="list-style-type: none"> • Developer Contributions – CIL & S106 • Redevelopment of Skelmersdale Town Centre • HS2 • Lancashire's Arc of Prosperity • Liverpool SUPERPORT • Economic growth in Liverpool, Manchester and Lancashire city-regions • Position on strategic road network, especially for attracting employees and new business, especially logistics • 'Green' Tourism

Developing Our Vision

The transport network in West Lancashire is already facing challenges. There are congestion issues, the public transport networks are far from ideal and there is both rural and urban isolation in different parts of the borough.

Developments identified in the Local Plan over the life of the plan (2012–2027) will aggravate these issues and our existing highways and transport networks will not be able to cope. This will have a significant impact on the ability of West Lancashire to benefit from economic growth. Growth in Sefton will also have implications for West Lancashire.

There are also very significant changes happening in neighbouring areas, with the Preston, South Ribble and Lancashire City Deal to the north and the Liverpool City Region SUPERPORT and Manchester Airport City to the south. These major developments will all offer opportunities to West Lancashire if the highways and transport networks are good enough.

Even without extra development, the growth in traffic that is likely to occur over time anyway will mean that the levels of congestion that we currently see in the morning rush hour will have become common for more of the working day and across a wider area.

The evidence presented in this masterplan shows rather than the networks needing radical overhaul to accommodate development and allow growth, there is a more pressing need to solve existing problems before development makes them worse or the lack of appropriate infrastructure actually restricts growth.

However, particularly for a largely rural district in which the environment plays a key role, issues of sustainability must be at the forefront of any plans brought forward. We must work to ensure that West Lancashire retains its character for future generations, while making sure that no parts of the district miss out on the economic growth they need in order to thrive.

We must therefore focus on how we can deliver effective solutions to the following core issues that are central to the way in which the transport network will operate in the future:

- Significant barriers to growth affecting Skelmersdale
- Congestion in Ormskirk and key service centres
- Current limitations to rail services and access to rail services
- Better options for active travel
- Rural access to services
- Traffic on inappropriate routes

The solutions put forward must not only support West Lancashire's economic aspirations, but must remain in keeping with the County Council's strategic vision of a sustainable future, where transport is fully integrated and where walking, cycling and public transport are an effective and obvious alternative to the car.

We believe that each area of the district has a specific set of issues which we can only resolve by looking at them in the context in which they occur:

- **Skelmersdale** is a New Town that didn't develop as planned and has fundamental design flaws that have severely limited it and its neighbour **Up Holland**.
- **Ormskirk and Aughton's** problems stem from its position as the heart of West Lancashire and from the major routes that run through it.
- **Burscough's** ties are to Ormskirk and to the south and yet the transport network doesn't support this, despite the heavily congested A59 running through the town.
- **The Rural Parishes** rely on agriculture and tourism, but their road networks haven't kept pace with modern vehicles or with changes to public transport.

By understanding what each area needs and the connections between them and on out to the wider area, we have been able to set out interventions that, taken together, will provide an integrated highways and transport network for West Lancashire that will be able to support the people and businesses of the borough for many years to come.

The interventions we propose include some that are ambitious. However, changes to how funding is provided mean that opportunities are available now as never before. This masterplan has taken shape at a time when we have the real possibility of significant investment in West Lancashire through the Lancashire Enterprise Partnership. If ever there was a time to be ambitious and to plan for all of West Lancashire's future prosperity, this is it.

Our Vision

Because of West Lancashire's unique character, our vision is not based on how or why people travel, as in other masterplans, but on the towns and parishes of West Lancashire and the connections between them and on out to the wider area.

This masterplan sets out the highways and transport interventions we need to put in place so that:

Skelmersdale becomes a town fit for the 21st century, with jobs, facilities and transport connections that can support good living standards across the town that everyone shares in.

Ormskirk becomes a vibrant market town at the heart of West Lancashire's education and tourism sectors, with a town centre that is no longer dominated by the car.

Burscough becomes a thriving small town where there is plenty of transport choice and commuters don't need to use a car.

The Rural Parishes are freed of unnecessary traffic and everyone knows that travel options are there if they cannot use a car,

and

Connected networks make travel easy for West Lancashire's residents, businesses and visitors and reduce the impact of longer distance journeys through the borough.

Figure 11: Our Highways and Transport Masterplan interventions

-  Rail improvement
-  Highway improvement
-  Proposed multi-user route
-  Pedestrian and cycle improvements
-  Route management
-  Burscough Public Realm improvements
-  Skelmersdale Public Realm reconfiguration
-  Ormskirk Movement Strategy
-  Rural connections study area



Skelmersdale with Up Holland

Skelmersdale's highways and transport networks need to be reconfigured to meet both current and future needs, not just for the residents and businesses of Skelmersdale and Up Holland, but for West Lancashire as a whole.

Strand 1: A new Skelmersdale town centre rail station

The issue

West Lancashire's rail connectivity is good in some places, but very poor in others. Whilst rail services link to Liverpool and Greater Manchester, access to these services tends to be limited at the moment by station location, availability of car parking and availability of bus services from the surrounding area.

Skelmersdale itself is the second largest town in the north west of England without a railway station. The nearest station, Up Holland, is not easily accessible without a car, and there is, in any case, only a limited amount of parking available at the station. The line is only served hourly between Kirkby (Liverpool) and Wigan.

The absence of an effective link to the rail network obviously limits access to both Merseyside and Manchester, particularly as bus travel times are slow. Given the low car ownership and high unemployment in Skelmersdale, access to both lifelong learning and employment is a major issue.

With the opportunities that the SUPERPORT and Airport City will offer to Skelmersdale's residents and businesses, it has never been more important that the area is well served by direct rail services to both Merseyside and Manchester.

The solution

Skelmersdale needs a new rail station next to the town centre, with integration into the public transport network and cycling and walking provision, as well as car parking. We and our partners are working towards the rail infrastructure and station being part of Network Rail's programme for Control Period 6 (2019–2024).

The new rail link and station would be served by services to both Kirby and Wigan, providing direct access to growth opportunities in both Merseyside and Greater Manchester.

A pre-feasibility study in 2002 set out a range of options. Of these, the provision of a new station in the centre of Skelmersdale was

the preferred, given the synergy with the proposed redevelopment of the town centre.

Opportunities

- Network Rail, Merseyrail and Merseytravel are all interested in the proposal, subject to a business case being made for the station.
- By making the station a 'Parkway', the station could become a rail hub for the wider West Lancashire area.
- With the need to encourage economic growth, railway links to areas of economic opportunity are vital for West Lancashire and should increasingly become so for Skelmersdale itself.
- Inwards investment to Skelmersdale would be assisted by the ability to access a wider rail network from Liverpool, Wigan or Manchester.
- The development of the SUPERPORT and of Airport City provides opportunities for Skelmersdale that the new rail link could facilitate.
- The station has the potential to reduce traffic in Ormskirk, particularly coupled with other proposals in this masterplan.
- Secure parking for powered two wheelers and dedicated cycle facilities could make these modes more attractive as part of longer journeys.

Challenges

- The perception of rail travel as relatively expensive. The level of fares will be a key issue for many of those living in Skelmersdale who need access to jobs.
- Implementation will take time and interim solutions may need to be developed.

- Providing the infrastructure for the station and for other proposals in this masterplan will require major changes to Skelmersdale and therefore extensive public consultation.
- Whilst the rail infrastructure would be funded through the HLOS that will determine activity in CP6, the new station is just one part of the wider reconfiguration of Skelmersdale's highways and transport networks, so significant funding will be needed from the SLGF.

Conclusion

In different circumstances, the proposal would not be viable due to the complexity, scale and costs of the project.

However, as the masterplan has shown, Skelmersdale's current highways and transport provision are not simply inadequate, but completely inappropriate for current and future needs. There is therefore no single scheme that can solve all of Skelmersdale's problems and neither will a piecemeal approach that only looks to implement small schemes.

Much of West Lancashire's future growth can and will be focussed on Skelmersdale with Up Holland, so resolving the wide ranging travel issues is critical for the borough as a whole. The need of Skelmersdale's residents and businesses for dramatic intervention to encourage economic growth and prosperity speaks for itself.

The transformational opportunity that a new rail station with connections to Liverpool and Manchester will provide cannot be over-emphasised. The proposed station will open up the potential of the area and be an integral part of current/future town centre regeneration schemes and the long-term objective of stimulating a more commercially-driven approach to maximising Skelmersdale's adjacent employment and housing land opportunities.

Changes to funding already outlined mean that at the moment we have an opportunity to invest significant amounts in West Lancashire's future. The LGF gives the LEP the chance to negotiate for funding on a scale that would not have been possible

previously, which allows us to work with partners to put in place these unprecedented changes.

The LEPs Lancashire Strategic Economic Plan – A Growth Deal for the Arc of Prosperity, March 2014 sets out the LEP’s vision for economic growth across the County for the next 10 years and its Growth Deal funded priorities and proposals. The SEP includes specific spatial interventions for West Lancashire, including the key transport and infrastructure projects in Skelmersdale (e.g. rail connectivity, public realm and movement around the town) that lie at the heart of this masterplan. The proposed station and spur represent a significant investment in a Lancashire-wide priority that is recognised by the central Government.

We are therefore preparing the business case for rail investment and working with Network Rail and the train operators on the detailed design of the proposals, before the opportunity is missed.



Strand 2: Reshape Skelmersdale's public realm

'Public Realm' is a phrase that is often used by planners and engineers. In general terms it covers all the areas that, as members of the general public, we have access to as we go about our lives. Public realm shapes the image of a place; it creates identity and distinctiveness. It influences how others see us. Public realm is made up of the roads, footpaths, underpasses, green spaces and other outdoor places that require no keys to access them and are available for everyone to use.

The impact of the public realm on our day-to-day lives is huge and travel and transport are a large part of this impact. From overall impressions created by the amount and type of traffic on a road, specifics such as the design of individual junctions and walking links and down to details like the choice of signs, street lights and other 'street furniture', the impression that an area makes depends on the quality of its public realm.

A safe and attractive public realm gives economic benefits as footfall increases, whether in local shops or town centres. A safe and attractive public realm is also fundamental to making local travel viable. The better our public realm looks and the more safe and pleasant it is to use, the more people will be prepared to walk, cycle and use public transport.

Skelmersdale's public realm is therefore vital to the development of the town.

The issue

Skelmersdale is a New Town, designed at a time when it was assumed that everyone would own a car and that the only safe place for pedestrians and cyclists was on their own network of paths that kept them clear of the motorised traffic. A dedicated network to link housing and employment was therefore built, with underpasses to make travel safer.

However, development did not happen at the expected level and car ownership is low in Skelmersdale. This means the roads are used at well below their capacity. Cyclists and pedestrians, however, are left with a network of paths that go through the housing estates on convoluted routes that are difficult to follow and give the feeling of intruding into private property. In industrial estates paths tend to be at the back of the factories, with no access to the factories, and often are in a semi derelict condition.

However, the biggest barrier to travel is Skelmersdale's underpasses. They were intended to improve road safety and are often still the only safe way to cross a road. Although they might be safer in that way, they have become undesirable places associated with anti-social behaviour and difficult for the less mobile to use. The underpasses are often dirty, poorly drained and poorly lit and where personal safety is compromised, they limit travel and therefore access to lifelong learning and employment.

Without significant improvement to the public realm in Skelmersdale, there is a very real risk that other highways and transport initiatives will fail.

The solution

Evidence from around the country suggests that there are some limited interventions that could be made to improve at least a few of the underpasses. However, the only effective solution to removing the barrier that the underpasses present is to remove the need for the underpasses themselves.

Providing a better public realm for Skelmersdale is not as simple as 'doing something about the underpasses' though, but has to start with a review of what routes need to be provided, now and in the future. That has to be done in the context of other infrastructure investment, as a railway station with dedicated provision for interchange to other modes of transport will have a fundamental impact on where and how people want to travel.

Removing the need for the underpasses will alter how we use the highway network, as well as how the existing walking and cycling networks are used. The impact of public realm change therefore goes beyond basic interventions and will fundamentally change travel in Skelmersdale and how the road network looks and functions.

Because of these potentially enormous changes, the reshaping will take full account of economic development proposals for Skelmersdale, to make sure that West Lancashire can take full advantage of the opportunities that are emerging in neighbouring areas. Skelmersdale needs to be able to accommodate business growth to be able to take full advantage of the new infrastructure.

We will therefore radically reshape Skelmersdale's public realm and highways network through a single programme of works spread over a number of years. The improvements will ensure that Skelmersdale functions far better than it does now and has a

sustainable, integrated transport network to support growth in the future.

Opportunities

For the first time since the town was built, we have a realistic chance to make Skelmersdale's highways and transport networks fit for use and able to function for the benefit of its residents and businesses as well as the wider West Lancashire area.

- Provides an opportunity to fundamentally change perceptions of Skelmersdale at a time when the town centre is expected to undergo significant redevelopment.
- Provides opportunity to accommodate new development stemming from the SUPERPORT.
- Will support wider economic growth, making Skelmersdale the transport hub of West Lancashire.
- Funding opportunities currently exist that could make significant sums of public money available.
- To use redundant infrastructure, including underpasses, for other purposes, such as supporting wildlife corridors or specific leisure or fitness uses.
- The possibility of using redundant infrastructure for local short term flood storage on the surface water or highway drainage network.

Challenges

- The costs of a transformation of Skelmersdale's public realm will be huge.
- Gaining complete consensus on the changes that are needed.
- Disruption to the town while works are carried out, potentially over a number of years.

Conclusion

The challenges that face Skelmersdale in economic and social terms are great. We have an opportunity to not only address these challenges now, but to allow Skelmersdale to grow and prosper in the future.

We cannot allow this opportunity to pass and so we will produce a Movement Strategy for the town that will set out detailed options for public realm and highway improvements that will ensure that all users of the network, from HGVs to pedestrians can travel safely and easily. That strategy will require extensive public consultation and will involve public and private sector partners. We will prioritise work that supports the new rail station and the town centre redevelopment with a view to seeking the first funding from the LEP for works to start in 2015/16.

Strand 3: Reconfigure Skelmersdale's public transport

The Issue – Infrastructure

Users of the new town centre rail station will need to be able to interchange with other public transport. At the moment, the bus station is part of The Concourse shopping centre. There have been plans to move it; however, that would have been to a point more remote from the likely station location.

The solution

A new purpose built bus station that provides a dedicated interchange with the rail station. The facilities will include secure cycle storage to encourage cycling as part of longer distance travel.

The new interchange will be at the heart of Skelmersdale's new public realm and will act as a hub to serve the wider West Lancashire area.

Opportunities

- Improved bus facilities are needed in the town centre.
- The redevelopment of the town centre gives the opportunity to site the bus station in the most appropriate place for the town and for the rail station.
- With the rail station, good public transport facilities will be needed to encourage travellers to use the bus and not the car
- An improved public realm making the town centre more attractive should result in more people travelling to the town centre.
- Potential funding through the Local Growth Fund would allow a major scheme to be taken forward encompassing the majority of the key proposals for Skelmersdale.

Challenges

- Providing the infrastructure for the station and for other proposals in this masterplan will require major changes to Skelmersdale and therefore extensive public engagement to gain consensus on the package of changes that the new bus interchange would be part of.

Conclusion

We will work with our partners and with the residents of Skelmersdale to draw up plans for a new bus station to provide interchange facilities with the rail station and then to produce a business case to seek funding through the Growth Deal to be negotiated by the LEP.

The Issue – Services

Conventional public transport tends to be unable to provide for small numbers of travellers without subsidisation from the public purse. However, such subsidies may not be the most cost effective way of ensuring access to employment or to lifelong learning.

Although it ended in 2005, the original 'Skelmersdale Roundabout' service provided over 36,000 passenger trips in that year. Supported through the Single Regeneration Budget (SRB5) and the Department for Transport's Urban Challenge Fund, the service, run by West Lancashire Dial-a-Ride, involved four vehicles running from 5.30 in the morning to 11.00 at night to meet work shift patterns. However, even then, the cost was over £200,000 pounds a year to run. Currently, a pilot scheme involving a local private hire company is being funded through developer contributions and provides a commuter service between Pimbo and Skelmersdale/Up Holland for residents proposed by their employer, the job centre or a local recruitment agency. However, as with previous schemes, there is no certainty of continuation once funding runs out.

The solution

We will build on the work already being carried out in Skelmersdale and in other parts of the county to establish how we can best meet the needs of employers and employees in providing cheap and cost effective transport that has a long term future and is not dependent on short term revenue funding.

Opportunities

- To provide a financially viable long term solution to the needs of Skelmersdale's residents for cheap access to employment.
- Enable emerging employment opportunities to be taken up without the need for a car.

Challenges

- The likely need to provide some form of revenue funding at a time when such funding is uncertain. It will not be easy to find a solution that offers cheap transport to the user, whilst at the same time being cost effective to provide.
- Effective solutions will require extensive partnership working

- Current solutions have eligibility criteria. Any intervention would need to ensure that such criteria did not limit the usefulness of the service.

Conclusion

Current financial, demographic and economic circumstances make it imperative that we use our resources to best effect. We will therefore extend work already being carried out under other masterplans to consider how the transport needs of Skelmersdale's residents can best be met if commercial public transport cannot meet the need.

As part of the Skelmersdale Movement Strategy, an Accessibility Study will focus on travel between the main residential and employment areas, but will include travel to education and for leisure. In line with likely future funding constraints, the study will focus on where the greatest benefits can be achieved by enhancing accessibility through the provision of cheap and convenient transport that can be made financially viable over the longer term.

Ormskirk with Aughton

Ormskirk needs to have a town centre that is not clogged by traffic, allowing it to function as West Lancashire's market town and principal service centre.

Strand 1: Ormskirk town centre

The Issue

Traffic congestion in the town is significant. The town lies on what is currently the main route from the M58 to Southport, as well as having the major junction between the A570 and the A59. The current one way gyratory system struggles to cope with the volume of traffic, particularly in the rush hours. The congestion increases travel time, pollution and makes the town centre an undesirable place to travel to or through.

In 2012 Jacobs completed the M58 to Southport Corridor Study, presenting options for the corridor including the bypass of Ormskirk and an alternative set of measures that could be put in place in Ormskirk itself.

The bypass scheme included 4 new roundabout junctions along its length that linked to existing roads around Ormskirk and the cost was estimated to be at least £54m. However, whilst a bypass would remove traffic from Ormskirk, we believe that it would be difficult to put forward a strong enough case for the scheme based on the traffic impacts alone, given the environmental impacts of the scheme and current public policy objectives with regard to economic growth and job creation.

We therefore need to have a robust alternative scheme that will provide a similar degree of benefit to the town, ensuring that we reduce motor vehicle traffic in Ormskirk as much as possible without restricting the viability of Ormskirk town centre. We also need to make it easy to travel by more sustainable modes, particularly as 'green' tourism has significant potential in West Lancashire, as the VISIT project has shown.

The solution

The Corridor Study concluded that much of the traffic in Ormskirk either starts or ends its journey there, either in the town centre or at the University. We therefore need to focus on improving the way traffic flows into and out of these areas, without making these routes attractive to traffic that doesn't need to be there. By making sure that what we do also improves public transport and makes

walking and cycling more attractive, we can reduce traffic at the same time.

The study also showed the importance of access to other railway stations as a way of taking traffic from Ormskirk town centre. Proposed new stations and improvements to existing stations will be key to this, providing new linked to bus and cycle networks. The electrification of the railway between Ormskirk and Preston will also provide more station choice.

The other key element of the study's proposals was improving walking and cycling in Ormskirk. As well as improving our streets and public spaces, we also need to encourage cycling, by other, more innovative means.

Opportunities

- Due to the wide scope of potential measures, many other issues can be resolved, through improvements to the public realm and improving the links between rail and bus stations.
- Other elements of this masterplan provide the opportunity to review how traffic of all types is accommodated in Ormskirk.

Challenges

- To ensure that alternative measures provide the same degree of benefit to through traffic as the bypass.
- The collective benefits of wide ranging options can be difficult to quantify in standard traffic analysis and therefore it could be difficult to quantify the total impact of the strategy.
- Securing a genuine change in travel culture that ends reliance on the private car.
- Ensuring that businesses are not adversely affected by changes to Ormskirk's highways network.

Conclusion

As we no longer intend to pursue the bypass scheme, the County Council is removing the route protection from the 2014 scheme alignment to remove continuing uncertainty and on-going risk of blight.

We will focus on measures to reduce traffic in Ormskirk and to better manage the traffic that cannot be removed. We will work with our partners to produce an **Ormskirk Town Centre Movement Strategy** that will build on the work done for the corridor study and will provide the opportunity to fundamentally review how traffic is managed in Ormskirk. The strategy will balance the needs of local traffic for easy access with the need to make the town centre unattractive for through traffic.

As well as producing detailed options for how the road network could be changed to make it easier to drive in and around Ormskirk, the study will look at how the rail and bus stations can be fully integrated and how walking and cycling can be made more attractive for everyday local journeys.

As an early component of the Movement Strategy to start a process of travel culture change, we will pilot a new cycle hire scheme in Ormskirk. The **UniCycle** programme will complement the automated hire stations installed by the VISIT programme by providing a long term hire solution.

'UniCycle' will use a bicycle designed and built in Lancashire that is specific to the scheme. Initially aimed at students to stop them needing to commute by car, the programme will see term long hire of bikes at modest cost. The scheme can then be rolled out to other groups of users who have a specific need for a bike for a fixed time, including job seekers, those entering employment for the first time and those prescribed exercise on prescription.

Strand 2: Longer distance traffic

The issue

Although much of the traffic in Ormskirk is local, there is still a sizeable number of vehicles travelling through the town, including heavy lorries, largely due to Ormskirk's position on the main route between the M58 and Southport. Whilst these vehicles continue to use the A570, not only do they increase congestion in Ormskirk, they cause significant issues along the rest of the A570, both between the M58 and Ormskirk and between Ormskirk and Southport, including congestion issues at Kew in Sefton.

As well as affecting residents and businesses, this has major implications for the Southport and Ormskirk Hospitals NHS Trust. The trust currently treats 248,102 outpatient and 61,096 inpatients per year and has 493 inpatient beds. Care is provided at the Southport and Formby District General Hospital and at the Ormskirk and District General Hospital. As the road link between the two sites, the A570 is therefore crucial, particularly as the Accident and Emergency function is also split between sites (adults at Southport, children at Ormskirk).

The influence of Southport on the A570 is already significant and development in eastern Southport will see a growth in jobs and housing that could make the existing congestion around eastern Southport even worse. Sefton Council is therefore developing proposals for a number of junction improvements (the Southport Eastern Access (SEA) scheme) that will ensure that development is accommodated on the network.

However, to resolve the traffic issues on the A570 itself, we need to reduce the amount of longer distance traffic on the corridor.

The solution

Sefton Council is currently building the Thornton to Switch Island Link. To be called the A5758 Broom's Cross Road, the link is a new single carriageway road connecting the A565 Southport Road at Thornton with the motorway junction at Switch Island. The road is expected to open early in 2015.

The strategic objectives of the scheme are to:

- Relieve congestion on the local highway network in the Thornton to Switch Island corridor, providing a more direct alternative route for strategic traffic, thereby reducing delays and improving journey times.

- Improve strategic highway access between the North West's motorway system and Southport, the Port of Liverpool and the Atlantic Gateway Strategic Investment Area, providing more reliable journey times and reduced delays to strategic traffic.

The opening of the Thornton to Switch Island link road will provide the opportunity to review how traffic is routed from the M58 and we will work with the Highways Agency and Sefton Council to ensure that Ormskirk receives the maximum benefit possible from the scheme.

However, whilst some traffic will be removed from the A570, this will not be enough to resolve all issues on the corridor, particularly closer to Southport. The remaining volume of traffic will still impact on the communities along the corridor and existing junction problems are unlikely to be completely resolved.

Lancashire County Council and Sefton Council, though, have both recently completed traffic studies on the corridor which will form the basis for a route management strategy that sets out how specific local issues can be relieved and how traffic can be reduced on the route.

Opportunities

- Although longer, the Thornton to Switch Island link will offer a alternative and potentially more attractive connection to Southport than the A570.
- The link road offers the potential to remove some traffic from Ormskirk and the A570 to Southport corridor, including reducing heavy goods vehicle numbers.
- The Ormskirk Movement Strategy will provide a key opportunity to influence traffic along the rest of the A570.
- Route management along the corridor could also reduce congestion at key junctions.

Challenges

- Changes to signing cannot force traffic to divert.
- Development in Southport and in West Lancashire that could increase traffic on the route.
- Persuading drivers to use other modes of transport.

Conclusion

We will build on the work done both by ourselves and by Sefton Council to work together to bring forward the SEA junction improvements, which will include work at the A570/B5242 junction (The Morris Dancers). We will also produce a detailed route management plan that will set out how traffic using the A570 can be reduced and where improvements are needed and how such improvements can be brought forward.

Because of the importance of through traffic to Ormskirk, this route management plan will form part of the Ormskirk Movement Strategy. In this way, the wider impact of potential improvements in Ormskirk can be taken into account.

Strand 3: Derby Street Railway Bridge

Derby Street Railway Bridge is a three span arch bridge built around 1847 to accommodate the railway. The bridge is located in the Ormskirk Town Centre Conservation Area and is Grade II listed. It provides a vital link in the town centre highway network as it carries the east bound A570 over the electrified Ormskirk to Liverpool railway.

The issue

The bridge's arches are constructed from multiple layers of brickwork. The layers are becoming separated from each other and this reduces the strength of the bridge. At the moment there is no weight limit on the bridge but abnormal loads are banned from using it.

In order to continue to carry the traffic it currently does, the condition of the bridge means that it requires either substantial maintenance work to preserve its structural integrity or total replacement.

However, the bridge is not actually wide enough for the network it currently serves:

- Whilst cars and light vans can pass over the bridge side-by-side, large vehicles such as buses and HGVs need to straddle the lanes and pass over the bridge one at a time.
- The footways are narrow. Wheelchair users and people pushing prams have difficulty passing other pedestrians and people have been struck by vehicle wing mirrors due to the inadequate width.
- The bridge parapets do not meet current requirements for bridge parapets above railway. They are too low and their shape does not prevent people sitting, standing or walking on them. The construction also presents a risk of masonry dropping onto the railway if a vehicle hit the bridge parapets.



Previously proposed improvements to the bridge would provide a footbridge alongside the existing bridge, so that the carriageway could be widened, and for crash barriers to be installed where the footways were to protect the parapets.

But:

- Crash barriers absorb the energy of an impact by deflecting. They need space behind them to deflect into and so it would be necessary to reduce the road to a single traffic lane.
- Crash barriers would be very visually intrusive in the conservation area.
- Closing the bridge to pedestrians and providing a footbridge would mean pedestrians having to detour significantly to safely cross Derby Street, even if footbridges were provided on both sides.



The alternative to maintenance measures is to replace the bridge, which would be costly. It would also mean the loss of a listed structure within a conservation area and there could be significant local opposition.

The solution

Work done to date has assumed that the Derby Street bridge's role in the highways network cannot be changed and that in the future, the bridge will continue to be part of an Ormskirk town centre gyratory.

The Ormskirk Movement Strategy will give us the chance to challenge this idea. If the bridge is no longer required to carry two lanes of traffic one way, then the options for repairing the current bridge may become more viable, particularly if traffic is reduced to one lane across the bridge.

Conclusion

The Ormskirk Movement Strategy will ultimately set out the requirements for improvements to the bridge and give our engineers the information they need to design a solution to the Derby Street Bridge's problems.

A report on a detailed inspection of the bridge's current condition will be available in autumn 2014.

The report may reveal that the bridge isn't in as bad a condition as we fear, in which case we can wait for the Movement Strategy to reach a final conclusion.

However, there is a possibility that the bridge's condition is significantly worse than we thought, in which case we may need to put a weight limit on the bridge.

If a weight restriction does become necessary, we will need to start work and remove any such restrictions as soon as possible. Given the comparative lead times for strengthening or replacement, a strengthening scheme may allow the restriction to be removed more quickly.

Burscough

Burscough needs better connections and a town centre that isn't dominated by traffic

Note: Burscough's rail connectivity needs are considered later in this document as a strand of 'Connected Networks' below.

Strand 1: Improve Burscough's public realm

The issue

The busy A59, the most direct route between Central Lancashire and Liverpool, runs straight through the middle of Burscough town centre. As the main street, it becomes congested not only at peak times, but as frequent bottlenecks occur throughout the day.

This situation is far from ideal for drivers, but even less so for pedestrians and cyclists. Further out from the town centre, towards Ormskirk, the A59 narrows and is even more unpleasant for cyclists in particular. Cycling and walking should be viable modes for travel from Burscough to Ormskirk as the towns are not far apart.

'Yew Tree Farm' is a West Lancashire Borough Council strategic development site. The development will lead to increases in traffic volumes on a highway network that is already under pressure. Lancashire County Council has already made it clear that improvements to the wider highway network in Burscough and improved sustainable transport measures will be needed to accommodate the development.

Other strands within this masterplan, particularly relating to rail connectivity, also have the potential to increase the number of people coming into Burscough. A new interchange at Burscough Bridge would be a significant attraction for travellers and it is vital that those wishing to use the interchange do not feel that driving there is the only option.

The solution

The A59 will remain a busy route, but we must ensure that measures within this masterplan provide the opportunity to reduce the volume of traffic over time, so that only traffic that has no alternative uses the route.

We need to complement these measures by improving the appearance and usability of Burscough's town centre and of the links into it, particularly by cycle to and from Ormskirk to ensure that local journeys, including those using the rail stations, do not have to rely on the car and add to the congestion on the A59.

We also need to ensure that future development, including the Yew Tree Farm development integrates into the town and that high quality active travel links allow safe and convenient journeys into a town centre where pedestrians and cyclists are not disadvantaged by the car. Footway improvements along the A59 into the centre of Burscough and junctions incorporating pedestrian/cyclist facilities will be vital.

Opportunities

- Development in and around Burscough will offer the possibility of developer contributions
- Rail and cycle improvements within this masterplan will be complemented by public realm improvements in Burscough as it lies on key routes for both.
- Route management work may provide the longer term opportunity to reduce traffic on the A59.
- With an attractive public realm, Burscough could benefit from the growth of 'green' tourism.

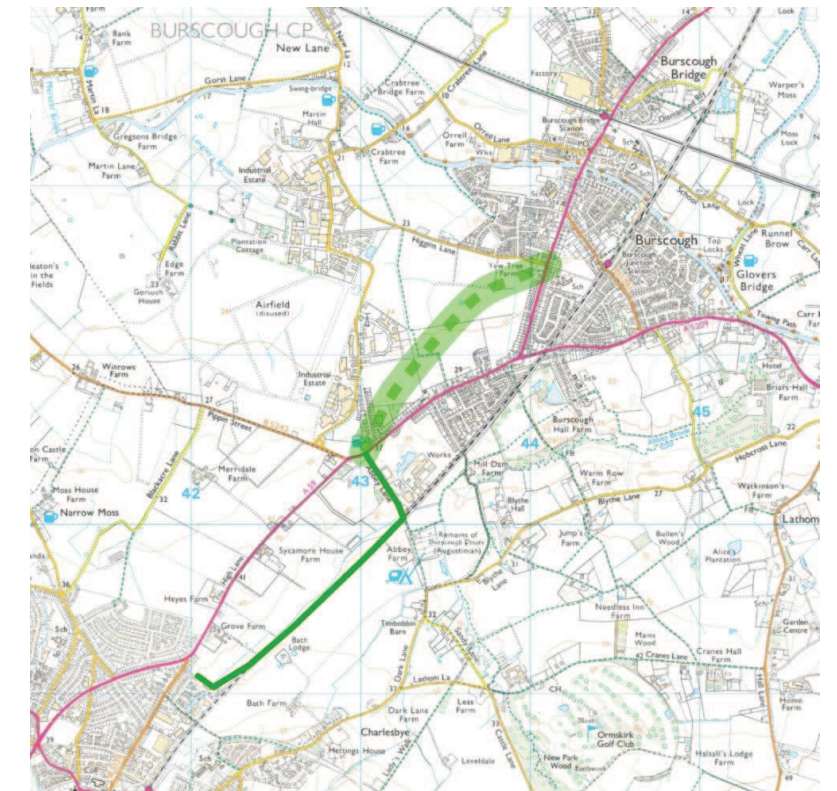
Challenges

- Traffic continues to grow on the A59.
- Reluctance on the part of drivers to leave their cars behind and use other modes.

Conclusion

We will work with West Lancashire Borough Council to produce a public realm improvement plan for Burscough that can be the basis for discussions with other stakeholders. However, we acknowledge that such improvements will need to be funded principally through private sector contribution and as such, it is difficult to set an exact timescale for implementation.

The linear park proposed in the consultation version of this masterplan (and now part of a network of Green Connections to be developed) will be a significant contribution to addressing the sustainable travel needs of the Yew Tree Farm development.



The Rural Parishes

Villages should not have inappropriate traffic using roads that are not suitable. Residents need to be sure that they will be able to access services.

Strand 1: Tarleton Green Lane Link

The Issue

Tarleton is surrounded by the Lancashire Mosslands, which provide fertile soils that support the nearby agricultural, horticultural and produce packing related businesses.

At present, vehicles carrying produce from growers in Tarleton, Hesketh Bank and Holmes Moss access the main road network primarily via Blackgate Lane, Church Road or Coe Lane. Most of the produce is transported using heavy goods vehicles (HGV). These vehicles are used to transport produce between rural businesses and to make numerous pick-ups before taking the produce to market or local warehouses.

These commercial vehicles contribute to congestion and environmental damage within Tarleton. The congestion problem is exacerbated by narrow carriageways in residential areas and by on street parking in residential/shopping areas.

The solution

A new link road between local rural businesses and the A565 will relieve the impact of through traffic, particularly heavy goods vehicles, in Tarleton. The proposal will also address the concerns of local residents regarding their environment and improve access for the local agricultural, horticultural and produce packing industries.

Opportunities

- The new link will provide a number of benefits to both the businesses in the area and to the villages, particularly Tarleton.
- An alternative route for goods vehicles associated with the horticultural business sector, reducing the weekday 12 hour HGV flow in Tarleton by up to 27%.
- A reduction in noise and vibration in Tarleton itself, together with an overall improvement in air quality in the village.

- Perceived road safety will be improved if weight restrictions are correctly enforced.
- A reduction in congestion and other issues related to HGV and LGV using unsuitable local roads.
- The upgrading an existing “moss road” to one with an improved cross-section suitable for horticultural and agricultural traffic
- Improved access to the horticultural businesses to the west and north of Tarleton, thus contributing to their long-term viability and growth.

Challenges

- The new link will need to be funded through the LTP rather than from a major scheme bid due to the nature of the business case for it.
- The scheme runs through Green Belt.
- A new link could lead to an increased density of businesses, which would need to be managed to avoid environmental impacts.
- Effects on the local flora and fauna will need to be managed, although the scheme is unlikely to have any significant impact on the local environment that cannot be mitigated.

Conclusion

Although there are challenges to be overcome, the positive impact the new link will have on Tarleton is considerable. The link will support businesses and any environmental impacts can be mitigated.



Strand 2: Rural connections

The Issue

The rural parishes are very dependent on the car, which not only leads to local problems on the highways network, but makes life very difficult for those who, for whatever reason, do not have their own transport.

Visitors to the area also need to be able to travel without needing a car and there is a definite need to support a sustainable visitor economy to ensure that the natural environment is protected while its economic benefit is maximised.

Car dependence based on the internal combustion engine is unlikely to be sustainable in the longer term, on cost grounds, through the need for carbon reduction and due to an ageing population.

At the moment, electric vehicles are expensive and there is a perception that they are not currently a realistic choice if journeys are longer, as they can be from rural areas. We therefore need to make electric vehicles a viable choice for those who need to own a car. However, funding for subsidised bus services is reducing so we also need to find innovative ways to reduce rural isolation for non car owners, particularly with an ageing population.

The solution

Work is already proposed in the county to find the most cost effective methods of providing access to services in rural or remote areas. We will extend this work to serve similar areas within West Lancashire.

We will also expand the study to include a pilot project to look at how necessary car use can be made more sustainable by supporting electric vehicles.

In line with likely future funding requirements, the study will focus on where the greatest benefits can be achieved by using public money to improve access to services.

Particular questions to be answered by the study include:

- How can public transport and cycling integrate to best connect towns and villages in rural areas?

- Are there alternatives to traditional public transport for rural areas?
- How can the take up of electric vehicles best be encouraged?
- How can Community Transport best evolve to meet the diverse transport needs of West Lancashire?
- What is the best way for public transport to support the rural economy and the residents of and visitors to our rural areas?
- Are there opportunities to create direct 'trunk' services between key centres with easy interchange with more local provision?
- How can cycling be made more attractive in rural areas, given that distances are longer?
- What role could schemes play to provide affordable transport to individuals to access work or education play?

Opportunities

- Current bus subsidy systems are unlikely to be financially viable in the future, so we need to investigate our options now to find the most cost effective solutions to ensuring access to services.
- Rural isolation and an ageing population both present health and wellbeing issues for the health sector, so there is a real opportunity to share the benefits of reducing social isolation.
- 'Green tourism' is a growing market and West Lancashire is particularly suited to this, as the LSTF funding shows.
- WLBC have proposals for more cycling infrastructure that could be integral to our proposals.
- Car ownership in rural areas is likely to become increasingly unsustainable, so alternatives need to be in place sooner rather than later.
- Work already featured in other masterplans can be readily expanded to cover West Lancashire.

- Supporting the take up of electric vehicles is a government priority that could add to West Lancashire's 'green' credentials.

Challenges

- Funding for any form of revenue intervention is likely to be limited
- Decisions about the priority that different journeys and needs are given will be difficult.
- Supporting electric vehicle infrastructure to encourage take up may mean investing before there is a core base of users.

Conclusion

Current financial and demographic circumstances make it imperative that we use our resources to best effect. This study will provide key information to allow difficult decisions to be taken.

An early outcome under this proposal will be the designation of the footways along main roads outside the urban area as shared spaces. The provision will be piloted along the A59 and the A570.

These footways are not heavily used by pedestrians but do provide a direct route for cyclists, made more attractive, particularly for non-leisure use, by taking cyclists out of the traffic. The pilot will establish how the shared space can be made to work efficiently; we will work to resolve any issues as they come about, such as modifications to footways and kerbs etc.

Connected Networks

West Lancashire's highways and transport networks need to integrate and to offer the connectivity the area needs.

Strand 1: Rail connectivity

The Issue

Rail connectivity across West Lancashire is varied.

Merseyrail currently operate a fast and frequent electric train service from Liverpool to Ormskirk, with trains running every 15 minutes on reliable units and sees constant high usage particularly around the rush hours. However, travel on to stations between Ormskirk and Preston currently requires passengers to change trains at Ormskirk to a diesel service. Trains on this part of the line are infrequent and run to an irregular timetable. Rolling stock quality is also poor.

The Southport to Wigan Wallgate line, whilst also having poor rolling stock, does offer a regular and fairly frequent service. (The Kirby to Wigan Wallgate line is considered earlier in the document)

With major economic development planned in Central Lancashire, Merseyside and Greater Manchester, it is vital that West Lancashire's existing railway lines are improved to allow residents and businesses to benefit from the substantial opportunities that will be on offer. Growth in housing in Sefton could also have implications for the Southport line.

Like Ormskirk, Burscough is served by two lines, but here the lines do not share a station. Burscough Bridge is on the Southport – Wigan Wallgate line, whilst Burscough Junction is on the Ormskirk – Preston line and there is currently no rail connection between the two. As the two stations are situated a 10 to 15 minute walk apart, rail interchange is difficult, even though the stations are served by bus services.

Burscough's rail connections could be expected to make a significant difference to the number of car journeys from the town, but with the erratic and infrequent timetable on the Ormskirk to Preston line, poor connections at Ormskirk and poor rolling stock on both lines, commuting is limited.

With the proposed housing development in the area, increases in traffic volume over the plan period to 2027 will place even greater strain on the network in and around Burscough.

Finally, discrepancies in fare structures between operators within West Lancashire create issues of 'railheading' at Ormskirk, Appley Bridge and Maghull. There are also issues with station car parks operating to capacity at Appley Bridge and Ormskirk, as well as at Maghull and Town Green.

The Solution

The electrification of the Ormskirk to Preston line with appropriate infrastructure enhancements would resolve the majority of issues on the line. The service could be faster and more frequent, with better quality rolling stock. Electrification of the Southport to Wigan line would also be highly desirable, as comments received during consultation on the masterplan showed.

A direct interchange between the two lines at Burscough would offer travellers an increased choice of service, as would direct services between Southport and Liverpool and between Southport and Central Lancashire.

The 'Burscough Curves' originally offered this connectivity, with a south west curve linking the lines for travel between Ormskirk and Southport and the north west curve providing the link for travel between Southport and Preston.

Opportunities

- With commuters between Burscough and Liverpool no longer needing to change trains at Ormskirk, the attractiveness of rail as a travel option would be increased.
- A faster, regular and more attractive service will make commuting to Central Lancashire a more attractive option.
- Provide a direct connection between major growth areas – Lancashire's Arc of Innovation and SUPERPORT.

- Provide residents of new housing in Burscough with fast, direct access to opportunities within Central Lancashire, the Liverpool City Region and Greater Manchester.
- Direct connectivity from Central Lancashire right through to South Liverpool via West Lancashire and Liverpool City Centre would allow access to new development and employment opportunities to the residents and businesses of a wide area of South Lancashire.
- There could be a direct link between Ormskirk and Southport as well as Preston and Southport.
- Provide better linkage to and from Central Lancashire and Liverpool for users of the Southport – Wigan / Manchester line.
- Could deliver significant journey time and quality benefits for its users through service enhancements and potential electrification of the Southport – Wigan Line.
- The Liverpool City Region (LCR) Long Term Rail Strategy provides a vision of how an expanded rail offer can help to accelerate economic growth.
- The existing Merseyrail Electrics fleet will become life expired before 2020, and could be replaced with new higher capacity rolling stock. Further additional rolling stock is likely to be required prior to 2040 to cope with additional demand.

Challenges

- Funding improvements will require the commitment of all partners affected by the proposals.
- Taking forward major rail improvements will require significant additional work alongside partners including Network Rail and neighbouring authorities that are affected by proposals.

Conclusion

There is an overwhelming need to improve rail connectivity in West Lancashire, both for West Lancashire and for surrounding areas. We will therefore work with our partners to seek, as a priority, electrification of the Ormskirk to Preston line and explore effective

rail station facilities at Burscough, including the potential for an interchange.

Key partners in this work will be the Liverpool City Region Local Enterprise Partnership and Merseytravel.

In August 2014, the Liverpool City Region Long Term Rail Strategy (developed by Merseytravel in collaboration with Network Rail), was published. The strategy presents an ambitious vision of a network that meets future passenger needs, and opens up economic opportunity. Building on existing success, the strategy aims to spread benefits to a wider travel-to-work geography and to provide the capacity and frequencies required to support projected economic growth. The scale of investment required will be significant, but without it the LCR believe fulfilment of their SEP is likely to be compromised.

The strategy sets out a number of packages of proposed measures, two of which coincide with our own proposals in this masterplan. One package supports our vision for Skelmersdale's rail connectivity. A second package, 'Ormskirk-Preston Enhancements' sets out proposals to provide the dramatically improved rail connectivity across West Lancashire that this masterplan seeks:

- Electrification of the Ormskirk – Preston line, with required remodelling, resignalling and line speed improvements
- Extension of Merseyrail operations to Preston
- Reinstatement of Burscough curves between Ormskirk / Preston and Southport directions; and
- Creation of an interchange station at Burscough Bridge allowing connections between Ormskirk / Liverpool services and Southport / Wigan services.

To progress this package, Merseytravel plans to:

- Commence feasibility and early GRIP process for design and construction of electrification and capacity enhancements scheme for the Ormskirk – Preston line including dualling and line speed improvements.
- Undertake further business case work on Burscough Curves in light of development proposals and journey time savings.
- Review Rolling Stock Replacement options to safeguard future ability to procure dual-voltage trains and

- Review options for improvements to journey time and services levels on Southport-Wigan / Manchester line.

Merseyrail intend to pursue these enhancements for implementation starting in CP06 (2019 to 2024) and finishing early in CP07 (2024 to 2029). This matches the time period we proposed in consultation and is the earliest start that could be made on the project.

With such a close correspondence between our interests, there would be little point in taking forward independent work streams in the two authorities. We will therefore work closely with Merseyrail, Network Rail and other stakeholders to take forward a single programme of work that will seek to implement the Ormskirk-Preston enhancements package, with particular emphasis on this masterplan's priorities.

Strand 2: Highways Route Management

The issue

As with A570, many of the main roads in the rural parishes have levels of traffic that present issues for the communities that lie along them. Whilst to the west, roads tend to be more open, to the east and north, the roads are more narrow, hillier and have more bends, making them less appropriate for through traffic and more likely to see congestion. HGVs present a particular challenge.

The consultation for this masterplan brought many specific problems to light, many of which relate to young people. Parents reported issues both about getting to and from school on foot or by bike, especially with very young children, and about the limitations this traffic places on older children's independence.

The solution

As has been discussed in the Ormskirk with Aughton section of this masterplan, Sefton Council are currently building the Thornton to Switch Island Link and Lancashire County Council remains committed to building the Green Lane Link at Tarleton.

The opening of the Thornton to Switch Island link has already been highlighted as providing the opportunity to review how traffic is routed from the M58. Likewise, we will be reviewing how we manage vehicle routing once the Green Lane Link is open.

We therefore propose to extend this work to cover all the Rural Parishes, particularly around Tarleton, along the A5209 that runs from the M6 at junction 27 to Burscough and along the A577 through Up Holland.

Opportunities

- Although longer, the Thornton to Switch Island link will offer an alternative connection to Southport other than the A570.
- The Green Lane Link will allow traffic to reroute from the centre of Tarleton.
- Given the scope of route management work to be undertaken in Ormskirk and Tarleton, it would seem appropriate to extend the review to ensure that all benefits of the new roads are captured.

- Closure of the quarry at Up Holland will potentially allow route management measures to be used to divert heavy traffic away from the village.
- Other interventions proposed in this masterplan for Skelmersdale, particularly the new station, will have significant effects on travel in West Lancashire that will impact on route management.

Challenges

- The route management plan will have no legal status by itself, so traffic cannot be forced to divert. However, the plan can be strengthened by measures that are legally enforceable, such as weight limits.
- Ensuring that we do not simply move problems around the area.
- Ensuring that freight traffic can still get to where it needs to go by appropriate routes.
- Ensuring that the route management plan aligns with our strategy for Ormskirk and the A570.

The conclusion

We will work with partners in neighbouring authorities and with the Highways Agency to put in place a **Route Management Plan for West Lancashire** that maximises the benefits of all new road construction and highways and transport improvements in the area. The route management plan will align with our work along the A570 and will establish where traffic can best be routed.

The plan will not only look at the engineering suitability of roads for the traffic on them, their road safety record and the traffic impact on the communities alongside them, but will specifically look at impacts on public transport and schools and facilities for young people. The strategy will also feed into the development of off road connectivity to ensure that where safety issues cannot be addressed by the strategy, other options can be explored.

Strand 3: Green Connections: Cycling, walking and riding

The Issue

Although other work in this masterplan will see the use of pavements by cyclists in some places, there is a real lack of safe and direct connections for cyclists, walkers and horse riders.

Skelmersdale and Up Holland have limited walking and cycling links with Ormskirk. The A577 is busy; in places, the footway is narrow and is often on one side of the road only. For cyclists, the relatively narrow width of the road makes them more vulnerable and makes the route unattractive. The new rail station in Skelmersdale makes the provision of a safe all year round route from Ormskirk even more important in order to reduce the number of car journeys to the new station.

The most direct route between Ormskirk and Burscough is along the A59. In places, the high speed of traffic is a deterrent to walkers and cyclists, whilst in other parts of the route, footways and road widths are narrow. The lack of provision will become more of an issue as development occurs in Burscough and as links are needed to the new station at Skelmersdale.

Links between Burscough and Tarleton are similarly affected and again, development in Tarleton and improvements to rail connectivity options will make the lack of provision ever more of an issue.

Whilst these three links are perhaps the most obvious needs, there are further strategic connections that could be made, including between Southport and Tarleton and between Tarleton and Preston. These connections would not only serve residents, but will also provide a significant addition to the network established as part of the VISIT project.

The solution

We need to provide a safe, high quality, direct multi-user network of routes linking Skelmersdale, Ormskirk, Burscough and Tarleton and on out of the borough, for instance to Preston, Southport and Wigan. As well as facilitating travel to work and education by cheap and sustainable means, the links will attract visitors and will offer health benefits to all users.

During consultation on the masterplan, proposals for links between Skelmersdale and Ormskirk and between Ormskirk and

Burscough were put forward. These proposals were based on West Lancashire Borough Council's 'Linear Parks' concept and met with a great deal of approval, providing that all users were accommodated.

However, a number of further options for these routes have been raised in the consultation, particularly between Ormskirk and Skelmersdale, as well as suggestions and strong support for links to Tarleton and along the coast between Southport and Preston.

Opportunities

- Routes would provide an alternative, safer option for travel, particularly for non-car owners.
- Linear parks would encourage more people to use the link for leisure travel.
- To build on the success of the Guild Wheel around Preston by using the links to provide a West Lancashire Wheel.
- The Rufford Branch of the Leeds to Liverpool Canal offers a direct route between Tarleton and Burscough.
- The River Douglas Linear Park, between Hesketh Bank and Tarleton, is already being planned.
- Linear parks would have extra benefits in providing wildlife corridors and encouraging access to the countryside.
- The links would continue work towards a comprehensive cycle network in West Lancashire, building on work done under the VISIT initiative.
- The routes would provide links to public transport, particularly to rail stations, including the new Skelmersdale station and Burscough Interchange.

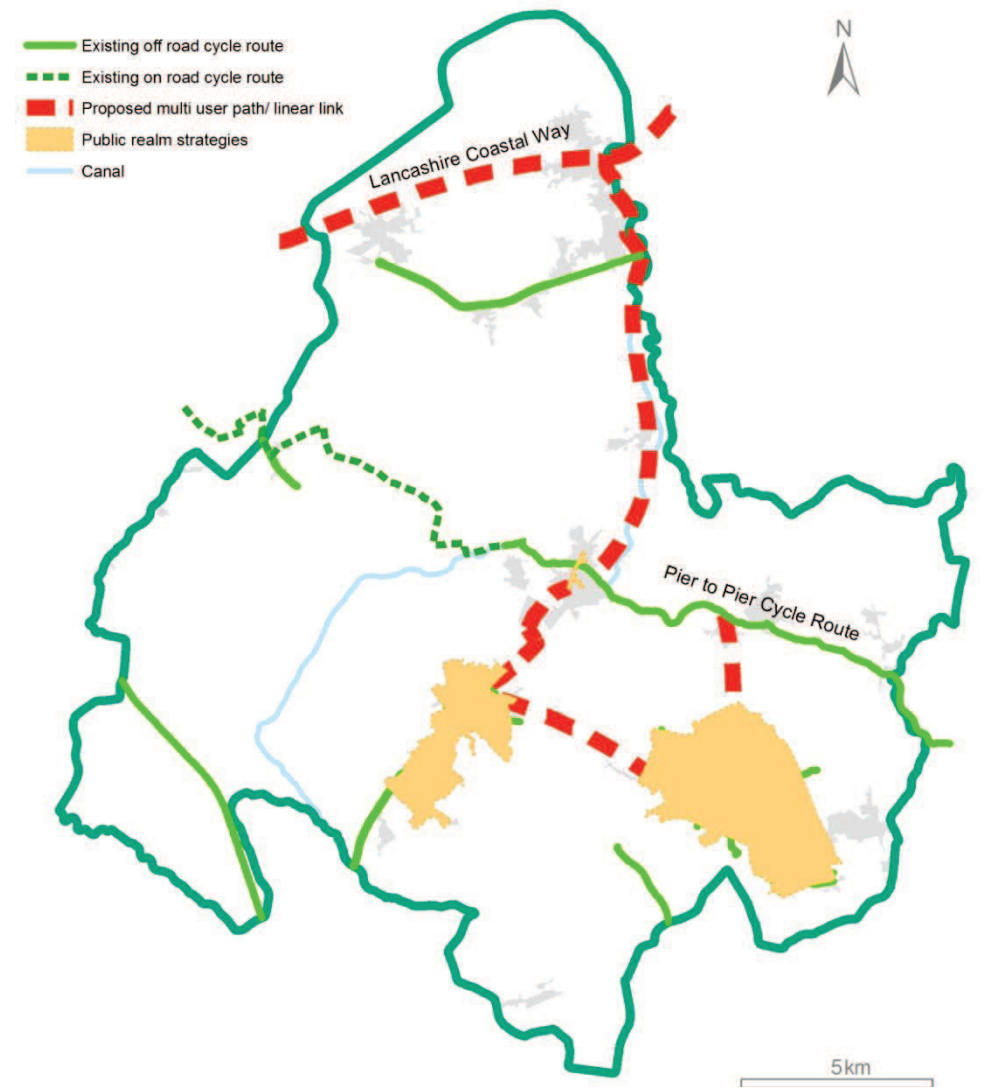
Challenges

- The use of routes could be weather dependent, so limiting year round usefulness.
- Personal safety considerations would need to be addressed, particularly for the linear park.

- A number of the potential routes will need the county and borough councils to work with developers to make provision for the route, including S106 or CIL monies.

Conclusion

We will work with West Lancashire Borough Council to progress a strategic network of multi-user paths based on the linear park model. The design of the network will address issues of personal safety and of year round usefulness, as well as the extent to which the network will be maintained.



Next Steps

This masterplan represents the beginning of a programme of infrastructure delivery to serve West Lancashire over the next 15 years and beyond.

There is much to do and it will need the commitment and efforts of a variety of providers to see it through – county, borough and neighbouring councils, Lancashire’s Local Enterprise Partnership, the Liverpool City Region Enterprise Partnership, the Highways Agency, Network Rail, and Merseytravel – and the support of private business and house builders as well.

The first task was to make sure we have widespread agreement for the highway and transport improvements that are taken forward and delivered. Now that we have that agreement, then to stand the best chance of delivery, we must get work underway as soon as we can, so that we can take all opportunities to get funding for schemes that are ready to deliver. That will mean committing time and funding ‘upfront’ to working up these ideas and preparing the economic case for them.

Over the next 2 years we will need to:

- Progress with the studies and other evidence gathering, working with our partners to ensure that we can make the business case for the programme.
- Once we have that evidence, consult on and then programme the resulting actions.
- For currently funded schemes, finalise designs, begin to assemble land, and start works.
- For schemes less far advanced, carry out the detailed study work needed to progress to public consultation.
- Consult and work with communities, stakeholders and infrastructure providers to reach agreement on scheme specifics and secure funding for those proposals.
- Begin the preparation of major scheme business cases where appropriate.

Delivery and funding of the masterplan will rely on a number of infrastructure providers and a variety of funding sources, and we will be working closely with these partners to make sure there is the guarantee of their support and assistance, with funding to follow.

Crucial to all this will be the support of residents and businesses. Too often attempts to deliver growth and new development have failed without the buy in and full support of the communities affected. We have the opportunity to make significant and long-term improvements, backed by substantial investment, to West Lancashire’s highways and transport system. We do not wish to waste it.

Securing Developer Contributions

The cost of delivering the package of measures identified in this masterplan, and those that will come out of the work we propose to do, cannot be borne entirely by public sector funding. We have shown that, in areas where we can come to rely on the development industry to contribute funding to new infrastructure, we can increase investor confidence and our ability to attract other sources of funding, and in turn improve the prospects of delivery, and delivering to earlier timescales.

Moving forward, investment in new infrastructure will, increasingly, need to demonstrate an economic justification. In practice, this means a clear strategy bringing forward integrated development proposals for new development and economic growth alongside the infrastructure to support it.

New procedures have been put in place for collecting and investing developer contributions. West Lancashire Borough Council adopted a CIL charging schedule on 23 July 2014, which came into effect on 1 September 2014.

The speed and certainty with which we will be able to implement new infrastructure will be directly linked to our ability to secure both public and private sector funding, with an expectation that local scheme sponsors and/or stakeholders will contribute to scheme costs.

Milestones

Project	Delivery Agency	Current Status	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
Skelmersdale Rail Link and Town Centre Rail station	LCC/NR/Merseytravel	Pre-Programme	Feasibility Study/GRIP 2	Scheme Preparation, GRIP and Business Case Development				Delivery in Rail Industry CP6				
Skelmersdale Movement Strategy (Skelmersdale's Public Realm)	LCC/WLBC	Pre-Programme		Strategy Development			Strategy Implementation					
Skelmersdale Public Transport Connectivity including New Interchange	LCC	Pre-Programme						Scheme Preparation and Business Case Development			Scheme Delivery	
Ormskirk Town Centre Movement Strategy	LCC/WLBC	Pre-Programme		Strategy Development		Strategy Implementation						
Ormskirk Rail Station/Bus Station/Town Centre/Edge Hill Pedestrian and Cycle Improvements	LCC	Programmed	Scheme Preparation		Project Completed							
Ormskirk Bus Station Refurbishment	LCC	Programmed	Scheme Preparation	Project completed								
A570 Route Management Opportunities	LCC/HA/Sefton MBC	Pre-programme		Route Strategy Development linked to Ormskirk Town Centre Movement Strategy		Strategy Implementation						
Burscough Public Realm improvements	LCC/WLBC	Pre-programme		Scheme Identification Study	Incremental delivery subject to private sector funding availability							
Tarleton Green Lane Link	LCC	Programmed	Scheme Preparation					Scheme Delivery				
Rural connectivity	LCC/WLBC	Pre-Programme			Study completed	Ongoing delivery						
Rail Connectivity	LCC/NR/Merseytravel	Pre-Programme		Scheme Preparation, GRIP and Business Case Development				Delivery in Rail Industry CP6/CP7				
West Lancashire Route Management	LCC/HA/Sefton MBC	Pre-Programme			Route Strategy Development		Strategy Implementation					
Green Connections	LCC/WLBC	Pre-Programme		Strategy Development	Ongoing Strategy Implementation							

Funding All figures £m and indicative

Project	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	Total	Comments
Skelmersdale Rail Link and Town Centre Rail station		Scheme Preparation Cost Commitment			Delivery will depend on inclusion in a future rail industry programme / and or Growth Deal					c200		
Skelmersdale Movement Strategy (Skelmersdale's Public Realm)		Revenue Funding Commitment					1.0	1.0	1.0	1.0	4.0	Full delivery subject to inclusion in a future Growth Deal
Skelmersdale Public Transport Connectivity including New Interchange						Scheme Preparation Cost Commitment			c6.0	c6.0	c12.0	Works timed to be complete by rail station opening at latest and subject to inclusion in a future Growth Deal
Ormskirk Town Centre Movement Strategy		Revenue Funding Commitment		0.5	0.5	0.5	0.5	0.5			2.5	
Ormskirk Rail Station/Bus Station/Town Centre/Edge Hill Pedestrian and Cycle Improvements	0.05	0.275	0.225								0.55	
Ormskirk Bus Station Refurbishment	0.1	0.9									1.0	
A570 Route Management Opportunities		Revenue Funding Commitment										Cost subject to strategy outputs
Burscough Public Realm improvements		Revenue Funding Commitment										Cost subject to scheme identification study and delivery dependent on securing developer funding
Tarleton Green Lane Link	0.25					4.0					4.25	
Rural connectivity		Revenue Funding Commitment										Cost subject to study outputs
Rail Connectivity		Scheme Preparation Cost Commitment			Delivery will depend on inclusion in a future rail industry programme / and or Growth Deal					tbc		
West Lancashire Route Management			Revenue Funding Commitment									Cost subject to strategy outputs
Green Connections		Revenue Funding Commitment										Cost subject to strategy outputs and delivery dependent on securing funding
Total											c224.3	

Project	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	Total	Comments
Developer / S106 / CIL			0.225								0.225	
Single Local Growth Fund / Rail Industry Funding						c200				c200		
Lancashire County Council	0.4	1.175	0.0	0.50	0.50	4.5	1.5	1.5	c7.0	c7.0	c24.075	
Total											c224.3	

Appendix 1 – Glossary

Air Quality ~ the condition of the air around us. Pollution is often a cause of poor air quality.

Carbon Emissions ~ carbon dioxide (CO₂) and carbon monoxide (CO) produced by vehicles and industrial processes.

CIL/S106 Developer Funding ~ when new developments are planned, the developer may be required to make a payment towards facilities including transport schemes, flood defences, schools, health and social care facilities, green spaces and leisure centres. This was formerly through 'Section 106' agreements but is now through the Community Infrastructure Levy (CIL).

Core Strategy ~ the key compulsory local development document specified in United Kingdom planning law. It sets out the vision, objectives, strategy and policies that will manage development and use of land in an area. Every other local development document is built on the principles set out in the core strategy, regarding the development and use of land in a local planning authority's area.

Economic Development ~ long term actions to improve the standard of living and economic health of an area. Actions can involve many areas including education, infrastructure, competitiveness, environmental sustainability, social inclusion and health.

Flood Zone 2 ~ the wider area of an extreme flood from rivers or the sea.
These are areas which could be affected by a major flood, with up to a 0.1 per cent (1 in 1000) chance of occurring each year.

Flood Zone 3 ~ the area that could be affected by flooding, if there were no flood defences. This area could be flooded:

- From the sea by a flood that has a 0.5 per cent (1 in 200) or greater chance of happening each year;
- or from a river by a flood that has a 1 per cent (1 in 100) or greater chance of happening each year.

Green Belt ~ an area of open countryside or farmland between urban areas, where development is restricted to limit urban growth and prevent separate urban areas joining together over time.

High Speed Rail ~ High Speed 2 (HS2) will be the UK's new high speed rail network, built initially between London and Birmingham. Phase 2 of HS2 will extend the route to Manchester and Leeds.

Highways Authority ~ an organisation legally responsible for looking after the highway network (roads, footways and cycle ways) in an area and which has certain legal powers as a result. In Lancashire, the County Council is the highways authority for most roads in the county.

Infrastructure ~ the basic facilities needed for society to function, such as roads, railways, communications systems, electricity, gas and water supplies, and public buildings including schools.

Integrated Transport (IT) Block ~ Government capital funding provided to County and Unitary Councils for support for small-scale transport improvement schemes.

Lancashire Advanced Engineering and Manufacturing Enterprise Zone ~ the Enterprise Zone is made up of the two BAE Systems sites at Samlesbury and Warton. The Lancashire Economic Partnership (LEP) worked with BAE Systems to launch the Zone in April 2012, and it is intended to become a world class location for advanced engineering and manufacturing.

Lancashire Enterprise Partnership (LEP) ~ a public/private sector partnership which provides leadership for the county's economy and therefore has an important role in directing local economic development activity for job creation and growth.

Local Development Framework (LDF) ~ a set of documents setting out the policies and plans which will shape how an area develops and which make up the local plan for a local planning authority's area.

Local Sustainable Travel Fund ~ a government fund to support measures to encourage economic growth and reduce carbon emissions.

Local Transport Plan ~ a statutory document that sets out how the County Council will provide sustainable and accessible transport capable of supporting the county's economic growth over the next few years and beyond.

Nature Conservation Value ~ areas of the natural environment with valuable habitats or plant or animal species to be protected and enhanced that need to be considered by a planning authority when they are preparing their local plan and making decisions on planning applications.

Park and Ride ~ a system for reducing urban traffic congestion in which drivers leave their cars in parking areas on the outskirts of a town or city and travel to the city centre on public transport. Most

park and ride is bus based; rail based sites are usually called 'Parkways'.

Pinch Point Programme Funding ~ part of the Government's growth scheme providing funding to tackle specific places on the national main road network where traffic congestion is at its worst.

Railheading – the practice of travelling further than necessary to reach a rail service, typically by car. Reasons for railheading include but are not limited to:

- Discounted fares may be available on another part of the route, but not from their local station – passengers may drive further to benefit from the discount.
- Where the local station is served less frequently, passengers may drive to a station with a more frequent service. This is often the case on branch lines or at stations where most trains pass through rather than stop.

Rolling Stock ~ the carriages and wagons that make up a train. The quality and capacity (the number of people or quantity of goods that can be carried) of rolling stock affects the level of service on a route.

Spatial Planning ~ how the public sector influences the distribution of people and activities in an area. It includes land use planning, urban planning, transport planning and environmental planning. Other related areas are also important, including economic development and community development. Spatial planning takes place on local, regional, national and international levels.

Strategic Location ~ a general location in a spatial plan where land has been allocated for major development, such as for housing or employment, but where there is as yet no detail of that development.

Sustainable ~ in this masterplan, sustainable means something that "meets the needs of the present without compromising the ability of future generations to meet their own needs". Making plans, policies and schemes sustainable means balancing environmental, social and economic issues.

Appendix 'B'

West Lancashire

Highways and Transport Masterplan



West Lancashire Highways and Transport Masterplan Consultation Report - Draft Masterplan

September 2014

1. Introduction

1.1 This report provides details of the consultation and engagement of the draft West Lancashire Highways and Transport Masterplan. The draft West Lancashire Highways and Transport Masterplan sets out the County Council's ideas for a future highways and transport strategy for West Lancashire.

2. Main Points Arising from the Consultation

2.1 Across all consultation groups support was given to the draft West Lancashire Highways and Transport Masterplan.

2.2 There was a great deal of support for all proposals relating to Skelmersdale.

2.3 Support was given for proposals to manage congestion in Ormskirk.

2.4 There was both support for and opposition to the proposal not to progress the Ormskirk Bypass.

2.5 Support was given to the proposals for Derby Street Railway Bridge, however some respondents felt that the suggested measures were premature and alternative measure should be explored.

2.6 There were various suggestions made for rail improvements including, electrification of lines, increased services etc.

2.7 There were various suggestions made for new infrastructure, route management strategies and additional references to be included.

2.8 Both support and opposition was offered regarding the proposals for the Tarleton Green Lane Link.

2.9 Concern was expressed that there were no plans to pursue the reinstatement of the Burscough curves.

2.10 There was significant support for the cycling measures included in the masterplan, but various route amendments were suggested and more routes were suggested.

2.11 Various requests for additional references to be included and greater clarity to be provided in terms of finance.

2.12 Whilst there was support to utilise the Thornton to Switch Island Link to alleviate some of the traffic in Ormskirk, there was also scepticism as to how effective this would be. Concern was also expressed at the proposed route management plan.

2.13 A full list of all comments received as part of the consultation is included as appendix 1

3. Consultation and Engagement

3.1 Consultation on the draft West Lancashire Highways and Transport Masterplan was carried from 2nd December 2013 until 7th February 2014. Views were sought from District Councils, Members, Stakeholders, District and Parish Councils and members of the public.

3.2 Consultation and engagement was sought with a wide variety of stakeholders. Consultation events, with staff on hand to answer any queries relating to the draft West Lancashire Highways and Transport Masterplan, were held at various locations throughout West Lancashire; these included: Burscough Bridge Interchange; Ormskirk Library (information and staff were also available on a market stall, during Ormskirk market day); Skelmersdale Concourse; Edge Hill University; West Lancashire College; and West Lancashire Council for Voluntary Service.

3.3 To publicise the masterplan a news release was issued and a series of briefings were held with the media. These included BBC Radio Lancashire and BBC North West Tonight. A further two news releases were issued, the first to promote the local consultation events and the second as a reminder about the final event at Skelmersdale Concourse. Media relations activity has resulted in extensive media coverage. From 19 November 2013 to 12 February 2014 there were 27 articles printed in the local media.

3.4 Media relations activity has resulted in extensive media coverage. For more details see Appendix 2.

4. Questionnaires

4.1 A key consultation exercise was a questionnaire relating to the proposals outlined in the draft West Lancashire Highways and Transport Masterplan. This identified key aspects and sought views on the whether the masterplan captures the issues and challenges facing West Lancashire.

4.2 In total 264 responses were received. The key findings are as follows

- Almost three-fifths of respondents (59%) strongly agree with the county council's proposal to build a new railway station in Skelmersdale town centre.

- Over half of respondents (55%) strongly agree with the county council's proposal to build a new bus station to provide a dedicated interchange with the proposed new railway station in Skelmersdale town centre.
- Over two-thirds of respondents (67%) agree with the county council's proposal to radically reshape Skelmersdale's streets and public spaces ('Public Realm') and highways network.
- Almost three-quarters of respondents (72%) agree with the county council's proposal to create the Skelmersdale to Ormskirk linear park for walking and cycling.
- Over two-fifths of respondents (44%) strongly disagree with the county council's proposal to not pursue the Ormskirk bypass. Around a third of respondents (34%) agree with the proposal.
- Over four-fifths of respondents (82%) agree with the county council's proposal to reduce congestion by removing longer distance traffic from Ormskirk and making public transport, cycling and walking the modes of transport choice.
- A third of respondents (33%) don't know whether they agree or disagree with the county council's proposal to replace the Derby Street railway bridge. However, over two-fifths of respondents (43%) agree.
- Three-quarters of respondents (75%) agree with the county council's proposal to ensure that the full benefits of the Thornton to Switch Island link are felt by West Lancashire and by Ormskirk in particular.
- Over three-fifths of respondents (62%) strongly agree with the county council's proposal to electrify the Ormskirk to Preston rail line.
- Almost three-fifths of respondents (57%) strongly disagree with the county council's proposal to not pursue the reinstatement of the Burscough Curves at this time.
- Almost four-fifths of respondents (79%) agree with the county council's proposal to improve the walking and cycling routes between Burscough and Ormskirk.
- Almost three-quarters of respondents (68%) agree with the county council's proposal to construct the Green Lane Link at Tarleton, to remove significant numbers of heavy goods vehicles from other roads in the area. A quarter of respondents (25%) answered don't know to this proposal.

- Almost three-quarters of respondents (72%) agree with the county council's proposal to develop a strategy that is focused on reducing traffic on the A5209 and the A577.
- Over four-fifths of respondents (82%) agree with the county council's proposal to find the most cost effective methods of providing access to services in rural or remote areas.

4.3 Further detail and analysis of the questionnaires is included as Appendix 3

5. Members

5.1 A briefing for County Councillors was held on the draft West Lancashire Transport and Highways Masterplan on the 26 November 2013. For those councillors who were unable to attend, the event was webcast and documents were posted on the members' portal. A briefing was also given to West Lancashire councillors on 25 November. Particular issues raised included:

- Issues of heavy vehicles on moss roads and their impact on vulnerable road users, especially once the Green Lane Link opens
- The need for links into employment, whether in the borough or outside.
- The potential for park and ride sites outside the area to reduce traffic on the A570
- The need to reinstate the old River Douglas railway bridge as part of a multi-user route.
- Many comments were made about the need for better access to and better parking at rail stations.
- More should be made of the Southport to Wigan rail line.
- The Burscough curves should be reinstated.
- The Ormskirk bypass, with a lively discussion of merits and disadvantages and the conclusion that whilst a bypass would be progressed in an ideal world, the decision to progress a package of smaller measures would allow progress to be made more quickly.

6. District and neighbouring authorities

6.1 Responses were received from West Lancashire Borough Council and Chorley Borough Council. Both districts were supportive of the masterplan, although some issues were raised including:

- Support given to proposals for the Skelmersdale rail link and to the walking cycling proposals contained within the masterplan
- A feeling that the measures for Derby St Bridge are premature and wider consideration needs to be given to alternative options
- A request for the route management plan to look at moving through-traffic from Southport to the M58 off the A570 in Ormskirk, and also through-traffic from Burscough and the Northern Parishes to the M58

- Comments that the masterplan does not fully address some of the issues on key highway routes through, into and out of the Borough, most notably the A570 through Scarisbrick into Southport, the A59 through Burscough of the A577 between Ormskirk and Skelmersdale
- A request for reference of electric vehicles and a charging network to be included in
- Concern expressed that there were no plans to pursue the reinstatement of the Buscough curves
- More clarity was sought on how the various projects may be funded.
- Chorley ask to be involved as a partner as and when elements of the masterplan progress

6.2 The neighbouring authorities of Knowsley and Sefton also responded to the consultation.

- Knowsley welcomed the regeneration in Skelmersdale and the proposed rail extension and new station, asking to be involved in partnership working as and when the proposals progress.
- Sefton Council welcomed the principle of the masterplan, in particular they support the proposals for a new rail and bus interchange in Skelmersdale
- However they expressed a number of concerns; these included: concern that no reference is given to the current configuration of health care services offered by Southport and Ormskirk NHS Trust.
- Concern at the decision not to take forward the Ormskirk Bypass feeling it would be helpful to present the evidence for the statement that the majority of traffic within Ormskirk is not through traffic.
- In relation to the Thornton to Switch Island Link, they do not consider the proposal to put in place a route management plan for West Lancashire either acceptable or appropriate. (Note by LCC: The Highways Agency are fully supportive of the proposal)
- Concern at the proposals for the Burscough Curves, particularly in relation to the reference to investigate the viability, feasibility and deliverability of the Curves, asking for clarification about what has been done and when

7. Town and Parish Councils

7.1 Town and Parish councils within and adjacent to West Lancashire were consulted. 5 Town and Parish councils responded to the consultation. Issues raised included

- Support for the proposed rail link in Skelmersdale
- A more positive approach sought in terms of the Burscough Curve proposals
- Regret at the decision not to go forward with the Ormskirk Bypass
- Specific issues of congestion raised
- Concern expressed at some of the proposed housing developments
- Issues raised in relation to accessibility to healthcare and other vital services

8. Stakeholders

8.1 Emails were sent to a wide range of stakeholders informing them of the consultation. Guidance from the Local Transport Plan 3 was used as a guide in terms of recommended statutory and non-statutory stakeholders. Additionally, West Lancashire Borough Council distributed details of the consultation to stakeholders and community groups on their databases from the LDF process.

8.2 Responses from stakeholders were received by letter, email, and online questionnaires. The responses varied depending on the type of organisation represented and often related to the interest the group represented; issues raised included:

- Many stakeholders expressed concern with there were no plans to pursue the reinstatement of the Buscough curves; this was the largest single point of concern.
- Support welcomed for the general concept of the masterplan and requests to be involved as and when elements progress
- There was overall support for the Skelmersdale Rail proposals
- Support was given to the proposals for public realm improvements in Skelmersdale
- Support was given to the sustainable transport measures, especially the cycling and walking proposals outlined in the masterplan, although there were some safety issues raised.
- A number of respondents raised the need for off road measures to be multi-user, so that horse riders can use them.
- Support was given for proposals to manage congestion in Ormskirk.
- A number of stakeholders supported the decision not to progress the Ormskirk Bypass
- A number of stakeholders expressed concern that the Ormskirk Bypass was not being progressed
- Support was given to the proposals for Derby Street Railway Bridge
- Various recommendations for rail improvements including, electrification of lines, increased services etc.
- Both support and opposition was offered regarding the proposals for the Tarleton Green Lane Link
- Concern expressed at the current lack of detail in the measures outlined for the rural parishes
- Whilst support was offered for the UniCycle project, there was concern that prior discussions had not taken place with other stakeholders and scepticism expressed as to whether the project would significantly reduce car travel to the University
- Suggestions for various scheme suggestions including the expansion of current railway parking to increase park and ride opportunities
- Calls for references to various stakeholder groups to added to the masterplan, e.g. motorcyclists, horse riders and electric charging vehicles to added to the masterplan

9. Members of the Public

9.1 19 responses were received from members of the public. Issues raised included

- Support for the public realm, sustainable travel measure and Skelmersdale Rail link
- Various recommendations for rail improvements including, electrification of lines, increased services etc.
- Many calls for the reinstatement of the Burscough Curves
- Specific scheme suggestions and recommendations
- Issues relating to schemes impacting on properties and concerns for blight
- Concern that transport measures have not been proposed in relation to various developments
- Both support and concern for the decision not to take the Ormskirk Bypass forward

10. Conclusions

10.1 Consultation has been undertaken to gain a wider understanding of the important travel and transport issues and challenges in West Lancashire. Consultation has taken place with a wide range of interested parties, including district councils, town and parish councils, stakeholders, and the general public. Changes to the masterplan, both large and small, have been made as a result of this consultation; major changes are outlined in the masterplan.

10.2 Due to the wide geographic spread and strategic nature of the proposals outlined in the draft West Lancashire Transport and Highways master plan many of the responses received are very detailed and not all points can be covered in this overarching report. Many of these comments provide important and valuable suggestions and local intelligence and will be considered and taken forward as the master plan progresses.

10.3 Appendix 1 to this report sets out in summary tables the main issues raised in the consultation by members, district councils, town and parish councils, stakeholders and members of the public.

10.4 Further consultation in relation to individual schemes will take place as the master plan process progresses and respondents to this consultation process will be informed.

Appendix 1: List of comments received

District Councils	
West Lancashire Borough Council	The Council would like to express its overall support for the masterplan and, in particular, its very positive proposals for the development of the Borough's highways and transport infrastructure. The Council are pleased that Lancashire County Council are supportive of proposals to enhance infrastructure in West Lancashire and we look forward to working more closely on these proposals over the coming years.
	The Council also value Lancashire County Council's support for the Skelmersdale Rail Scheme and how this, together with other improvements in Skelmersdale and the rest of the Borough, can bring significant investment and economic benefit to the town of Skelmersdale and the wider Borough. Skelmersdale in particular has great potential given its advantageous location lying between Liverpool, Manchester and Preston on the strategic highway network and so close to the Port of Liverpool, enabling the town to benefit from the wider Liverpool City Region Superport proposals. Creating a rail link, and station, into Skelmersdale with access to both Liverpool and Manchester, as well as the wider public realm and public transport improvements included in the masterplan, will generate a once in a generation opportunity for Skelmersdale and West Lancashire, and the Council wholeheartedly supports these proposals.
	Proposals elsewhere in the Borough are welcomed as well, with the highways and movement improvements proposed in Ormskirk town centre bringing a timely benefit as the historic proposals for an Ormskirk Bypass prove to be unfruitful and the support for the electrification of the Ormskirk to Preston rail line providing hope for an improved service between these two Lancashire towns while also opening up rail access to Liverpool from Burscough alongside major Local Plan developments in Burscough (although the Council would like to see greater clarity within Milestones for this project at the back of the masterplan to be clear that there will be a separate first phase electrifying from Ormskirk to Burscough, as referred to on P.35 of the masterplan). Support for improvement to the cycle network across the Borough is also welcomed, along with the projects and studies to address highways issues and public transport access in the rural areas of the Borough.
	Therefore, West Lancashire Borough Council does wish to lend their support to the Highways and Transport Masterplan for the Borough.
	However, there are a few specific areas in the masterplan that the Council does have concerns about.
	Firstly, the proposals relating to the Derby Street Railway Bridge in Ormskirk. The draft Masterplan (on page 36) concludes that LCC "will therefore work towards a scheme to replace the Derby Street Bridge". This seems a very definite conclusion to draw before any consideration has been given to the alternative options available and before any consultation with other bodies, including West

	<p>Lancashire Borough Council. This conclusion only seems more premature when viewed alongside other proposals in the draft Masterplan, such as the route management plan for Ormskirk on the following page of the draft Masterplan.</p>
	<p>The route management plan could not only look at moving through-traffic from Southport to the M58 off the A570 in Ormskirk, but also through-traffic from Burscough and the Northern Parishes to the M58. This through-traffic would of course include HGVs. Therefore, if HGVs and other through-traffic are removed from the A570 along Derby Street, there may not be a need to replace the Rail Bridge. Even if the conclusion is that the actual carriageway on the bridge needs to be widened, West Lancashire Borough Council would want to ensure that all other options were explored before the bridge, a Grade II Listed Building which also has a Grade II Listed Building attached to it, is considered for replacement.</p>
	<p>Secondly, the draft Masterplan does not fully address some of the issues on key highway routes through, into and out of the Borough, most notably the A570 through Scarisbrick into Southport, the A59 through Burscough of the A577 between Ormskirk and Skelmersdale (with the latter becoming particularly relevant given the case for the Skelmersdale Rail Link serving a wider hinterland for provision of rail access to Manchester and Manchester Airport). The Council would like to see consideration of all key highway routes in the masterplan, especially those that suffer from congestion or could come to suffer from congestion as a result of proposals in the masterplan, and how they fit in a wider movement framework of the Borough and surrounding destinations.</p>
	<p>Thirdly, while the Council welcomes the positive impact the proposals within the draft masterplan will have on sustainability and sustainable forms of transport, reducing the carbon footprint of the Borough, the Council would like to see mention of electric vehicles and a charging network. This would compliment the West Lancashire Local Plan's emphasis on encouraging use of electric vehicles and the Council's Sustainable Energy Strategy</p>
	<p>Fourthly, the Council would like to see a greater positivity and commitment regarding the Burscough Curves within the masterplan. While it is acknowledged that any proposal to reinstate the Curves may not be imminent, to effectively "shelve" the Curves with no plan of action as to when they will be reviewed again, or any commitment to explore feasibility further, will only make it less likely that the Curves are investigated in the future. The Council would like to see a commitment to commission a more detailed study as to the feasibility and options for re-opening the Curves in the masterplan to ensure that the Curves remain on the list when considering transport schemes in West Lancashire and the wider County. This is particularly relevant given that the re-opening of the Curves would not just be beneficial for Ormskirk and Burscough but for Southport and Preston as well, with perhaps the greatest benefit be a direct rail link between Southport and Preston.</p>

	<p>Finally, the Council would like to see more clarity on how the various projects may be funded. In particular, the Council would emphasise that, while it is hope a CIL Charging Schedule be adopted in April 2014, generating significant funding for infrastructure projects in the Borough, this funding will be limited and will be needed to address a number of infrastructure issues generated by new development in the Borough. As such, at this time the Council can neither confirm that CIL funding will be available for transport-related projects in the masterplan or how much CIL funding will be available for transport-related projects. While the Council is, overall, supportive of the draft masterplan, we therefore cannot guarantee what funding the Council will be able to contribute to the large-scale projects that are proposed in the draft masterplan.</p>
	<p>In addition, as perhaps more crucially, there is the wider issue of the certainty of funding for the range of projects proposed in the draft masterplan, particularly the larger (and more costly) projects. The draft masterplan refers to the Single Local Growth Fund (SLGF) as a source of funding that will be available through the LEPs form 2015/16. However, in order to secure funding, any proposals will need the support of, and commitment from, the Lancashire LEP and, in some cases, the Liverpool LEP, who will be receiving several competing bids for that funding from various projects in their areas. For example, within Lancashire there will be five Highways and Transport Masterplans, all of which will have significant transport-related schemes. It is unclear at this time how LCC and the LEP will prioritise these schemes and so it is uncertain how any of the larger projects in the masterplan will be funded.</p>
	<p>However, notwithstanding these specific concerns, I would like to reiterate West Lancashire Borough Council's overall support for the draft West Lancashire Highways and Transport Masterplan and the Council look forward to working with Lancashire County Council on refining the masterplan and then delivering its welcome proposals</p>
Chorley Council	<p>Chorley Council has the following comments on the Draft West Lancashire Highways and Transport Masterplan Consultation:</p>
	<p>Chorley Council welcomes the proposal - Phase 2 ~ Electrify the remainder of the line to Preston</p>
	<p>Requests Chorley Council (and other Central Lancashire authorities) are involved as a stakeholder and provides assistance with the business case.</p>
	<p>Reference in the Masterplan should be made to other stations on the Ormskirk to Preston line e.g. Croston</p>
<p>Neighbouring Authorities</p>	
Knowsley Council	<p>As a neighbouring authority, Knowsley welcomes and supports the opportunity to comment on the transport plans in West Lancashire.</p>

	<p>Knowsley Council would like to make the following comment - We acknowledge the regeneration in Skelmersdale, the proposed rail extension and new station. When this project is being progressed we would welcome the opportunity to continue working with Lancashire County Council, Merseytravel and partners in developing the business case and further details, due to the possible impacts of longer journey times on the Wigan to Kirkby route.</p>
Sefton Council	<p>This document sets out the response from Sefton Council to Lancashire County Council in relation to their consultation on the West Lancashire Highways and Transport Masterplan. A series of comments are provided on the specific content of the draft Masterplan, in relation to the proposed transport interventions. Some further comments are also provided on particular details and on the presentation of the consultation draft.</p>
	<p>The response has been approved by Cabinet Member Transportation and incorporates responses received following consultation with elected Members and Council officers. Lancashire County Council is requested to note that responses to the consultation have also been provided by the Sefton Liberal Democrat Councillors and Merseytravel.</p>
	<p>Lancashire County Council is also requested to note the Sefton Council resolution of the 23rd January 2014 as follows.</p> <p>RESOLVED: That this Council:</p> <p>(1) welcomes new investment in road and rail but is concerned that the transport plans of local transport authorities, including that of Lancashire County Council, should give appropriate priority to the transport needs of the Borough of Sefton and people travelling into the Borough from places outside Merseyside;</p> <p>(2) recognises the economic importance to the Borough of transport links to Lancashire and Greater Manchester;</p> <p>(3) commits itself to work in conjunction with West Lancashire Borough Council and Lancashire County Council to engage further with neighbouring transport authorities to ensure these links are preserved and enhanced;</p> <p>(4) requires a report to be prepared for and submitted to Cabinet at an early date indicating how these aims may best be achieved; and</p> <p>(5) requests the Secretary of State for Transport to recognise the unfair disparity of rail investment in the north of England in comparison to the south of the country; and that this</p>

	<p>matter be addressed by the Secretary of State amending future spending in order to enhance, improve and secure future transport needs within our region.</p>
	<p>Sefton Council response to West Lancashire Highways and Transport Masterplan - Key Points Sefton Council welcomes the principle of the West Lancashire Highways and Transport Masterplan and recognises its importance, not just for the West Lancashire area, but also for Sefton Council as a neighbouring authority. The Council welcomes the opportunity to provide comment on the consultation draft. However, the Council is disappointed that it has received no further contact or consultation from Lancashire County Council since an initial stakeholder meeting in April 2013. Given some of the measures proposed in the consultation draft, the Council would have welcomed an earlier discussion with the County Council, prior to publication of the consultation draft.</p>
	<p>West Lancashire Now - Transport and Travel Southport is identified as a key destination for the west of the borough for employment, education and social activities. However, the document makes no reference to the current configuration of health care services offered by Southport and Ormskirk NHS Trust. The trust operates as a split site between Southport and Formby District General Hospital and Ormskirk and District Hospital. Many services are only offered from one site and therefore generate journeys to access those services. Improvements to the route between Ormskirk and Southport are important to ensure patients and emergency vehicles can access both sites as quickly as possible.</p>
	<p>Looking to the Future – Our Priorities There appears to be a slight misunderstanding of the SuperPORT concept being developed by the Liverpool City Region. The new deep water berth at the Port of Liverpool is a major part of the SuperPORT concept, but SuperPORT is much wider and more extensive than the Port expansion and associated activities. SuperPORT is about creating a freight and logistics hub for the whole City Region, incorporating the expanded Port of Liverpool, but also including a range of other key sites and projects, such as 3MG, Mersey Gateway, Knowsley Industrial Park, Wirral Waters and John Lennon Airport. The expanded Port of Liverpool is at the heart of the SuperPORT concept, but it is not confined to port related and port servicing activities. In the context of West Lancashire the expanded Port of Liverpool may well be the most important element of SuperPORT, but major development at Knowsley Industrial Park may also create opportunities for West Lancashire.</p>
	<p>Developing our Vision This section of the Masterplan states in the 3rd paragraph that “Even without extra development, the growth in traffic that is likely to occur over time anyway will mean that the levels of congestion that we currently see in the morning rush hour will become more common for more of the working day and across a wider area”. What level of traffic growth is expected and has this been derived from traffic modelling? If not, what is the basis for these</p>

	<p>expectations? On page 20, (Sustainability), the Masterplan seems to suggest that some reduction in car traffic may occur, which does not seem consistent with the assumed growth in traffic on page 25. It would help to clarify what assumptions have been used in the development of the proposed interventions.</p>
	<p>Skelmersdale with Up Holland Sefton Council supports the proposals for a new town centre railway station and bus interchange. The Council agrees that this will be essential for any future development and growth of Skelmersdale and supports the proposal to start preparation of a business case for a new station. It is noted that the pre-feasibility study recommending a town centre location for a new station was completed in 2002. Has this study been re-visited as part of the work for the Masterplan and, if not, is that study still valid, given that it is now more than 10 years old.</p>
	<p>The Council would also be interested to know if there is any specific evidence to support the final two bullet point statements in the list of Opportunities, i.e. relating to the SuperPORT and reducing traffic in Ormskirk. This also relates to the expectation that the proposed Skelmersdale to Ormskirk Linear Park would attract people from Ormskirk to use a new station in Skelmersdale. Has any specific assessment of the likely catchment of a new town centre station been undertaken that would justify this statement ?</p>
	<p>Ormskirk with Aughton – Ormskirk Bypass Sefton Council supports the concept of an Ormskirk Bypass because of its value for strategic transport access across West Lancashire and, specifically, for improving access to Southport from the motorway network. It would be helpful to present the evidence for the statement that the majority of traffic within Ormskirk is not through traffic. During weekday peak hours, that is certainly likely to be the case, but at other times of day and at weekends, the situation may be different. Nevertheless, the Council is fully aware of the current requirements for robust business cases in support of major transport schemes and recognises the challenge of achieving a benefit to cost ratio that would justify the scheme.</p>
	<p>Ormskirk with Aughton – Alternative measures Sefton Council supports the proposals to improve accessibility for pedestrians and cyclists in the town centre. However, improving facilities for these ‘active’ modes, often leads to reductions in capacity for vehicular traffic, with the risk of making congestion worse. Any measures need to be carefully designed and implemented, so that, if possible, the pedestrian and cycle improvements can be introduced without any adverse impacts on vehicular journey times</p>
	<p>Although the consultation document does mention the VISIT LSTF funded project, it makes no reference to the automated cycle hire stations currently available in West Lancashire that have been provided through VISIT. Currently there are 5 established automated stations as follows:</p> <ul style="list-style-type: none"> • The Ship, Lathom • Burscough Wharf • Burscough Leisure

	<ul style="list-style-type: none"> • Ormskirk Park Pool • Riverside Holiday Park, Banks
	<p>In addition to this a further station at Edge Hill University is due to launch in the coming weeks. The document makes reference to ‘UniCycle’ an innovative cycle hire scheme to be aimed at students at Edge Hill University. This proposal has not been discussed at any of the VISIT project meetings, where Lancashire County Council are represented, so Sefton would appreciate some clarification in relation to the proposals and how the scheme would operate. For more information on the developments of VISIT please go to www.visitseftonandwestlancs.co.uk</p>
	<p>Ormskirk with Aughton – Route management opportunities The draft Masterplan refers to Broom’s Cross Road (Thornton to Switch Island Link) and concludes that:</p> <p>“once the link road is under construction we will work to put in place a route management plan for West Lancashire that looks to divert the M58 to Southport traffic to the new road and remove as much through traffic from the A570 corridor as is possible.”</p> <p>Sefton Council does not consider this proposal either acceptable or appropriate. The Council is disappointed that it has not been approached for any discussion about this proposal in advance of its publication in the draft Masterplan. The Council cannot comment on what the Highways Agency’s position would be, but Sefton is opposed to any proposal to re-route Southport bound traffic from the M58 to Broom’s Cross Road. The scheme was designed to deal with local traffic issues not regional re-routing of traffic. Directing Southport bound traffic from the M58 to the new Broom’s Cross Road would simply transfer the traffic congestion to a different location and would then compromise the new road’s capability to deliver its primary objectives.</p>
	<p>The objectives of the Thornton Link scheme are as follows:</p> <p>The proposed link scheme is intended to reduce congestion on the local highway network and so deliver important benefits in terms of regional strategic objectives and significant environmental improvements for local people. It will do this primarily through a transfer of strategic ‘through’ traffic from the existing highway network to the new link. The scheme objectives are as follows.</p> <ul style="list-style-type: none"> • Relieve congestion on the local highway network in the Thornton to Switch Island corridor, with resulting improvements in local environmental quality for the local communities of Netherton, Thornton and the Sefton villages. • Provide improvements to local access, safety, public transport, walking and cycling along the existing highway network in the Thornton to Switch Island corridor. • Improve highway access between the northwest’s motorway system and Southport to contribute to the development of Southport. • Improve access to the Atlantic Gateway Strategic Investment Area development sites in the Netherton area of Merseyside .

	<ul style="list-style-type: none"> • Contribute to the Port of Liverpool – Strategic Access Plan by providing more reliable journey times on part of the A5036 and reduced delays to other strategic traffic <p>The Thornton to Switch Island Link received Full Approval from the DfT at the end of November 2013 and work started on site in December 2013. The scheme is scheduled to be completed by the end of 2014.</p> <p>Nevertheless, the Council is concerned about capacity on the main route to Southport from the east, the A570. The route experiences congestion and delays at peak time especially during holiday periods. Consequently, Sefton Council has started work examining the potential for a local major transport scheme to improve access to Southport along the A570, including potential improvements within the Lancashire boundary.</p>
	<p>The Southport Eastern Access has been the subject of a submission to the City Region for funding as a local major transport scheme. At present, the scheme is not one of the 12 Liverpool City Region priority schemes, but the Council is continuing with traffic modelling work which would provide the basis for a future business case. Details of the proposals were provided to Lancashire County Council and it is recommended that the proposals are acknowledged in the Masterplan. Sefton Council will be seeking to work with Lancashire County Council to develop the scheme and to agree any proposals for improvements within Lancashire.</p>
Burscough	<p>Sefton Council supports the proposals to electrify the Ormskirk to Preston rail line and the proposed two phase approach for delivering the scheme.</p>
	<p>Sefton Council supports the principle of re-instating the Burscough Curves because it would deliver strategic improvements to the rail services in the area and significantly improve the potential for improved rail access to Southport. Despite this, the Council recognises the difficulties of achieving a viable business case for the Curves.</p>
	<p>The Masterplan refers to work done to investigate the viability, feasibility and deliverability of the Curves. It would help to have clarification about what has been done and when as the most recent work that the Council is aware of was done by Merseytravel and is now several years old. It is the Council's understanding that the difficulty with achieving a viable business case is because the economic calculations are mainly based on peak hour commuter trips and do not take account of leisure and other trips taking place through the day and at weekends. The Council considers that the Curves should not be dismissed yet, but that a new approach to the business case calculations should at least be discussed with Network Rail and Merseytravel, so that an up to date appraisal of the feasibility can be reached.</p>
	<p>The Rural Parishes – Route management opportunities</p> <p>The draft Masterplan makes reference again to Broom's Cross Road (Thornton to Switch Island Link) in this section. The Council</p>

	does not see how the Thornton Link scheme would affect the routes through the rural parishes described in the Masterplan. A response to the proposals to direct other traffic to the new road has been provided above.
	The document refers to implementing 'route management', but there is no explanation of what that might involve. What route management measures does the County Council anticipate might be appropriate for these rural routes?
	Sefton Council response to West Lancashire Highways and Transport Masterplan – Other comments and observations on the document
	Figures : Many of the Figures included are not very clear, are often not labelled, some contain overlaid icons and others contain items in the key that are difficult to distinguish from each other. The Masterplan would benefit from a set of consistently presented and labelled plans.
	Page 7 – Figure 2 – what is the anchor icon intended to represent? Perhaps Kirkby should also be included as a location on the map. Paragraph 5 – the Liverpool City Region is located to the south and west of West Lancashire.
	Page 10 – Figure 4 – it is recommended that the following locations are also included : Southport business park – Employment Area; Major supermarket (Tesco) – near Southport Hospital; and The Sefton Coast (Formby and Crosby) - Visitor attraction.
	Page 16 – Paragraph 7 – There is reference to air quality problems in the text and air quality management area is shown on the key of the map, but it is very difficult to see where the air quality management area (or areas) are on the map. It may help to refer in the text to where air quality problems have been identified.
	Page 17 – It would help to include reference to the expected timescales for delivery of the UTMC upgrade and the bus station improvements in Ormskirk. Paragraph 10 – The opportunity of a cycle route between Southport and Wigan along the canal is referred to. The Pier to Pier route between Southport and Wigan was officially opened in September 2013 and forms part of the national cycle route network.
Town and Parish Councils	
Wrightington Parish Council	The Parish Council would like to request that adequate provision be made in the masterplan for the inclusion of multi-purpose routes. These routes would be usable by pedestrians, cyclists and horse-riders.
	The Parish Council would also like to request that new and existing bridleways be included in the masterplan and that these be improved and upgraded to make sure they can be used as multi-purpose routes.
	The Parish Council also request that parking provision at Appley Bridge Railway Station be improved, enhanced and increased to alleviate significant parking problems and to improve highway safety, which is seriously compromised on Appley Lane North.

	It has been suggested that the route from Skull House Lane, around the Quarry, to Mill Lane be improved and enhanced to create a walking and cycle route for use by children and parents to improve access to the school on Finch Lane in Appley Bridge.
	I trust that these comments are suitable for consideration as part of the Highways and Transport Masterplan.
Aughton Parish Council	Aughton Parish Council wishes to lend its support to the Highways and Transport Masterplan for the Borough but would like to submit the following comments in respect of the following:
	1) Burscough Curves - a more positive approach should be taken to reinstate 'the Curves' as a key transport project for West Lancashire. Perhaps an undertaking for a detailed transport/business study could be included in the Masterplan rather than no commitment at present to rebuild the curves. If brought back into use, the reinstatement of Burscough Curves would not only benefit Ormskirk and Burscough but offer a direct rail link between Southport and Preston and link the Southport and Manchester route.
	2) Ormskirk Bypass - the omission from the Transport Masterplan of the longstanding proposals for a much needed bypass was regretted. Perhaps an undertaking would be more acceptable to retain this project within the Masterplan as a priority scheme should funding become available.
	3) Skelmersdale Rail Scheme - support was given for this proposal, should funding become available, creating a rail link into Skelmersdale and linking Liverpool and Manchester.
	4) Traffic and Route Management - although this is a Strategic Plan for the whole of the Borough, we would like to raise the issue of traffic congestion that occurs around our local schools at certain times of the day and the impact on people's lives and the loss of residential amenity - Christ Church Primary School on Long Lane, Aughton Town Green Primary School on Town Green Lane and St Michael's Primary School on Delph Park Avenue. These schools are also in close proximity to key highway routes with through traffic conflicting with local traffic at school 'drop-off and pick-up' times. Perhaps an up to date Traffic Study could be undertaken in the Parish of Aughton particularly around the local schools.
Scarisbrick Parish Council	Scarisbrick Parish Council has asked me to point out the degree of congestion currently suffered on the A570 within the Parish and the potential for this to increase in the future.
	The Council believes that the situation with regard to this stretch of road will become much worse should Sefton Council adopt its development plan with regard to the Kew area of Southport. It is planned to build residential and industrial units which would inevitably need to access the motorway system via the A570 and further increase congestion. I am sure you already appreciate that this road is an important ambulance route with adult and paediatric A&E facilities for the parish being at Southport and Ormskirk

	Hospitals respectively. The scheme with regard to the proposed Thornton to Switch Island link is therefore welcome and we would be grateful for your reassurance that this will tackle the problem before the situation within Scarisbrick deteriorates further.
	<p>The Council have also asked me to point out the potential for congestion on the B5240 which will result when the proposed Yew Tree Farm housing development is completed in neighbouring Burscough. This will be a large development which will inevitably place considerably more traffic on this road.</p> <p>Thank you for your attention and giving the Council the opportunity to comment.</p>
Shevington Parish Council	<p>The members of Shevington Parish Council would like to thank Lancashire County Council for consulting them on the Highways and Transport Masterplan for West Lancashire. As you will be aware the parish adjoins the rural parishes in West Lancashire so that most of our comments to your policies are in relation to those areas. We would like you to take account of the following points when reviewing the West Lancashire Masterplan:</p>
	1. Cross border public transport links are particularly poorly developed, especially to Wrightington Hospital, nationally and internationally recognised as a key centre for orthopaedic surgery, and other local health facilities.
	2. The lack of recognition of the role of the Wigan-Southport railway in providing access to the area.
	3. Although some stations (such as Burscough Bridge) embrace interchanges with other forms of public transport, this concept ought to be extended to stations such as Appley Bridge which is also the nearest rail station to Wrightington Hospital.
	4. The effect of fare patterns on the Southport line and their impact on station car parking requirements at Appley Bridge.
	5. The recognition of the canal as a cycling and walking link through the area ought to be more strongly recognised.
Lathom South Parish Council	Lathom South Parish Council welcomes the publication of the draft West Lancashire Highways and Transport Masterplan, and believes the plan to be achievable in its proposals to improve the transport network in West Lancashire, and thus facilitate much needed economic regeneration of the region.
	The parish council agrees with and supports all of the recommendations in the plan, in particular that of linking Skelmersdale into the national rail network. However, it believes that in some areas much is missing and there is greater potential and need for development and integration of public transport services to give the necessary solutions to some of the serious traffic and mobility issues within the borough.
	The parish council believes that the Borough Council cannot resolve many of the transport issues alone and in order to achieve the full potential from the travel plan it must work in conjunction with

	<p>surrounding local authorities, in particular South Ribble and Sefton. This is because of the origin and destination of transport passing through West Lancashire is outside the borough.</p>
	<p>Burscough KP1 Improved Rail Connectivity Ormskirk KP1 Ormskirk Congestion Reduction</p> <p>Lathom South parish council refutes the statement that a business case for re-instatement of the South-West Burscough Curve cannot be made at present. Lancashire County Council has identified problems along the A570, of particular note is the siting of the accident emergency departments of both Southport and Ormskirk hospitals.</p>
	<p>Reinstatement of South West curve would address the major weakness of a “disjointed rail network” and 8 of the 9 threats stated on page 24 (of the document), including traffic congestion and air quality.</p>
	<p>Ormskirk KP1 Ormskirk Congestion Reduction</p> <p>Much road traffic from Southport to the M58 has to pass through Ormskirk Town Centre this could be reduces with an improved quality of service on the Southport-Wigan-Manchester line:</p> <ul style="list-style-type: none"> • Through services to and from Manchester and the airport must not be diminished and the line should be included in plans for further electrification in the North West. • Better rolling stock and improved journey times will encourage people off cars and onto trains and thus reduce traffic on both the A5209 and A570. • A Park&Ride car park on the Sefton/West Lancs boundary at Blowick in order to take commuter traffic off the A570.
	<p>Burscough KP1 Improved Rail Connectivity</p> <p>Proposed housing developments will be more attractive if there is better connectivity to the Liverpool City Region and the car-alternative solution should be in place beforehand. The plan objective to initiate the programme of electrification from Ormskirk through to Burscough should begin as soon as possible and not in several years from now as indicated in the milestone plan.</p>
	<p>Rural Parishes KP2 and 3 Ormskirk KP1 Ormskirk Congestion Reduction.</p> <p>Specifically commit to the extension of electric train services north of Burscough (with consequent improvement in services) and encourage better use of Rufford as an interchange (car/rail), in order to alleviate the growing traffic problem on the A59 through Burscough and Ormskirk.</p>
	<p>Work with appropriate authorities to resolve anomalies in ticket pricing that encourage extensive “rail heading” and unnecessary car miles through West Lancashire to stations such as Ormskirk, Appley Bridge and Maghull. This practice increases peak time congestion on roads into and out of West Lancashire, and raises</p>

	attendant localised air quality and safety issues.
	Work with appropriate authorities to enhance Sunday services on the Southport-Wigan line and re-introduce Sunday services on the Ormskirk-Preston line. Modern work and leisure activities require transport on the 7th day, with the Plan already identifying (page 23) the challenges of the A59, A570, A5209 and Edge Hill University. It is well established that weekend workers are becoming more dependent on public transport and better off peak and Sunday services can fill gaps left by the seemingly inevitable reductions in bus services, thus maintaining mobility and alleviating traffic and air quality issues.
Stakeholders	
West Lancashire Borough Council Labour Group	<p>Skelmersdale with Upholland</p> <p>Key Proposal 1. A new Skelmersdale Rail Station:</p> <p>Support. If validated by wider business case and support from Network Rail, taking into consideration the LCR/LEP and Super-Port, the Social and Economic improvements that need addressing, this would be a vital strategic starting point. Skelmersdale with Upholland must be viewed as central to future growth with some of the most complex and costly travel arrangements being addressed with this</p> <p>Proposal. The long term vision for Skelmersdale would be difficult to achieve without this central requirement. With the provision of a new Rail Station secured, the attraction of additional business and Economic investment in West Lancs would be considerably increased, giving significant confidence to both the Public and Private sector, enabling long term planning throughout not only Skelmersdale but the whole District.</p>
	<p>Key Proposal 2. Reconfigure Skelmersdale's Public Realm.</p> <p>Support. The Design features and physical condition of the existing Public Realm presents substantial challenges both in terms of engineering solutions and costs of major transformation. It is difficult to see where an alternative approach could deliver the necessary Plan given the funding constraints of Local Government as sole providers of investment. Piece-meal solutions of tackling the problem of the Subways, i.e. closure of the most problematic, would only lead to a deterioration of the current solution and would contribute to an increase in problems elsewhere by shifting the issues onto less suitable sections of the infrastructure. A holistic approach therefore, tied into the provision of the above Rail Station Proposal is the most cost effective and solution based way forward. The greater the improvement to the Public Realm, the greater the attraction to Skelmersdale from Business and Authorities would provide a virtuous circle of investment and greater community involvement in</p> <p>the regeneration of the Area. This should be treated as a top priority by the Principle Authorities as it is key to the long term Sustainability of the whole of the District of West Lancashire.</p>

	<p>Key Proposal 3. Reshape Skelmersdale's Public Transport Support. The car centric design of Skelmersdale is not fit for purpose and cannot positively contribute towards a move away from high carbon individual car usage. The integration of bus, Dial a Ride Service and Rail Services, supported by a linked cycle/pedestrian network is the most cost effective and practical way forward. This</p> <p>will have a profound effect on the design layout alterations throughout the wider area. The Hub Interchange principle is essential to the ultimate delivery of an integrated Public Transport in Skelmersdale and the wider area of West Lancashire. Long term financial arrangements need to be put in place in order to secure the confidence of the business sector in providing employment opportunities rather than any short term grant based arrangements which would leave a question mark over the continued provision of a cheap and efficient integrated transport system. This should be built</p> <p>around a wider Partnership based approach which actively engages the wider community and stakeholders.</p>
	<p>Key Proposal 4. The Skelmersdale to Ormskirk Linear Park.</p> <p>Support. The fragmented nature of the existing pathway/cycle ways within Skelmersdale prevent any sense of an integrated approach thus discouraging pedestrians and cyclist from establishing regular known routes as alternatives to car usage. The Ormskirk to Skelmersdale Linear Park Proposal should therefore be supported. Whether careful attention to design can overcome some of the challenges of either route should be subject to further investigation, should also be considered, i.e. the provision of Solar powered lighting for the disused Rail route could be considered. The improved links between the main settlements should be given a high priority as these can contribute positively in breaking down the sense of isolation which can arise from living in car dependent areas. Also the Linear Park would provide an important contribution in the form of a Wildlife corridor.</p>
	<p>Ormskirk with Aughton</p> <p>Key Proposal 1. Ormskirk Congestion Reduction</p> <p>Support. The traffic management of Ormskirk Town Centre is an example of a car centric based approach in design which does not provide an ideal means of traffic movement within its confines by a largely localised user base. The traffic arrangements work counter to the vision of a vibrant market place for Ormskirk as cars and HGV's compete with pedestrians within the narrow lanes and pavements.</p> <p>The Ormskirk Bypass should be viewed as an outdated concept born of the now discredited Car Centric approach.(Option 1.) Option 2. Alternative Measures within Ormskirk should be the preferred approach. An integrated pedestrian/cycle rout with schemes like the 'Uni-cycle' are undoubtedly the correct way forward. The improvements carried out by Edge Hill University in</p>

	<p>conjunction with their Transport Plan and recent University extensions are valuable examples of what can be achieved and should be studied for an evidence based approach towards alternative measures.</p>
	<p>Key Proposal 2. Derby Street Railway Bridge</p> <p>Partially support. Whilst the improvement of pedestrian and cycle movements with increased safety is to be welcomed, there should be careful consideration given to the possible increase in larger vehicles through the town provided by a perceived quicker route through. If the Grade II list bridge is to be replaced, the original stone work should be retained to provide facing to the new construction in order to preserve the 19th Century context of the Railway setting Architecture.</p>
	<p>Key Proposal 3. Route Management Opportunities (Ormskirk)</p> <p>Support. The potential for the Thornton to Switch Island Link to alleviate some of the traffic in Ormskirk should be supported, particularly the reduction of HGV movements in the town. Particularly beneficial to the outlying areas.</p>
	<p>Burscough. Key Proposal 1. Improved Rail Connectivity</p> <p>Support. The principle of encouraging people to choose the train over the car has the potential to have the greatest impact on reducing traffic congestion within the centre of Burscough. Extending the electrification of the Ormskirk to Preston Line would greatly contribute towards this end. Again, the integrated approach across the Borough will amplify the chances of obtaining agreement of Mersey travel & Network Rail. Vital to this end is the need for additional Car Parking spaces at Burscough Junction Station as currently only 7 spaces which could even be reduced further. The significant amount of development scheduled at Yew Tree Farm will make this facility a requirement.</p>
	<p>Key Proposal 2. The Burscough ~ Ormskirk Linear Link</p> <p>Support. The provision of an alternative to car usage on this relatively short distance can positively contribute to easing of congestion along the A59. Also as part of the wider improved links to Public Transport for work related commuter movement, this can have a doubly significant effect.</p>
	<p>The Rural Parishes. Key Proposal 1. Tarleton Green Lane Link.</p> <p>Do not support in its suggested form.</p> <p>The justification of the expenditure relevant to the potential benefits do not make a case for the amount of public money taken from the LTP Budget. It is yet to be accurately determined what the percentage of locally produced agriculture is in relation to the actual HGV movements to & from the Moss Road network. If it is determined that a significant amount of produce is shipped in from outside of the Borough for redistribution, then alternative</p>

	<p>arrangements should be given a priority. The potential to reduce up to 27% in HGV movements in the villages could be easily absorbed in the near future, by the escalation of movements facilitated by the short new stretch of access road and also bring an increased pressure on the remaining moss roads which would still form the majority of the network. The impact of an increased drive towards updating a greater number of moss roads is compounded by the requirements of addressing the issues identified in the forthcoming Local Flood Risk Management Strategy and in particular regard to the Alt & Crossens Flood Alleviation Plan. A more strategic approach would be the separation of locally produced goods which could be transported by smaller tractor based units from site to an appropriately sited Transfer Station located adjacent to the A565. A partnership approach in conjunction with the whole supply chain (local growers up to Supermarket chains) would deliver a more sustainable and carbon efficient long term solution which would have a drastically greater effect in reducing HGV movements throughout the wider area.</p>
	<p>Key Proposal 2. Route Management Opportunities</p> <p>Support. Although no expenditure should be committed until a full route management plan can be worked up, especially in the case of the proposed Green Lane Link. If the effects of this proposal are not fully understood at this point then no significant works should proceed or be funded until the wider implications are understood. This could be more easily achieved by obtaining data relating to the actual percentages of locally grown produce compared to imported produce brought in from outside or different parts of the District. This potentially impacts all parts of the District as HGV movements effect other settlements such as Rufford/Parbold/Newburgh and Burscough/Ormskirk routes as per current arrangements. All Beneficiaries should contribute to any major highway improvements such as the Green Lane Link.</p>
	<p>Key Proposal 3. Rural Connections without a Car</p> <p>Support. The long term dependency on the use of Cars is not sustainable. As elsewhere in this submission the Car Centric Approach needs to be revised and a more sustainable ground up approach needs to be developed. A concerted effort should be to reduce the number of HGV's and also the number of Car movements overall. The piecemeal approach of trying to accommodate an increased number of individual car movements on already congested highway networks should not be the driver in the short term in order to accommodate the pressure placed on the LHA by the provisions of the NPPF in the provision of significant numbers of new homes.</p>
	<p>Securing Developer Contributions</p> <p>Because the costs of delivering the measures outlined within this Masterplan cannot be met by the Public Sector alone, a Partnership Approach is the only way forward. This will be dependent on a more co-operative and collaborative approach involving greater</p>

	<p>communication with Stakeholders, Businesses Principle Authorities, Local Councils and the Public using a robust Evidence based approach which seeks to work towards providing real solutions rather than what is the bare minimum cost to each separate component. The use of CiL will be of particular importance as there will need to be clear cost responsibilities built into the Planning stage for Developers and the distinct identification of Community Benefit to each area via contributions from Landowners benefiting from increased land value through Development permissions.</p>
English Heritage	<p>We do not wish to comment in detail on this occasion. We do, however, note that your plan proposes the overhead electrification of the railway line between Ormskirk and Preston and potential demolition or alterations to the GdII listed Derby St railway bridge in Ormskirk. In light of NPPF policy requirements set out a Section 12 we recommend that the potential heritage impacts of your plan are fully assessed, considered and agreed with relevant local planning authority conservation advisors prior to formally adopting this plan or preferred options.</p>
	<p>We also recommend that you consider appointing a conservation accredited engineer http://www.careregister.org.uk/ and/or architect http://www.aabc-register.co.uk/ to help appraise the significance of any heritage assets or significant settings affected by the plan proposals. Also to help inform your decision making by clearly setting out the heritage impacts of the preferred options and any potential heritage mitigations to help reduce harm or loss of significance prior to selecting any preferred options.</p>
	<p>Please note that English Heritage is a statutory consultee in respect of certain planning applications, a member of our Development Management Team would be pleased to offer pre-application advice in respect of any proposed applications that may subsequently need to be referred to us by virtue of a relevant government circular or notification.</p>
Environment Agency	<p>We are pleased to see that it is the intention to ensure that any proposals put forward through the Masterplan will fit with Lancashire County Council's Local Flood Risk Management Strategy and take account of any issues of flooding and drainage. From our strategic flood risk management perspective, we would encourage proposals that include schemes or measures which can further contribute to reducing the risk of flooding to those communities that are affected.</p>
	<p>In relation to the proposed re-configuration of Skelmersdale, the re-use of underpasses following the improvement of the public realm is suggested as an opportunity and could include wildlife corridors or other leisure or fitness uses. In addition to these, another option could be to consider whether there is any possibility of using them for local flood storage on the surface water or highway drainage network.</p>
Protect Rural Ormskirk	<p>Protect Rural Ormskirk group have following comments to make about West Lancashire Highways and Transport Masterplan:</p>
	<p>1.The new plan goes much further than previous ones in identifying</p>

	the problems in the district, particularly recognising that local traffic is a major item for Ormskirk.
	2. Little is proposed to improve Highway in Ormskirk. The new proposed bridge in Derby Street is a safety/maintenance item and has only limited value in reducing traffic congestion.
	3. The rural nature of Ormskirk district necessitates more than normal transportation by car. This is typically to obtain routine commodities from the central hub. The ageing population predicted for the future will mean this type of transport will increase even more.
	4. Improved walkways and cycle paths whilst beneficial for some will have limited impact for these older inhabitants.
	5. Whilst the upgrades proposed for the traffic lights might improve traffic flow, it should be preceded by a review of the road network with elementary changes made first.
	6. Protect Rural Ormskirk would question the significance of walkway and cycle path improvements on travel congestion. As such the group would expect LCC to have undertaken a model study to assess how much improvement will result and would like to see this information published.
	7. Finally, it is necessary to establish who is accountable for ensuring these proposals are achieved. After seven years and over £3m being spent on the latest ill advised plan for an Ormskirk Bypass, a repetition would be unacceptable.
Campaign to Protect Rural England (West Lancashire District Group)	1. The Campaign to Protect Rural England (CPRE) believes that a beautiful, thriving countryside is important for everyone. We want to protect the rural places of West Lancashire for enjoyment by our future generations.
	2. Everyday travel tends to be based on habit, and some habits are hard to change, so it is essential that the West Lancashire Travel Masterplan builds on previous work to encourage more people to swap their car to more sustainable transport modes. We endorse Government's National Planning Policy Framework, March 2012 (NPPF) core planning principle relating to transport, which calls for plan-making and decision-taking to 'actively manage patterns of growth to make the fullest possible transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'.
	3. The West Lancashire District Group of CPRE discussed the plan proposals at our meeting held on Tuesday, 7 January 2014 and resolved to set out our comments as a letter for we find the questionnaire too restrictive for a considered response. Many of our members had read the report available at Public Libraries and Council Offices. The time extension of the Public Consultation has given further opportunities to discuss the proposals with your officer and gain greater understanding of them. This response has been confirmed by email circulation among members.
	4. We are pleased to confirm that our group strongly support the main proposals of the Masterplan, see the exception below in Paragraph 6.0.
	4.1 To build a new railway station in Skelmersdale with associated

	<p>bus interchange. We have concerns that there is no alternative Park and Ride on the existing line should the cost of the new route to the town centre be prohibitive. (Possibly at Pimbo).</p> <p>Skelmersdale is one of the largest towns in the country without a railway station. It is no surprise that this can be linked to the high deprivation in the town. When the other public transport alternative is a bus service that takes in excess of 90 minutes to get to Liverpool, 40 minutes to get to Wigan and 50 minutes to get to Southport, there is a big connectivity issue for the town. It is therefore important that Lancashire County Council deliver a new rail station adjacent to the town centre, running on a line that would allow the local population to reach Manchester and Liverpool easily.</p>
	<p>4.2 As well as providing a new station for Skelmersdale in the long term, short term provision should be made for a bus link and increased station facilities at Upholland to provide greater access to existing services. The existing Kirby-Manchester service is poor and should be improved for more frequent daytime and introduction of evening trains would increase usage of the route.</p>
	<p>4.3 The Kirby-Wigan line is mainly in the adjoining authorities of Knowsley and Wigan. There is scope for a new Park and Ride station where the track crosses the A570 Rainford Bypass. Though this location is just within the St Helens boundary it would be of benefit to both Edge Hill University and Skelmersdale.</p>
	<p>4.4 CPRE is pleased that the Ormskirk bypass has been discounted. We have doubts at the practicability of replacing the Derby Street Bridge but would support a new separate pedestrian bridge, (see also comment below for the need for a pedestrian bridge would be much reduced if Ormskirk Station is relocated).</p>
	<p>4.5 To electrify the Ormskirk to Preston line. The effectiveness of railway stations in West Lancashire is far from perfect. Two train stations in Burscough bring both positives and negatives. The county council should look at how to improve the connectivity between them – possibly by a new footpath on the embankment of the curves.</p>
	<p>5. We strongly disagree with the proposal to not pursue the reinstatement of the Burscough curves</p>
	<p>5.1 One of our group members (David Cheetham) sought the evidence for this decision in a personal capacity and was advised by email from Thomas Lavin, Transport Planner, Lancashire County Council: "Regarding the Burscough curves, my understanding from colleagues involved, is that a report was undertaken by Steer Davis Gleave 2009/10 on behalf of Merseytravel and Lancashire County Council, however the report was not accepted or signed off to be progressed and so it was never released to the public. So unfortunately there is no available document to view. The results of the report however did show that there was not a positive business case to pursue the scheme any further at the time.</p> <p>We are in no way ruling out the possible future reinstatement due to the political backing particularly for a Southport to Preston connection along the North West curve. But due to the lack of a positive business case to put forward to Network Rail for the necessary funding, we are currently not able to further progress of the reinstatement, but as I say it remains an aspiration of the</p>

	future".
	5.2 In view of the West Lancashire District Group of CPRE the decision should not be based on an unpublished report written some four to five years ago. The recent adoption of the WLBC Local Plan 2012-27 to permit the development of 1,000 houses at Yew Tree Farm, Burscough (500 in the 2012-2027 development plan and safeguard land for 500 dwellings post 2027) must inevitably strengthen the case for the reinstatement of the curves and development of through train services Ormskirk to Southport to Preston. Sefton MBC ought to be involved in any future studies of the viability of the Burscough Curves.
	6. CPRE is opposed to new roads in the greenbelt for they not only affect the land the road is built on but have a substantial effect on the quality of the surrounding flora and fauna and vastly reduce the quality of biodiversity in the area. However, we note that the Green Lane Link at Tarleton would remove large heavy goods vehicles (HGVs) away from the centre of the village and narrow residential lanes, which are known to create noise, air quality and other problems associated with congestion.
	7. CPRE is please that walking and cycling routes are being enhanced through the creation of a dedicated walking and cycling links between Skelmersdale and Ormskirk and Burscough to Ormskirk. These should be the first stages of more comprehensive network of cycle and walking routes linking Skelmersdale to Wigan, Skelmersdale to Edge Hill, Skelmersdale, to Burscough, Ormskirk to Southport and Burscough to Southport. The existing cycle tracks alongside Southport road should not be isolated but form part of a network. Cycle tracks need regular sweeping to remove thorn hedge cuttings and broken glass if they are to be well used by the public.
	8. We offer our views on many of the "opinion" questions
	8.1 We do not consider Skelmersdale to be the development and transport hub of West Lancashire. We consider that an integrated transport system for West Lancashire cannot be served by the creation of a single "transport hub". There needs to be a network of forms of transport available with many interchange points maintained and new ones developed.
	8.2 The existing transport hub based on Ormskirk bus and rail stations could be improved by relocating the railway station to the south of its present location, reducing the distance to the bus station. More car parking is needed for commuters. Such relocation will place the rail station within the "inner ring road" and be closer to the shopping area.
	8.3 In our view Ormskirk is no longer a vibrant market town and an attractive tourist centre because it is dominated by the car. Commuters in Burscough lack transport choices and need to own cars because of the very poor service on the Ormskirk – Preston rail line and infrequent bus services.
	8.4 Many living in the rural parishes are severely restricted in their travel options if they lack a car. West Lancashire has many towns and villages that rely on public transport connectivity to allow them to thrive. Social isolation will increase with the planned reduction in subsidised evening and weekend bus services.

	<p>8.5 In general, we consider the proposals too modest and that they should provide the first steps in a longer term plan to improve transport across West Lancashire and its connections to adjoining urban authorities. All train services start and finish outside West Lancashire and many bus services cross the borough boundaries to Wigan, Southport, Preston and Liverpool. These towns and cities may be regarded as the gateways to West Lancashire.</p>
	<p>8.6 We regret the failure of the recently published WLBC 2012-27 Local Plan to identify sites for improved Park and Ride facilities to existing stations. We consider that all travel to work analysis should reflect on the impact of the Merseyside and Greater Manchester Transport Executive fare policies which offer much reduced fares on trains from Maghull and Appley Bridge. This encourages local residents to drive to these "gateway" stations. Some people even drive to Wigan where until recently there was a reasonable expectation of finding a parking space in the North Western multi-storey car park after 10.00am, (something not possible at stations within West Lancashire). We regret that the plan makes no mention of the Southport to Wigan and Manchester Airport line.</p>
	<p>9. In summary West Lancashire District Group is supportive of the West Lancashire Transport MasterPlan with the exception of the proposal not to pursue the reinstatement of Burscough Curves. We wish you every success in delivery of the Masterplan once finalised.</p>
<p>Vextos Transport Planning Specialists (representing Edge Hill University)</p>	<p>I am writing regarding the current public consultation that is occurring in relation to the West Lancashire Transport & Highways masterplan. I am acting on behalf of Edge Hill University, who are a major employer in West Lancashire and provider of higher education both regionally and nationally. Their consultation response is provided below.</p>
	<p>It is pleasing to note that the Masterplan recognises the significant and positive contribution which the University makes to the local region and its economy. Indeed acknowledging the University's expansion as a 'key economic driver' and 'pivotal to achieving economic growth' within West Lancashire is an accurate assessment of Edge Hill's role within the context of sustainable development of the region.</p>
	<p>The University has been an active contributor to the development of a sustainable transport plan that benefits not just their students and staff but those members of the wider community who use and enjoy the benefit of their award-winning campus and facilities throughout the year. Their participation in the development of reports such as the Cycling in West Lancashire Review¹ underlines a commitment to working collaboratively with relevant agencies to improve the current transport infrastructure and reduce traffic congestion on the local highways in and around Ormskirk.</p>
	<p>A further example of this commitment is the recent construction of a second vehicular access on St. Helen's Road, which has brought significant benefits to both the University and other road users, reducing queuing on a busy stretch of road with spare capacity available for further growth.</p>

	<p>The masterplan for Ormskirk and Aughton seems dependent upon the successful implementation of the Movement Strategy, which under Option 2 relies on a number of sustainable transport initiatives rather than the provision of additional road capacity. The University strongly supports the provision of enhanced linkages in Ormskirk, particularly between the University campus and town centre.</p>
	<p>However, the University consider that there are a couple of points of accuracy/clarification worthy of note:</p> <p>“People are far less likely to want to cycle or walk any distance due to fears about safety and pollution.”</p> <p>This has been a recurrent theme throughout all travel surveys conducted by the University (as part of the development and revision of their Travel Plan) since 2003. Respondents often explained that external factors i.e. the local road networks, ‘poor’ or inadequate lighting and a general feeling that areas were ‘not safe’ were principal reasons why they did not cycle or walk to work, despite the fact they felt they lived close enough to the campus to do so.</p>
	<p>The VISIT Project . There is no reference to the University’s participation in this scheme despite agreement in Autumn 2013 that they would form part of the network within West Lancashire. Eight cycle hire stations will be installed on the Ormskirk campus at the beginning of 2014. VISIT have also confirmed that no consultation has been made with them in regards to the UniCycle scheme, which forms a major element of the proposals. Therefore, the University is concerned that there has not been sufficient joined up thinking between different organisations, which could reduce the overall benefits gained through the provision of cycle infrastructure.</p>
	<p>Movement Strategy</p> <p>With reference to those initiatives outlined within Option 2 - Alternative measures within Ormskirk, it is encouraging to note that improving pedestrian and cycle links between Ormskirk Town Centre and the University is a clearly defined objective.</p>
	<p>Within the Opportunities section, the University would be keen to understand whether the S.106 monies, contributed as part of the continued development of their campus over the last several years, will be used within the £12.75 million identified for implementing the ‘relatively low in cost’ measures. Given the imminent changes to the S.106 scheme and the introduction of the Community Infrastructure Levy (CIL), the University wishes to understand whether (and how) those monies will be spent.</p>
	<p>Within the Conclusions section a specific initiative, the ‘UniCycle’ programme, has been identified. While the University welcomes any initiatives that will potentially improve accessibility to their campus, they make the following observations:</p>
	<p>Details of the UniCycle scheme have not previously been discussed with the University. Upon review of the report Cycling in West Lancashire report (WLBC) and actions from the associated review</p>

	(to which the University were contributors) there is no specific reference made to the UniCycle programme. Consequently, its inclusion within the document as a relatively well-defined concept i.e. a scheme primarily aimed at University students was not anticipated.
	While the University would fully support the initiative, they propose that the success of the cycle hire scheme (VISIT Project) which will commence in early 2014 could be used as a pilot scheme, providing key data that could be used to inform whether a larger-scale scheme would work. Conversely, if this pilot did prove to be ineffective, this would avoid unnecessary investment in the UniCycle programme.
	A more fundamental point of the UniCycle concept is that it states it is “aimed at students at the University to stop them needing to commute by car”. It is important to highlight that as a consequence of the considerable work undertaken by the University in regards to comprehensively revising our Travel Plan and the robust implementation of supportive frameworks, the respective Traffic and Parking Management Strategy and Car Parking Policy, those students who could cycle to campus are highly unlikely to be eligible to park at the University i.e. those students living in and around the Ormskirk town centre will not currently be provided with a parking pass, unless there are very exceptional circumstances.
	To that end, the introduction of a bike hire scheme, as a viable alternative to car travel for University students, would be applicable to only a very small number of that group and therefore will have a very limited appeal and impact upon traffic reduction.
	As suggested previously, the impact of the VISIT Project funded scheme could provide a useful indicator as to the likely take up by students, staff and other campus users. However, the inference that any cycle hire scheme will reduce numbers of University students commuting by car between the town centre and campus is, ultimately, based upon a flawed premise and therefore likely to be an ineffective measure within the movement strategy.
	Finally, on review of the timescales provided within the Milestones section, the programme for developing the movement strategy through to completion of all measures seems relatively short in the context of the challenges already encountered by the University when attempting to implement measures to improve cycling accessibility within the town centre. For example, a proposed amendment to a Traffic Regulation Order to permit cyclists to cycle in Ormskirk town centre (excluding market days) has yet to be granted and requires public consultation ² . It is therefore imperative that such issues are highlighted and resolved through the initial consultation process to ensure the programme is delivered according to this schedule.
	I hope that the above is clear and trust that the University’s comments will be considered when the final strategy for West Lancashire is being drawn together. However, should you have any queries regarding the above, please do not hesitate to contact me.

Highways Agency	The only section of the Strategic Road Network (SRN) in the West Lancashire area is the M58 between J1 and J5. However, the wider extents of the SRN, particularly the connection with the M6 at J26, Orrell, and the Switch Island interchange at the westerly end of the M58, leading to the M57 and A5036 / Sefton Docks, will also have significant influence and impact upon strategic road access to and from the West Lancashire area. Our comments can be summarised as follows:
	We note the ambition of the Liverpool City Region LEP to create a " Superport ", which will provide benefit to the West Lancashire area. However, this could also lead to issues with access which will obviously need to be considered.
	CIL - whilst this is welcomed, as far as we are aware this funding is not ring fenced and, as such, we would still rely on entering into s278 Agreements with developer's, over and above their CIL contributions. We would request that this is made clear to the developer community.
	Thornton to Switch Island Link and Route Management Strategy . We are happy to work with our local authority partners in these areas and we recognise, for example, the importance of signing to relieve congested villages.
	We recognise that we are inter-dependent stakeholders with a clear need to work together to achieve the aims of the Masterplan. In this regard, we are seeking to address issues on the SRN through our Route Based Strategies (RBS's) over an initial 5 year and ultimately 15 year horizon. The Masterplan should accord with the RBS but focus on connectivity of the SRN with the local network so that the strategic and local road networks are considered holistically. This will avoid duplication of our RBS activity and we are happy to share with you any information that you require from our RBS work.
	We note the comments on economic links with neighbouring districts. Switch Island to the west and M6 J26 to the east are vital to maintaining these links. We are currently designing further improvements to M6 J26 as part of our Pinch Point Programme to assist growth, and these improvements will be delivered later this year.
	Travel within West Lancashire . We are happy to work with you to consider any potential improvements that might assist these movements
	We note the significant housing development proposals in Skelmersdale with Up Holland. These will potentially have significant impacts on M58 J4 and J5. Whilst the link flows on the M58 are relatively light, when compared to other NW motorways, we are aware of some issues at J4 and potentially J5. Again, we would wish to work with you to understand these impacts and to ensure that the junctions are not a constraint to growth.
	The Highways Agency is keen to encourage and facilitate cycle routes / networks and we are currently working with Sustrans to look at opportunities throughout the NW. One cycle route that we are aware of crosses the M58 via a footbridge just to the west of J4 and we have been requested to look at what improvements might

	be made here to ensure the safety of cyclists, which will hopefully encourage better use of the route.
	Government Funding. Central Government issues funding and we must work together to ensure that we get the best value for money and that we are in position to bid for schemes at the appropriate time.
	Developer Contributions. As mentioned above, there should be some mention here of the HA's on-going requirement for s278 Agreements with developers, over and above their CIL contributions.
	Challenges. As alluded to above, whilst the M58 does generally benefit from congestion free links, there are issues at junctions along the route, particularly M6 J26, which do cause queuing along the M58 in peak periods. The J26 issue is being addressed through our Pinch Point scheme.
	Opportunities. Although it is suggested that Skelemserdale could benefit from a new rail link with the Superport, it is inevitable that most trips will use the road network. Perhaps signing for employment routes should be considered.
	As mentioned in responses to other masterplan consultations, account should be taken of areas of capacity constraint outside of the masterplan area, which could impact on the areas ability to grow and affect its economic viability. Perhaps some reference should be made to our authorities working together to identify major junctions that need relief to unlock the potential for growth in the wider area.
The Ormskirk, Preston and Southport Travellers' Association (OPSTA)	The Ormskirk, Preston and Southport Travellers' Association (OPSTA) welcomes the publication of the draft West Lancashire Highways and Transport Masterplan, and believe that planning work undertaken by Lancsunset ashire County Council has been visionary and still eminently achievable, in its proposals to transform the transport network in West Lancashire over the coming decades, and thus facilitate economic development of the region.
	OPSTA agrees with and supports all of the recommended programmes and initiatives, however, believes there is greater potential and need for development and integration of rail services to achieve "sustainable" and "effective solutions".
	This response challenges the statement that a business case for re-instatement of the South-West Burscough Curve cannot be made at present. Greater emphasis should be given to safeguard and improve direct rail services to all 3 points on the "triangle of economic centres" (Preston, Manchester, Liverpool city regions) as a key enabler of Economic Development in West Lancashire.
	Noting the difficulties identified by the County Council's A570 corridor study, and with other traffic/ pollution hotspots and the package of remedial options identified, OPSTA suggests some additional and alternative mode and rail head schemes in order to manage and dissuade car usage. Some 'quick wins' could be achieved without or before major investment.

	<p>Comments are referenced to the Key Proposals (KP) or objectives they address.</p>
	<p>Burscough KP1 Improved Rail Connectivity Ormskirk KP1 Ormskirk Congestion Reduction</p> <p>Reinstatement of South West curve can be justified either as part of an Ormskirk to Preston electrification case or on its own. OPSTA's reviews indicate the Benefit Cost Ratio could be up to 3:1 with the benefits for Sefton included. It would address the major weakness of a "disjointed rail network" and 8 of the 9 threats stated on page 24, including traffic congestion and air quality. A combined development would deliver regular (clock face) half hourly services even before electrification of the entire Preston line and generate a multiplier uplift of passengers (beyond the passenger growth projected on page 21) with a compelling user proposition for rail services north and south bound from Burscough, Rufford, Croston and Midge Hall (Central Lancs plan). V1.0 31st Jan 2014</p> <p>The case for the curves should be included in proposed evaluation and feasibility studies - see attached summary of qualitative and quantifiable elements of the benefits case.</p>
	<p>Ormskirk KP1 Ormskirk Congestion Reduction</p> <p>Provide improved quality of service on the Southport-Wigan-Manchester line: State explicitly that services to and from Manchester and airport on this and the Kirkby-Wigan line must not be diminished. Moreover, both lines should be included in plans for further electrification in the North West.</p> <p>Better rolling stock and improved journey times will encourage people off cars and onto trains and thus reduce traffic on both the A5209 and A570.</p> <p>Consider a joint initiative with Sefton MBC to investigate the feasibility of a new station next to the existing Park&Ride car park on the Sefton/West Lancs boundary at Blowick in order to take commuter traffic off the A570.</p>
	<p>Burscough KP1 Improved Rail Connectivity</p> <p>Noting the ongoing work with Merseytravel and Network Rail, OPSTA supports the conclusion "there are significant benefits" from extending the Liverpool rail service through to Burscough "sooner rather than later". Proposed housing developments will be more attractive with the enhanced connectivity to the Liverpool City Region and the car-alternative solution should be in place beforehand. The plan objective should be to initiate this programme stage soonest and not accept delivery several years from now as indicated in the milestone plan (page 42), with funding from the Community Infrastructure Levy (seeking developer contributions page 41).</p>
	<p>Rural Parishes KP2 and 3 (travel constraints for residents without a car and the road congestion on the A59)</p> <p>Development / electrification of the services north of Ormskirk talks</p>

	<p>of being 'staged', a clear opportunity is for a rail / mode interchange at Rufford, possibly with dedicated rail bus to Tarleton/ Hesketh Bank, made attractive through the proposed improvement of rail services. With a largely dormitory population equal in size to Burscough, it would alleviate the growing traffic problem on the A59 going north to Preston and south from Burscough.</p>
	<p>Managing our transport in the short term (page 17)</p> <p>Both Southport-Wigan and Ormskirk-Preston rail lines should have revenue provision for introduction / enhancement of Sunday services because work and leisure activities require transport on the 7th day with the Plan already identifying (page 23) the challenges of the A59, A570, A5209 and Edge Hill University. It is well established that weekend workers are more dependent on public transport. V1.0 31st Jan 2014. Better off peak and Sunday services can fill gaps left by the seemingly inevitable reductions in bus services, thus maintaining mobility and alleviating traffic and air quality issues. Aim to raise and resolve anomalies in ticketing that engender extensive "rail heading" and unnecessary car miles to stations such as Ormskirk, Appley Bridge and Maghull. This practice, puts a strain on station facilities, eg car parking; increases peak time congestion burdens on roads into and out of West Lancashire, and raises attendant localised air quality and safety issues.</p>
	<p>Other Comments</p> <p>Noting the potential of commercial development driven by the superport (page 18) and railfreight opportunity, might this also apply to the agriculture and produce transport issues/ opportunities identified in the Rural Parishes?</p>
	<p>OPSTA commends and encourages the obvious efforts being made to work with other local and transport authorities, rail companies and other stakeholders. The holistic approach as far as is possible will deliver more "effective solutions" and yield greater benefits in terms of economic development and well being.</p>
	<p>Enclosed – summary of the benefits case for the Burscough Curves V1.0 31st Jan 2014</p> <p>The Benefits to be realised from Re-instatement of the Burscough Curves</p> <p>A qualitative one page summary of how the benefits case is derived, intended to illustrate why OPSTA contends there is a broader based, greater return to be realised from (at least) the re-instatement of the South West curve. It is not exhaustive, quantified or measured against Transport Plan objectives.</p>
	<p>Benefit to West Lancashire comes from through rail services from Aughton/Ormskirk to Southport (and reverse). Linked in with the Yew Tree Farm development, it will reduce traffic on the A570 and the A59 through Burscough Village, and alleviate A59 congestion entering Preston. The masterplan estimates a 7% population</p>

	<p>growth, up to 20% in many rail catchment areas, largely dormitory in nature, to be factored in to route utilisation models.</p> <p>Sefton MBC would realise a stronger benefit in this respect – linking Aintree/Old Roan/Maghull with Southport/ Formby. There is no effective public transport solution for people travelling across the north of Sefton (Ormskirk&Aughton Key Proposal 3 – the new link road will not be a suitable alternative).</p>
	<p>The problem of an ageing population is already acknowledged in the masterplan. Similarly other disadvantaged groups are restricted in travel options for accessing and moving round West Lancashire.</p> <p>Health provision, notably the hospitals, is managed and shared between Ormskirk and Southport with childrens' A&E facilities in the former and adults' in the latter, with the 'problem' A570 as the only present route between the two.</p>
	<p>Similarly, the numbers accessing education at Edge Hill, UCLAN, Southport College is there to be seen and the latent demand (access denied) can be readily modelled; moreover it is a spread demand (in terms of flows/times).</p>
	<p>The masterplan rightly attaches great importance to Tourism ("green tourism") and the "rural parishes" but it needs good connections with Southport as both boroughs depend on each other for visitor attraction, with significant benefits for Sefton. The potential (losses/ gains) for the whole area is even greater given Visit Britain's projections of a doubling in the tourism sector in the next 12-15 years.</p>
	<p>Many of the economic and rail revenue benefits can be accurately projected. Combined with a Liverpool-Burscough service just 2 train units would deliver a clock face half hourly service on the entire Preston line even before electrification. Rail demand studies and modelling prove what a multiplier uplift of passenger numbers are generated by this level of service frequency.</p>
	<p>The operational business case, also quite strong, would come from the train operating companies (presently the same parent company) with endorsement from the relevant transport authorities.</p>
Natural England	<p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p>The Master Plan is proposing new infrastructure and Natural England would like to take this opportunity to highlight the need to address and minimise the environmental impacts of this at the appropriate stage. Early consideration of environmental impacts during the scheme business planning and sifting phase is recommended in addition to meeting the requirements of the Environmental Impact Assessment (EIA) regulations at the later stages of scheme development. Environmental (as well as economic and social) impacts can be identified for each option using the Government's webtag appraisal process.</p>

	<p>Natural England understands the schemes identified within the Master plan are at identification stage only and therefore it would be difficult to undertake a meaningful assessment at this stage, however as work progresses to options stage we would expect a full assessment with respect to the Habitats Regulations to ensure potential impacts can be considered when identifying the most sustainable option for schemes emerging from the Master plan. In order to give further certainty it may be beneficial to caveat the report so that it clearly states that once further environmental assessment has taken place proposals which result in adverse impacts on European sites will not be supported by the Master plan. It is important that the detailed assessment of the potential options of the route needs to take place at an early stage to help inform the process with the most sustainable option. The options for the route should be assessed in relation to the impacts on European designated sites, as this information will help to inform the decision making process and ensure the most sustainable option is selected. It is recommended that Lancashire County Council consider the iteration between the master plans and the LTP, updating the LTP's SEA if necessary, and also considering whether the master plans themselves require SEA or HRA by screening them against the criteria in the relevant legislation (The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004 No.1633, and the Conservation of Habitats and Species Regulations 2010).</p>
	<p>Both HRA and SEA are iterative processes and should be undertaken in good time to influence the plan. We would like to take this opportunity to remind you the DfT's guidance on SEA of LTPs says; 2.2.2 The SEA Directive defines 'environmental assessment' as a procedure comprising:</p> <ol style="list-style-type: none"> 1. preparing an Environmental Report on the likely significant effects of the draft plan on the environment; 2. carrying out consultation on the draft plan and the accompanying Environmental Report; taking into account the Environmental Report and the results of consultation in decision-making; and 3. providing information when the plan is adopted and showing how the results of the SEA have been taken into account.
<p>Sefton Liberal Democrat Councillors</p>	<p>Taking the major points from the Masterplan over which we take a differing view to the draft document our comments are as follows:-</p> <p><u>Traffic management within and direct traffic through Ormskirk</u></p> <p>The Plan says 3 significant things:-</p> <ol style="list-style-type: none"> 1 Tackle congestion in Ormskirk town centre, building on options outlined in a recent study to manage and reduce traffic, focused on making walking and cycling more attractive options, including a new and innovative cycle hire scheme.
	<ol style="list-style-type: none"> 2 A complementary route management plan would realise the potential of a new Thornton to Switch Island link road in Sefton to provide a better route for traffic travelling between the M58 and Southport.
	<ol style="list-style-type: none"> 3 The plan rules out pursuing a bypass of Ormskirk as a recent

	<p>study has shown current congestion is largely caused by local traffic, limiting the benefit of a bypass and meaning that a combination of other proposals as outlined in the masterplan will be more effective.</p>
	<p>Our view is that the market Town of Ormskirk remains a traffic barrier for vehicles travelling from the M58 to and from Southport. This is a long term problem but one that the Masterplan does not effectively address in our opinion.</p>
	<p>We can understand the wish to try to encourage Ormskirk residents to walk and cycle more but doubt that as a realist ambition it will have the step change effect that is required to substantially reduce traffic in and around the Town centre.</p>
	<p>We also doubt that the somewhat optimistic suggestion that Southport bound traffic will use the soon to be built Thornton to Switch Island link Road will be a game changer either, as the length of the route to Switch Island and then on to Southport is considerable. This is not a realistic solution or even partial solution to the problems faced by M58 – Southport traffic and congestion within Ormskirk. It can only have benefits at the margins.</p>
	<p>Our firm view is that the economy of Southport and its tourist trade in particular will continue to be held back if a long term highway solution is not found to counter the narrow and congested roads within Ormskirk.</p>
	<p><u>Rail solutions are also required</u></p> <p>The Plan makes three significant points:-</p> <ol style="list-style-type: none"> 1 Investigate options and prepare a business case for electrification of the Ormskirk to Preston railway line to fulfil its potential as a commuter route. 2 The plan also makes the case that it would not be feasible at present to pursue reinstatement of the railway curves at Burscough due to lack of a robust business case, but that nothing will be done to stop them being reopened in future if circumstances change. 3 Linking Skelmersdale to the rail network with a new rail station and bus interchange in the town centre.
	<p>We are fully supportive of the first point but would also wish to make the case for similar treatment of the Southport – Wigan Line i.e. that it needs serious investment to better serve the rural population of West Lancashire and the tourist economy of Southport. Whether the line can be electrified needs to be assessed but with potential changes within Greater Manchester to the line that is presently used by trains from Southport and West Lancs to access Manchester and its airport we need to seriously look at all upgrade options. If Greater Manchester improves the line from Manchester through to Atherton in a way that makes the present service from West Lancs and Southport to Manchester one that may need to truncated at Wigan then the economies of Southport and West Lancs will be put at a considerable disadvantage.</p>
	<p>We also remain sceptical of negative thinking about the Burscough</p>

	<p>Curves because the advantage to communities in both Sefton and West Lancs of remaking the connections could be considerable. With the possibility of running trains from Ormskirk to Southport and Southport to Preston the reinstatement of the curves is far too greater a prize for Sefton, Lancashire CC and West Lancashire to put to one side. Indeed, the prize is of far wider benefit as communities on the eastern side of Sefton such as Aintree Village and Maghull could easily get a train that started in Liverpool and reached Southport via Ormskirk and Burscough. We urge Lancashire CC and West Lancashire Councils to reconsider shelving the Burscough Curves and to relaunch the campaign to get them reconnected via a partnership with Merseytravel, Liverpool City Region and the rail campaign group OPSTA.</p>
	<p>With regard to 3rd issue, the provision of a rail connection into Skelmersdale, we are supportive of this project although realising it will be one requiring a massive financial investment. For it to work properly it will however require the presently truncated line at Kirkby to be opened up so that electric trains can run right through to Wigan as well as serving Skelmersdale. If Kirkby remains the end of the Merseyrail electrified service the advantages of reconnecting Skelmersdale to the rail network after many, many years will be far less effective.</p>
	<p>And whilst making comments on the excellent idea of reconnecting Skelmersdale with the railway system we can't but note that reconnecting the Burscough Curves and making significant improvements in the Southport, Burscough, Wigan, Manchester route would be of a far less expensive. Our point here is to suggest that in aiming for the Skelmersdale connection whilst shelving the more financially modest but equally important other project is missing a vital opportunity.</p>
	<p>Finally, we would draw attention of readers of this consultation response to the motion discussed and agreed at the Sefton Council meeting held on 23rd January 2014 which tried to address issues raised in the West Lancs Highways and Transportation Masterplan and wider ones in the Sefton/West Lancashire transportation area.</p>
	<p>"This Council</p> <ol style="list-style-type: none"> (1) welcomes new investment in road and rail but is concerned that the transport plans of local transport authorities, including that of Lancashire County Council, should give appropriate priority to the transport needs of the Borough of Sefton and people travelling into the Borough from places outside Merseyside (2) recognises the economic importance to the Borough of transport links to Lancashire and Greater Manchester (3) commits itself to work in conjunction with West Lancashire Borough Council and Lancashire County Council to engage further with neighbouring transport authorities to ensure these links are preserved and enhanced

	(4) requires a report to be prepared for and submitted to Cabinet at an early date indicating how these aims may best be achieved.”
Marine Management Organisation (MMO)	Thank you for inviting the Marine Management Organisation (MMO) to comment on the above consultation. The MMO has reviewed the document and whilst we have no specific comments to make we would like to draw your attention to the remit of our organisation as you may wish to be aware of this in relation to the consultation.
	As the marine planning authority for England the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring mark there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark. In our duty to take all reasonable steps to ensure compatibility with existing development plans, which apply down to the low water mark, we are seeking to identify the ‘marine relevance’ of applicable plan policies.
	The MMO began planning for the East area in April 2011. The next round of planning, in the South plan area, began in 2013. Until such time as a marine plan is in place for the North West plan area we advise Local Authorities to refer to the Marine Policy Statement for guidance on any planning activity that includes a section of coastline or tidal river.
	All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the UK Marine Policy Statement unless relevant considerations indicate otherwise. The Marine Policy Statement will also guide the development of Marine Plans across the UK. More information can be found at http://www.defra.gov.uk/news/2011/03/18/marine-policy-statement/
	The MMO is responsible for issuing marine licences under the Marine and Coastal Access Act 2009. We also issue consents under the Electricity Act 1989 (as amended) for offshore generating stations between 1 and 100 megawatts and are a Statutory Consultee to the Planning Inspectorate for relevant Planning Act developments (Nationally Significant Infrastructure Projects). A marine licence may be needed for activities involving a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence. Any works may also require consideration under The Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended) and early consultation with the MMO is advised. We would suggest that reference to this be made within planning documents to ensure that necessary regulatory requirements are covered.
	We would encourage applicants to engage early with the MMO alongside any application for planning consent to ensure that the consenting process is as efficient as possible. If you have any questions or need any further information please just let me know. More information on the role of the MMO can be found on our website www.marinemanagement.org.uk
Marine	Thank you for inviting the Marine Management Organisation (MMO)

Management Organisation (MMO) additional comments	to comment on the above consultation. Further to my letter dated 21st January 2014 please find below some additional comments in relation to the MMO's Marine Planning remit.
	As the marine planning authority for England, the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. Marine Plans extend seaward to the limit of the Renewable Energy Zone or the maritime border with adjacent countries.
	The Marine Policy Statement guides the development of Marine Plans across the UK. More information can be found at http://www.defra.gov.uk/news/2011/03/18/marine-policy-statement/ . Marine Plans are being developed on a rolling programme, with the first plans (East Inshore and East Offshore) being released for adoption this year. Until such time as a marine plan is in place for the North West Plan Areas we advise you to refer to the Marine Policy Statement (MPS) for guidance on any planning/management activity in the marine area within and adjacent to West Lancashire's jurisdiction.
	Specific to West Lancashire, initial examination suggests that the River Douglas appears to be a tidal river and therefore it may be pertinent to assess any transport activities that take place accordance with what is outlined in the MPS. This is in accordance with the requirement for public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the UK Marine Policy Statement (unless relevant considerations indicate otherwise). To further inform the development of your Draft Transport Masterplan, we would like to draw your attention to the MMO's marine planning portal (http://planningportal.marinemanagement.org.uk/#).
	The local authority boundaries we display, obtained from Ordnance Survey, appear to differ to those you have displayed on your map in the transport plan, which appears to align with Office for National Statistics mapping. This may not be an issue when looking at what context transport activities need considering against the MPS, however if you would like more information on the background to our mapping, this can be obtain by selecting the button on the local authority boundaries layer.
	If you have any questions or need any further information please just let me know. More information on the role of the MMO can be found on our website www.marinemanagement.org.uk
Road Haulage Association	Thank you for giving the Road Haulage Association the opportunity to respond to the West Lancashire Highways and Transport Masterplan consultation.
	The Road Haulage Association (RHA) is the trade and employers organisation for the hire-and-reward sector of the road haulage industry. The RHA represents some 7,000 companies throughout the UK, with around 100,000 HGVs and with fleet size and driver numbers varying from one through to thousands. Generally, RHA

	members are entrepreneurs, including many family-owned businesses as well as some plcs. Without the activities of RHA members the UK would come to a halt both socially and economically.
	It appears that the issues raised in the on-line questionnaire are mainly directed at local residents or to the owners of local commercial premises, rather than to road hauliers travelling into the West Lancashire area. For this reason I have not responded to the questionnaire, but am keen to comment by way of this letter.
	We wholeheartedly support the contention on page 6 of the Masterplan that “the fundamental purpose of transport is to enable economic and social activity”. Given this statement, I would like to use this opportunity to stress the important contribution made by the haulage industry to life in West Lancashire.
	The road haulage sector provides much employment in the region, and its collections and deliveries of essential goods support the wider business community and particularly, as is recognised in the consultation document, to the thriving agricultural sector.
	Taking some issues of particular concern to the haulage industry, we would like account to be taken of the needs of the sector for adequate parking and loading facilities en route as well as at commercial parks and in town centres. It is also essential that drivers should have easy access on long journeys to refreshments and bathroom facilities. If such facilities are not available, then drivers may stop at inappropriate locations that cause inconvenience to local residents and other road users. We would like to emphasise that the tachograph laws require drivers to take regular rest breaks and so provision of comprehensive facilities can only be of benefit to the haulage industry and local residents alike. The lack of secure facilities en route also means that drivers and their loads are at greater risk of crime, as high value loads have to be parked at the roadside.
	We would like to highlight the importance of traffic management and in particular the positioning of road signs. Good signage helps drivers to find correct places to park and load, but also to avoid the risk of trucks, for example, hitting low bridges because signs are in the wrong place or because the bridge sign gives insufficient notice for the driver to divert before approaching the bridge; bridge strikes can result in massive disruption whilst the driver tries to turn the vehicle round or gets stuck.
	On these industry specific issues we would ask that the Masterplan makes proper provision for adequate facilities for truck drivers and addresses the need for effective traffic management
	Turning to the Masterplan in terms of what is proposed in specific locations, I note that road layout redesigns are proposed in Skelmersdale, to make it easier for people to walk through the town and to access public transport. While supporting these proposals we would ask that the points mentioned above about traffic management, parking and loading, are considered so that the new road system is built to accommodate heavy goods vehicles, either

	navigating through Skelmersdale, or needing to carry out deliveries or collections in the town.
	We also welcome plans to deal with congestion in Ormskirk town centre since we recognise that congestion has a negative impact on the efficiency of road haulage operations. We note that although Ormskirk is sited on the major routes across West Lancashire such as the A570 and M58, a bypass has now been ruled out because much traffic in the town is local. Again while we acknowledge and support the goal of removing longer distance traffic from Ormskirk centre, we would like to ask that in advancing this aim, the interests of the road freight sector are taken into account so that residents and businesses in the centre of Ormskirk suffer no disadvantage from the implementation of poorly planned development.
	Looking at proposal to create cycle friendly infrastructure, we welcome this aim and suggest that if the measures are well planned there should be a positive impact on road safety, since we acknowledge that the existing UK roads infrastructure has not been designed to accommodate cycling as an integral and significant part of the transport system.
	We are also pleased to see proposals for the creation of a Tarleton Green Lane Link road by the end of 2016 which is likely to allow HGV traffic to bypass the village. We accept that many rural areas in West Lancashire may have HGVs travelling on routes that were not designed for significant volumes of freight traffic. We would ask that in addressing this issue the impact that any redevelopment or rerouting could have on the agricultural sector in particular, and haulage operators in general, is carefully considered so that the local economy is not undermined.
	I hope these comments have been helpful and that the points we have made will be taken into account fully. I look forward to being consulted further as the scheme progresses.
NRE Surveyors	NRE Surveyors act for a number of clients who are active in Burscough and our comments are confined to issues affecting Burscough. Our clients include Crompton Property Developments Ltd (the major landowner at Yew Tree Farm), Thomas Guy Ltd (owners of Burscough Wharf), Mr & Mrs MacGregor (owners of Martland Mill serviced offices), Branded Telecom Ltd and Face for Business Ltd (who operate in Burscough).
	Collectively our clients fully support the electrification of the rail line from Ormskirk to Burscough Junction stations to provide improved connectivity to both Ormskirk and Liverpool.
	However, the car park capacity of Burscough Junction is severely limited and it is our view that opportunities to enhance car park provision should be fully explored in order to maximise potential use of the station. One opportunity may be either to relocate the train station onto land at Richmond Park a section of the old railway platform still exists there - or to provide a new car park on Richmond Park and make use of the existing pedestrian routes to the existing station
	We perceive the benefits as follows: -

	Reduced rail times to Ormskirk would greatly enhance Burscough as a visitor destination.
	The main travel to work destination in Burscough is Liverpool and a 15 minute interval service to Liverpool will enhance employment prospects.
	Improved car parking facilities at Burscough Junction coupled with electrification of the line will increase capacity at Ormskirk station. At the moment most people in Burscough travelling to Liverpool by train will drive to Ormskirk and park at the station. Improved connectivity and car parking will help reduce private car trips generally and enhance the attractiveness of using public transport.
	With the development of sites such as Yew Tree Farm the population of Burscough is set to increase substantially and public transport improvements are vital to ensure the economic vitality of the town.
	Improved connectivity to the Liverpool region will bring substantial benefits to local business and help maintain the vitality and viability of Burscough town centre by making the centre more accessible to a larger population for retail, leisure and employment purposes.
	Electrification of the line to Burscough Junction will also reduce rail travel times to Preston and allow a more frequent conventional service to Preston from Burscough Junction. The future electrification of this line is also supported, but it is recognised that this is likely to be far more costly and we suspect bring less benefit than the electrification of the line to Ormskirk.
	We also support the reinstatement of the Burscough Curves in the longer term.
	With regard to the proposed linear park cycle route between Ormskirk and Burscough this is again fully supported and would reduce the need to travel by car. Options could be explored to link cycle and walking routes through Yew Tree Farm, for example, to public transport provision. This could be achieved by creating a cycle and walking route from Yew Tree Farm through Richmond Park to an improved Burscough Junction railway station.
	We trust our comments will be considered in the development of the Masterplan.
West Lancashire Green Party	Transform the way people in Skelmersdale travel by redesigning roads, removing underpasses and making it easier for people to walk, cycle and use public transport within the town and to access wider job opportunities
	Encouraging access for people to walk, cycle and use public transport within the town to access wider job opportunities increases sustainable transport. This has to be made safer with cycle routes that connect to other routes and not stop and end at main roads leaving cyclists in dangerous road positions.
	Creating better cycling and walking links between Skelmersdale and Ormskirk, building on existing plans for a linear park along the

	former railway line. Encouraging more cycling and walking links between Skelmersdale and Ormskirk, along a linear park the former railway line is a positive approach to cycle networks
	A dedicated cycling and walking link between Burscough and Ormskirk to provide a direct off-road route via a new linear park. Encouraging more cycling and walking links between Burscough and Ormskirk, along a linear park route is a positive approach to cycle networks. It should be linked with Skelmersdale and the Scott Estate in Ormskirk
	Tackle congestion in Ormskirk town centre, building on options outlined in a recent study to manage and reduce traffic, focused on making walking and cycling more attractive options, including a new and innovative cycle hire scheme. To tackle congestion in Ormskirk town centre policies to encourage public transport are feasible if transport rail and bus user costs are reduced and more accessible, building on making walking and cycling more attractive is a positive approach. Including a new and innovative cycle hire scheme is a positive approach, at reasonable price with connectivity for integrated cycle network would be more encouraging.
	The town centres to remain as designated pedestrian zone (even cyclists need to dismount); Town centre need to be entirely reconstructed with urban spaces having open green spaces, flower banks next to pedestrians and cyclists routes; this has been achieved in Frieberg Germany.
	A complementary route management plan would realise the potential of a new Thornton to Switch Island link road in Sefton to provide a better route for traffic travelling between the M58 and Southport. More roads do not necessarily mean less congestion; as this w Thornton to Switch Island link road in Sefton appears to be given the go ahead greens will monitor any future proposals around the new link road.
	Investigate options and prepare a business case for electrification of the Ormskirk to Preston railway line to fulfil its potential as a commuter route. A welcomed approach as this would improve efficiency and connectivity.
	Complete the proposed Tarleton Green Lane Link road by the end of 2016 to reduce HGV traffic through the village. Investigating options to ensure access to services from rural areas.
	Lancashire public bus network rapidly needs improving in terms of accessibility, connectivity and increasing the services. Present reductions of service are a real problem to the concept of ensuring access to services from rural areas. Rural access needs improvement.
	Recommendation that the Bus Provider Companies be asked to consider the use of buses which have the capacity to carry bicycles, such as some Optare models do in other parts of the country. This would be especially useful for the Rural Parishes and would allow multi-modal transport to become a reality.
	The plan rules out pursuing a bypass of Ormskirk as a recent study has shown current congestion is largely caused by local traffic,

	limiting the benefit of a bypass and meaning that a combination of other proposals as outlined in the masterplan will be more effective
	The plan rules out pursuing a bypass of Ormskirk as a recent study has shown current congestion is largely caused by local traffic, in other areas evidence suggest bypass do not always reduce congestion and creates new bottle necks elsewhere
	The Green Party will oppose any proposals for a bypass around Ormskirk
	The plan also makes the case that it would not be feasible at present to pursue reinstatement of the railway curves at Burscough due to lack of a robust business case, but that nothing will be done to stop them being reopened in future if circumstances change. The introduction of the Burscough Curves to integrate transport with Southport / Preston / Ormskirk and Liverpool; with an integrated bus options to Skelemersdale would improve a more sustainable transport system and potentially reduce vehicle usage
	Bus lines should link to rail stations. By adding this new route (the curves), frequencies of public transport (not cutting it), could improve the usage and catchment area.
	Pedestrians and cyclists also benefit from extensive traffic calming measures in residential areas. Currently 90% of residents live in 30 km per hour zones in Frieburg; in West Lancashire more 20 MPH zones need to be added for pedestrian and cyclist safety. Safety for all transport and vehicle users is the first priority.
British Motorcyclists Federation	I am writing on behalf of the British Motorcyclists Federation (BMF). The BMF was founded over 50 years ago in 1960 to look after the interests of Motorcyclists throughout the UK. It is a Government Statutory Consultee on matters regarding motorcycling. It employs a full time Government liaison officer and represents over 80,000 motorcyclists.
	We are very supportive to get people out of their cars and onto greener forms of transport such as public transport, walking, cycling and motorcycling. Unfortunately I can find no mention of motorcycles anywhere in your document. This is a serious omission in what purports to be at Transport Masterplan.
	I can also find no mention of electrically powered vehicles or charging points in car parks and railway stations, another serious omission.
	Over the past twenty or so years, respective governments of all political colours have recognised PTWs (Powered Two Wheelers) as part of the solution to traffic congestion. Many authorities have embraced this by permitting PTWs to use bus lanes along with buses, cycles and taxis and indeed a survey undertaken by Transport for London on behalf of the Mayor of London has recently endorsed that such use by PTWs resulted in improved road safety and reduced congestion. I am not aware of any proposed dedicated bus lanes in West Lancashire but if any were proposed I would ask that motorcyclists be permitted to use them.
	On a related issue I would also request that secure parking bays be provided for motorcycles at the railway stations. These consist of bays with street anchors to which motorcycles can be securely

	locked or chained.
	Finally has anyone considered the government sponsored "wheels to work" or "2 wheels to work" which are operated in many rural areas where public transport is not readily available to enable people to get from home to work without having to rely on private cars. Thank you for giving me the opportunity to comment on your plan.
Trail Riders Fellowship	<p>I am writing on behalf of the Trail Riders Fellowship (TRF). The TRF was founded over 40 years ago in 1970 to protect and preserve green lanes (ancient highways) for all user groups. These roads had traditionally been used by motorcyclists and other motorised users since 1985.</p> <p>There is little in your document to be of direct threat or concern to us but I do note your references to heavy traffic potentially damaging the Moss Roads of West Lancashire of which there are quite a few. A number of these are already signed as being Unsuitable for Motor Vehicles.</p>
	The TRF would not want to see these routes downgraded to Restricted Byways, Byways or footpaths but we would not oppose 0.5tonne weight limits where appropriate.
	Please also see my comments on my reply from the BMF with regard to the use of bus lanes and secure parking for motorcycles at train stations and elsewhere. Thank you for giving me the opportunity to comment and good luck with the process.
Lorraine Fullbrook MP	Please find below my comments in response to Lancashire County Council's consultation on the West Lancashire Highways and Transport Masterplan. I would like this letter to be considered as my official response to the consultation.
	As you will be aware as the Member of Parliament for South Ribble, I am the representative for the residents and business owners in the Northern Parishes and hence my response will focus on the proposals for this area.
	However, I would also like to highlight the potential for West Lancashire as a borough to develop and benefit from the City Deal and especially through the Lancashire Enterprise Partnership. The cohesion of the local authorities and businesses will allow a strong economic plan to develop encouraging inward investment to the area.
	I strongly agree with the proposal to construct the Green Lane Link in Tarleton, to remove significant numbers of heavy goods vehicles from other roads in the area. This is a much needed road link in Tarleton to allow Green Lane to become an extended link to the main road network. This road will remove the need for HGVs and farm vehicles to travel through the villages of Tarleton, Hesketh Bank and Banks on narrow and unsuitable roads, as well as reducing the time taken to transport the fresh product to market. Agriculture is the third largest industry in my constituency, with 10.4% of all enterprises in South Ribble involved and many of the villages have grown around this industry.

	<p>However, the need for such vehicles to pass through the villages and close to houses and schools is reducing the quality of life of local residents through noise and vibration from the vehicles. Bypassing Tarleton will speed up the transportation of goods and reduce the impact on local residents. This will also be a welcome boost for the growers who require this investment in infrastructure to further develop and continue their businesses.</p>
	<p>Furthermore, with Cuadrilla Resources considering exploring for natural gas in the area, the operations, whilst bringing benefits will also increase the number of lorries using the roads, particularly during the exploration period and also in the production phase. This bypass may also be used by such vehicles, reducing the impact of Cuadrilla's operation in this area and preventing further damage of the moss roads.</p>
	<p>I note one of the challenges raised in the consultation is that this road may lead to an increase in density of businesses, however with efficient planning and good management the environmental impact may be minimal. I strongly believe attracting other businesses to the area can only strengthen the local economy, to which agriculture already contributes a great deal.</p>
	<p>I also strongly support the focus on reducing congestion within the Rural Parishes, particularly in Tarleton. Whilst HGVs are an issue and the introduction of the Green Lane Link would provide welcome relief of this, poor traffic management and an increase in the volume of cars is cause for concern. Residents are experiencing increased journey times which impacts on the environment and there is concern the increase in traffic may threaten road safety. A specific example of this would be at the junction between Hesketh Lane and Church Road, where at peak times long queues form. The Rural Parishes are also outlined in the recently adopted Local Plan for a number of proposed developments. With an additional 800 houses planned for the Northern Parishes, this is sure to bring a large number of cars and extra journeys which will only exacerbate the problem. I feel strongly that this should be investigated before the developments progress.</p>
	<p>Finally, with an increase in the number of people of 75 predicted for the future, combined with a high risk of rural isolation, I believe consideration should be given to access to public transport and services in the Northern Parishes, especially for those that do not have access to a private car. In addition, public transport is key to increasing employment opportunities for those of working age. Without improvements to public transport and access to local services, the rural parishes risk becoming more isolated and an increase in the associated problems such as mental health.</p>
Rosie Cooper MP	<p>I have been contacted by West Lancashire constituents in relation to their concerns surrounding the urgent need for the Ormskirk Bypass.</p>
	<p>My constituents are concerned that the West Lancashire Highways and Transport Masterplan describes Ormskirk Bypass as not an economically viable option and seem intent on removing its</p>

	currently protected route status before there is any proof that their chosen options will solve the particular traffic problems in Ormskirk.
	However, my constituents state that when Lancashire County Council were asked for details of the survey used to complete the "Jacobs" report which has been used to justify the rejection of the Ormskirk Bypass as an objective for solving the traffic problems in Ormskirk, it was stated that no further survey had been carried out, only a re-evaluation of the figures produced in July 2007.
	<p>Additionally, my constituents feel that no satisfactory explanation of the reversal of the protected route status was provided.</p> <p>I understand that Lancashire County Council suggest that only a minimal amount of traffic being experienced is travelling through Ormskirk and that available funding would be better spent elsewhere and that the problems could be solved with cheaper and smaller schemes.</p>
	My constituents also tell me that the suggestion that the planned re-routing of Liverpool/Southport traffic to Switch Island, via Netherton and along the proposed Thornton Spur would massively increase the already busy commuter traffic between Liverpool and the M57 to Maghull would make space for the addition of a further traffic flow from the A58 highly improbable. My constituents believe that the gridlock this would produce together with the extra 20 miles per day journey for the commuter would bring the traffic back to the A570 through Ormskirk.
	My constituents believe that the Ormskirk Bypass will reduce the traffic problems in the town and state that even if the funding is not available yet, the route should remain protected for the future. I absolutely agree with them! I would be grateful if you could respond to the concerns raised by my constituents. I look forward to your reply.
British Horse Society	Request for cycle or walking paths to be of bridleway status allowing horse riders to access. Representation includes numerous documents relating to standards required, e.g. surface, gates etc
	Attached are a couple of documents on standards etc but as this is an existing path that is being upgraded as opposed to a new creation you are obviously limited to what is available, particularly with regard to widths, so please treat these as guidance notes only.
	Many disused railway lines have been turned into excellent multi user routes by simply hard surfacing half the width and putting down a stone to dust surface on the other half. If width allows (e.g. double track line) a grass margin at each side allows for the route to green up and so look a lot more pleasant than edge to edge surfacing. Any tarmac used should be a non slip variety similar to that used on approaches to roundabouts etc. It doesn't need to be such high quality as it is obviously not getting the wear of a highway, but ordinary asphalt is quite dangerous for the shod horse.

	I have attached a surfacing leaflet which is concerned primarily with asphalt, and which is quite long, but will emphasise the need for non slip hard surfacing. If you can't find a suitable source of good grip hard surfacing I can ask the officer at LCC who managed a railway line scheme near me as they researched extensively before deciding cheapest v best value.
	Gates if required should be 5 foot and not have any protrusions - again 2 documents attached. If you need to include horse stiles to prevent motorbike access please get back to me for further guidance as depending on how the sleepers are positioned in relation to the gate, they can make the gate impossible to open and close from horseback.
Members of the Public	
1	I live in Burscough on the left hand side of the main A59 travelling from Ormskirk. My house is on the bad bend opposite Square Lane, and I have real problems entering and exiting my property. It is simply not safe as, in effect, I have to exit my driveway 'blind' due to my being unable to see approaching traffic coming round the bend in the direction of Burscough Village. The danger is increased by the constantly excessive speeds of inconsiderate drivers.
	I have made representations in the past to the local Police, to the Highways Authority, to WLDC & Lancashire CC and our local MP and whilst road markings have been improved, nothing has been effective in reducing the danger of speeding traffic. This is only going to get worse as the volume of traffic increases - particularly as a result of the proposed new houses in Burscough - and I am keen to make sure that consideration is given to my situation by whoever is reviewing the impact of new homes on the infrastructure in Burscough.
	My question is, is now the appropriate time for me to formally register my concerns, and if not, when is? It may be that a roundabout, or traffic lights, or a rear exit to my property would alleviate the problem to some degree and I do not want to miss the opportunity for this problem to be discussed.
2	I noted with horror that the new linear park on the railway line from Skelmersdale will be built on top our houses in Westhead. Can you tell me when this will occur, when our houses will be demolished and how much compensation can all the householders who have houses in the way of the plan, expect. There is no mention of this! I believe it will be compulsory purchase. If there is a long time span in between the start of the construction and demolition of our houses then our houses will be <u>blighted and unsalable</u> . Therefore if compensation is not forthcoming, it will be demanded, on mass, through the courts..
	Many elderly people live on the railway line and have been traumatised by what is in the newspaper this week and are terrified that they will lose their homes. It is a disgraceful, thoughtless and highhanded act of tyranny against the residents, who incidentally are heavy duty council tax payers to boot.
	I will be forwarding this e mail to my MP

LCC NOTE	In view of this person's deep distress, they were immediately contacted and the linear park proposal discussed in detail. After a constructive discussion, they are now reassured that the line of the park does <u>not</u> run through their properties and that they would be involved in consultation on any route. The discussion also provided further useful information and opinion on the linear parks that is reflected in the masterplan.
3	Further to the presentation on Wednesday 5th February 2014 of Lancashire County Council's Draft Master Plan at West Lancashire Borough Council Offices, I would like to add to the comments I made on the night with the following submission.
	The proposed Green Lane Link is welcomed, but it is important to ensure that the moss roads that the Green Lane Link will connect with will be capable of dealing with the increased volume of heavy goods vehicles that will occur once the link comes into operation. As well as the condition of these roads, their narrowness and the deep unprotected ditches that run alongside them is a concern and their ability to accommodate two way traffic needs careful consideration.
	The plan does not appear to make any particular provision for the considerable increase in traffic that a proposed increase of 800 new dwellings identified in the Local Plan for the Northern Parishes will generate. This is particularly true of the additional impact on Tarleton and Hesketh Bank, which have already seen significant increases in private car use as they have grown in size in recent years accompanied by a similarly significant rise in car ownership nationally.
	The absence of any concrete measures to promote sustainable transport is not in keeping with the "Vision for West Lancashire 2027" and several of the spatial and strategic objectives that support it, most notably Health, Natural Environment and Climate Change (please refer to pages 28 and 29 of the Local Plan). Indeed, without the inclusion of appropriate green infrastructure the vision on page 25 that by 2027 "Sustainable modes of transport will have been encouraged and the use of private vehicles will be significantly reduced" looks likely to become little more than an empty promise, particularly for the Northern Parishes.
	There is a clear opportunity to take a major step in the direction of providing a more sustainable means of transport in this part of West Lancashire by reinstating the bridge that spanned the River Douglas until it was insanely demolished immediately following the closure of the Preston to Southport Railway fifty years ago in September 1964
	I understand that the footings and abutments of the railway bridge remain, thus making the construction of a relatively cheap bridge capable of carrying pedestrians and cyclists far easier. A network of public footpaths exists on both banks of the River Douglas and on the east side it connects to the Ribble Way, thus making it far easier for walkers to continue in the direction of Southport than is currently the case, where they must walk considerably further south before they can cross the river. I appreciate that some work would be needed to make this network usable for cyclists, but the fact that there is currently a public right of way can only be helpful in further

	developing the prospect of a cycling network between Preston, Southport and West Lancashire.
	The timing of other developments in the area adds weight to the case for providing a pedestrian / cyclist bridge across the river in support of sustainable tourism.
	The provision of an enhanced inner sea wall by the Environment Agency with a 5 metre wide crest along Hesketh Out Marsh West (already completed) and Hesketh Out Marsh East (due to start shortly, subject to an imminent planning decision) will provide improved connectivity and healthy leisure / recreation opportunities. This work is part of a managed coastal realignment scheme being undertaken in conjunction with the RSPB and will attract increased interest from bird and nature lovers with the provision of extra facilities including a hide.
	The proposed development of the River Douglas Linear Park running along the West Bank of the river between Hesketh Bank and Tarleton as part of a housing development currently under consideration for planning approval will add to the tourist offer, especially if some of the plans linked to this development come to fruition e.g. the proposed extension of the existing West Lancs Light Railway and the creation of a Visitor Centre.
	The linear Park will also offer a safe cycling route for school children to get from Hesketh Bank to Tarleton Academy, thus reducing the traffic burden on Hesketh Lane. In the light of recent decisions by West Lancashire Borough Council that it is unable to take a lead role in heading this development, increased support from Lancashire County Council would prove most helpful in securing the best outcomes for the Linear Park arising from the proposed housing development.
	The VISIT Project, a joint enterprise between Sefton And West Lancashire aimed at promoting the visitor economy by means of sustainable transport with funding from the Government's Local Sustainable Transport Fund, has supported numerous local initiatives to promote green tourism within the area with assistance from the West Lancs CVS. One local example is a grant of £5,000 towards the development of a heritage trail within the Parish of Hesketh with Beconsall. The provision of a bridge across the Douglas for cyclists, runners and walkers would contribute significantly to the initiative to promote sustainable tourism as well as supporting measures to encourage healthy exercise.
	There is ample evidence to show that, where walking and cycling routes have been provided or enhanced they have invariably proved to be extremely popular. The Guild Wheel in Preston and the Millenium Bridge and The Lune Millenium Park in Lancaster are two classic examples.
	Moreover, if the current initiative to create a strategic cycle route in East Lancashire proves successful, then there is no reason why the same approach should not be adopted in West Lancashire and a bridge across the Douglas would represent a major step in this direction.
	Such a development would make the prospect of commuting to work by cycling, e.g. From Hesketh Bank and Tarleton to Preston more attractive, thereby helping to mitigate the impact of large

	housing developments such as the Alty's Brickworks proposal on an already poor traffic congestion situation in this area.
	I look forward with interest to the final version of the Master Plan and if I can be of any further assistance please do not hesitate to contact me.
4	In the above proposal walkers and cyclists are mentioned but not horse riders, a serious omission. May I draw your attention to the upgrading of the Rainford Linear Park (in St Helens) as a shared access route which includes horse riders and has been a great success in taking riders off main roads, as well as the excellent Wirral Way. I'd also like to point out that each horse rider injects at least £1,500 directly into the local economy. Please include horse riders in any proposal for the above.
5	In response to the highway master plan that has recently been published, I am aghast that there is no mention of possible improvements to the A59.
	With a view to the Yew Tree Farm development in the local plan, I think the improvement of this road should be very important.
	I hope that this will be incorporated within the development planning stage but would have thought it prudent to be considered in your document, due to the sheer volume of possible traffic that up to 1000 houses would create.
6	Could you please advise me of the dates, times and locations of the public consultations to be held in Skelmersdale and Ormskirk. I hope to attend one of them. P36 of the report states that there is no business case for the reinstatement of the Burscough curves. "We have worked with our partners to investigate the viability/feasibility and deliverability of the curves. Unfortunately there is no business case for reinstatement of any of the curve lines at the moment". There are no references to any reports in the consultation document. Are the reports of the investigations into the reinstatement of the Burscough curves publicly available? If so could you please advise me of the weblink or where they may be read? I am surprised that there is no interest in providing a train service from Southport to Preston.
7	Historically the holiday resort of Southport has been visited by day trippers from nearby villages and towns. It has also been a popular resort for longer stay visitors, particularly from the north of England. Many times when walking along the sea front I have heard the northern accents of the visitors.
	The Railway Authorities made a grave mistake when they closed the Southport – Preston Railway line which provided a virtually direct route between Southport and Preston and crossed farmland. The closure with the resultant loss of the railway facility added to the traffic problems, particularly in Tarleton.
	It is well known that a considerable part of former farmland in Burscough is earmarked for housing development and it is expected that immigration will increase. Accordingly, there is going to be an even greater need for a regular, reliable and convenient train service through Burscough. The mistakes of the past can and

	must be remedied without further delay.
	Fortunately, there is a simple solution. The embankment which formerly carried the northern curve of the railway from Burscough Bridge Station to the connecting line from Ormskirk to Preston still exists and can be restored
8	I have read the consultation leaflet and I am pleased that the proposed Ormskirk bypass has been shelved as the central proposal of the transport masterplan for Ormskirk.
	As someone relatively new to living in Ormskirk, the last 3 years, I have viewed the proposal for the bypass as a sledgehammer to crack a nut. I drive around the town on numerous occasions per day as I am working on a couple of projects in the town and wider area. I see how the traffic flow impacts the town. From rush hour congestion at St Bedes/St Annes and its impact on county road and aughton street to the intersection at fiveways and the poor filter lanes, road width and traffic light system. In my opinion the amount of through traffic to southport and other locations is not the root cause of the problem - it is the poor linkage to the A59 from the town centre and general traffic dispersion.
	There is a continual stop start flow of traffic around the towns gyratory which is exacerbated by poor access to the A59 from the town centre, merging and narrowing roads, numerous pedestrian crossings and traffic lights. Improvements to this particular network is the key along with mitigation measures for more sustainable measures of transport, better bus links, cycles routes and train links which could take vehicle movements out of the town centre.
	I appreciate the economic issues around improved transport but we must all consider the context of Ormskirk as a trading location. It is a market town and should use that historical base to further evolve and support its local resident population, visitors and the student population. To grow economically we want to channel people into the town not around it to other neighbouring locations.
	Improvements to public realm, better design for new developments, aesthetic improvements to buildings via grants and an overhaul of the market layout are all ways to invite people into Ormskirk and get them to come back again. I have looked at the pictures of some of Ormskirks characterful old buildings that have now been replaced by ugly flat roofed rectangular buildings devoid of inspiration. They were constructed in an attempt to provide suitable floor plates to mainstream retailers who have since deserted the town. The best market towns are those that look inviting and provide a range of niche facilities to increase the dwell time of visitors. Ormskirks growth needs to be sensible bearing in mind its constraints, bringing into use existing buildings and providing for the consumer with improved linkages. I don't see how a bypass would positively benefit the town centre economically.
	Other proposals should now be pursued to assist with the towns traffic issues including greater traffic information given to motorists passing through the town and the reinstatement of the curves to enable southport and its neighbouring towns to become sustainably

	linked. The improvements to the university access has helped tremendously.
	It is clear to me that a bypass would not make any overwhelming impact to change the daily routine of traffic in and around Ormskirk. We would still see many of the same issue on a day to day basis. St Bedes/St Annes would still be busy at rush hour , so would the fiveways junction together with parts of knowsley road and st helens road. Yes it would help alleviate congestion bourne out of events in southport (10 times a year) but that is not a reason to expend millions in tax payers money on a scheme whose benefits are not worthy of the total economic and environmental costs.
	As for the bypass, this should now be removed as a protected route from the local plan in order to remove the blight to residents affected by it.
9	To me the key thing amidst all this is the need to improve throughput of traffic in and around Ormskirk. I have never been in favour of the Ormskirk Bypass and agree the premise that the main problem is local congestion. It seems to me that there are a number of things that could be done to improve the situation.
	1. The Fiveways junction - when this was last 'improved' the only lasting effect was to reduce capacity for traffic through the junction from Southport. It should be changed back so that two lanes from Southport can approach from, and pass through, easily.
	2. The Parish Church corridor – demolish some of the buildings in the corridor in order to increase capacity through it.
	3. Station Approach – trying to get out of Station Approach in a car can be a nightmare, especially at rush hour. Consideration should be given to installing traffic lights on the junction with Derby Street.
	4. Derby Street/Stanley Street – on the corner by Emmanuel Church most traffic turns into Stanley Street. The road configuration should be changed to allow both lanes to turn into Stanley Street, rather than the one as now.
	5. Knowsley Road/St Helens Road Junction by the park – install traffic lights to allow more traffic to pass easily from Knowsley Road into St Helens Road
	6. St Helens Road/Park Road junction – quite often traffic wanting to turn left into Park Road from St Helens Road is held at these lights even though there is no traffic approaching from the bus station direction. A 'filter left' solution would improve throughput.
10	The attached information was requested by Hazel Straw and I would be grateful if you could pass it to her with the following comment;
	Item 1 is a copy of the Lancashire Council response to a leaflet published by the "Protect Rural Ormskirk" group which is comprised of people living in Westhead and Dark Lane, properties whose rear gardens may overlook the proposed route of an Ormskirk Bypass, although it is doubtful if that could be described as blight, particularly if screening was provided. The lies revealed should

	bring this group's activities into question and suggest how very unreliable they are. This response clearly outlines how the bypass would improve the local economy.
	Item 2 is a copy of an extensive postal survey carried out by the Conservative party which shows massive support for the Ormskirk Bypass, amongst other transport matters.
	Item 3 is a letter sent to the local paper, along with the house to house survey carried out personally, in order to determine the strength of feeling on this issue in the town of Ormskirk. This exposed a tremendous amount of ignorance regarding the Council plans and the possible effects on them, which still exists. This shows how ineffective electronic notification is for most people, who either don't have access or find a host of other sites more interesting than those of local Government. The local, including the free newspapers, obviously are not making up the difference.
	Your email of this morning suggests that traffic volumes have remained fairly constant since the last survey, with its projections to 2012 with any slight reductions probably due to the recent recession and we can therefore expect numbers to be at least back to those levels as the economy improves. That would be in line with what those of us living here see on a daily basis. Planned housing expansions etc have therefore not been taken into consideration in the current "Masterplan". I would be particularly interested in current traffic movements on the A570 at Bickerstaffe and the 5 Ways junction with the A59, together with the A577 at Westhead village.
Additional representation form respondent 10	Aware of the disappointing saga of the Ormskirk Bypass, first planned by Lancashire County Council before the War I find it most frustrating that all the effort and money spent so far is to be wasted on a plan that has no hope of solving our particular traffic problem, lying as we do, trapped between the large and influential conurbations of Merseyside and Greater Manchester.
	Your own survey of traffic projections for 2012, dated 30.07.07 indicated that the A570 entering Ormskirk from the East would be increased by 53% if a bypass was not built, not to mention increases on all but a few other roads in and around the town. Finance was then only withdrawn by Westminster to appease protesters at the construction of the Blackburn motorway and the Newbury Bypass.
	Approval for the Switch Island Thornton link road in Merseyside is designed to ease traffic problems in Crosby and when built this will add to the already heavy traffic situation on the A5036/A59 which will hardly encourage use by A58/Southport traffic, nor will the extra 10 miles per day for the commuters, who represent the bulk of our problem. The suggestion that the current protected bypass route be sacrificed before an alternative solution is found would be the height of folly and I would strongly plead for its retention and a stronger fight put up for the funding necessary for our promised bypass.
Additional representation	Looking at the recent West Lancashire Development Plan, or the current west Lancashire Highways and Transport "Masterplan" it is

form respondent 10	difficult not to come to the conclusion that the objective is to destroy our economy and ruin what is left of our quality of life. A more generous conclusion could be that they just don't care.
	The only development planned for Ormskirk, which needs to grow in order to balance and properly sustain Edge Hill University and where we already have a shortage of homes and starter homes in particular due to its expansion, is a small development on the wrong side of town, which will only add to the Town's traffic problem, being between it and the M58 motorway, not to mention the current route to Liverpool. Instead we will have huge development in Burscough, that nobody there wants and an even bigger one in Skelmersdale, not to mention the Sefton development planned for Southport, all of which will make our traffic situation worse.
	Why was the opportunity to have major housing and commercial development adjacent to the university removed, without any real consultation, when it would seem the ideal location? The loss of green belt, all well within a mile of the town centre and its bus and rail links, would seem no worse than that they have promoted and agreed to in Burscough. Currently any money claimed to be spent on Ormskirk, is for Moor Street and seems to be on road maintenance rather than an investment for the future.
	As far as highways planning is concerned, if not stopped, the protected status for the A570 bypass round the town will be lost and all through traffic diverted to a relief road for Crosby, the planned Thornton Link road, via Switch Island on the A59. This adds almost 20 miles to the journey for through traffic travelling to Southport, thus removing any chance of travellers using business opportunities in Ormskirk. If, or more probably when, the motorist reverts back to travelling through the town, any opportunity, when finance again becomes available for the A570 bypass, currently to be reviewed around 2018, the chance will be lost and what are the bets that a new road across the Coronation Park comes back on the table. Call me a cynic!! The bad news does not stop there. As part of this plan Skelmersdale will get its much needed Railway Station, but destinations will not include Ormskirk, for those who like to shop and work in Ormskirk, but Wigan or Liverpool.
	Just where are the advantages for Ormskirk in any of these plans. The simple fact is that Ormskirk is not represented as an important town in its own right unless we individually fight to have them stopped, LOVE ORMSKIRK, who are fighting so hard to keep their businesses going and Ormskirk residents, who are suffering the traffic problems, both motorists and pedestrians, will continue to see decline.
11	Question 1 (also drifting into Q2 & Q3) – Stop using the meaningless term "vibrant" – it defines nothing. <u>Ormskirk</u> needs employment opportunities that do not depend on the University and tourism. The town centre is struggling.
	The figures you quote make it clear that there are some very deprived areas in <u>Skelmersdale</u> . I have worked there and now

	volunteer there once a week and am aware of the problems. I am not convinced that the "Superport" will provide the solution.
	There are many deprived areas in Liverpool and Sefton that will also be looking to this development to lessen their problems. I agree that Skelmersdale road network is abysmal – I know people who will not go there because they find it so difficult to navigate. I would love to see it all sorted out but feel the cost is likely to prove prohibitive.
	A decent bus service at the times people need it for work would help, particularly if people are on shifts. <u>Burscough</u> – agree that the train service from Ormskirk to Preston needs increasing frequency of trains and electrification.
	If the "curves" are not going to happen what about a shuttle bus between the 2 Burscough stations co-ordinated with train times? (once the service is improved).
	<u>Rural Villages</u> – what is meant by "other means" of transport if buses are not available? Are you looking at another "volunteering opportunity"?
	<u>Q2 – Skelmersdale</u> The Linear Park has been on the books for some years. It is an attractive idea but I don't think it will be much help in taking the pressure off roads – though it may get some use for leisure if properly supervised.
	<u>Q3 – Ormskirk</u> I hope the Thornton to Switch Island link will be as successful as you think it will be in taking heavy traffic out of Ormskirk but am not sure it is a complete solution. Some heavy lorries from the Scarisbrick side of Southport use the very narrow Cottage Lane, Ormskirk, and the A59 – the new link is unlikely to stop this. The new traffic lights on Park Road are an improvement. A pedestrian crossing near Ormskirk Parish Church has been desperately needed for many years. Any chance of putting one in? If cycling into Ormskirk is to be encourages cyclists SHOULD NOT RIDE THROUGH THE TOWN CENTRE. A mix of cyclists and pedestrians – often elderly – is not a good one. More cycle racks please if this goes ahead.
	<u>Q4 – Burscough</u> Yes to electrification of the railway line. Don't think improvements to walking and cycling routes to Ormskirk will make much difference – if the walkers and cyclists are taken off the A59 you are still left with a very narrow road which has almost constant roadworks. I commuted to Preston from Ormskirk for 5 years and found the Ormskirk/Burscough/Rufford stretch a nightmare. Nothing in the Plan addresses this.
	<u>Other points</u> 1. On page 24, the Ageing population is referred to as " <u>threat</u> " – presumably to progress. Please remember that we all – if we are

	lucky – get old! Older people should not be classified in this ageist way! One day it will be you.
	2. Developer Contributions (section 106 Agreements). As West Lancs has so much green belt – which makes the area attractive – there is a lot of potential for developers to seek to breach green belt. This will need watching so that what you have classified as an "opportunity" does not lead to opportunitism planning applications.
	I would like to thank the staff who attended the Ormskirk Library session on Friday 17 January 2014. They were helpful, responsive and willing to listen (even to those who did not want to listen to <u>them!!</u>)
12	Please find enclosed my completed questionnaire. I also enclose separate letters and questionnaire from the two motor cycling organisations which have asked me to respond on their behalf. Thank you for giving me the opportunity to comment.
	I am in agreement with much of your vision but I will use this opportunity to make a few comments. For ease of reading I have made my comments in the order of your questions. Firstly, can I thank you for correctly spelling Up Holland throughout the document. As you are aware it is frequently mis-spelt as you have noted by repeating the incorrect spelling of Upholland railway station.
	Secondly can I point out that Skelmersdale is not longer a New Town. This classification ceased almost thirty years ago in April 1985 when its housing and the Community Related Assets were transferred to West Lancashire District Council, now West Lancashire Borough Council. Skelmersdale is now known as a former New Town.
	Question 2 Skelmersdale As you are aware the Skelmersdale Roads were laid out on the Radburn layout which seeks to separate the pedestrian and cycling traffic away from the motorised traffic by utilising a system of walkways and underpasses. When this was developed it worked quite well with different coloured surfaces detailing cycle ways and foot ways and specific routes to the town centre and industrial estate. However years of neglect and lack of maintenance have resulted in walkways and underpasses which are no longer fit for purpose. I can provide you with far more details should you require it. So yes a radical review and possibly reshaping of the Public Realm is overdue.
	The railway line through to the proposed new station in Skelmersdale should be electrified and run as an extension to, and at the same frequency as the Merseyrail service from Liverpool to Kirkby. As you have noted the present public transport bus service to both Liverpool and Manchester is abysmal and is in significant need of improvement. The new railway station in Skelmersdale and an improved more frequent service will go a long way to improving public transport to and from Skelmersdale.

	<p>Question 3 Ormskirk</p> <p>I understand that a bypass for Ormskirk was first proposed around 80 years ago. Traffic was travelling from Widnes and St Helens along the A570 to get to Southport. All three of these towns were of course in Lancashire at that time and your very far sighted highway engineer built the Rainford bypass and proposed the Ormskirk bypass. The construction of the long awaited Thornton to Switch Island link road will not attract this traffic which will continue to access Southport and its sea side attractions by going through Ormskirk.</p>
	<p>Questin 4 Burscough</p> <p>I cannot agree with your proposal not to pursue the reinstatement of the Burscough Curves for a train service or a light connecting tramway. Such connections will permit the easy public travel by rail between Ormskirk and Southport, Ormskirk and Wigan and beyond to Manchester and its airport and from Ormskirk to Preston.</p> <p>It is appropriate at this juncture to point out that West Lancashire is bounded by three of the Merseyside metropolitan authorities, Sefton, Knowsley, and St Helens and by the Greater Manchester authority of Wigan. The pensioners from all four of these authorities enjoy free travel (at restricted times) on the railways and Metro link trams travelling through their areas. If this concession was also available to the pensioners of West Lancashire then I am sure the proposed new railway station in Skelmersdale and the Burscough curves would be well used and a number of cars would be taken off the road.</p>
13	<p>You should be doing a lot more for Ormskirk. The traffic is getting worse week by week, Have filled this form in but nothing ever gets done.</p>
14	<p>Firstly, we live in Eccleston which is in the western end of Chorley BC. Nevertheless, we frequently travel into the West Lancashire Council area for shopping, visiting friends and general leisure. We also travel into Sefton. My interest in adding to the questionnaire is to emphasise my conviction that the WHOLE area is losing out and faces the considerable danger of it being left behind compared to other municipalities in the surrounding areas such as Wigan, Preston, Warrington and so forth.</p>
	<p>I visit North Yorkshire, Colchester and London quite frequently and I am able to see the effects of good and bad connectivity in these areas. So, for example, Harrogate is trying very hard to obtain electrification of its rail link to York and Leeds to enhance its town, whilst London has already created the Overground to a level of huge success. In contrast, the West Lancashire area AND its surrounding borough council areas suffer from bad transport links to the detriment of those going to work, those seeking work, people attending various colleges and those who have to attend the hospitals. Why is this? What has happened in the past to allow this situation to develop?</p>

	<p>The geographical layout of the area is bad. Having a finger of land called Sefton creeping up the west side of the area means that officials in Sefton probably do not talk enough to their counterparts in West Lancashire and vice versa. But the PEOPLE traverse the two areas all the time. Likewise do either of these two councils have officials who talk to Preston officials and son on. The result has been a lack of vision and motivation overlaid with the insularity taht has led to little being done over the last few decades.</p>
	<p>Now, this Masterplan is an attempt at last to rectify past ills and move the WHOLE area forward. So, what needs to be done?</p> <p>1. Electrify the line from Ormskirk to Burscough as soon as possible. That will be a start. Have the definite objective of carrying on the electrification to Preston. This is not a pipe dream. In Cheshire, the Merseyrail was electrified from Hooton into Chester station years ago and is now a very important link. Likewise, speeding up services into Preston will open up new opportunities and extend links onto other train services to the North, Scotland and so forth.</p>
	<p>2. Reinstate the Burscough curves to reopen direct rail links to Ormskirk, Southport and Preston. Apparently a report exists purporting to say that it would not be viable. I would point out that almost EVERY rail reopening in the past has always had a predicted passenger usage figure given that has been greatly exceeded in reality. Just one example is the Edinburgh to Bathgate line that was reopened many years ago and because of larger than expected patronage is now being further extended to Glasgow. It has been shown time and again that methodology used by "experts" to predict future usage always underestimates the figures. I am sure the same would be said about the Burscough curves.</p>
	<p>3. Have a much greater link with Northern Rail and other bodies in promoting the Ormskirk to Preston line in towns and villages slightly further out from the line but still alongside it eg Eccleston, Leyland, etc. People in these places do not know the line actually exists.</p>
	<p>4. Reopen Midge Hall station asap. I know the perceived wisdom is that it has to wait for the former Leyland test track to be developed with houses BUT the area of Leyland to the west of the B5253 already has large housing estates and Midge Hall station with a car park would be ideal for these people to use. This would cut down the large amount of traffic in the morning and evening rush hours that result in long queues wasting large amounts of fuel from idling engines and adding to pollution. It needs some imagination!!</p>
	<p>We have lived in this area for over 30 years and are very pleased that we have done so. However, there has always been the nagging feeling that it has been left out of progress, of being left behind, of having transport links that are deficient. Now, I would suggest ALL officials and councillors, not just in West Lancashire, have an opportunity to advance the whole area in a co-ordinated and imaginative way. The question is – have they the gumption to</p>

	do so?
15	<p>I would refer to the Highways and Transport Masterplan for West Lancashire and please find enclosed your questionnaire.</p> <p>I have lived in Upholland since 1965 and have seen the progress for Skelmersdale and Upholland since then.</p>
	<p>You correct in stating that the full development of the New Town did not take place as originally planned, this is and was due to many things.</p> <p>One of the major discrepancies of the original plan not to be addressed was teh building of a HOSPITAL for the residents of the New Town.</p> <p>However this was addressed by the development of Ormskirk Hospital which for many years as served the New town well, until recent years when it has become little more that a Clinic and all emergency needs being referred to Wigan or Southport hospitals.</p>
	<p>I have recently needed the services of Southport Hospital and this required a 40 minute drive (at 11am on Tuesday morning) passing an unused Ormskirk Hospital which is only a 10/15 minute drive from my home, this extra travelling time could have been life threatening. I am led to believe that current bus services to Southport will shortly be rescheduled so that the last bus back to the New town will be at 9pm making it difficult for visitors to Southport Hospital to return home.</p>
	<p>The reason I am writing to you is that the New Town does not need a Railway link as within the town there is already a railway station which could meet the needs of the people of the town in their quest to join the Main Line services at Wigan. This would require little re-development and leave funds for what the New Town needs which is a Full Operation HOSPITAL, the basis of which is already available in Ormskirk.</p>
	<p>What is needed and has been so for at least the last 50 years is a By-Pass for Ormskirk and I believe that this matter should be given URGENT approval.</p>
16	<p>1. Many of the questions have no answers being multiple.</p>
	<p>2. Whilst this plan describes Ormskirk as at vibrant market town there is nothing in it to help Ormskirk compete with nearby retail parks or improve the lives of residents. The reverse is likely as it seems to discourage visitors/shoppers including those from Skelmersdale where most of the resources are planned to be spent. Even residents there will find it more difficult to commute to Ormskirk or Southport even for hospital visits or emergencies.</p>
	<p>3. To remove protected status for the Ormskirk bypass when it becomes even more necessary and finance <u>is</u> available will benefit nobody other than the "nimbys" among us who seem to have undue influence. Genuine reasons are very hard if not impossible to find. A prosperous West Lancashire is impossible without a prosperous Ormskirk and our town in being neglected in this plan.</p>

	Please change it.
17	<p>Individually the proposals make sense but I do not think the effect on Ormskirk will be as positive as the plan hopes.</p> <p>Given the general inability to control traffic within the 20mph zones plus the utter contempt shown to pedestrians by the phasing of lights at crossings, I frankly doubt the intention of Lancashire County Council to get to grips with the appalling traffic situation in Ormskirk.</p>
	We do not need measures to smooth traffic flow. We need measures to impede it – to make it difficult and unattractive compared with other transport methods.
	Cheap solutions that help pedestrians and cyclists:
	1. Install traffic calming on the "Gyratory" route through Ormskirk.
	2. Install pelican crossings that actually stop traffic on request and do not make pedestrians wait – the current totally unreasonable default.
	3. Retain the Derby Street rail bridge and improve it for pedestrians by reducing it to one lane.
	4. Eliminate double traffic lanes and return one lane to pedestrians/cycle use – I am all for any shared cycle/footpaths.
	5. Make it difficult for cars and spend money on cycle paths and traffic calming not on expensive consultants to review rail schemes that cannot be afforded.
	6. I like the rail plans but suspect the money will never be there. If you get it fine.
18	<p>I came to the consultation at Ormskirk Library on January 17th and was asked to write my comments on the Masterplan and Consultation. They are as follows:</p>
	1. I disagree that most of the traffic in Ormskirk is not through traffic. That is not the case on Park Road where I live. Traffic, particularly at weekends, is largely going through to Southport.
	2. There are insufficient crossing places on the roads in Ormskirk particularly on Derby Street at the junction of Park Road and Church Street, and on the junction of Southport Road with Derby Street West.
	3. The "pinch" point on Southport Road by Ormskirk Parish Church is dangerous and the Church wall has been damaged on many occasions. Derby Street West is also not wide enough for two lanes of traffic.
	4. There is clearly still a need for a by-pass because of the volume of through traffic.
	5. I found the West Lancashire Representative at the consultation who I spoke to was un engaging and flippant.
19	As a resident of West Lancashire for 40 years, firstly at Bickerstaffe and now Skelmersdale, I am horrified that the transport system

	particularly buses has deteriorated.
	There are now no buses at all in the main area of Bickerstaffe when there used to be a half hour service between Wigan/Skelmersdale & Liverpool travelling down the main Liverpool Road plus a service 319 between Southport, Ormskirk & St Helens which now only skirts the outskirts of Bickerstaffe along the Rainford Bypass.
	The 311 bus linking Skelmersdale & Liverpool runs Monday to Saturday with the last service being finished by 7pm. This bus does not run on Sundays meaning there is no way to get to Liverpool from Skelmersdale without a car.
	As Skelmersdale is predominantly a Liverpool "overspill" town with most residents having strong connections with Liverpool this seems surprising. I am a pensioner and fortunately am able to travel to Liverpool. I drive to Kirkby and then use my pus pass on the seven choices of bus from the Civic Centre. If I am unable to drive in future years I would have great difficulty accessing the 311 service as it goes from the concourse and around Ashurst, Old Skelmersdale but does not come anywhere near the Tanhouse area at all. In fact there is only a circular bus 312 that actually comes within walking distance of my house so I would have to get this and meet up with the 311 on route.
	Skelmersdale needs a complete revamp of the whole transport system as soon as possible.
20	I am writing to express my real concern, as someone born, raised and for the last 30 years a long term resident of Ormskirk, regarding the plan to remove protected status from the current, proposed route of the Ormskirk Bypass.
	Now retired, my previous career was in shipping and together with many years commuting into Liverpool Docklands I am now a frequent visitor, both socially and for treatment at the Liverpool Hospital cancer unit, so I am very familiar with the current traffic flows through Switch Island.
	It is obvious to me, and everyone I know, that the Thornton Spur, when completed, will make an already busy junction much worse and to expect it to be an attractive option for Southport bound traffic from an expanding Skelmersdale and further East is at best naive, especially when the extra developments stemmed for Southport itself is taken into account. The through traffic situation in Ormskirk, as described in the projections for 2012, produced by the LCC in July 2007, can only get and is already getting worse and when you add proposed enlargement of Burscough, etc, as in the current WLBC Development Plan for West Lancashire, it seems obvious that these considerations have not been fully taken into account.
	As you can see, I live on Wigan Road, which as the Town's major school and the resulting hordes of children walking into Ormskirk and its transport links, together with our Hospital which, with Skelmersdale just up the road, accounts for the regular emergency ambulance runs to and from our adult A&E services at Southport so it is realistic to assume that deaths are bound to result in delays in

	negotiating the narrowing roads in the jammed centre of the town.
	To ensure that the Town is denied the possibility of this bypass in the future and diverting all through traffic to give Ormskirk shops a wide berth will be a positive disadvantage, both to it's economy and the wellbeing of it's residents.
	It should be noted that a "AQMA" Order already exists where Nitrogen Dioxide limits breach Government guidelines.
	I would be grateful if the fears expressed above could be relayed to Cabinet for consideration in it's deliberations
Additional comments submitted as part of questionnaire	
1	The proposed Green Lane link in Tarleton is vital to remove HGVs from Hesketh Lane and the surrounding roads, but will be counteracted by the proposed private dwelling building plans for the whole area off Hesketh Lane. Hesketh cannot be widened at any point and there are two large schools, narrow pavements and in general two cars per household. The junction of Hesketh Lane and Church Road/Coe Lane is already a bottleneck
2	The route of the proposed cycle path from Skelmersdale to Ormskirk goes too close to existing housing.
3	Your map shows the former rail link to Skelmersdale from Ormskirk passing through Westhead village. Please note that there are many houses built on the former railway line. Is it your intention to demolish those houses to achieve that aim.? If that is your intention then the people living on the line will have blighted property for many years. Please confirm what prices you will be paying for these property and what the time scale for this event.
4	I don't understand how a Burscough-Ormskirk Linear Park features in this consultation. WLBC Planning Department recently sold this plan as being part of its Local Plan. How can it be part of the Plan and also part of a separate LCC consultation??? The A59 through Burscough desperately needs to have traffic flow/congestion issues addressed. Traffic flow is horrendous, just 1 vehicle stopping at a shop, or bin wagon, etc causes huge tail backs, and yet WLBC is intent on dumping massive development on Burscough which will make these problems worse. A solution is needed NOW.
5	Please investigate and cost ways to reduce traffic congestion in Burscough Bridge on the A59 and in Burscough Bridge especially at the A59 and A5209 junction.
6	The proposal not to push for an Ormskirk bypass is misguided. The traffic is not mainly local causing congestion you have a main road from the M58 running through the town causing damage to historical buildings and more congestion because of the church

	<p>bottleneck. On market days traffic is backed up along St Helens Road past Edge Hill University and when there are road works I have seen it a lot further back than that. Traffic trying to get to Southport has to go through Ormskirk and obviously they have to return. Also any emergency ambulances/services that need to travel to Southport from say Skelmersdale have to negotiate through Ormskirk adding time and danger to people using those services. An original plan for a bypass from M58 to Kew island in Southport is probably too expensive and not necessary but just a bypass around Ormskirk only is definitely needed.</p>
7	<p>These proposals do not in any way reflect the needs of our Parish of Great Altcar, where traffic has become heavier in recent years, there is no access to transport to Formby without a car, and there are continual road accidents due to lack of significant speed restrictions or speed bumps or policing.</p>
8	<p>There is too many leading questions, more development is required in Skemersdale as to transport infrastructure would aide housing, employment and business demands with its close links to the motorway passages. The reversal of the 10 mph (30 to 20 mph and 60 to 50 mph) zones should stop as this increases risk to pedestrians as drivers are constantly looking at vehicle speedos rather than the road and the cost to complete this programme could be used better and traffic would flow far better too. Better transport infrastructure in Ormskirk / Aughton and Skemersdale would then be better options for more housing as these are the areas that developers want to build and when better transport links are in place, people will move to these areas thus improve the economic situation within West Lancs as a whole.</p>
9	<p>The Tarleton Green link road is long overdue and should be first, not last on the list of proposals.</p>
10	<p>Along with the re-design of the West Lancs roads and walkways. more attention should be given to traffic calming measures, just putting un policed speed limits on main roads is ineffective.</p>
11	<p>Well maintained public parks are desirable and look good on plans, isolated, unkempt and un policed public spaces and parks are, in reality a gathering place for drug and illegal activities, for some elements of our society, in the hours of darkness</p>
12	<p>The Traffic system in Ormskirk is a one way disaster with an isolated, semi pedestrian zone surrounded by a dangerous race track (as demonstrated on the annual motor fest day, when extra police and barricades are brought in for what is a slower than normal day for traffic.) with totally inadequate crossing places at the most dangerous intersections, recent fatalities have highlighted thlis flaw in the traffic layout. Industry in the area will always be dependent on National and International Economic Trends, good green belt and productive agricultural land should NEVER be considered for Industrial or Housing needs for short term economic trends, as illustrated by the Stanley and XL Business Parks in Skelmersdale and Lathom, with huge empty distribution</p>

	<p>warehouses, which at best employ 20 to 30 people and bring massive heavy goods, road transport problems to rural areas, No mention of shale gas exploration is mentioned in this plan. are we to assume that West Lancs Council are unaware of the effects it will make to the future of the area! Regards, West Lancs Resident 67 years.</p>
13	<p>the proposals make no reference to other modes of transport or recreational methods i.e horse riders and carriage drivers. there seems to be plenty of provision for walkers/cyclists. Horses are animals with a mind of their own. Many off road equestrian routes have already disappeared. If you can make provision for walkers and cyclists then make paths/ off road routes available to horse users. it is possible if you loo at the Pennine way or the Middlewood way in Cheshire.</p>
14	<p>Considering the amount of housing development work earmarked for Tarleton and Hesketh Bank over the next few years, more needs to be done to provide better access roads as Hesketh lane will not cope with the amount of new traffic expected</p>
15	<p>Serious concerns over the heavy usage of Station Road/Hesketh Lane Hesketh Bank/Tarleton and the major increase in traffic which will be created by the construction of 275 houses on the former Altys brickworks. Already The villages are often at a complete standstill/gridlocked and the creation of the Green Lane link will ease a little HGV traffic but in my opinion it is a drop in the ocean. Emergency vehicles struggle as it is to get to call outs, what will it be like with the increase in traffic. My suggestion would be to either reinstate the railway bridge over the river Douglas to Hoole and create a new exit out of Heseckth Bank or dramatically reduce the over building in Hesketh Bank and Tarleton. A recent accident outside Booths Supermarket, involving a farm vehicle, closed the ONLY road into Hesketh Bank for several hours and traffic was forced to take a long detour over the Moss - its not good enough LCC you have a duty of care to all residents. I commute to Prleston College and over the 15 year that I have worked there, year on year I have had to leave home in Tarleton earlier an earlier - In order to be at my desk for 8.45 I now need to leave at 7.30am which is absolutely ridiculous for a 15 mile journey - I can often take 15 mins just to get out of the village! PLEASE DO SOMETHING TO EASE THE CONGESTION IN HESKETH BANK and TARLETON- thank you</p>
16	<p>It seems that a major focus of the plan is to reduce road traffic into and out of Ormskirk. Assurances must be given that: Travellers will be enticed towards alternatives and not forced towards them; that travel to Ormskirk by car will not be discouraged by restricted access or reducing the current level and cost of the parking facilities. Assurance must also be forthcoming that any changes will be sympathetic to the history and heritage of the towns and villages affected, including Ormskirk, Burscough and the rural areas.</p>

17	Rail Link to Liverpool would be very useful Cycling in Skelmersdale is not easy with scale of large roundabouts
18	Has it been considered that in Skelmersdale the new proposed town centre development of retail units and cinemas etc could in fact be built elsewhere in the town, do we really need to build everything around the Concourse, the out dated and impractical shopping complex? Why not look at positioning an out of town retail park with integrated bus and rail station at the out skirts of the Pimbo industrial area where a station could be built on the existing Wigan to Kirkby railway line, perhaps replacing Up-Holland station and without having to occur the massive expenditure of installing a new rail link into the 'so called' town centre. A retail development could then be built around the new station and bus services developed from here. The Concourse is out dated and building around it should be re-considered.
19	make a traffic bypass for traffic on the a59 to go round burscough rather than thru cutting down traffic
20	I really like the idea of trying to encourage more cycling and walking, the Ormskirk to burscough and ormskirk to skelmersdale cycle paths will encourage and facilitate this. Nothing worse than cycling along the A59, I do it regularly. I dont see what will be gained from reintroducing the Burscough curves, (there is only so much money and its a question of value for spend). Also on the question of Ormskirk congestion, if we all could walk and cycle more surely this would be benefit everyone, perhaps the council could try and educate the population this way, cycling is cool, look at the example the big cities are giving, London in particlar
21	I believe that the council would be advised to consider a https://en.wikipedia.org/wiki/Tram-train solution running from Ormskirk via the Sklmersdale branch, sharing road to the town center then connecting to the existing Kirby Wigan line either by Tram or dedicated train line, with a bidirectional junction. In connection with electrification of Kirby to Wigan with its integration into Merseyrail. Providing the possibility of 2tph from Liverpool Central to Wigan and 2tph to Skelmersdale some services to Ormskirk could also be extended to Liverpool providing Skelmersdale with connections to Aintree, Walton and Maghull. Additional an Ormskir-Skelmersdale-Wigan Tram service could be provided. It would also provide extra impetus for improvements of the Ormskirk Preston Service and reinstatement of Ormskirk to Southport. Making Ormskirk a well connected Hub for West Lancashire. Network Rail has identified all of the existing lines mentioned as candidates for electrification. h!http://www.networkrail.co.uk/networkrus_electrification.pdf
22	LCC should look again at the Burscough Curves option
23	Burscough by passeems to be orgotten only answer for Burscough is to become part of Sefton or Wigan.WE PAY IN GET

	NOWT OUT
24	<p>Derby Street rail bridge - you are proposing to demolish a Grade II Listed Building on what from the strategy appears to be a very woolly basis. How much thought has been given to this?</p> <p>Improving Burscough's rail connections is to me key - the Junction station is virtually a waste of space with only one train an hour and single track - gives very poor connection to two cities - Liverpool and Preston. If this railway line was integrated with Merseyrail, I'd seriously consider abandoning commuting by car. I'd personally prefer to travel by train, but having to change at Ormskirk between frequent trains and hourly trains makes the commute by rail inflexible and unpractical. You should pursue reinstating the Burscough curves - a needed strategic improvement to the region's rail network that should get more people out of their cars. Making the disused railway line from Skelmersdale to Ormskirk a 'linear park' could be counter-productive. Opening as a route would immediately create a lobby against the idea of ever reinstating the railway line the linear park is proposed to be made on just so they would still have somewhere to ride their bikes on the weekend. Suggested Reading: John Reeds 'Smart Growth: from Sprawl to Sustainability' - particularly the chapters about linking development (e.g. Yew Tree Farm, the mill at Burscough) to improvement to public transport (Burscough's railway stations). To expand the town so much without giving its public transport much-needed investment is just asking for more congestion and car dependence.</p>
25	<p>You need to think about integrating public transport. e.g. I commute from Burscough Bridge station at 6:36 in the morning, but there are no buses on the A59 to get me to the station at that time, so I must drive. The same thing returning in the evening. The trains themselves between Southport and Manchester are shocking, tiny two-carriage diesel trains from 30 years ago that are frequently overcrowded at peak times. There should be more carriages and more comfortable trains. The rail link from Burscough to Preston is so poor that we almost always drive there instead. Very poor station with next to no facilities, hardly any trains and none on Sundays, plus the trains themselves are noisy glorified buses - very poor. Why not look into using the canals as strategic foot and cycle routes with good, clear connections from the towpath to destinations.</p>
26	<p>The lack of money, political will and because WLBC have concentrated development outside of Skelmersdale within Burscough and Upholland makes a mockery of the suggestion, made through the wording of this consultation, that Skelmersdale may be able to get a train station. It obviously isn't going to happen, so why ask us about it.</p>
27	<p>Re your statement 'Burscough is a thriving small town where there is plenty of transport choice and commuters don't need to own a car.' As a user of the public transport system I find it is quite poor to get to and from Burscough. The last 2A from Ormskirk is 6.18pm this means if you want an evening out in Southport you</p>

	<p>have to get the train back from Southport to Burscough. The 2A is not co-ordinated with any buses coming from Southport to Ormskirk. If you miss a 2A you have about 3/4 hour to wait for next bus. The 2A leaves Burscough Bridge Interchange just as one of the Southport to Burscough train's pull into the station - therefore you miss that bus too. If you are visiting the District Hospital at Kew it is easier to get the bus to and from Ormskirk, but after 6.18pm you have to time your return bus with the Preston train from Ormskirk. You really have to plan your journey and I am not expecting any changes to be made to the public transport system. This is just from my point of view. Burscough could really do with a 'bye-pass'. Roads are too narrow for all the heavy goods vehicles that pass through from the M6 motorway. Our roads are still the size of country roads. Main A59 struggles, and has done for years, with the volume of traffic. It just takes a delivery vehicle, bin wagon or bus to stop on the main road to cause bottle necks and stoppages, not to mention utility repairs that are usually present near Platt Lane. More houses are planned to be built and are busy being built whilst the current infrastructure is still unable to cope with what is going on in the area at the moment! It is just to do with making money and not common sense! Thank you for your time in reading the above.</p>
28	<p>County Hall must look again at the Burscough Curves. The building of a station at Mill Dam Lane could generate income and encourage more people to use the service on Ormskirk to Preston railway line.</p>
29	<p>The one way system around Ormskirk town centre adds to the congestion. Traffic on Derby Street should be both ways which would take traffic north up Burscough Street to the A59 and out down Southport Road as now. However, it should be access only to the Parish church from Southport Road/Derby Street. Park Road should be two way access only to Morrison's, Park Pool, Two sisters and Tesco car parks with access through only to the Parish church for funeral and wedding cars. The bulk of the traffic would then go out along Aughton Street instead of causing a bottle neck around the Parish church. The flow of traffic at the Five Ways junction needs reviewing urgently especially when turning right from both sections of Southport Road. There is an accident there almost every week as cars attempt to cut in front of oncoming traffic.</p>
30	<p>Rural communities must be made to feel included by giving them adequate transport links</p>
31	<p>Have you considered a tram or light railway to connect Skelmersdale with Ormskirk, a link to Burscough junction Martin Mere and a link to Edge Hill University? A connection from Ormskirk to Southport, linking Halsall and / or Scarisbrick. A tram or light railway from Southport to Preston, with stops at Banks and Hesketh Bank. A tram or light railway from Widnes through St. Helens Junction and St. Helens Central stations going close to Rainford and then onto either Skelmersdale or Ormskirk. Would you support a bridge or barrage over the River Ribble near to its</p>

	<p>estuary, connecting Southport/ Banks/Hesketh Bank with Lytham? Would you support the extension of the M58 Eastwards towards Wigan and / or Southwestwards towards Liverpool?</p>
32	<p>The plan as it stands lacks evidence and basis itself on speculation. By introducing large scale developments and creating only a cycle route is dangerous at best. How are you going to manage the heavy site traffic and large goods vehicle through traffic through both burscough and ormskirk. The plan in no way addresses this issue. Poor car parking at burscough junction and ormskirk station has not been addressed, along with the large volume of traffic from the m58 through to edge hill, traffic using the motorway will not change to cycling. This plan is based on a utopia from the last century of low traffic volumes. By building more housing and not managing the traffic the council is sticking its head i the sand , and hoping a sticking plaster will heal a deep wound.</p>
33	<p>Ormskirk needs to widen the road near ormskirk parish church derby st and southport road not to replace the bridge on derby st west. Traffic reduction needed working in partnership with edge hill college as this is a cause of traffic build up in the town centre. skelmersdal new town was built to encourage walking nag cycling and this should be encouraged as well as strengthening the public transport to the town. Car sharing support for rural areas, and again support for the puplic transport that is already running to improve.</p> <p>The Masterplan does not ake any specific references to transport links for the Southern and Western Parishes and Plesdge 3, relating to rural connections , is extremely vague and does not make any explicit commitments. How will success against this pledge be judged? People in Dowhnolland, Haskayne and Barton have very limited public transport provision and it is vital that these are not reduced any further. A continuing concern is the difficulty people without their own transport face in reaching shopping, social and medical facilities. There is minimal public transport provision between Downholland Parish and Ormskirk, the county town. This needs to be addressed.</p>
34	<p>Focussing on Ormskirk - The railway bridge is a death trap and no longer fit for purpose. It needs to be replaced with a new one that also incorpoates safe passageways for pedestrians and cyclists. As a results of the interminable one-way giratory system, there are a number of junctions where drivers contravene basic road safety - better, clearer signage and modifications to said junctions are needed to ensure correct behaviour. Ormskirk is without doubt, one of the most unfriendly areas for cyclists. If we want to reduce car traffic, let's create cycle lanes/routes that encourages people of all ages to cycle without fear.</p>
35	<p>The wait for an improved transport system in Skelmersdale is becoming a joke as we have waited for at least 10 years for a change and this proposal has a date of 2019, which means personally I would be 31 by the time it is effective and after years of long bus and train commuting to Southport and Liverpool, the</p>

	<p>need for quicker routes is paramount but just like the failed 'Skem vision' project, there is a feeling that this proposal will do the same thing by promising and not delivering. As West Lancs is currently under Conservative control with Skelmersdale dominated by Labour councillors, nothing is being done as the 'Tories' favour Ormskirk as can be seen by the consistent spending on improving the town while Skelmersdale has money taken away with the closing of the Sports Centre a classic example while £250,000 is spent on Ormskirk's improvement. So in summary, the plan looks good but time will tell as to whether it will succeed.</p>
36	<p>The Ormskirk by-pass, railway line to Skelmersdale and Burscough curves are what I believe to be the most important transport infra-structure projects required for the area. I believe the current plans neglect transport routes to Southport.</p>
37	<p>Cycle use in the district is very low (between 2% to 3% of all journeys made). There is much scope to increase it towards Continental levels (20% to 30%)i.e. a potential tenfold increase. Proposals for off-road cycleways between Ormskirk - Burscough and Ormskirk - Skelmersdale are essential elements of the Plan if everyday cycle use in those parts of West Lancs is to be increased. The most common reason drivers give for not using a bike in place of the car, is the danger of sharing roads with traffic - people feel much safer cocooned inside a car. Apart from that, riding in the gutter of a busy road with a stream of noisy non cycle-friendly vehicles passing within a couple of feet is not an enjoyable experience! Beyond the two proposed cycle-routes, there is more to be done - if the will is there. For example, by continuing the proposed Ormskirk to Burscough cycle route towards Tarleton. The towpath of the Rufford branch of the Leed-Liverpool canal bet!ween Burscough and Tarleton would be ideal if treated to a decent surface - sadly in its present neglected condition, it is almost impassable by bike. If the Council hope to make cycle-use a realistic option for everyday travel within the County, then a comprehensive and County-wide network of safe and wherever possible traffic-free cycle routes is essential....~Decisions taken now will determine the future pattern of travel for many years to come - let's hope the right ones are taken! Despite all that, there is small a core of traffic-hardened commuters</p>
38	<p>Skelmersdale is a town that has for decades been forgotten. There was hope and promises made via the Skelmersdale Vision which apart from the building of West Lancs College, no improvements ever came of it! If you dont have a car and live in Skelmersdale, you are limited to where you can travel. Skelmersdale is a 'taxi town'. Providing a rail link will be a great step in the right direction as this will open doors and opportunities for people living and working there. I hope this is a development that we will see very soon.</p>
39	<p>It is interesting to learn that one of your proposals is to build a rail link into Skelmersdale Town Centre. This is quite interesting as currently the 'so called' town centre solely consists of The Concourse Shopping Centre, Police Station, Library and not much</p>

	<p>else, hardly the description of a town centre. One of your proposals is also to re-design the road network around Skelmersdale to make it more friendly towards public transport. I do not see that without completely demolishing the majority of the town, that any improvement to the current road system could be made perhaps with one exception of a link road through from Tanhouse Road via Southway to Northway and Birch Green. In line with many other towns in the country why has the idea of an 'out of town' retail and leisure complex been considered? One of the obvious answers to me is to look at the vast spare land at the south west corner of Pimbo Industrial Estate. Here there is a vast open area of land, although some of it has recently been occupied by a parking compound owned by Dawson Rentals. However, this is a prime site for developing a retail and leisure area and is also adjacent to the Wigan to Kirkby railway line. Perhaps the new 'Town Centre Development' that has been proposed could be built here incorporating a railway and bus interchange? After all it is no more impracticable than to build a rail link into Skelmersdale and probably would save the expense of building such a branch line but still achieving the current transport needs for the people of the town.</p>
40	Please take note that Skelmersdale NEED a train station
41	Ormskirk needs bypassing, totally inadequate rural roads approaching the town center have been used and abused for too many years for this purpose, the needs of those persons living on these roads has also been ignored. Property is devalued, residents suffer from pollution in the form of noise, vibration and toxic traffic fumes.
42	In Skelmersdale there is a real shortage of public pathways alongside roads.
43	Dalton Parish Council would like to make a comment with regard to the last point on this consultation, which is 'investigating options to ensure access to services from rural areas'. Currently there is no footpath or cycleway that would enable walkers/cyclists to gain access to either Ashurst Beacon or Beacon Country Park from Dalton, without involving actually going onto Beacon Lane, which is a narrow road, and traffic travels at high speed along it due to it having a derestricted speed limit. Once you reach the car park opposite the Beacon Inn, there is a footpath to take you to the clubhouse/visitor centre at Beacon Country Park and also a footpath to take you up to Ashurst Beacon, but no footpath down to the corner of Beacon Country Park opposite St Michael's Church. We feel this is a great opportunity to look into this, as there is space to provide a footpath along the inside boundary of Beacon Country Park, on land already owned by the Council, up to the aforementioned car park. This could be done initially as a footpath at very little cost, which could simply involve deciding upon a route for the footpath and keeping it mown in summer, along with providing a few footpath signs this would serve the purpose. Then if the footpath proves successful, then at a later date, a more permanent footpath and cycleway could be installed

	upon the same route as there is more than enough room within Beacon Country Park to enable this to be done, without impacting upon the Golf Course. Clerk to Dalton Parish Council
44	I feel skelmersdale is the forgotten town where the likes of Ormskirk and Burscough take priority. The shopping in Skelmersdale is dated and not much variation. We desperately need a rail link and still find it hard to believe we don't have one. There are a lot of people in skelmersdale who work in Liverpool, Manchester and surrounding areas so a rail link would be great.
45	Would it not be forward thinking to link Ormskirk and Southport by rail via Burscough? How many studies and reports have been done on Burscough Curves, how much did they cost and when in the next one? What has been done to assess the impact of massive house building in the Local Plan in Burscough on the past refusals to reinstate Burscough Curves?
46	The curves should not have been removed in the first place
47	Not pursuing the burscough curves goes against the very good objectives and aspirations that have been set out
48	If full electrification of the railway between Ormskirk and Preston is not possible in the short term, then a case should be made to electrify as far as Burscough, thus enabling an hourly service by diesel train from there to Preston to be implemented, still using just the one train.
49	.The south curve of the 'Burscough Curves' will provide a temporary terminal at Burscough Bridge for the first stage of the Ormskirk to Preston electrification. Burscough Bridge has extensive parking available compared with Burscough Junction.
50	I very strongly feel that there should be a rail service linking Southport and Ormskirk.
51	There is urgent need for either a roundabout or lights at the junction of the A59 and Pippin Street, this junction needs a permanent solution for the future together with improved public transport links between Ormskirk and Burscough Industrial Estate at appropriate times to service the estate workers.
52	I believe the decision to not progress the Burscough curves is wrong.
53	Re-instating the Burscough Curves should be a top priority to provide a loop service via Southport to Liverpool and from Southport via Ormskirk to Liverpool. This would improve public transport for Burscough and rural villages along the route, take traffic away from the A570 (thus also helping to avoid the need for a bypass)and provide a direct link to Preston along the newly electrified route from Burscough. Thought needs to be given not just to passenger traffic but also to freight. Skelmersdale is not suitable to be the main transport hub for West Lancashire because of its location at the edge of the Borough but it does need good public transport within the town to get people to and from work and to and from the town centre.

54	I think the proposal to spend money on schemes to get people walking from Skelmersdale to Ormskirk and Burscough to Ormskirk is a pipe dream. No one young or old would consider this and certainly not in bad weather or in the dark. Bicycle hire in Ormskirk is also a non-starter except perhaps for students from Edge Hill but they are not permanent residents of the town. Public transport in Ormskirk is sparse and further proposed cuts to services will only drive more people into their cars.
55	My main concern is that 'the Burscough Curves' option would not be pursued - I really do think that making a rail link from Southport to Ormskirk and Preston is needed. A relatively cheap way of reinstating a link lost in 1964/65 which I well remember and as a non-driver sorely miss. Please, please, let's have this back.
56	The issues in Ormskirk are mainly linked to the bottleneck at the parish church. Widening the road to allow 2 lanes of traffic to pass through would significantly reduce the congestion through the town centre. Additionally the issue aht Stankey street is not the bridge but the tight corner from Derby street to Stanley street. Opening the corner would remove the need for large vehicle to take both lanes over the railway bridge, as well as removing a significant accident black spot
56	I think it is very short sighted not to reopen the burscough curves. Housing development in west Lancs is on the increase and people are having to travel further to work. manchester is the hub of the northwest and as we come out of recession its workforce will increase respectively, including the industries around trafford. It would be folly not to provide a direct rail link that spans the whole of west lancs from preston and manchester. The road traffic this could soak up will be of enormous benefit. Long term, new industries and commerce may well be tempted to move to west Lancs because of this improved accessibility and hence provide local jobs, alleviating more traffic from the rural network. Reinstating Burscough curves is a win win project.
58	Many of the proposals suggest that the authors of this study are disengaged with the realities of modern life and are more concerned with propounding their own ideologically driven views of what modern life ought to be. The problems of an increasingly ageing population are acknowledged but are hardly compatible with forcing us out of our cars and on to bicycles or footpaths. As a pensioner I walk wherever possible within Ormskirk and cycle for leisure, but not would not wish to do so as a necessity. I have no intention of doing the bulk of my shopping using a bicycle. The plans seem to be dominated by a lobby which is hostile to car ownership and the personal convenience and flexibility it provides. Ormskirk has congestion which in part is caused by unintelligent management systems, where priorities at traffic lights appear to be given to those routes with less traffic. The phasing should enable the smoothest flow for traffic using the A570 but this is not the case. Nomention at all is made of the dangers posed by the size and numbers of lorries on the road from Burscough, which is a major transport depot, to Junction 27 on the M6. This is an

	<p>upgraded B road with many narrow and sharp bends and can be hazardous for all users. I would not dream of cycling along it. It is far too dangerous. If, as the plan claims. the bulk of traffic in Ormskirk is local rather than through, thus negating the need for a by-pass, please publish the data evidencing this so that it can be seen you are making an informed decision rather than one based on dogma. There are interesting proposals contained in the plan but there is too much ideology and too little reality.</p>
59	<p>An integrated transport network is a must, to reduce the impact of the car but also to promote a healthier lifestyle. I have a car and drive 50 mile round-trip to work and back every day as the public transport links between Southport and Kirkham are not suitable for my journey - the train, which is my preferred method of travel as stations at both ends of my journey are ten minutes from home and work, takes over 90 minutes to do a journey by car of around 40 minutes. The bus takes a similar time, plus a half-hour walk to the nearest bus stop! Restoration of at least one of the Burscough curves would make the train a feasible alternative to driving for me. I support the Council's forward thinking. However it's not all about public transport - providing a bypass for Tarleton and Ormskirk would alleviate many issues in those towns, and the proposed Ribble crossing and link to the M55 would make a significant difference to journeys between West Lancashire and the Fylde, reducing congestion in Penwortham and Ashton, and aiding traffic on the M6</p>
60	<p>Severe lack of public transport in many rural parishes needs addressing. Significant need for the Burscough curves to be reinstated to improve transport and reduce traffic.</p>
61	<p>The road from Southport to Ormskirk is badly in need of straightening out.</p>
62	<p>The Ormskirk Preston railway line needs electrifying in order to improve the rolling stock-currently mainly very old Merseyrail stock-eg very uncomfortable,dirty carriages which also let in rain.</p>
63	<p>The Burscough Curves should be reinstated to link the lines that currently only cross. It was bad decision to remove them and should be reversed. This will stimulate more use of transport links.</p>
64	<p>Bring back the Burscough Curves so that access to Preston and Blackpool is easier and direct from Southport rather than an hour plus on a bus or congested roads. Government want to reduce cars on road for CO2 emissions yet nothing is getting done about public transport from Southport to Preston/Blackpool and (at a push) London without changing at Wigan.</p>
65	<p>I find it very strange when you look at Ormskirk station, cut in half, very good electric trains for the first half, and then old diesels on the second half going to Preston, very strange indeed, Why are we not investing in rail transport to get some of these cars of the road? (re-estate the burscough curves) Make it attractive for people to use the railways</p>
66	<p>I have indicated that I DISAGREE with the proposal NOT to</p>

	<p>pursue the re-instatement of the Burscough curves. I believe there is a very strong case not only for West Lancs, but also for Southport to have a direct rail link to Ormskirk and for both Southport and Ormskirk to have direct rail access towards Preston and the West Coast Main Line. There has been a very long standing campaign for the Burscough curves to be re-instated and I feel this should not be ignored! In the 21st century it is astonishing how Southport and West Lancashire are effectively "cut-off" by rail to any destinations to the north of the county. Unless I have my figures wrong, that last estimate I remember quoted for the reinstatement of the Burscough curves was around £5m. I think this is a small price to pay for what will be a major gain in transport infrastructure to connect West Lancs and Southport directly to Preston and the West Coast Main Line. I urge you to reconsider your proposal NOT to reinstate the Burscough curves as a matter of urgency.</p>
67	<p>It is imperative that a by-pass is constructed as a p for Ormskirk as the traffic congestion will only get worse. If Ormskirk had been situated in the south of England it would have had a by-pass built years ago! The Burscough curves (both ways), should be re-instated.</p>
68	<p>I strongly feel that the Burscough Curves should be reinstated to greatly improve rail links. I live in Southport and used to work in Preston. With the curves in use I would have got the train to work but without them it was quicker to take the car!</p>
	<p>The reintroduction of the Burscough curves would mean that people from West Lancashire would be able to get to Preston directly by train. This is long overdue.</p>
69	<p>A train service from Southport to Ormskirk would greatly reduce congestion on the road route(s) between these centres. When the currently ongoing electrification of other NW routes (e.g. Manchester -Liverpool, Manchester Preston) is complete this must result in spare diesel trains which could be used on such a service if only the Burscough curve towards Ormskirk was reinstated. How much can a couple of hundred yards of track cost? Particularly compared to bypasses and such like which might not be needed if rail was available. There is no pathing problem given the low frequency of Ormskirk-Preston and Southport Wigan trains, and the absence of freight from these two routes. These trains could also carry bicycles, unlike buses.</p>
70	<p>Time to stop talking about the Burscough curves and get them reinstated</p>
71	<p>Limit new housing in rural areas unless new road links serve them</p>
72	<p>Strongly support a new railway station in Skelmersdale town centre. The town desperately needs this. It's one of the largest places in the country which doesn't have one</p>
73	<p>Link linear park to local wildlife sites. It is near an excellent remnant patch of bog marsh I think. I'm annoyed by lack of info on Burscough Curves.</p>

74	I object to any cycling in the town centre
75	Do not agree with cycling in Ormskirk centre
76	Tourist info very poor
77	Ormskirk bypass is essential. Scarisbrick bypass is needed.
78	Ormskirk is a disgrace dirty and full of students who don't care over the town. Councillors don't care. Private landlords rule the town.
79	More provision for cyclists most important making sure potholes are done on cycle section of highway ie next to kerb. Sunken grids also a problem.
80	But if you electrify only to Burscough and put back in the Burscough Curves it would enable an hourly service from Preston and Preston-Southport rail service - Sunday rail please.
	You need to put the Burscough Curves back in Burscough. It will make travel a lot easier.
81	Ormskirk has lost all it's old charm, most visitors that have not been for a few years find it awful. Sick- chewing gum, cartons pizza boxes spit dog muck. Try looking at Standish Wigan spotless. And no student scruffy houses. Just look at Wigan Road into Ormskirk. Filthy- full of students. Too many landlords own half of Ormskirk. Ormskirk has too many students. Town centre is dirty, cars are parked all day in Church Street.
82	Link from Thornton to Switch Island unnecessary. Would wish to use bus and train more but connections are presently poor.
83	Routes beyond end of proposed Green Lane Link not suitable yet.
84	Skelmersdale needs station. Too many HGVs causing problems and village residents. Short-sighted not to develop and reinstate Burscough curves these rail routes could significantly reduce traffic from inadequate roads in local villages.
85	Sometimes most cost effective not necessarily the most effective and accessible.
86	Cars/Lorries are constantly in the pedestrianised town centre. Speak to any pedestrian and they will tell you the car/van/lorry rule in Ormskirk - blighted by traffic. Are any changes going to be made being a pedestrian/cyclist better? I walk as do my three children - a horrible experience in Ormskirk as it is a race track for vehicles. Shame on the council
87	There need to be a Park and Ride station at Pimbo in addition to the new station to prevent the new station car park being filled early in the morning by out of town commuters. People drive to places where they know they can park. Also a Park and Ride on A570 Rainford Bypass in St Helens MBC with possible relocation of Rainford Junction Station. There is a need for old SDC signage on the foot paths in Skelmersdale to be replaced so pedestrians do not get lost. Many of the concrete supports remain but very few of the direction/destination signs. The concrete support slabs for the signs remain in many parts of the designated New Town. The LCC

	<p>publication Cycle Skelmersdale should be revised to include major walking routes. Some of the cycle routes shown cannot be used by cyclists as there are offset barriers to deter mini motorcyclists. The footpaths in Skelmersdale have complex origins, some are Rights of Way, some are within Radburn layout estates, some seem to be the responsibility of LCC. others WLBC While some the Duchy of Lancaster (where developers have gone into liquidation) There is a need for a joint committee of LCC and WLBC to improve usage of the basically good network. I personally do not feel frightened when using some of the underpasses and would like the option to walk under roads to remain rather than be forced to "take my chance" on a pedestrian crossing across a dual carriageway. Cycle routes need maintenance and to be kept clear of glass and thorns. Capital expenditure is wasted without supporting recurrent expenditure. The evidence for not restoring the Burscough curves is out of date. Housing is planned for Burscough in the recently adopted WLBC Local Plan. The views of Sefton are important. That authority should contribute to costs of studies and construction. There is a need for enlarged/improved Park and Ride facilities at all stations in West Lancashire. The case for both links Southport - Ormskirk and Southport- Preston should include the reduction in traffic among roads linking these towns and the "savings" made by not building the Ormskirk bypass. The lack of adequate facilities at Ormskirk and Appley Bridge leads to parking on nearby roads in residential areas. There should be Park and Ride facilities at all stations in West Lancashire. There should be more ambitious plans for Pedestrian/cycle links between major settlements and Edge Hill University that are away from vehicular traffic.</p>
88	<p>Why is there no mention of equestrians (horses and their riders) anywhere in this transport plan? Horses and riders are a legitimate road user and should be mentioned throughout. That they are not, is symptomatic of the way many local authorities view this highly vulnerable group of road users. One possible way forward is to consider their needs as on-road users alongside the other groups mentioned in the plan - and I think you should launch a further, specific consultation doing so. The alternative is to establish off road multi-user routes for walkers, cyclists and equestrians to use. This is clearly preferable to on-road options - it is hugely safer for equestrian and other road users too. It is therefore sad indeed that no mention is made of multi-user routes in the off-road options presented in the plan. An example of a quality multi-user route and one which now links to West Lancashire is the Rainford Linear Park. I would urge you to take a look at that scheme!. Equestrian services are a significant part of the rural economy - and a growing one too. It is also a major contributor to well-being and active life-styles, particularly for older women and girls: that this isn't mentioned nor apparently recognised is really very shameful and not in line with the County Council's equality objectives. The absence of ANY mention of a legitimate group of road users in a County's Transport Masterplan is deeply troubling - and something the County Council should seek to remedy forthwith. I suggest strongly you contact a</p>

	representative of the NW Committee of the BHS (British Horse Society) as soon as possible.
89	Transport policies for West Lancashire should recognize that policies need to fit in with other neighbouring local authorities and with the North West as a whole.
90	The reinstatement of the Burscough curves IN BOTH DIRECTIONS is a fundamental positive issue that should happen. On one of your questions you asked if the line between Ormskirk and Preston should be electrified, what is the use of this if the line from Southport to Burscough is not included along with the curves. It would be used greatly by Southport residents and could form a circular service between Liverpool-Ormskirk-Southport-Liverpool and the oposite direction. It would also give Southport residents along with those from Formby better access to Preston. Trams and rail links are throughout the country being expanded all the time so this IS NOT the time to bury your heads in the sand but the time to stand up and be bold before it is too late and we lose the chance to improve our transport links as in the future it will only happen at a vastly more expensive option. Please please think about this as this will be for future generations, think of tomorrow- NOT today. Thank you on behalf of my children.
91	I strongly believe the Burscough curves should be reopened
92	Both the linear routes between Skelmersdale and ormskirk and burscough to ormskirk should be a multi user route to include horses as many local parishes in this rural area have horses stabled and this will help keep them off the road.
93	Open the Burscough Curves makes sense to link to Southport directly.
94	Reinstatement of Burscough Curves stands to benefit all the surrounding towns and should be pursued as a matter of priority
95	Ormskirk congestion IS largely due to through traffic going to and from Southport at peak times and NOT due to local traffic. Otherwise why is there no congestion at non peak times. Also the main congestion is from Morrison's to Ormskirk parish church. Why or why do you not put a road through Coronation Park and relocate the park facilities. That would be the cheapest option. The links with the rest of the rail and road network are vital for investment and development. Skelmersdale has suffered as because of lack of thought and forward planning by successive governments. Ormskirk needs to retain its character and Burscough is a more than just a place to pass through on the A59. All these need integrated transport links that will enable people to move around quickly and more directly to major hub centres and cities nearby. Also the level of traffic congestion in Ormskirk, especially in summer is still unacceptable and detrimental to its conservation area status.
96	Please include horse riders in any future plans
97	Skelmersdale needs to be focussed on. It's cut off from everything and seems to have been left behind while the rest of West

	Lancashire has been developed and brought into 21st century. I also think its ridiculous that some trains do not run on a sunday. Its 2014!!!! Increase the frequency of the Ormskirk to Preston train line and even better, reopen the curves.
98	The Burscough Curves should be reinstated to improve the congestion on the roads to Southport, to encourage more visitors to the area. It would give better links between the hospitals and colleges and improve the prosperity of the area.
99	Rail: electrification from Ormskirk to Preston AND the reinstatement of the south Burscough curve would massively enhance rail connections and transport options for people living in West Lancs and North Sefton (Southport). Even limited electrification to Burscough Junction AND the reinstatement of the south Burscough curve would be more cost effective from a capital outlay position, yet still allow those living in Burscough easy access to Liverpool (via an electric service) and Preston and Southport (via regular timetabled diesel services). This scenario is worthy of further consideration.
100	My particular concern is the long long and totally worn-out debate about routes around Ormskirk Town Centre. An A59(M)is not the answer. The answer a the problem only becomes evident when the problem is in itself recognised and unanimously agreed as the problem. The problem with Ormskirk is the very town of Ormskirk. The passage through Ormskirk from the south is blighted by a revised and totally ill-thought-out bodge on an already bodged route that has greatly restricted movement from the Ormskirk Hospital site through the town and as far as the A59 cross-roads. The passage through Ormskirk from the north is from far back along Southport Road and through the town until the Stanley Street/Wigan Road cross road has been left behind. Local knowledge of the 'Rat Runs' is often liberally dosed with Warfrin by the wider gridlocking of the intersecting roads. The absolute epitome of stupidity is the cock-eyed scheme that turned a Northerly escape from the Two Saints Car Park!/adjoining Council Car Park into a Southerly only -- gridlock nightmare by sending traffic South and then down Aughton Street and back along County Road in an Easterly direction. Even having local 'Rat Run' knowledge cannot escape this absolute Cock-up of an excuse for allowing the restricted through-route and easy Northerly escape from one car park into the other,an escape that an often than not allowed an easy and often used escape from a critically congested town to be allowed.
101	the statement that ormskirk traffic congestion is only local traffic and nothing to do with vehicles coming off the M58 through ormskirk to get to primarily southport/Formby etc is ridiculous. the traffic is horrendously congested at the best of times but on weekends and bank holidays especially when there is any amount of pleasant weather this increases to become almost gridlock, obviously as a result of travellers wanting to get to the coastal areas. the by-pass is a necessity to keep the right people and businesses in ormskirk. NB the junctions of wigan road/Stanley

	street and st Helens road/park road are particularly bad.
102	The initiatives outlined in the consultation draft documents relating to improved walking and cycling provision within West Lancashire are welcome with a number of particularly strong projects being proposed. However, while there are some good projects there is a concern that there is seems to be a lack of general commitment to aim to create local networks of traffic free, segregated or traffic calmed routes as a general principle for the key settlements within West Lancashire. We would like to see a greater commitment to seeking local small scale initiatives, for example developing dedicated routes to key schools and colleges, to local retail centres and employment sites, and perhaps linking these aspirations more firmly to the opportunities presented by conventional S106 developer contributions and recently introduced Community Infrastructure Levy. Development of small deliverable projects can provide the statistical evidence necessary to build the case for further larger scale developments.
103	I would like to say that I support the majority of the proposals and how they can improve the infrastructure of our 3 communities BUT I am concerned that the proposals for the two linear parks have omitted an important group - as a keen horse rider I would like to see these pathways include horses and riders in addition to the other two groups. Horse riding is an increasingly popular sport, with recognised benefits to health and wellbeing so the provision of safe areas to ride would actually meet with a key aim of the Council. In addition horse owners and riders contribute directly and indirectly to the economies of Skelmersdale, Ormskirk and Burscough, bringing valuable revenue into the region and helping to keep the rural characteristics of our townships and villages alive. Changes in agriculture mean that farmers have had to diversify and now many rely on horses for their livelihoods yet bridleways and permissible routes are few and far between. I would ask that you rethink this issue and include horses and riders in the plans. We know from other forward thinking Councils in the North West that Horses and riders, cyclist and walkers can all safely and harmoniously coexist - you have only to look at what Wirral Council has achieved with their excellent 'Wirral Way'. Closer to home the British Horse Society has supported St Helens and Liverpool councils to open up routes around The Dream, at Cronton Colliery, Stadt Moers Country Park in Huyton as well as a linear pathway recently opened in Rainford
104	I would strongly support investment to improve rail links - especially electrification of the Ormskirk - Preston line and reinstatement of the Burscough curves.
105	It is long past the time to reopen at least the south western Burscough curve so that we can have direct trains to Southport from Aughton/Ormskirk with the electrification of the entire line to Southport.
106	Straighten the link road between burscough and the m58
107	At least revisit the southerly curve at Burscough to start with

	before looking at the one to the north. Also if you want to improve cycling options there has been some good work done on the towpath of The Leeds and Liverpool canal from Burscough towards Liverpool but the otherway towards Parbold is in a terrible state. Could this not be improved in the same way?
108	West Lancashire College strongly supports the proposed Skelmersdale rail link and improved walking / cycling facilities between Skelmersdale and Ormskirk.
109	I strongly believe that the proposed plans for Yew Farm in Burscough will have a detrimental effect on the village and the congestion if the infrastructure is not securely in place and other exists from the sight not directly onto the A59. Serious consideration should be given to reinstating the Burscough Curves to enable people to travel from Burscough to Southport, Liverpool and Preston without having to drive to stations and reduce traffic on the roads. If necessary it could also be linked to Skelmersdale to link west Lancashire fully.
110	I believe that Option 2 should be carried out incrementally to Option 1 (Phases 1 and 2). Provision of a south to west Burscough curve alone would permit through (diesel) services in principle between Southport and Preston. I also believe that it is important to examine Option 1 further in order to attempt to find a solution which preserves the facility for through northbound journeys originating at Ormskirk, as well as allowing through journeys from Burscough Junction towards Liverpool.
111	To ensure the full benefits of the Thornton to Switch Island are felt: 1. Signs to Southport should be at the Switch Island junction, not the junction for Ormskirk. 2. There should be a weight restriction on vehicles driving through Ormskirk, traffic should be directed to A59. The Ormskirk Bypass 1. We should continue to pursue the building of the bypass to protect Ormskirk from further damage by the weight and volume of traffic. 2. We need to make our town centre safer for our residents, particularly children, by reducing the need for traffic to drive through the centre. Burscough Curves 1. To alleviate the pressure on the A577 we need to open up the Burscough Curves and reinstate the rail route to Southport. 2. The current road is inadequate for the volume of traffic particularly in the summer months and creates problems for people accessing the Southport and Ormskirk hospitals. Ormskirk Town Centre 1. Progress needs to be made in implementing the vehicle restriction plan for the pedestrianised area of Ormskirk town centre. 2. The number of vehicles driving through the pedestrianised areas has increased considerably and is creating a major health and safety problem. 3. Heavy goods vehicles, container lorries etc. are driving through the pedestrianised areas at busy shopping times during the day to deliver to shops, many of which have rear access. 4. The question of whether cycling should be allowed should be resolved speedily. 5. Shop workers/owners in Burscough Street and Church Street are using these as their own personal car park causing obstruction and causing safety problems for pedestrians. 6. To help with the

	<p>parking problems, more long stay parking should be put in place 7. The provision of CCTV cameras would help support the enforcement of the vehicle restriction scheme. 8. Traffic wardens/PCSOs should be given powers to enforce restriction of driving/parking in pedestrianised areas.</p>
112	<p>1) Skem I strongly support the innovation in the plans for the remodelling of the roadscape. In particular, I would support a redesign of the area around Half Mile Island at the Glenburn Road, Neverstitch Road intersection, with a view to a more traditional single lane highway going both N-S and E-W, and thus allowing for a major development of housing in the area and a greater sense of proximity to the town centre as well as improved links down the Tawd to the centre (e.g. complementing the bike track plans). This would lead to a larger Skem population - a good in itself - but also better integration to what could then be regarded as the 'educational zone' to the north with two thriving schools. Education and Transport depts need to work together on this. more generally though, I support the removal of the vast amounts of unloved green space across Skem, to create a more densely populated town, with housing moved within the ring road and away from the greenbelt developments now planned out towards Ashurst and to Firswood. Skem should be a medium sized town nestled around the Tawd, and not the 1960s Fordist dream-turned-nightmare, and I hope LCC, led by Transport, will have the vision to go through with this. This would mean reversing some of the current very stupid, local plan decisions (both for Skem and for other bits of West Lancs) and we should tie in with the legislative review of greenbelt law now being undertaken by the APPG (on which our own MP sits). 2) Ormskirk One radical solution which I'd like to see considered is the depesterianisation of the town centre to create both better through flow and a more vibrant stop-and-shop centre, with models for same draw from Holland (esp in respect of marking free traffic control) but also other market towns in England e.g. Tewkesbury which thrive on some through traffic with smaller pedestrian havens. 3) Rural parishes I support cost-effective solutions and believe there is a workable Community Transport solution, around which the borough council has pussy-footed for years, but which could be managed as a social enterprise maximising down time of existing council and vol sector vehicles.</p>
113	<p>Dirty dirty Ormskirk. Not a market town any more. Just a student dump.</p>
114	<p>Currently bus frequency is being cut? At present footpaths are not maintained due to cost. This will = more cost surely?</p>

Appendix 2: Media Analysis

Consultation on the draft West Lancashire Highways and Transport Masterplan opened on 2 December and ran until 7 February 2014. Views were sought from a range of stakeholders which included district councils, councillors, district and parish councils and members of the public. There were 264 responses to the consultation (excluding comments made at the consultation event).

Media relations

The masterplan was approved for consultation by the cabinet member for Highways and Transport on 10 October 2013. A news release was issued and a series of briefings were held with the media. These included BBC Radio Lancashire and BBC North West Tonight.

A further two news releases were issued, the first to promote the local consultation events and the second as a reminder about the final event at Skelmersdale Concourse. Media relations activity has resulted in extensive media coverage. From 19 November 2013 to 12 February 2014 there were 27 articles printed in the local media (see appendix 1).

For each story we create a total score depending how positive or negative the story is and how widely the story appears. This total score can range from -8 to +8 for each story with any positive score representing a positive story. The average score for all West Lancaster masterplan related stories is 3 (fairly positive).

Stakeholder engagement

A briefing for county councillors was held on 26 November 2013. All county councillors were invited to attend. For those councillors who were unable to attend, the event was webcast and documents were posted on the members' portal C-First.

Details of the consultation were also posted on the C-First member portal. Emails were also sent to a wide range of stakeholders informing them of the consultation as well as promoting the events in West Lancashire. A briefing was also given to West Lancashire councillors on 25 November.

Website

A dedicated area for the consultation was developed on the county council's website. Visits to the page to date (2 December 2013 - 9 February 2014) are as follows:

<http://www.lancashire.gov.uk/corporate/web/?siteid=5489&pageid=43608>

Website stats for	Page views	Unique page views	Avg. time on page
02.12.13 to 09.02.14	1,104	912	00:03:47

The consultation was also posted on the '[Have your Say](#)' consultation pages of council's website.

Social media messages

A series of messages were posted on the county council's social media channels – Facebook and Twitter - throughout the consultation period.

- Our messages on Facebook reached nearly 4,600 people.
- Our messages on Twitter reached over 40,000 people.

Consultation documents

Consultation documents were made available at the following locations across West Lancashire from 2 December.

Skelmersdale Concourse Information Centre	Glenburn High School	Skelmersdale Library
Upholland Library	Parbold Library	Tarleton Library
Burscough Parish Council	Burscough Bridge Interchange	Burscough Library
Ormskirk County Information Centre	West Lancashire Borough Council offices	Ormskirk Library

Consultation events

Consultation events were held at the following locations during the consultation period.

Location	No. of people who attended
Burscough Bridge Interchange	45
Ormskirk Library and Market	160
Edge Hill University	15
West Lancashire College	15
Skelmersdale Concourse	70

West Lancashire Highways and Transport Masterplan - media coverage – 2 December 2013 – 7 February 2014

Headline	Publication	Published	Value (£)	Reach	Weighting	Score	Total score	PR No.
Lancashire County Council coverage	BBC 1 North West	18/11/2013	4583	917000	4	2	8	PR13/0563
Lancashire County Council coverage	BBC Radio Lancashire	19/11/2013	222	74000	3	2	6	PR13/0563
Consultation to start on future of transport in West Lancashire	Lancashire Business View (Web)	19/11/2013	40	1496	1	2	2	PR13/0563
A rail station in ten years	Skelmersdale Champion	20/11/2013	1776.84	18405	2	2	4	PR13/0563
Transport Masterplan Unveiled	Ormskirk Champion	20/11/2013	1198.92	18728	3	2	6	PR13/0563
Ormskirk subject of transport masterplan	Liverpool Post	21/11/2013	74.46	5727	1	2	2	PR13/0563
Rail link to make Skem a gateway	Liverpool Echo	21/11/2013	4086.05	71621	1	2	2	PR13/0563
Plans an Ormskirk rail link sheaved	Southport Visiter	21/11/2013	667.95	8758	1	1	1	
Bypass ruled out but transport network set to be transformed	Ormskirk Advertiser	21/11/2013	688.62	5392	2	2	4	PR13/0563
Good news & bad news	Ormskirk Advertiser	21/11/2013	146.28	5392	2	1	2	PR13/0563
Good news & bad news	Skelmersdale Advertiser	21/11/2013	144.1	9906	2	2	4	PR13/0563
Railway link is right on track	Skelmersdale Advertiser	21/11/2013	495	9906	2	2	4	PR13/0563

Transport is key to boost area's economic growth	Lancashire Evening Post	25/11/2013	1439.68	20379	3	2	6	PR13/0563
Campaign to bring back Burscough Curves goes on	Ormskirk Champion	15/01/2014	535.6	18728	3	-1	0	
We need better bus services	Skelmersdale Champion	15/01/2014	1297.44	18405	2	1	6	
Learn the future of transport	Ormskirk Advertiser	16/01/2014	142.14	5392	2	2	4	PR14/0006
Ormskirk deserves better and safer access for all	Ormskirk Champion	22/01/2014	255.44	18728	3	1	6	
Chance to view transport plan at Concourse	Skelmersdale Champion	22/01/2014	171.36	18405	2	2	-2	PR14/0022
Creating new roads won't solve traffic problems	Skelmersdale Champion	22/01/2014	204	18405	2	-1	4	
Still time to have a say on transport plan	Ormskirk Champion	29/01/2014	442.9	18728	2	2	4	
Still time to have a say on transport plan	Skelmersdale Champion	29/01/2014	450.84	18405	2	2	4	
Fresh call to bring Curves rail link back into action	Ormskirk Advertiser	30/01/2014	669.3	5392	2	2	4	
Transport views wanted	Skelmersdale Advertiser	30/01/2014	55	9906	2	2	4	PR14/0006
Fresh call to bring Curves rail link back into action	Skelmersdale Advertiser	30/01/2014	544.5	9906	2	2	4	
Call to show support for reinstatement of Burscough Curves	Ormskirk Champion	05/02/2014	484.1	18728	3	-1	-3	
Keep bypass alive	Skelmersdale Advertiser	06/02/2014	104.5	9906	2	-1	-2	
County council obviously don't care about Ormskirk's traffic problems	Ormskirk Champion	12/02/2014	325.48	18728	3	-1	-3	

Appendix 3: Questionnaire Analysis

Survey Methodology

The consultation ran from 2 December 2013 to 7 February 2014 and was conducted through a paper and online questionnaire. Paper copies were available in libraries for people to complete and 108 were completed. 156 online questionnaires were completed. In total 264 responses were received.

Limitations

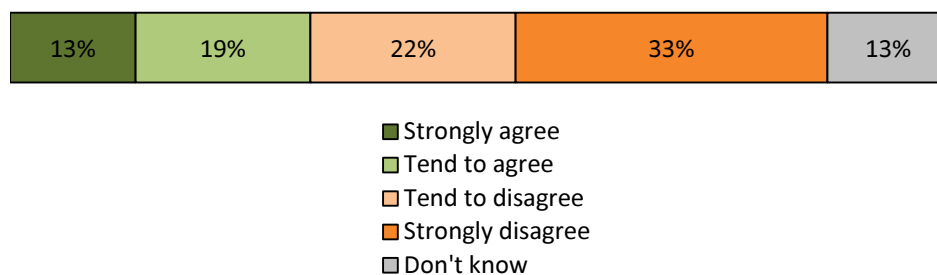
The results should be treated as indicative only, as they do not form a representative cross-sample of Lancashire residents.

In charts or tables where responses do not add up to 100%, this is due to multiple responses or computer rounding.

Main research findings

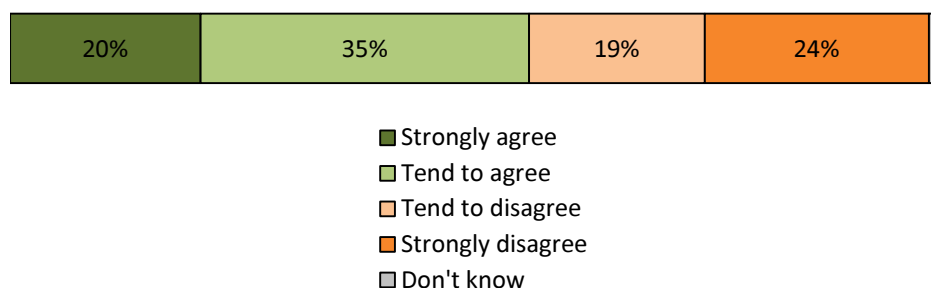
Respondents were first asked several questions about the overall vision for the West Lancashire masterplan.

Chart 1 - How strongly do you agree or disagree with our vision for West Lancashire where Skelmersdale is the development and transport hub of West Lancashire, with good living standards across the town that everyone shares in?



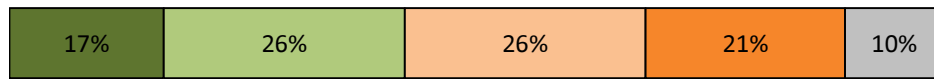
Number of respondents (247)

Chart 2 - How strongly do you agree or disagree with our vision for West Lancashire where Ormskirk is the vibrant market town at the heart of West Lancashire's education and tourism sectors, with a town centre that is no longer dominated by the car?



Number of respondents (250)

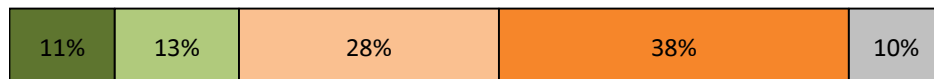
Chart 3 - How strongly do you agree or disagree with our vision for West Lancashire where Burscough is a thriving small town where there is plenty of transport choice and commuters don't need to own a car?



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Number of respondents (248)

Chart 4 - How strongly do you agree or disagree with our vision for West Lancashire where the rural parishes are free of unnecessary traffic and everyone knows that travel options are there if they cannot use a car?



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Number of respondents (248)

Respondents were then asked about Skelmersdale's highways and transport networks.

Chart 5 - How strongly do you agree or disagree with our proposal to build a new railway station in Skelmersdale town centre?



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Number of respondents (254)

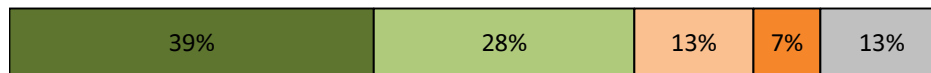
Chart 6 - How strongly do you agree or disagree with our proposal to build a new bus station to provide a dedicated interchange with the proposed new railway station in Skelmersdale town centre?



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Number of respondents (255)

Chart 7 - How strongly do you agree or disagree with our proposal to radically reshape Skelmersdale's streets and public spaces ('Public Realm') and highways network?



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Number of respondents (251)

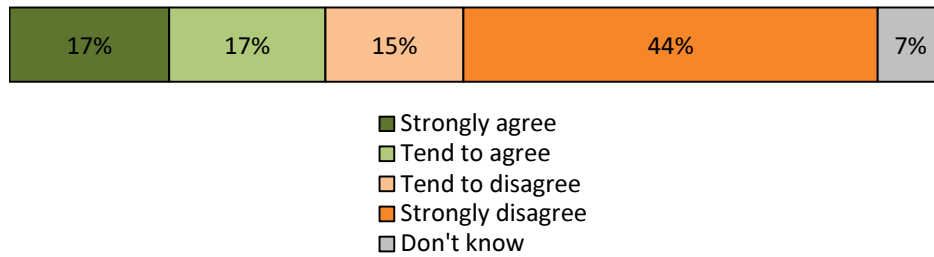
Chart 8 - How strongly do you agree or disagree with our proposal to create the Skelmersdale to Ormskirk linear park for walking and cycling?



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

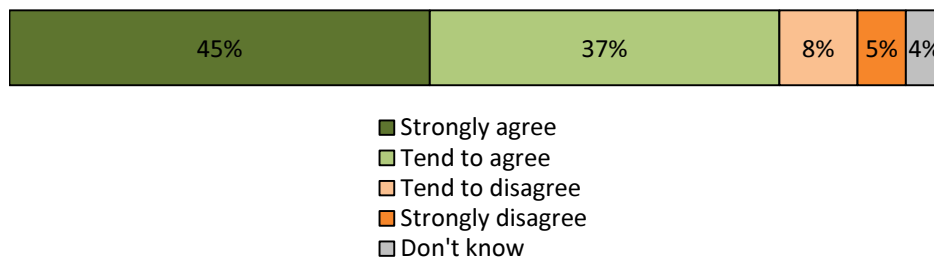
Number of respondents (255)

Chart 9 - How strongly do you agree or disagree with our proposal to not pursue the Ormskirk bypass?



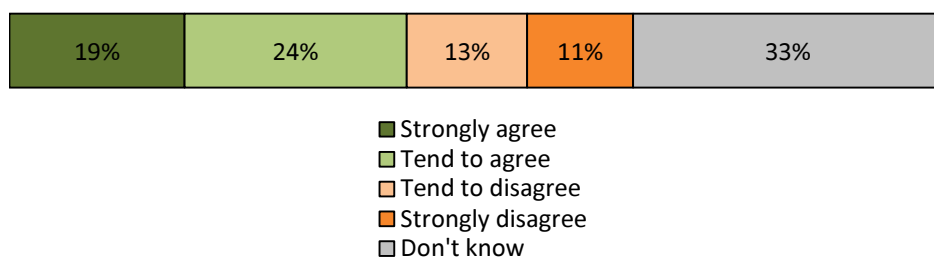
Number of respondents (257)

Chart 10 – How strongly do you agree or disagree with our proposal to reduce congestion by removing longer distance traffic from Ormskirk and making public transport, cycling and walking the modes of transport choice?



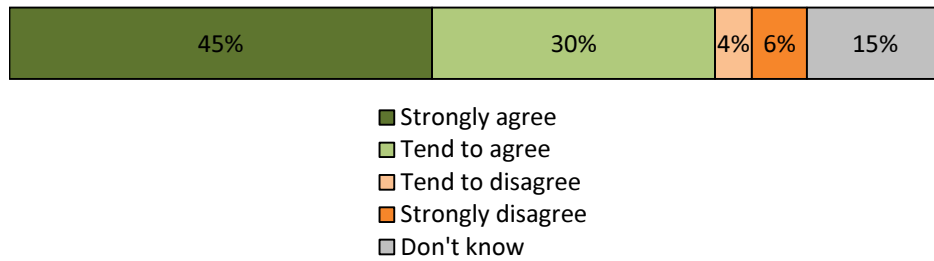
Number of respondents (251)

Chart 11 - How strongly do you agree or disagree with our proposal to replace the Derby Street railway bridge?



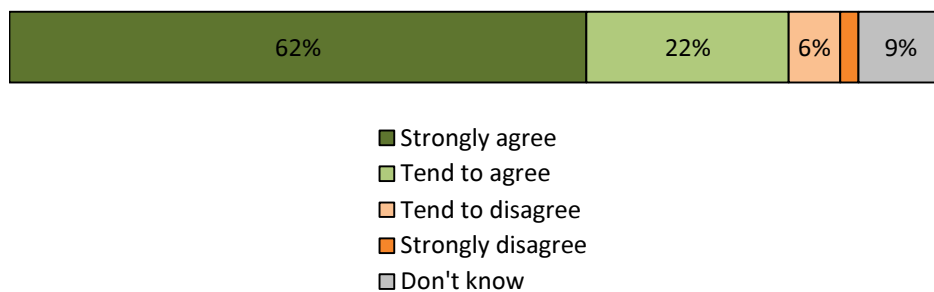
Number of respondents (256)

Chart 12 - How strongly do you agree or disagree with our proposal to ensure that the full benefits of the Thornton to Switch Island link are felt by West Lancashire and by Ormskirk in particular?



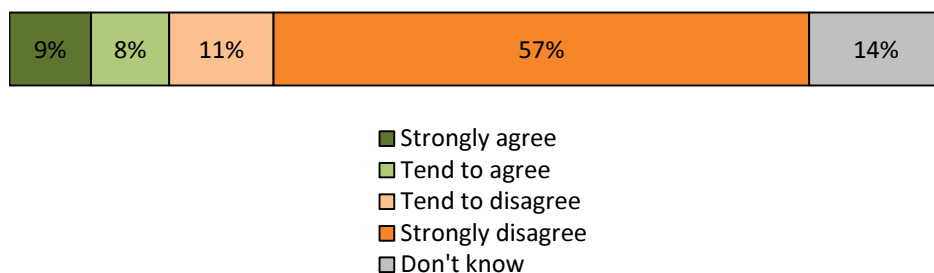
Number of respondents (254)

Chart 13 - How strongly do you agree or disagree with our proposal to electrify the Ormskirk to Preston rail line?



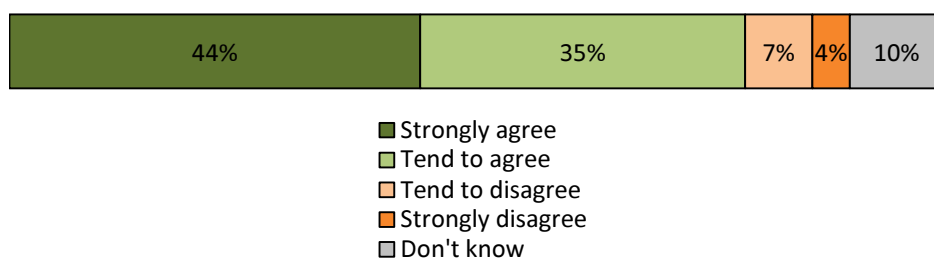
Number of respondents (254)

Chart 14 - How strongly do you agree or disagree with our proposal to not pursue the reinstatement of the Burscough Curves at this time?



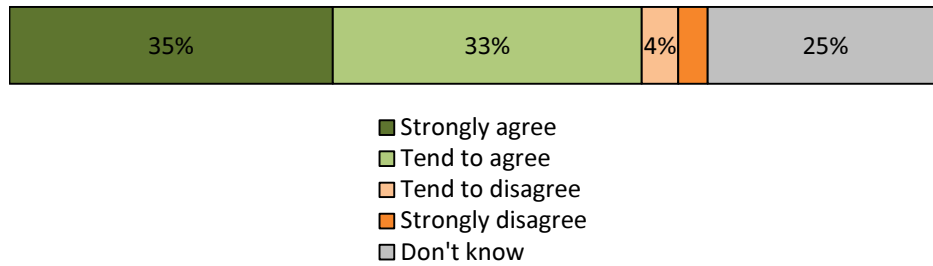
Number of respondents (251)

Chart 15 - How strongly do you agree or disagree with our proposal to improve the walking and cycling routes between Burscough and Ormskirk?



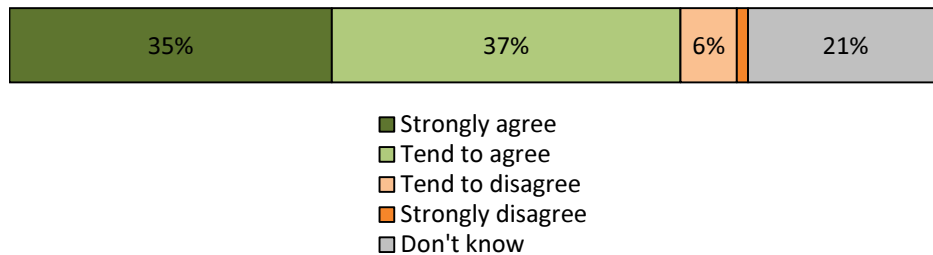
Number of respondents (250)

Chart 16 - How strongly do you agree or disagree with our proposal to construct the Green Lane Link at Tarleton, to remove significant numbers of heavy goods vehicles from other roads in the area?



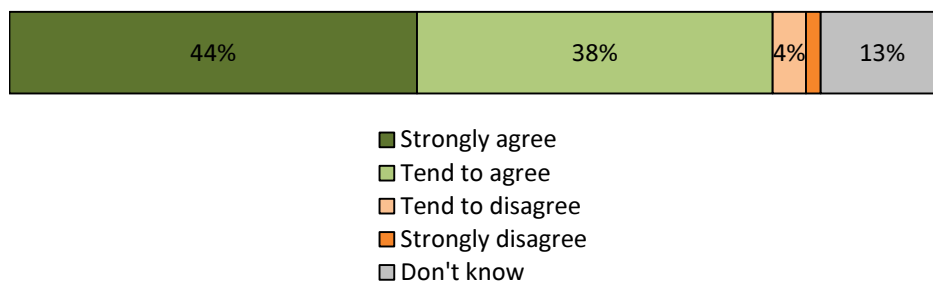
Number of respondents (254)

Chart 17 - How strongly do you agree or disagree with our proposal to develop a strategy that is focused on reducing traffic on the A5209 and the A5777?



Number of respondents (249)

Chart 18 - How strongly do you agree or disagree with our proposal to find the most cost effective methods of providing access to services in rural or remote areas?



Number of respondents (252)

Respondents were then asked for any additional comments they had about the proposals. The majority of the comments provided by respondents focused on specific issues such as specific buses, rail routes, and roads and due a low number of responses for each issue cannot be presented in a table in a meaningful way. This said, 15% of respondents did comment that the Burscough curve should be reinstated. The next most frequently mentioned comment was that 3% of respondents feel that Ormskirk needs a bypass.

All comments can be found in full in Appendix 1.

Conclusion

There are 7 statements or proposals which more than 20% of people disagree or strongly disagree with.

4 of these were the vision statements; comments received in the course of the consultation suggest that a number of respondents thought that the statements related to the current time rather than being aspirations for the future.

3 relate to proposals:

The proposal to replace the Derby St Railway bridge had the most mixed response to the questionnaire, with a spread of responses, including 33% Don't Know. This may reflect the frequent comment that it was too early to reach a definite conclusion, particularly with a movement strategy planned.

The proposal not to pursue the Ormskirk Bypass provoked a strong response to the questionnaire. There was a bulk submission of forms by those opposed to the proposal. However, even taking these into account, there is still a strong opinion that the bypass should be pursued. This is balanced by a strong opinion that it should not. The consultation events support the view that whilst many hold strong opinions, those opinions are divided.

The proposal not to pursue the Burscough Curves was the most unpopular proposal, with 68% disagreeing or strongly disagreeing. This was reflected at public events.

Demographic breakdown of respondents

	Count	Percentage
Have you read the West Lancashire Master Plan document?		
Yes	221	85%
No	38	15%

	Count	Percentage
Are you responding to this consultation on behalf of an		
Yes	15	6%
No	246	94%

	Count	Percentage
How often do you use the following types of transport? Car		
Every or most days	132	54%
A few times a week	69	28%
A few times a month	16	7%
Less often	14	6%
Never	13	5%
	Count	Percentage
How often do you use the following types of transport? Bus		
Every or most days	30	13%
A few times a week	38	16%
A few times a month	33	14%

	Less often	69	29%
	Never	64	27%
		Count	Percentage
How often do you use the following types of transport? Train	Every or most days	13	6%
	A few times a week	36	15%
	A few times a month	89	38%
	Less often	73	31%
	Never	24	10%

		Count	Percentage
How often do you use the following types of transport? Bicycle	Every or most days	14	6%
	A few times a week	22	10%
	A few times a month	23	10%
	Less often	44	19%
	Never	126	55%

		Count	Percentage
Are you...?	Male	149	61%
	Female	97	39%

		Count	Percentage
Are you a deaf person or do you have a disability?	Yes	25	10%
	No	217	90%

		Count	Percentage
Which best describes your ethnic background?	White	240	99%
	Asian or Asian British	2	1%
	Mixed/multiple ethnic group	0	0%
	Black/African/Caribbean/Black British	0	0%
	Other ethnic group	1	%

Appendix 'C'

West Lancashire

Highways and Transport Masterplan



West Lancashire Highways and Transport Masterplan

Local Transport Plan 2011-2021
Environmental Report
Draft Addendum

September 2014

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Non-Technical Summary

1. An environmental report, published in November 2010, documented the possible environmental impacts of the draft Local Transport Plan 2011-2021 Strategy for Lancashire (LTP3). The report also included health and equality impact assessments. A subsequent addendum was published in October 2011 that covered the LTP3 Implementation Plan for the period 2011/12-2013/14 for the county of Lancashire. Where schemes have been added to the implementation plan, the addendum has been updated.
2. Included in the Local Transport Plan Implementation Plan is a commitment to produce a Highways and Transport Masterplan for each area of Lancashire. This addendum presents the Draft Environmental Report on the West Lancashire Highways and Transport Masterplan (WLHTM).
3. This report provides the basis for further environmental evaluation to be carried out during the implementation of the masterplan.
4. This Environmental Report represents the first stage in documenting the likely environmental effects of the WLHTM. However, the masterplan is a strategic document and a lot of the proposals within it are still at the development stage. As a result, this report simply provides an overview of the options available and will need to be developed as the specific details of the schemes are finalised.
5. Throughout this Environmental Report addendum, consideration is given to how the WLHTM aligns to key priorities and principles detailed in Lancashire County Council's Local Transport Plan (LTP3) 2011- 2021 and the West Lancashire Local Plan 2012 - 2027. These are the two documents which have significantly guided the development of the masterplan.
6. Both the Local Transport Plan and the West Lancashire Local Plan have been the subject of environmental reports. Both environmental reports have been accepted as appropriate assessments of environmental impact and of required mitigation. Habitats Regulation Assessments have taken place for both the West Lancashire Core Strategy and the Preferred Options Paper.
7. Key issues raised by the environmental assessment presented in this report are:
 - Many rural areas of West Lancashire see a high reliance on private transport and typically **greater travel distances** than in more densely populated urban areas. In contrast, the urban area of Skelmersdale has a **low car ownership** level which constrains employment opportunities. However, within the urban areas of Ormskirk and Burscough congestion is increasing, which is having a detrimental effect on **air quality** and is contributing to increased levels of **carbon emissions**.
 - Public health in West Lancashire is a significant problem in parts of the district, which has wide ranging consequences. Walking and cycling can make a particularly important contribution towards improving **health**.
 - The poor quality of many **public spaces**, particularly in Skelmersdale, makes walking, cycling and the use of public transport unattractive and compounds

perceived fears about crime and safety. Levels of traffic congestion and a lack of facilities addressing the needs of cyclists and pedestrians may further discourage residents from using sustainable transport options as their transport preference.

- **Anti-social and criminal behaviour** associated with transport has a negative impact on local communities, community cohesion and on measures to promote more sustainable alternatives to the car.
 - **Air quality** problems exist in parts of West Lancashire, most notably in Ormskirk town centre around the Moor Street area. Specific air quality problems are associated with congestion hotspots and enclosed urban environments. Poor air quality can also impact on people's health and therefore remains a priority to implement effective mitigation and development measures to alleviate congestion in identified areas.
 - The rate of casualties from **road accidents** is above the national average. Statistics also show a higher rate of fatalities on rural roads compared to urban roads. Studies suggest that this may be due to young or inexperienced drivers who consider it safer to exceed the speed limit on rural roads due to the relative lower levels of traffic. This is a concern due to the rural nature of West Lancashire.
 - **Deprivation** exists in a number of areas, despite West Lancashire being amongst the least deprived districts in the County. The reasons for these problems are varied and complex. As in other parts of Lancashire, poor levels of relevant skills and training and low self-esteem present barriers to new employment opportunities, whilst crime, health and the poor standards of living compound problems.
8. The specific issues sit alongside the challenges indicated by the environmental data:
- The **natural environment** is significant to both the economy and to making West Lancashire a better place to live. Protecting and improving our environment is important, so extra care will need to be taken to get the most environmental benefit from what is done and limit any damage. This is particularly significant as West Lancashire contains some of the best agricultural land in Lancashire, a large proportion of which is green belt. It is also home to the internationally important Martin Mere Wildfowl and Wetland Trust reserve.
 - West Lancashire's **historic environment** is a significant cultural asset to the district. Public realm and transport improvements have the potential to make positive contributions to this environment if sensitively implemented.
 - The **landscape** of West Lancashire is particularly diverse and includes parts of the Lancashire and Amounderness Plain, which is the largest concentration of top quality farmland in the west of Britain, and the River Estuary Regional Park, which encompasses one of the most important places for birdlife in Europe.

- Making sustainable transport modes like walking, cycling and public transport more attractive will not only reduce our impact on the natural environment, but will reduce **noise** and help to preserve **tranquillity**. It will also help to reduce West Lancashire's **CO₂** footprint and help to improve air quality in our urban areas and reduce the number of **air quality management areas (AQMA)**s).
 - **Flooding** can be a major problem and may become a bigger risk as the climate changes. We will have to make sure that surface water from our highways does not contribute to flooding or to pollution and that the County Council (as the Transport and Highway Authority) is committed to the implementation of sustainable drainage systems (SuDS) in new highway schemes. We will apply the National Planning Policy Framework (NPPF) Exception Test to schemes that are wholly or partly in Flood Zones 3a or 3b.
 - The English Indices of Multiple **Deprivation** 2010 show that there are major differences across the county. This trend is mirrored within West Lancashire. In general, West Lancashire is a relatively affluent district with low levels of deprivation. However, Skelmersdale in particular has significant areas of deprivation some of which are categorised as 'priority neighbourhoods'. Since these indices were published, there has been an economic downturn that has had a significant impact on the North West.
 - From April 2013, the **public health** system in England changed, with Lancashire County Council having greater responsibility to improve health. Since there are significant public health issues in West Lancashire, this will make promoting active travel even more important.
9. The masterplan's priorities have risks attached to them. The most significant risks identified are:
- Despite the investment brought about by the masterplan, the pressure on our transport infrastructure could increase, meaning that the environment is further threatened and that maintenance costs increase.
 - Biodiversity could be reduced because of the emphasis on the economy.
 - There are potential risks to protected species, sensitive habitats, geological sites and soils through the development of transport infrastructure and also through greater numbers of people walking and cycling in sensitive areas.
 - Historic buildings, archaeological sites and other culturally important features and their settings could be damaged or lost, reducing the distinctive character of the area.
 - Increasing travel to access employment in the key areas may not be done by sustainable modes, which will increase carbon emissions.
 - Prioritising investment in the employment areas and economic priorities could divert resources from efforts to reduce carbon emissions.
10. Mitigation of the risks inherent in this masterplan has been discussed for each programme in the plan and certain themes have emerged:
- All options that develop from the further work put forward in the masterplan will need further assessment particularly those which have been identified here as having the greatest potential for positive or negative impacts.

- There is a need to maintain, protect and enhance biodiversity, geodiversity and soils where possible in schemes. This may be as simple as ensuring that new infrastructure links to existing wildlife corridors or that 'maintenance regimes' are species friendly.
 - Historic buildings and landscapes, archaeological sites and their settings should be protected and improved where possible.
 - Noise reduction improvements should be considered in all schemes.
 - The contribution of surface water run-off to pollution and flood risk must be acknowledged and specific mitigation put in place, through the use of SuDs where appropriate.
 - Although the focus of the Masterplan is on economic development, the needs of disadvantaged communities must not be forgotten. Access from these communities is a key consideration for the Masterplan.
 - Public attitude to the needs of the environment may present a challenge to greater use of sustainable transport modes. Education and social marketing may be required to overcome a reluctance to switch modes.
 - Improvements in health will be dependent on an acceptance of sustainable modes of travel.
 - Due attention must be paid in all projects to the specific needs of users, particularly those who may be disabled or experience greater challenges in travelling.
 - Road safety must be a priority in option development.
11. Effective monitoring will be carried out to make sure that the masterplan meets its targets and that any negative impacts are minimised, with mitigation measures devised and implemented.
 12. The masterplan is a strategic document that sets out a vision for highways and transport in the area and the further work required to take that vision forward. However, as the masterplan does not identify detailed schemes at this stage, it is not possible to identify the full extent of environmental impacts. Environmental appraisal of each proposal from option appraisal through to delivery will need to be undertaken as work streams in the masterplan develop.
 13. The masterplan seeks to target over-reliance on car journeys, which is a major contributor to CO₂ emissions and poor air quality, visual intrusion, community severance, road safety and poor levels of usage of active travel options.
 14. The masterplan is intended to help facilitate economic growth and as such there is a real risk that car ownership and dependence on the car could be perpetuated. This is particularly the case if car ownership is encouraged in groups who currently do not own a car. The masterplan must therefore ensure that, particularly for non car owners, effective alternatives to the car are provided by improvements to public transport, cycling and walking.
 15. The other risk identifiable at this stage is that of safety. As proposals develop, the safety of users must be taken into consideration at the earliest possible stages. This should include both personal security and road safety.
 16. Overall, the masterplan has the potential to make a significant positive impact on the environment and population of West Lancashire, providing mitigation is

put in place against the risks identified here and against any risks that develop as the masterplan itself develops.

1. Introduction

- 1.1. An Environmental Report, published in November 2010, documented the possible environmental impacts of the draft Lancashire County Council Local Transport Plan 2011-2021 Strategy for Lancashire (LTP3). The report also included health and equality impact assessments. A subsequent addendum was published in October 2011 that covered the LTP3 Implementation Plan for the period 2011/12-2013/14 for the county of Lancashire. Where schemes have been added to the implementation plan, the addendum has been updated.
- 1.2. Included in the Local Transport Plan Implementation Plan is a commitment to produce a Highways and Transport Masterplan for each area of the county. This addendum presents the Draft Environmental Report on the West Lancashire Highways and Transport Masterplan (WLHTM).
- 1.3. The SEA Directive aims "to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development."
- 1.4. The Environmental Report represents the first stage in documenting the likely environmental effects of the WLHTM. However, the masterplan is a strategic document and the schemes for it have not been finalised or are for further studies. As such, this report simply provides an overview of those considerations that will need to be developed in detail as the proposals develop and produce finalised details to be taken forward.
- 1.5. Consideration is also given to likely health, equality and wider social impacts which are commonplace in considering new public investment programmes. Such impacts will be considered across spatial and temporal scales for the broad-scale schemes identified in the masterplan.
- 1.6. An overarching emphasis throughout the masterplan, and indeed in the LTP3, is to support economic growth, not only now but also in the future. There is therefore a need to balance the positive and negative impacts of transport with the needs of the population and sensitivity of the wider environment. However, we can only do this if we consider the consequences that changing these networks will have not just on the users, but on the people, environment and economy of Lancashire, both now and in the future.
- 1.7. Lancashire County Council, as transport and highways authority, has a duty to determine any likely significant effects that may arise from the proposed schemes in the West Lancashire Highways and Transport Masterplan. Where significant effects are deemed likely, mitigation measures will be undertaken to ensure that such effects are prevented and/or minimised where possible.

2. Policy Context and Priorities

- 2.1. Throughout this environmental report consideration is given to how the WLHTM aligns to key priorities and principles detailed in Lancashire County Council's Local Transport Plan (LTP3) 2011- 2021 and the Local Plan for West Lancashire Borough Council. These are the documents which have significantly guided the development of the masterplan.
- 2.2. The Local Transport Plan sets out transport priorities in Lancashire until 2021. These priorities are to:
 - Improve access into areas of economic growth and regeneration;
 - Provide better access to education and employment;
 - Improve people's quality of life and wellbeing;
 - Improve the safety of our streets for our most vulnerable residents;
 - Provide safe, reliable, convenient and affordable transport alternatives to the car;
 - Maintain our assets; and
 - Reduce carbon emissions and their effects.
- 2.3. The West Lancashire Local Plan, constituting the development plan, forms the overarching planning policy document and sets out the broad development strategy for West Lancashire until 2027. The purpose of the development plan is to guide and contribute towards boosting investment and employment opportunities, to encourage sustainable managed growth, and to protect and enhance green spaces and open countryside. Importantly it sets out where development will occur up to 2027 and indicates what strategic investment is necessary to deliver it.
- 2.4. Both the Local Transport Plan and the Local Plan have been the subject of environmental reports. Both reports have been accepted as appropriate assessments of environmental impact and of required mitigation.
- 2.5. A Habitat Regulations Assessment has taken place for the West Lancashire Core Strategy.
- 2.6. The WLHTM sits within the LTP3. It represents the County Council's proposals for meeting the infrastructure requirements of the West Lancashire Local Plan and as such supports accepted development proposals.
- 2.7. The Lancashire Enterprise Partnership (LEP) has also shaped the masterplan. This is a Government-endorsed partnership between the private and public sectors established to provide leadership for the county's economy and be a catalyst for job creation and economic growth; it has its own agreed priorities and programmes.
- 2.8. Whilst it is widely acknowledged that public finance is limited, the masterplan recognizes that there is need for substantial commitment from a variety of providers to see it through – county, borough and neighbouring councils, Lancashire's Local Enterprise Partnership, Highways Agency, Network Rail, and Merseytravel - and the support of private business and house builders.
- 2.9. This master planning exercise puts Lancashire County Council in a position to

demonstrate that affordable and deliverable improvements can be made to the highways and transport network to support the development strategies of West Lancashire. These improvements will enable the successful development of an integrated transport network giving residents and visitors access to a greater range of sustainable travel options whilst making our roads safer, attractive and more efficient.

3. Environmental Context - Overview and Challenges

- 3.1 West Lancashire had a population of over 110,000 people in 2011. The borough covers an area of 347 square kilometres, giving West Lancashire a relatively low population density of 318 people per square kilometre. It boasts a very large land area classified as Green Belt, some of the highest quality agricultural land in the county and is home to internationally important areas for wildlife.
- 3.2 The majority of people live in the borough's three main settlements; the historic market town of Ormskirk (including Aughton); the New Town of Skelmersdale (including Up Holland); and the small town of Burscough. However, the rural nature of the borough means that settlements are unevenly distributed, with some areas suffering from rural isolation. Some of the larger settlements have grown up around the road network and now suffer in parts from congestion.
- 3.3 The location of the district next to Central Lancashire, Liverpool City Region and Greater Manchester gives it significant economic opportunity to grow and develop. This is particularly the case for Skelmersdale, which already benefits from excellent links to the strategic road network. The borough is home to a number of international and nationally recognised companies including Pilkington Group Ltd, ASDA, Co-operative Bank PLC, Matalan PLC and Walkers Snack Foods Ltd. Edge Hill University is an important asset which also brings significant benefits to the local economy. The Lancashire Enterprise Partnership (LEP) is also a key driver for West Lancashire's economic development.
- 3.4 Many rural areas of West Lancashire see a high reliance on private transport and typically **greater travel distances** than in more densely populated urban areas. This is a cause of increased **congestion** principally in urban areas such as Ormskirk, which has a detrimental effect on **air quality**. **Carbon emissions** in West Lancashire have also steadily increased. In contrast, urban areas within Skelmersdale have **low car ownership** levels which currently constrains employment opportunities.
- 3.5 Public health in West Lancashire is a significant problem, particularly within Skelmersdale. This has wide ranging consequences. Walking and cycling can make particularly important contribution towards improving **health**.
- 3.6 The poor quality of many **public spaces**, particularly in Skelmersdale, makes walking, cycling and the use of public transport unattractive and compounds perceived fears about crime and safety. Levels of traffic congestion and a lack of facilities addressing the needs of cyclists and pedestrians may further discourage residents from using sustainable transport options as their transport preference.
- 3.7 **Anti social and criminal behaviour** associated with transport has a negative impact on local communities, community cohesion and on measures to promote more sustainable alternatives to the car.
- 3.8 **Air quality** problems exist in parts of West Lancashire. Specific air quality problems are associated with congestion hotspots and enclosed urban environments. Poor air quality can also impact on people's health and therefore it remains a priority to implement effective mitigation, and develop measures to alleviate congestion in identified areas.

- 3.9 While there is a pattern of decline for the number of people killed or seriously injured from **road accidents** in West Lancashire, the rate is still above the national average and is a particular concern in rural communities such as Scarisbrick, Scott and Parbold.
- 3.10 Despite West Lancashire being amongst the least deprived districts in the county, **deprivation** is a concern, particularly in Skelmersdale. The reasons for these problems are varied and complex. As in other parts of Lancashire, poor levels of relevant skills and training and low self-esteem present barriers to gaining new employment opportunities, whilst crime, health and the poor standards of living compound problems.

Environmental

- 3.11 The **natural environment** is significant to both the economy and to making West Lancashire a better place to live. Key issues and challenges to the masterplan are discussed below. See Appendix 1 for more information about these topics.
- 3.12 Getting more people into the countryside to enjoy the benefits that the countryside brings to health and wellbeing requires good access to be available. However, providing that access can have a detrimental effect on biodiversity, protected species and sites and on the landscape, whether directly by increasing numbers of people or by infrastructure provision and maintenance.
- 3.13 **Biodiversity** is an important component of a functioning environment and is essential to maintain clean water, fertile soil and clean air. Maintaining biodiversity is a key test of sustainability. Biodiversity also has economic and social value e.g. in leisure and recreation or tourism, and determines the distinctive character of an area.
- 3.14 Animals and plants protected under UK or European legislation are known collectively as Protected Species. The protection for animals includes protection from being disturbed, killed or injured and protection for the places where they live. It is an offence to damage, uproot or destroy protected plants.
- 3.15 The most significant sites for the conservation of wildlife (species and habitats) and/or geology are protected by international designations: Special Protection Areas, Special Areas of Conservation or Ramsar sites. The Habitat Regulations Screening Assessment is included in Appendix 2. Sites of National importance are designated as Sites of Special Scientific Interest (SSSIs) of Marine Conservation Zones (MCZ). There are 6 SSSIs and 1 MCZ in the West Lancashire area.
- 3.16 Most of the important environmental features lie outside statutory SSSIs. Lancashire County Council and West Lancashire Borough Council are partners in the Biological Heritage Sites (BHS) and Local Geodiversity Sites (LGS) partnerships. In addition, the County Council has identified special verges and West Lancashire have identified sites of district significance known as Local Nature Conservation Sites. Collectively non-statutory sites are known as local sites in the National Planning Policy Framework (NPPF).

- 3.17 **Geodiversity** is the variety of rocks, minerals, fossils, soils, landforms and processes that occur naturally, providing many of the essential natural resources on which society and economic growth depend. Geodiversity plays a key role in environmental regulation, including absorbing pollution, buffering climate change and filtering, purifying and storing water. Important geological sites can be concealed, damaged or destroyed by inappropriate development or the use of quarries for recreational activities or landfill.
- 3.18 **Soils** play a key role in environmental regulation such as pollution prevention by breaking down or reducing the impact of chemical contaminants. There are many pressures on soils, especially erosion, pollution and organic matter. Peat is a major store of carbon in the form of soil organic matter and is present in West Lancashire.
- 3.19 Development, involving sealing with impermeable materials such as concrete or tarmac, can lead to degradation of soils and loss of biodiversity. Sealing and compaction also contribute to increased surface run-off, ponding of water and localised erosion, flooding and pollution. The indirect impacts of soil sealing affect large areas due to fragmentation of habitats and disruption of ecological corridors.
- 3.20 Lancashire County Council hosts the Lancashire Environment Record Network (LERN), the partnership-led local environment record centre for Lancashire. LERN collects and collates information relating to the biodiversity and geodiversity of the county which is made available to Local Planning Authorities and other partners to inform and support their plan and decision making processes. LERN provides a significant resource to allow the biodiversity impact of schemes identified in the West Lancashire Highways and Transport Masterplan to be understood.
- 3.21 Lancashire County Council, in partnership with the district authorities in Lancashire, is developing Ecological Networks. The Networks aim to join together existing designated wildlife sites (i.e. SSSIs and BHS) by formulating protected pathways between them. These pathways are based on the type of ecological feature within them, such as grassland or woodlands and the established movement patterns of ecology.
- 3.22 West Lancashire's **historic environment**, including historic buildings, archaeological sites, townscapes, and landscapes, is a significant cultural asset. Public realm and transport improvements have the potential to make positive contributions to this environment if sensitively implemented and to provide better opportunities for people to access and understand local heritage and to participate in cultural and leisure activities.
- 3.23 The **landscape** of West Lancashire is diverse and supports a notable visitor economy through the presence of ten countryside parks, including the River Estuary Regional Park, which encompasses one of the most important places for birdlife in Europe. The landscape also includes a large amount of top grade farmland that supports intensive arable cropping and an important horticultural sector. Supporting the farming sector and visitor economy has a range of environmental impacts:

- Transport infrastructure to support these sectors can cause significant visual intrusion and noise which can threaten tranquillity. The materials used for road maintenance and the type of street lighting can reduce both visual and noise elements.
 - Providing more sustainable transport for rural areas will benefit both residents and tourists and will also mitigate against further landscape impact.
 - Changes in public realm and to levels of congestion will affect the urban landscape and heritage assets across West Lancashire.
 - A shift to quieter transport modes will bring some noise reduction, as would ensuring freight transport uses appropriate roads.
- 3.24 **Flooding** is an important concern for the authority. The Flood and Water Management Act 2010 and the Flood Risk Regulations 2009 both impose new duties for the County Council as a "lead local flood authority". The delivery of these duties will be based on effective partnership between lead local flood authorities and other risk management authorities. Surface water from highways requires management in the context of Sustainable Drainage Systems (SuDS) to ensure that pollution and flood risks are minimised. There is a requirement under the National Planning Policy Framework (NPPF) to apply the Exception Test to transport infrastructure schemes that cross Flood Zones 3a or 3b.
- 3.25 Although **water quality** pollution control are not new issues, the Water Framework Directive and the development of a River Basin Management Plan for the northwest region have set significantly more challenging objectives than when previous transport masterplans were produced. The highway network can be a major source of pollution, ranging from the general build-up of contaminants on road surfaces to the consequences of major environmental incidents. Flooding and highway drainage also have important influences on water quality, as excess water can carry pollutants directly in nearby water courses. Commentary on the objectives and targets of the Water Framework Directive is given in Appendix 1.
- 3.26 The industrial history of an area is the principal factor in the presence of **contaminated land**. The presence of substances such as heavy metals, chemicals and oils in the ground around former factories, mines and waste sites can present a risk to people, property, waterbodies and the natural environment. The West Lancashire Contaminated Land Strategy (2009) stipulates an assessment criteria of what constitutes contaminated land. So far, no land in has been classed as contaminated.
- 3.27 Lancashire as a whole faces a range of issues in relation to **climate change** which could impact on West Lancashire:
- Hotter, drier summers with more frequent summer heat waves
 - Winters that are warmer but wetter
 - Extreme weather events becoming more common, bringing a greater risk of flooding and storm surges and with damage from high winds becoming more frequent.
- 3.28 33% of West Lancashire's **CO₂** emissions in 2011 were attributable to industry and commerce sector sources, 28.5% to transport, 28% to the domestic sector and 10.5% to land use, land use change and forestry. These numbers were similar to those for Lancashire as a whole (14 authorities), with the exception of

land use and change which was significantly higher in West Lancashire. In Lancashire the proportions were: industry and commerce 38%, domestic 30.5%, transport 29% and land use and change 2%. Reducing carbon emissions is therefore a major challenge and potential opportunities include:

- Reducing the consumption of energy by the authority, including maintenance and street lighting considerations.
- Reusing and recycling waste material generated in maintenance or construction of highway infrastructure.
- Providing more sustainable modes of transport, including more sustainable fuel sources.
- Reducing the need to travel.

3.29 Poor **air quality** has a significant negative impact on health, particularly in more deprived areas. Transport emissions are a major source of pollution. As for noise and CO₂, an increasing reliance on the private car and on road haulage has led to increasing pollution and congestion, particularly in the urban cores. This congestion further increases the impact that transport has. There is one declared Air Quality Management Areas (AQMAs) in West Lancashire and this is detailed in Appendix 1. The challenge will be to constrain or reduce private car use while seeking economic growth, which should bring increasing prosperity and has previously been associated with higher levels of car ownership.

3.30 There is a challenge presented to addressing all the issues raised above by the popularity of the private car and the reluctance in some sections of the community to accept that change is needed.

Population

3.31 The English Indices of **Deprivation** 2010 were published in March 2011. These show that there are large and growing economic disparities between different parts of the county, with areas of severe social and economic deprivation and high levels of worklessness contrasting with areas of considerable prosperity. In some cases these areas of deprivation and affluence are situated very close together or even adjacent to one another. This pattern is demonstrated within West Lancashire, with some Lower Super Output Areas (LSOAs) ranked in the 10% most deprived in the country and others in the 10% least deprived. The most severe areas of deprivation are located in Skelmersdale, while the more affluent LSOAs include Aughton and Downholland.

3.32 Since these indices were published, an obvious and significant change that has been felt across all of Lancashire has been the **economic downturn**. There has been a significant impact upon national, regional and local economies as economic activity and output has contracted. This has been felt particularly hard in the North West where a higher proportion of the population work in the public sector. However, the full impact at the local level cannot be fully assessed until local data becomes available, when the full extent of the challenge will become clearer.

3.33 Detailed baseline data on population and social factors, together with commentary is provided in Appendix 1.

Human Health

- 3.34 The 'Health and Social Care Act' (2012) sets out the vision for improving the public's health and the changes were implemented on the 1st of April 2013. Upper tier and unitary local authorities now provide local leadership for public health, underpinned by new statutory functions, dedicated resources and an expert public health team, led by a director of **public health**. Priorities will focus on improving health, reducing health inequalities and maximising the wellbeing of the population.
- 3.35 Local authorities will be supported by a new integrated public health service: Public Health England (PHE). PHE will aim to protect and improve the nation's health by encouraging healthier behaviours, addressing inequalities and removing barriers to good health. PHE will provide public health expertise and access to intelligence, research and expert advice.
- 3.36 This need for strategic and joined up interventions to impact upon the determinants of health and resultant health outcomes is recognised by both local government and NHS health professionals in Lancashire and has led to the development of the Joint Strategic Needs Assessment (JSNA) for Lancashire. The JSNA provides an evidence base for the development of public health in Lancashire and is detailed in Appendix 1.
- 3.37 Health and Wellbeing Boards have strategic influence over commissioning decisions across health, public health and social care, bringing together clinical commissioning groups and local authorities to create a more effective and responsive local health and care system. In Lancashire, the health and wellbeing board has identified emergent priorities from the JSNA. These will focus on new and expectant families; mental health and wellbeing; long-term conditions; improving the health, wellbeing and independence of older people.
- 3.38 West Lancashire has densely populated urban areas coupled with semi-rural and more extensive rural areas, each offering their own unique transport needs, social/neighbourhood problems, education and employment issues and access to green spaces and the natural environment. These issues require different solutions – a "one size fits all" strategy will not be effective. Any community (whether rural or urban) with poor links to services will be more likely to face deprivation and disadvantage and the associated health and social issues identified above.
- 3.39 Walking and cycling offer the potential for daily physical activity of sufficient frequency and intensity to improve health. Even low levels of walking can have great potential for health gain and can be undertaken by the most inactive. Walking and cycling can also provide other benefits including: reducing obesity, improving local air quality through CO₂ reductions, and increasing social interaction and social capital.

4. Assessment of Priorities and Strands

- 4.1 The policy context and priorities that the WLHTM is responding to have been discussed.
- 4.2 In seeking to address the needs of the West Lancashire area, six priorities were identified as pivotal to the way the transport network will work in the future. These six priorities include:
- 1) Significant barriers to growth affecting Skelmersdale
 - 2) Congestion in Ormskirk and key service centres
 - 3) Current limitations to rail services and access to rail services
 - 4) Better options for active travel
 - 5) Rural access to services
 - 6) Traffic on inappropriate routes
- 4.3 These priorities have been assessed for their environmental and human impacts in order to inform the development of actions leading from them. A summary of this work is provided below:

Priority 1	Significant barriers to growth affecting Skelmersdale
What challenges do these priorities aim to address?	Skelmersdale's highway and transport network is not fit for purpose. Without a functional highways and transport network, Skelmersdale cannot fulfil its potential for economic growth. This is the legacy left by a New Town development plan which has left the public realm largely inhospitable with many features acting as a barrier to local travel leaving many communities feeling isolated from employment, education and the community as a whole.
What environmental benefits will this priority provide?	<p>New infrastructure or improvements to existing infrastructure that promotes public transport, cycling and walking will provide sustainable travel options and improve accessibility to employment, education and training opportunities. This is vital as Skelmersdale has some of the most disadvantaged communities in the country.</p> <p>Enabling people to get back into employment and education can have a significant impact on both the individual and the community, by offering the opportunity to reduce deprivation. In many cases, these communities are doubly affected by limited employment opportunities and deep-seated environmental and social problems. With low car ownership, improvements made under this priority may be the only viable travel option available.</p> <p>Improvements to sustainable travel options will also promote modal shift away from private car use which has clear benefits to air quality, noise, human health and climate change.</p>
Will these priorities have any adverse	Providing new infrastructure and improving existing infrastructure at the scale required will mean major changes to Skelmersdale. The danger is that the cost of a total transformation would be

<p>effects are they acceptable and can these effects be reduced?</p>	<p>enormous and disruptions to the town from the works carried out could potentially last for years. However, the masterplan has shown Skelmersdale's current highways and transport provision is not simply inadequate, but completely inappropriate for current and future needs.</p> <p>How can the effects be reduced?</p> <p>Providing new infrastructure will require major changes to Skelmersdale and therefore extensive public consultation. We will also work extensively with partners to review current walking, cycling and public transport connections and investigate all options available. This will ensure costs, disruptions and environmental damage are kept to a minimum.</p>
<p>Conclusion</p>	<p>Once complete, the large scale public realm improvements will transform the town. They will provide sustainable travel options to the town centre, local centres, employment opportunities and education. This will have a positive impact on Skelmersdale communities which are amongst the most deprived in the country. In this context, the case for solving the economic causes of these problems is overwhelming and makes the risk of some other environmental consequences acceptable.</p>

Priority 2	Congestion in Ormskirk and key service centres
<p>What challenges do these priorities aim to address?</p>	<p>Ormskirk suffers from significant traffic congestion. This results in deteriorating air quality, road safety concerns and creates a barrier to economic growth. This makes the town centre an undesirable place to travel to or through, particularly during peak times.</p>
<p>What environmental benefits will this priority provide?</p>	<p>Reducing congestion, in particular the number of vehicles, will improve air quality, reduce journey times, lower noise levels, potentially improve road safety and improve the sense of place. This can act as a catalyst for making public transport, cycling and walking attractive travel options. Active travel such as walking and cycling brings about additional health benefits by making people less sedentary.</p> <p>Reduction in congestion will also improve accessibility to job opportunities for both private transport and sustainable travel options.</p>
<p>Will these priorities have any adverse effects are they acceptable</p>	<p>Investment in infrastructure which reduces congestion and delays will provide environmental benefits in the short term. However, by reducing journey times it may encourage further car use and with increased access to employment opportunities, the increase in wealth could make car ownership more attractive. If the reliance on private car ownership increases, then in the longer term these</p>

and can these effects be reduced?	<p>benefits will disappear.</p> <p>How can the effects be reduced?</p> <p>Road transport will continue to play a significant role in accessing key service centres, but this should also be supported by public transport, cycling and walking measures. By ensuring that sustainable travel options are considered alongside road based alternatives, increase in congestion can be minimised over the long term.</p>
Conclusion	<p>Reducing congestion to key service centres will improve economic growth and amongst other things, employment opportunities. However, if the reduction in congestion is not supported by sustainable travel options, the long term benefits will disappear resulting in increased congestion, poorer air quality and increased safety concerns.</p>

Priority 3	Current limitations to rail services and access to rail services
What challenges do these priorities aim to address?	<p>The quality of rail travel in West Lancashire is poor. Current limitations, including poor frequency of service means rail travel is unattractive resulting in people travelling by private transport as their mode of choice. The poor rail service limits West Lancashire's economic potential and residents' ability to access employment opportunities, particularly for people without access to a car.</p>
What environmental benefits will this priority provide?	<p>As a result of a poor rail service, private transport is often the chosen mode to access key economies such as Liverpool, Manchester, Preston etc. Rail improvements will encourage modal change from private transport to the train. A reduction in the number of vehicles offers clear benefits to air quality, noise, human health, climate change and a reduction in congestion and delays on key routes.</p> <p>Direct rail services to large economies such as Liverpool and Preston also opens up employment and education opportunities to residents of West Lancashire, particularly for people without access to a car. This will enable people to get back into employment and education which will have a significant impact on both the individual and community, by offering the opportunity to reduce deprivation. It will increase 'travel horizons' of people in disadvantaged communities without encouraging reliance on the private car.</p> <p>Greater integration of railway stations into the public transport and cycling and walking provisions will allow easier access to rail services without the need for private transport. Active travel such as</p>

	walking and cycling brings about additional health benefits by making people less sedentary.
Will these priorities have any adverse effects are they acceptable and can these effects be reduced?	<p>Implementation of the proposed railway schemes is expensive and will take some time. The schemes require the agreement of stakeholders such as Network Rail, and extensive public consultation in the case of a new railway station in Skelmersdale. Also, many of those people living in Skelmersdale who need access to jobs could find rail fares too expensive for the line to be of use for longer distance travel. However, current limitations to rail services in West Lancashire are limiting economic growth and residents' ability to access employment opportunities further afield. Therefore, rail improvements remain a priority for the district.</p> <p>How are these effects reduced?</p> <p>We will work with our partners to investigate the viability, feasibility and deliverability of individual schemes. The schemes will only progress if there is a business case. However, in many cases the need to broaden 'travel horizons' for local residents by giving greater accessibility to employment opportunities further afield is vital.</p>
Conclusion	Improvements to rail services will improve the economic potential of West Lancashire. They will improve accessibility to employment and education opportunities locally and further afield while encouraging modal shift for existing car users.

Priority 4	Better options for active travel
What challenges do these priorities aim to address?	The standard of public realm in Skelmersdale is poor as are walking and cycling links between Burscough and Ormskirk. This results in people choosing to travel by private transport rather than an active travel option. It is also a contributory factor in the lack of accessibility to employment and education opportunities for deprived communities.
What environmental benefits will this priority provide?	Improving the public realm will remove barriers to walking and cycling including the fear of crime, poor road safety and poor quality infrastructure. This will encourage increased levels of walking and cycling which provides obvious health benefits as well as a reduction in greenhouse gases if people switch travel modes from cars to active travel. The uptake of active travel is also vital for deprived communities where it may be the only viable travel option to access jobs, training, services, healthcare and education.
Will these priorities have any adverse effects are they	Greater use of sustainable modes may lead to more road accidents. Also inappropriate infrastructure can lead to personal safety issues, both actual and perceived which can lower the rate of people choosing active travel.

acceptable and can these effects be reduced?	<p>How are these effects reduced?</p> <p>Investing in suitable infrastructure will reduce safety concerns and road casualties resulting in an increase in the uptake of active travel.</p>
Conclusion	<p>Investment in walking and cycling infrastructure to support active travel are positive measures. It will reduce safety concerns and encourage active travel as a means of accessing employment and education.</p> <p>Lancashire is moving towards a high rate of private car journeys and this could increase as the economic fortunes of more disadvantaged communities in West Lancashire improve. Active travel may also be the only viable travel option for deprived communities in Skelmersdale where car ownership levels are low.</p>

Priority 5	Rural access to services
What challenges do these priorities aim to address?	Public transport in the most rural areas of the borough does not offer the access to services that is required. Often the only viable transport option in these areas is private transport. This has significant social and cultural consequences that result in communities becoming more isolated.
What environmental benefits will this priority provide?	This priority will improve accessibility for rural residents to employment, training, services, healthcare and education. Additionally, by providing a viable alternative to the car, residents who currently use a private car may be encouraged to switch travel modes. This provides obvious benefits such as reduced carbon emissions, improved air quality and a more active lifestyle.
Will these priorities have any adverse effects are they acceptable and can these effects be reduced?	<p>The likelihood is that this priority would require some form of revenue funding at a time when such funding is uncertain.</p> <p>An effective solution which offers cheap transport for users would also require extensive partnership working.</p> <p>Providing rural communities access to employment will raise personal wealth. In the long term increased affluence may lead to an increase in car ownership.</p> <p>How are these effects reduced?</p> <p>Due to a decrease in the budget of public transport provision, an increase in public transport accessibility for rural communities is likely to result in a decrease in provision elsewhere. However, rural connectivity to services, education and employment is vital in order to prevent communities becoming isolated.</p>
Conclusion	Improving accessibility to services via public transport will have a

	significant positive effect for isolated communities. It will give residents access to employment and education opportunities that would have otherwise been difficult without access to a car.
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Priority 6	Traffic on inappropriate routes
What challenges do these priorities aim to address?	HGVs using inappropriate roads causes safety concerns, localised air quality issues, congestion and damage to the road surface.
What environmental benefits will this priority provide?	HGVs using inappropriate roads through villages cause numerous problems for local residents and accessibility problems for HGVs. Providing an alternative route will reduce safety concerns, improve local air quality and reduce congestion on inappropriate routes within villages. This will potentially encourage walking and cycling, bringing about associated health benefits. The additional active travel trips could also benefit local businesses within villages as they may increase passing trade. HGVs will also benefit from using appropriate routes as accessibility problems caused by using inappropriate routes will be reduced.
Will these priorities have any adverse effects are they acceptable and can these effects be reduced?	<p>Although providing an alternative route will make journeys quicker and more convenient for HGV drivers, there is nothing to prevent them using inappropriate routes through villages.</p> <p>Providing an alternative route will re-distribute pollution from one route to another.</p> <p>How are these effects reduced?</p> <p>By providing a more convenient route, HGV drivers will be more likely to avoid inappropriate routes through villages. This will bring about numerous benefits to local residents and local businesses making the redistribution of pollution to other routes acceptable.</p>
Conclusion	Providing an appropriate convenient route for HGVs which diverts traffic away from villages benefits local residents, local businesses and HGV drivers. The range of benefits provided makes this a priority for the district.

4.4 The assessment of the priorities set out above shows that, whilst there are substantial risks, mitigation will be possible through the detailed development of options within the masterplan. However, the extent to which mitigation will be achieved will be dependent on the resources available.

4.5 Because of West Lancashire's unique character, our vision is not based on how or why people travel, as in other masterplans, but on the towns and parishes of West Lancashire and the connections between them and on out to the wider

area. This has led to the masterplan being developed under five strands. These strands set our vision, and from them, specific work will be taken forward.

4.6 The five strands are:

<p>Skelmersdale: becomes a town fit for the 21st century, with jobs, facilities and transport connections that can support good living standards across the town that everyone shares in.</p> <p>Ormskirk: becomes a vibrant market town at the heart of West Lancashire's education and tourism sectors, with a town centre that is no longer dominated by the car.</p> <p>Burscough: becomes a thriving small town where there is plenty of transport choice and commuters don't need to own a car.</p> <p>The Rural Parishes: are free of unnecessary traffic and everyone knows that travel options are there if they cannot use a car.</p> <p>Connected Networks: make travel easy for West Lancashire's residents, businesses and visitors and reduce the impact of longer distance journeys through the borough.</p>

4.7 When considering the priorities of the masterplan and putting it in the context of the five strands outlined, specific schemes and have been brought forward and the key concerns and environmental impacts of these schemes are outlined in the table below.

Scheme: A new Skelmersdale town centre rail station	
What is the project?	The proposal is for a new railway station next to Skelmersdale town centre, with integration into the public transport network and cycling and walking provision, as well as car parking. We are working towards the rail infrastructure and station being part of Network Rail's programme for Control Period 6 (2019-2024).
How does it improve and benefit the environment?	<p>Skelmersdale is the second largest town in the north west of England without a railway station. A new railway station will greatly improve Skelmersdale's economic potential by providing access to employment and education opportunities in Greater Manchester, Liverpool, Wigan etc. It will also maximise the opportunities made available through the SuperPort and Airport City.</p> <p>Furthermore, it will encourage modal change for existing car users, which will be made easier by the presence of a car park at the station, offering the opportunity for a park and ride system. A reduction in private car journeys offers clear benefits</p>

	<p>to air quality, noise, human health, climate change and a reduction in congestion and delays on key routes.</p> <p>For non car users it opens up employment and education opportunities that would not have otherwise been possible. This will have a significant impact on both the individual and community, by offering the opportunity to reduce deprivation. It will increase 'travel horizons' of people in disadvantaged communities without encouraging reliance on the private car.</p> <p>Greater integration of the railway station into the public transport and cycling and walking provisions will allow easier access to rail services without the need for private transport. Active travel such as walking and cycling brings about additional health benefits by making people less sedentary.</p>
Are there any adverse environmental impacts and how will these be mitigated?	<p>Implementation of a new railway station would be expensive and take some time. Providing the infrastructure for the station will require major changes and so potentially cause prolonged disruptions to Skelmersdale town centre. Also, many people living in Skelmersdale who need access to jobs could find rail fares too high for the line to be of use for longer distance travel.</p> <p>How will the impacts be mitigated?</p> <p>Providing new infrastructure will require major changes to Skelmersdale and therefore extensive public consultation. While we will endeavour to keep disruptions and environmental damage to a minimum, the lack of a railway station is severely restricting economic growth and access to employment and education opportunities. Therefore, the case for building a new railway station is overwhelming and makes the risk of some other environmental consequences acceptable.</p>
Conclusion	<p>A new railway station will improve the economic potential of West Lancashire. It will improve accessibility to employment and education opportunities locally, and further afield, while encouraging modal shift for people using cars. The need for the railway station far outweighs the negative impacts; therefore, we must try to mitigate as far as possible the adverse effects caused by the scheme.</p>

Scheme: Reshape Skelmersdale's public realm	
What is the project?	We will radically reshape Skelmersdale's public realm and highways network through a single programme of works spread over a number of years. The improvements will ensure that Skelmersdale functions far better than it does now and

	has a sustainable, integrated transport network to support growth in the future.
How does it improve and benefit the environment?	<p>Skelmersdale has some of the most disadvantaged communities in the country; they are doubly affected by limited employment opportunities and deep-seated environmental and social problems. With the addition of low car ownership, the uptake of active travel is vital as it may be the only viable travel option to access jobs, training, services, healthcare and education. However, barriers to walking and cycling have been created by a public realm which separates motorised vehicles from pedestrians and cyclists. This has led to routes through underpasses that are dirty, poorly drained, poorly lit and associated with anti-social behaviour. This has isolated many of the communities in Skelmersdale.</p> <p>Improvements to the public realm will therefore broaden travel horizons of the most disadvantaged communities in Skelmersdale. They will remove barriers to walking and cycling including the fear of crime, poor road safety and poor quality infrastructure giving residents improved access to jobs, training, services healthcare and education. This will encourage increased levels of walking and cycling which results in obvious health benefits as well as a reduction in greenhouse gases if existing car users switch travel modes.</p>
Are there any adverse environmental impacts and how will these be mitigated?	<p>Whilst Skelmersdale's public realm is clearly in need of improvement, the danger is that at the scale of changes required, the total cost would be substantial and disruption to the town from the works carried out could potentially last for years.</p> <p>How can the effects be reduced?</p> <p>Providing new infrastructure will require major changes to Skelmersdale and therefore extensive public consultation. We will also work with partners to review current walking, cycling and public transport connections and investigate all options available. This will ensure costs, disruption and environmental damage are kept to a minimum.</p>
Conclusion	<p>Skelmersdale's current highways and transport provision is not simply inadequate, but completely inappropriate for current and future needs. The public realm creates barriers to walking and cycling leaving residents in some of the most deprived communities in the country feeling isolated from employment, education and training opportunities. Therefore, there is an overwhelming need to improve Skelmersdale's public realm whilst we mitigate, as far as possible, the adverse effects</p>

	caused by the scheme.
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Scheme: Reconfigure Skelmersdale's public transport	
What is the project?	A new purpose built bus station that provides a dedicated interchange with the proposed rail station. The facilities will include secure cycle storage to encourage cycling as part of longer distance travel.
How does it improve and benefit the environment?	<p>A new purpose built bus station will not only encourage additional bus use, but also maximise the potential of the railway station through a dedicated interchange. In addition, the secure cycle storage facilities will encourage cycling. Collectively they will offer a host of benefits to residents, commuters and the environment.</p> <p>The bus station will encourage modal change for existing car users. A reduction in private car journeys offers clear benefits to air quality, noise, and a reduction in congestion and delays on key routes.</p> <p>For non car users, it opens up employment and education opportunities that would not have otherwise been possible. This will have a significant impact on both the individual and community, by offering the opportunity to reduce deprivation. It will increase 'travel horizons' of people in disadvantaged communities without encouraging reliance on the private car.</p> <p>In addition, secure cycling storage facilities will encourage people to cycle to the bus station. This will allow them to use the bus for onward journeys or the train via the interchange for journeys further afield. Cycling has a host of health benefits as a result of making people less sedentary.</p>
Are there any adverse environmental impacts and how will these be mitigated?	<p>Whilst there is significant need for a new bus station, the works will potentially cause disruptions to Skelmersdale town centre.</p> <p>How can the effects be reduced?</p> <p>A new bus station will require major changes to Skelmersdale and therefore extensive public consultation. The public consultation will allow us to gain a consensus on the package of measures the bus station would be part of. Despite the cost, it is essential that schemes like this are delivered as a package of significant improvements are required to realise the potential for economic growth.</p>
Conclusion	We will work with our partners and with the residents of Skelmersdale to draw up plans for a new bus station to provide

	interchange facilities with the rail station and then to produce a business case to seek funding through the Growth Deal to be negotiated by the LEP.
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Scheme: Skelmersdale Employment Connections	
What is the project?	There is a lack of public transport provision between the main residential areas of Skelmersdale and employment centres, particularly at unsocial hours. We therefore need to establish how to best meet the needs of employers and employees in providing cheap and cost effective transport that has a long term future and is not dependent on short term revenue funding.
How does it improve and benefit the environment?	Public transport provision may be the only form of transport to employment for those who do not own a car. This is particularly relevant for deprived areas where car ownership levels are low. Enabling those from disadvantaged communities to share in economic opportunity is vital to reducing deprivation and improving health. For existing car owners, providing an option to use public transport may encourage them to switch travel modes. A reduction in car journeys offers a clear benefit to air quality. It may also save money for many residents who struggle to afford a car but feel as though they need to own one as they have no alternative travel option to access employment.
Are there any adverse environmental impacts and how will these be mitigated?	Providing public transport links to employment is unlikely to have any negative environmental impacts. However, the scheme would require some form of revenue funding at a time when such funding is uncertain.
Conclusion	Poor public transport links between industrial and housing areas within the Skelmersdale/Up Holland area present a real and significant challenge to employment, particularly for those on low income. Meeting the challenge of providing such links will enable a significant number of people to reach employment that otherwise would not have been possible.

Scheme: Ormskirk town centre	
What is the project?	We will work with our partners to produce an Ormskirk Town Centre Movement Strategy that will build on the work done for the corridor study and will provide the opportunity to fundamentally review how traffic is managed in Ormskirk. In addition, to complement the Movement Strategy and to start a process of travel culture change, we will pilot a new cycle hire scheme in Ormskirk.

<p>How does it improve and benefit the environment?</p>	<p>The Ormskirk Town Centre Movement Strategy has been born out of a one way gyratory system which struggles to cope with the volume of traffic, particularly in the rush hours, resulting in significant traffic congestion in Ormskirk. The Strategy will examine ways to better manage this traffic; in doing so it will reduce travel time, local air pollution and make the town centre a much more desirable place to travel to or through. Removing unnecessary traffic will not only help in this respect, but also encourage active travel such as walking and cycling which brings numerous health benefits. In addition, the UniCycle scheme will encourage additional cyclists. Collectively, these measures will make Ormskirk more accessible for essential traffic, cyclists and pedestrians. This will have a positive impact on economic growth.</p>
<p>Are there any adverse environmental impacts and how will these be mitigated?</p>	<p>It may prove challenging to secure a genuine change in culture that ends the reliance on the private car.</p> <p>How can the effects be reduced?</p> <p>To encourage a change in culture to active forms of travel, it is necessary to have an environment conducive to change. Reducing congestion will encourage people to use active travel methods through a reduction in local air pollution and potentially improving road safety. Also, in order to produce the Ormskirk Town Centre Movement Strategy, we will work with partners to identify what works while ensuring businesses are not adversely affected.</p>
<p>Conclusion</p>	<p>The Ormskirk Town Centre Movement Strategy will identify measures to reduce congestion in and around Ormskirk town centre. This will improve air quality, reduce journey times, lower noise levels, potentially improve road safety, encourage walking and cycling and improve the sense of place. This will give greater accessibility to employment, education and training opportunities. Furthermore, in conjunction with UniCycle, cycling will be encouraged as a modal choice facilitating a shift in culture from cars to more sustainable forms of transport.</p>

<p>Scheme: Longer distance travel</p>	
<p>What is the project?</p>	<p>Although much of the traffic in Ormskirk is local, there is still a sizeable number of vehicles travelling through the town, including heavy lorries, largely due to Ormskirk's position on the main route between the M58 and Southport. Not only does this traffic contribute to congestion in Ormskirk, but also along the rest of the A570. As a result, Sefton Council are currently building the Thornton to Switch Island Link. The opening of the</p>

	<p>Thornton to Switch Island Link road will provide the opportunity to review how traffic is routed from the M58 and we will work with the Highways Agency and Sefton Council to ensure that Ormskirk receives the maximum benefit possible from the scheme.</p>
<p>How does it improve and benefit the environment?</p>	<p>Lancashire County Council and Sefton Council have both recently completed traffic studies on the corridor which will form the basis for a route management strategy that sets out how specific local issues can be relieved and how traffic can be reduced on the route. The route management strategy will form part of the Ormskirk Movement Strategy.</p> <p>In the short term it is unlikely this project will have any adverse environmental impacts; instead the project looks to maximise opportunities presented by the potential to remove some traffic from Ormskirk and the A570 to Southport corridor, including reducing the number of heavy goods vehicle and congestion on key junctions.</p> <p>A reduction in congestion has obvious benefits ranging from reduced and reliable travel times to an improvement in local air pollution, to name a few. This will directly benefit residents, businesses as well as Southport and Ormskirk Hospitals NHS Trusts. It will also Improve strategic highway access between the North West's motorway system and Southport, the Port of Liverpool and the Atlantic Gateway Strategic Investment Area.</p>
<p>Are there any adverse environmental impacts and how will these be mitigated?</p>	<p>The route management strategy will make the new link road the obvious way to reach Southport from the motorway. However, changes to signing cannot force traffic to use this route. Also, as development of Southport progresses, there is a danger that ttraffic on this route will increase.</p> <p>How can the effects be reduced?</p> <p>In order to reduce the adverse effect of additional traffic, alternative modes of transport must be encouraged. The new link road should make it attractive for not only cars, but also sustianable modes of transport.</p> <p>.</p>
<p>Conclusion</p>	<p>In the short term this project is unlikely to have negative environmental impacts. Its primary goal is to maximise the improved strategic access brought by the Thornton to Switch Island Link. In the long term, increase in traffic may develop.</p>

Scheme: Derby Street Railway Bridge	
What is the	The bridge is located in the Ormskirk Town Centre

<p>project?</p>	<p>Conservation Area and is Grade II listed. It carries the east bound A570 over the electrified Ormskirk to Liverpool railway. The bridge in its current state is not fit for purpose. Large vehicles cannot pass over the bridge side by side; the footways are too narrow for wheelchair users and pedestrians pushing pushchairs to comfortably pass oncoming traffic; and further deterioration of the bridge could mean that weight restrictions may need to be placed on traffic crossing it. The bridge therefore requires substantial maintenance work to preserve its structural integrity, or total replacement to overcome the insurmountable obstacles.</p>
<p>How does it improve and benefit the environment?</p>	<p>Both options would allow for a more efficient vehicular and pedestrian movement across the bridge. It would reduce safety concerns for pedestrians which acts as a barrier to active travel. Without intervention, future weight restrictions would restrict freight delivery into Ormskirk town centre, affecting businesses and therefore restricting economic growth.</p>
<p>Are there any adverse environmental impacts and how will these be mitigated?</p>	<p>Improving accessibility for cars may encourage additional car use. However, improvements will also reduce safety concerns for active travel and improve public transport accessibility thus encouraging sustainable travel options.</p> <p>There are a number of insurmountable obstacles which would present themselves if essential maintenance works were carried out. These include reducing the width of the road to a single traffic lane to allow for crash barriers; the crash barriers would provide a foothold for reckless or suicidal people to mount the parapets; and closing the bridge to pedestrians and providing a footbridge would mean pedestrians having to detour significantly to safely cross Derby Street.</p> <p>However, the alternative is to replace the bridge, which would be costly. It would also mean the loss of a listed structure within a conservation area.</p> <p>Both options would require major works which will cause disruptions in Ormskirk town centre for motorists, pedestrians and cyclists.</p> <p>How can the effects be reduced?</p> <p>The Ormskirk Movement Strategy will give us the chance to challenge the current role of the bridge. If it is found that the bridge is no longer required to carry two lanes of traffic one way, then the options for repairing the current bridge may</p>

	become more viable, particularly if traffic is reduced to one lane across the bridge
Conclusion	Until we know we do not have to replace the bridge, we will continue to work towards a scheme to replace Derby Street Bridge, as this is a long process. This will initially involve consultations with West Lancashire Borough Council and with Network Rail. Once we have reached agreement on the scheme to take forward and consulted further on the options, a business case will be developed with a view to seeking funding through the LGF if the movement strategy indicates that replacement is still needed.

Scheme: Improve Burscough's Public Realm	
What is the project?	The A59, the most direct route between Central Lancashire and Liverpool, runs straight through the middle of Burscough town centre. Because of this, the main street becomes congested not only at peak times, but as frequent bottlenecks occur through the day. Furthermore, the A59 narrows from Burscough town centre towards Ormskirk making the journey unpleasant for cyclists in particular. As a result, public realm improvements are necessary in order to ease congestion by ensuring only essential traffic use the route.
How does it improve and benefit the environment?	The project provides opportunities for increased levels of walking and cycling between Burscough and Ormskirk. Walking and cycling will become a safe and attractive option for communities accessing employment, education and training. Furthermore, active travel has a host of health benefits and is an alternative to the car and so has the potential to reduce congestion and improve air quality if people switch travel modes. Route management work will aim to reduce traffic on the A59. A reduction in traffic and public realm improvements in Burscough will encourage additional visitors into the town centre.
Are there any adverse environmental impacts and how will these be mitigated?	Reducing the traffic growth on the A59 will be a challenge, as will the reluctance of drivers to use other modes of transport. However, the route management work and suitable public realm improvements should ensure that traffic growth is reduced and alternative travel modes to the car become attractive options.
Conclusion	We will work with West Lancashire Borough Council to produce a public realm improvement plan for Burscough that can be the basis for discussions with other stakeholders. Improvements made will aim to reduce congestion whilst encouraging alternative forms of transport to the private car.

Scheme: Tarleton Green Lane Link	
What is the project?	<p>At present, vehicles carrying produce from growers in Tarleton, Hesketh and Holmes Moss access the main road network primarily via Blackgate Lane, Church Road or Coe Lane. Most of the produce is transported using heavy goods vehicles (HGV). These commercial vehicles contribute to congestion and environmental damage within Tarleton. The congestion problem is exacerbated by narrow carriageways in residential areas and by on street parking in residential/shopping areas.</p> <p>A new link road is therefore proposed between local rural businesses and the A565. This will relieve the impact of through traffic, particularly heavy goods vehicles, in Tarleton.</p>
How does it improve and benefit the environment?	<p>The provision of a new link road will reduce the number of HGVs travelling through Tarleton village. This offers a number of benefits which include reduced congestion and improved air quality within Tarleton. The reduced congestion will improve road safety and therefore potentially encourage walking and cycling bringing about associated health benefits. The increase in active travel could increase passing trade. The new link road will also benefit HGVs by providing a quicker, more convenient route thus benefiting local growers.</p>
Are there any adverse environmental impacts and how will these be mitigated?	<p>There are a number of adverse environmental impacts this scheme may have. However, if managed appropriately the impact of these effects can be limited. These include:</p> <ul style="list-style-type: none"> • The scheme runs through green belt • A new link could lead to an increased density of businesses, which would need to be managed to avoid environmental impacts • Effects on the local flora and fauna will need to be managed, although the scheme is unlikely to have any significant impact on the local environment that cannot be mitigated.
Conclusion	<p>Providing an appropriate convenient route for HGVs which avoids Tarleton village will benefit local residents and local businesses. The range of benefits provided make this a beneficial scheme.</p>

Scheme: Rural Connections	
What is the project?	<p>The rural parishes are very dependent on the car, which not only leads to local problems on the highways network, but makes life very difficult for those who, for whatever reason, do not have their own transport.</p>

	<p>Visitors to the area also need to be able to travel without needing a car and there is a definite need to support a sustainable visitor economy to ensure that the natural environment is protected while its economic benefit is maximised.</p> <p>We will therefore extend an existing project which sets out to find the most cost effective methods of providing access to services in rural or remote areas to cover communities within West Lancashire. We will also expand the study to include a pilot project to look at how necessary car use can be made more sustainable by supporting electric vehicles.</p>
How does it improve and benefit the environment?	<p>In rural communities the car is often the only viable travel option. This leaves those without access to a car (usually those on low income or the elderly) feeling isolated from services, employment and education. The scheme will look into providing sustainable alternatives to the car, including public transport and making cycling more attractive. These alternatives will not only provide crucial links to essential services for non car users, but also an attractive alternative for those with a car. Cycling and public transport provide numerous benefits over private transport including a reduction in air pollution and health benefits from being less sedentary.</p> <p>For necessary car users, we will look at the feasibility of supporting the use of electric vehicles. Electric vehicles produce no tailpipe emission resulting in a reduction in carbon emissions.</p>
Are there any adverse environmental impacts and how will these be mitigated?	<p>The likelihood is that it will require some form of revenue funding at a time when such funding is uncertain. It may also be difficult to prioritise how the limited funding should be best spent.</p> <p>How are these effects reduced?</p> <p>There is no easy solution. With limited funds it is imperative that we ascertain the right project, in the right location, to offer maximum benefit.</p>
Conclusion	<p>Current financial and demographic circumstances make it imperative that we use our resources to best effect. This study will provide key information to allow difficult decisions to be taken.</p>

Scheme: Rail connectivity	
What is the	There is an overwhelming need to improve rail connectivity in

project?	West Lancashire, both for West Lancashire and for surrounding areas. As a result, we look to persue a number of opportunities including the electricifcation of the Ormskirk to Preston line which currently requires passengers to change at Ormskirk to a diesel service; to provide a direct interchange between the two lines at Burscough (Burscough Curves) and potentially, the need to offer direct services between Southport and Liverpool and between Southport and Central Lancashire.
How does it improve and benefit the environment?	<p>Improving rail connectivity offers the potential to reduce road traffic now and to restrict the growth of road traffic in the future. For existing car users, it will encourage modal change. The reduction in private car journeys offers clear benefits to air quality, noise, human health, climate change and a reduction in congestion and delays on key routes. For non car users, it opens up employment, education and training opportunities that would not have otherwise been possible.</p> <p>This strand will aim to create direct connectivitiy from Central Lancashire right through to South Liverpool via West Lancashire and South Liverpool. There would also be a direct link between Ormskirk and Southport, Ormskirk and Wigan/Manchester, Preston to Southport as well as a direct link to Lancashire's Arc of Prosperity and SUPERPORT. This opens up employment opportunities for existing residents as well as for residents of new housing in Burscough.</p>
Are there any adverse environmental impacts and how will these be mitigated?	<p>There is a significant cost involved in the scheme and it would require the agreement of both Network Rail and Merseytravel. In addition, any major works will clearly have a detrimental effect on the environment.</p> <p>How are these effects reduced?</p> <p>Electrification would result in fewer emissions from locomotives and the clear need to improve rail connectivity should justify any environmental impact upon construction.</p> <p>In addition, funding improvement will require the commitment of all partners affected by the proposals. Depending on the specific scheme, this includes Network Rail, Liverpool City Region Local Enterprise and Merseytravel, to name a few. By working with partners to investigate the viability, feasibility and deliverability of schemes we will be in a good position to get good value for money.</p>
Conclusion	There is an overwhelming need to improve rail connectivity in West Lancashire, both for West Lancashire and for surrounding areas. We will therefore work closely with

	Merseyrail, Network Rail and other partners to take forward a single programme of work that will seek to implement the Ormskirk – Preston enhancements package, with particular emphasis on the masterplans priorities.
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Scheme: Highways Route Management	
What is the project?	<p>The opening of the Thornton to Switch Island link has already been highlighted as providing the opportunity to review how traffic is routed from the M58. Likewise, we will be reviewing how we manage vehicle routing once the Green Lane Link is open.</p> <p>We therefore propose to extend this work to cover all the Rural Parishes, particularly around Tarleton, along the A5209 that runs from the M6 at junction 27 to Burscough and along the A577 through Up Holland. In doing so, we will work with partners in neighbouring authorities and with the Highways Agency to put in place a Route Management Plan for West Lancashire that maximises the benefits of all new road construction and highways and transport improvements in the area.</p>
How does it improve and benefit the environment?	The plan will not only look at the engineering suitability of roads for the traffic on them, their road safety record and the traffic impact on the communities alongside them, but will specifically look at impacts on public transport and schools and facilities for young people. In doing so, it will offer a number of benefits to rural communities including potential noise and air quality improvements through re-routing traffic; improved connectivity to essential services and through the reduction in traffic and associated road safety implications, an uptake in the number of people walking and cycling, to name a few.
Are there any adverse environmental impacts and how will these be mitigated?	The route management strategy is unlikely to make any significant detrimental impact on the environment unless new roads are built. However, if as a result of the route management plan, it is deemed traffic will be re-routed, it will have no legal status in itself, so traffic cannot be forced to use the alternative route. Despite this, the plan can be strengthened by measures that are legally enforceable, such as weight limits.
Conclusion	This project is unlikely to have negative environmental impacts. Its primary goal is to maximise opportunities within rural parishes brought about through the construction of Thornton to Switch Island link and Green Lane Link.

Scheme: Green connections	
What is the	Skelmersdale and Up Holland have limited direct walking and

project?	cycling provision linking them to Ormskirk. The most direct route between Ormskirk and Burscough is along the A59. In places, the high speed of traffic is a deterrent to walkers and cyclists. Links between Burscough and Tarleton are similarly affected. Whilst these three links are perhaps the most obvious needs, there are further strategic connections that could be made, including between Southport and Tarleton and between Tarleton and Preston. There is therefore an overall need to provide a safe, high quality, direct multi-user network of routes linking Skelmersdale, Ormskirk, Burscough and Tarleton and on to Southport and Preston
How does it improve and benefit the environment?	The multi-user network of routes will be vital to the economy and local businesses, as well as to our communities. The project provides opportunities for increased levels of walking and cycling which produce obvious health benefits, as well as a reduction in greenhouse gases if existing car users switch travel modes. The scheme looks to remove safety concerns which act as a barrier to walking and cycling. This will benefit, amongst other groups, the most disadvantaged communities whose only viable travel mode may be walking or cycling. It will achieve this through building on West Lancashire Council's 'Linear Parks' concept; building on work being done under the VISIT initiative all of which will provide links to public transport, particularly to rail stations, including the new Skelmersdale station and Burscough Interchange. This will also improve the visitor economy giving sustainable travel links to the countryside.
Are there any adverse environmental impacts and how will these be mitigated?	The use of routes will be weather dependent and there are personal safety concerns for users of the 'Linear Park'. How can these effects be reduced? Adverse impacts could occur if the routes and linear park are not designed with personal security in mind. However, discussions with the community and high quality design should mitigate such concerns.
Conclusion	We will work with West Lancashire Borough Council to progress a strategic network of multi-user paths based on the linear park model. The network will need to address issues of personal safety and of year round usefulness, as well as the extent to which the network will be maintained.

4.8 These projects all represent the beginning of delivery programmes and as such there is not yet a level of detail available that would allow a detailed assessment of the environmental consequences of the measures that will result. Detailed

assessment will follow, forming part of the development of the project options and of the resultant scheme delivery.

5. Mitigation and Monitoring

Mitigation

5.1 Mitigation of the risks inherent in this Highways and Transport Masterplan has been discussed for each project in the Plan and certain themes have emerged:

- Options resulting from the further work proposed in the masterplan will need to be carefully considered in the light of the Environmental Report and further assessment carried out as needed, particularly if unaccepted issues are apparent.
- There is a need to maintain, protect and enhance biodiversity and geodiversity where possible in schemes. This may be as simple as ensuring that new infrastructure links to existing wildlife corridors or that maintenance regime are species friendly. The effects of increased access to sensitive sites should be minimised. The likely effects on Protected Species will need to be assessed and any necessary mitigation taken.
- Maintenance in areas of historic significance must take into account visual amenity and local character. Mitigation of impacts on heritage assets will be undertaken to avoid where possible damage to historic buildings and their settings, archaeological sites, townscapes and landscapes.
- Where possible, public realm enhancements should improve open space provision. This is particularly the case for walking and cycling infrastructure.
- Air quality improvements and noise reduction should be considered in all schemes, particularly connected to maintenance and sustainable transport provision.
- The contribution of surface water run-off to pollution and flood risk must be acknowledged and specific mitigation put in place. The County Council is committed to the implementation of Sustainable Drainage Systems in new highway schemes.
- The National Planning Policy Framework Exception Test should be applied to transport infrastructure schemes that cross Flood Zones 3a or 3b and appropriate mitigation and compensation measures will be taken in the event of loss of flood plain.
- Measures should be taken to prevent deterioration in water quality and, where possible, contribute towards improving water quality in waterbodies in the proximity of transport schemes.
- The risks and potential of developing land that is contaminated will be

investigated in partnership with West Lancashire Borough Council and the Environmental Agency once firm scheme proposals have been determined.

- The masterplan focuses on both economic development and the needs of disadvantaged communities in West Lancashire. Disadvantaged communities are a key consideration in Skelmersdale.
- Although not specifically addressed in the projects, the changing demographics of West Lancashire must increasingly be considered, particularly the challenges presented by an ageing population.
- Public attitudes to the needs of the environment vary greatly across West Lancashire and may present a challenge to greater use of sustainable transport modes. Education and social marketing may be required to overcome a reluctance to switch modes.
- Improvements in health will be dependent on an acceptance of sustainable modes of travel.
- Due attention must be paid in all projects to the specific needs of users, particularly those who may be disabled or experience greater challenges in travelling.
- Particular attention will need to be given to the design of the new road (Green Lane Link, Tarleton), where its construction and presence could have significant impact on the Ribble and Alt Estuaries and Martin Mere SPA/Ramsar sites (Natura 2000 sites). Appropriate mitigation measures should be built into the design from the first stages.
- Road safety must be at the forefront of option development.

Monitoring

- 5.2 The effectiveness of mitigation measures can only be gauged by monitoring appropriate indicators.
- 5.3 The purpose of monitoring is to measure the environmental effects of a plan, to measure success against the plan's objectives and to provide useful information for future plans and programmes. Given the resources that intensive monitoring would entail, many of the indicators require data that is already being routinely collected. The monitoring programme will evolve over time as the Highways and Transport Masterplan itself evolves and our knowledge of its impact improves. The monitoring of individual schemes / proposals will be addressed at the individual project level.
- 5.4 There are four key areas that are either crucial to the success of the masterplan or are at significant risk of adverse impact. The masterplan supports:
- economic growth

- reduced congestion
- access to employment
- access to education

There are however significant risks to:

- biodiversity
- heritage assets/historic environment
- CO₂ emissions
- air quality
- water quality
- deprivation
- human health

5.5 Consideration has been given to these areas and the data collection that would be necessary to monitor activity in a reasonable way without duplicating work done elsewhere. The result is shown in table below.

Key Areas Assessment

Subject	Monitored already?	Action
Economic Growth	Yes – Economic Development Unit	Utilise external measures
Congestion	Yes – Journey times	Monitor peak hour speeds on corridors with
Access to employment	NO	Monitor changes in accessibility to key employment sites. Reduction in benefit claimants
Access to education	NO	Monitor changes in accessibility to key educational facilities
Asset maintenanc	Yes – Asset manager	Utilise external measures
Biodiversity	Yes – Single List	Utilise external measures
Heritage	Yes - Nationally	No suitable data locally
CO ₂	Yes – Nationally	No suitable data
Air quality	Yes – District	Utilise external measures
Water quality	Yes – Environment Agency, United	Utilise external measures
Deprivation	Yes – Nationally	No suitable data locally
Human	Yes – by NHS	Utilise external measures

6. Conclusion

- 6.1 This draft Environmental Report identifies the broad-scope environmental implications of the West Lancashire Highways and Transport Masterplan. However, as the masterplan identifies further work streams, rather than specific schemes, it is not possible to determine the full extent of environmental impacts. Individual Environment Impact Assessments will need to be undertaken as part of future option identification where appropriate.
- 6.2 The masterplan does seek to target over-reliance on car journeys which is a major contributor to CO₂ emissions and localised poor air quality, noise, visual intrusion, community severance, road safety and poor levels of usage of active transport options.
- 6.3 The masterplan is intended to help facilitate economic growth and as such there is a real risk that car ownership and dependence on the car could be perpetuated. This is particularly the case if car ownership is encouraged in groups who currently do not own a car. The masterplan must therefore ensure that, particularly for non car owners, effective alternatives to the car are provided by public transport, cycling and walking improvements as proposed.
- 6.4 The other significant risk identifiable at this stage is that of safety. As proposals develop, the safety of users must be taken into consideration at the earliest stages. This should include both personal security and road safety.
- 6.5 Overall, the masterplan has the potential to have a significant positive impact on the environment and population of West Lancashire, providing mitigation is put in place against the risks identified here and against any risks that develop as the masterplan itself develops.

Appendix 1: Environmental Context

Environment

1. The baseline data underpinning this assessment is taken from the Environment Report underpinning the LTP3. The data is not generally replicated here. Exceptions are made for key data. Consideration is also given to significant changes in policy affecting the environment.

Natural Environment

2. **Biodiversity**, short for biological diversity, is used to describe the variety of plants, animals, insects and micro-organisms in a place and the way in which they interact together in the environment. Biodiversity components can be evaluated in terms of:
 - composition: what there is and how abundant it is structure
 - how biological units are organised in time and space function
 - the role different biological units play in maintaining natural processes and dynamics.
3. Biodiversity can be managed and used for economic benefit, for instance to produce crops, medicines, building materials, fuel and tools. It has economic and social value e.g. in leisure and recreation or tourism, and has educational, aesthetic and spiritual value, and so enriches quality of life. It also determines the distinctive character or 'feel' to an area.
4. Habitat amount, quality and spatial organisation affect genetic and species diversity. Landscapes with a large number and range of habitats usually support higher levels of species diversity than landscapes with a more limited range of habitats, but this does not necessarily make them more important.
5. The majority of species require a variety of habitats. The loss, fragmentation or decline in quality of a single habitat can therefore have a serious impact on the populations of a variety of species, even those not obviously associated with it. Populations need to be of a certain size to remain stable, and must be distributed so they can interact with other populations to maintain genetic diversity.
6. The main legislation relating to nature conservation in Great Britain is the Wildlife and Countryside Act 1981 (as amended). This is supplemented by provision in the Countryside and Rights of Way (CRoW) Act 2000 and the Natural Environment and Rural Communities Act 2006.

7. The UK is a signatory to the Convention on Biological Diversity (CBD) and is committed to the biodiversity goals and targets agreed in 2010 and set out in the Strategic Plan for Biodiversity 2011-2020. A set of indicators has been developed to report on progress towards meeting these international goals and targets and commitments on biodiversity made by the European Union. The most recent England biodiversity strategy, 'Biodiversity 2020: A strategy for England's wildlife and ecosystem services' was published by Defra in 2011, with a progress update in July 2013.
8. Animals and plants protected under UK or European legislation referred to collectively as **Protected Species**. The protection applies to both the animals and the places where they live.
9. The animals and plants listed in Annex IV of the EC Habitats Directive are known as European Protected Species. These species are protected under the Conservation of Habitats and Species Regulations 2010 (as amended) and include bats, otters, natterjack toads and great crested newts.
10. These species are also protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended). Other species protected under this legislation include adder, common lizard, red squirrel and water vole. This includes protection from being killed or injured and protection for the places they use for shelter and protection, as well as disturbance to an animal occupying such a place.
11. The Protection of Badgers Act 1992 includes prohibition of damaging, destroying or obstructing access to a badger sett or disturbing a badger when it is occupying a sett.
12. There are a large number of invertebrate species which receive different levels of protection under UK and/or European legislation. Almost 400 are listed under Section 41 of the Natural Environment and Rural Communities Act (NERC Act 2006), and form the Species of Principal Importance in England list as a Government priority for conservation action. The remaining protected invertebrates are listed in Schedule 5 of Wildlife and Countryside Act 1981 (as amended).
13. Certain plants are specially protected by both European Union and UK law. Plants in the UK are protected under Schedule 8 of the Wildlife and Countryside Act 1981 (as amended) and/or Schedule 4 of The Conservation of Habitats and Species Regulations 2010 (as amended). It is an offence to deliberately pick, collect, cut, uproot or destroy these wild plants.
14. Under Schedule 1 of the Wildlife and Countryside Act 1981 (as amended), all wild birds are protected from being killed, injured or captured, while their nests and eggs are protected from being damaged, destroyed or taken.
15. Natural England has produced Standing Advice for Protected Species to assist with the understanding of the impact of development on Protected Species.
16. **Geodiversity** consists of the rocks, minerals, fossils, soils, landforms and processes that occur naturally, providing essential natural resources including

soils for food and timber production, aggregates for construction and metals and fuels for industry and transport.

17. The complex relationships between geology, natural processes, landforms, landscape, soils and climate are fundamental to the distribution of habitats and species. Important geological sites can be concealed, damaged or destroyed by inappropriate development.
18. Nationally important geological sites are protected as Sites of Special Scientific Interest (SSSIs), while locally important sites may be declared as Local Nature Reserves or Local Geological Sites (LGS), also known as Regionally Important Geological/Geomorphological Sites (RIGS). The importance of geodiversity and the need for geological conservation is recognised in the National Planning Policy Framework (NPPF).
19. **Soils** are an important component of nutrient cycling, help to prevent pollution by breaking down chemicals and reduce flood risk by regulating water flow. Soil, particularly peat, is also a major store of carbon in the form of soil organic matter.
20. The UK Soils Observatory has classified the soils of the UK into broad types. The West Lancashire area can be split into four main groups:
 - A band of Loamy and clayey soil can be found in the north east and south west of the district.
 - A band of raised bog peat and fen peat soil dominate the west of the district stretching from the north to the south
 - Central areas of West Lancashire stretching to the south west is dominated by wet very acid sandy and loamy soils. Other soil types found in this geography include loamy and clayey soils of differing types.
21. A Soil Strategy for England was published by the Government in 2009, followed by Safeguarding our Soils – A Strategy for England (Defra, 2011). As part of this strategy, Defra has published a Construction Code of Practice for the Sustainable Use of Soils on Construction sites, which outlines current guidance and legislation concerning the use of soil in construction projects. Soils are protected under UK legislation relating to agricultural land and minerals and waste planning.
22. In West Lancashire the vast majority of land is classified as grade one agricultural land; this is classified as excellent quality agricultural land. Pockets of grade two agricultural land can also be found and this is classified as very good quality agricultural land.
23. Development of buildings and infrastructure can result in the loss of agricultural potential. The remaining soil is usually degraded as result of construction activities, through compaction by machinery and contamination by building waste materials. This affects the ability of the soil to support trees and other plants, which can reduce biodiversity, visual amenity and opportunities for wildlife. Contamination can also mean that soils with other materials in them cannot be re-used on site and must be disposed of appropriately. Sealing and compaction also contribute to increased surface

run-off, ponding of water and localised erosion, flooding and pollution.

24. The most significant sites for the conservation of wildlife (species and habitats) and/or geology are protected by international designations: **Special Protection Areas, Special Areas of Conservation or Ramsar sites**. The Habitat Regulations Screening Assessment is included in Appendix 2. Sites of National importance are designated as **Sites of Special Scientific Interest (SSSIs) of Marine Conservation Zones (MCZ)**. There are 6 SSSIs and 1 MCZ in the West Lancashire area.
25. Most of the important environmental features lie outside statutory SSSIs. Lancashire County Council and West Lancashire Borough Council are partners in the **Biological Heritage Sites (BHS)** and **Local Geodiversity Sites (LGS)** partnerships. In addition, the County Council has identified **special verges** and West Lancashire have identified sites of district significance known as **Local Nature Conservation Sites**. Collectively non-statutory sites are known as **local sites** in the National Planning Policy Framework (NPPF)
26. The current inventory of natural environment sites in West Lancashire is given below:
 - o 2 Ramsar sites
 - o 3 Special Protection Areas for birds
 - o 6 Sites of Special Scientific Interest
 - o 1 Marine Conservation Zone
 - o 78 Biological Heritage Sites covering 5,198ha
 - o 7 Local Geodiversity Sites covering 7.3 ha
 - o 32 Local Nature Conservation Sites covering 320ha
 - o 18 Special verges covering 1.8ha
27. In addition the County Council is developing Ecological Networks in partnership with the Lancashire Local Nature Partnership. The networks are designated wildlife sites (i.e. SSSI and BHS sites) and corridors and stepping stones that connect them. At present the work is still in its initial stages, with the Central Lancashire districts (Preston, Chorley and South Ribble) the most advanced. It is likely that the Lancashire Ecological Network will be published in time to influence the development of a number of proposals in this Plan.

Historic Environment

28. **Heritage assets** such as historic buildings and archaeological sites are protected in law by designation under one or more categories, including Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Conservation Areas. The historic environment within Areas of Outstanding Natural Beauty is protected by planning controls operating in these areas. There are also buildings and sites of heritage interest that have not been designated but have a local significance.
29. The National Heritage List of England provides up to date information on the number and type of nationally designated historic places. In West Lancashire there are currently 505 Listed Buildings, 28 Conservation Areas and 12

Schedules Ancient Monuments respectively, as well as 1 Registered Parks and Gardens.

Air Quality

30. Under the Environmental Protection Act 1995, each district in Lancashire is required to review and assess air quality in their area. National Air Quality Objectives have been set by Government for seven pollutants (Benzene, 1,3-Butadiene, Carbon Monoxide, Lead, Nitrogen Dioxide, Particulates and Sulphur Dioxide). Air pollution is measured and predictions made as to how it will change in the following few years. If a local authority finds any places where the objectives are not likely to be achieved, it must declare an Air Quality Management Area (AQMA) and then put in place a Local Air Quality Action Plan.
31. The current AQMA declared in West Lancashire is shown in the table below.

Air Quality Management Areas (AQMAs)

District Authority	No.	Location of AQMA	Area included	Date of Declaration
West Lancashire Borough Council	1	Ormskirk town centre	An area encompassing properties in Moor Street and Stanley Street in Ormskirk.	20/01/2010

<http://aqma.defra.gov.uk/list.php>

CO2 Emissions

32. Total CO₂ (carbon dioxide) emissions in West Lancashire in 2011 were estimated at 846 thousand tonnes. 33% of West Lancashire's emissions were attributable to industry and commerce sector sources, 28.5% to transport, 28% to the domestic sector and 10.5% to land use, land use change and forestry. The percentage of CO₂ emissions attributed to land use, land use change and forestry is particularly high for West Lancashire when compared to Lancashire as a whole. The totals for Lancashire (14 districts) were: industry and commerce 38%, domestic 30.5%, transport 29% and land use and change 2%
33. Expressed in terms of per capita (per resident) in order to make allowance for the different size of areas, total CO₂ emissions in West Lancashire in 2011 were estimated at 7.6 tonnes per resident per annum. This is higher than the UK average of 6.9 tonnes and the estimate for Lancashire as a whole (6.9 tonnes). In considering such per capita ratios it should be noted that while emissions per resident may be a useful measure for domestic emissions, emissions from industry and road transport are driven by many factors other

than the size of the resident population so these ratios should be interpreted with caution.

34. Road transport emissions include freight and passenger transport, both private and for business purposes. The estimates of road transport CO₂ are made based on the distribution of traffic, therefore some of the emissions within an authority represent through traffic, or part of trips into or out of the area whether by residents or non-residents.

Climate Change

35. Climate Change is often seen as a 'global' issue with impacts such as rises in sea level, flooding, temperature increases and extreme weather having much less effect on the North West of England than other parts of the world. Whilst the North West may not expect to experience some of these extremes there will be changes in local weather patterns that may cause disruptions to business and distress to individuals here in Lancashire. However, by the predictive nature of the science, the likely change to our climate is one of the most difficult environmental variables to quantify succinctly in a report such as this.
36. The UK Climate Projections (UKCP09) provide climate information designed to help those needing to plan how they will adapt to a changing climate and is the fifth generation of climate information for the UK. Projections are broken down to a local level across the UK and illustrate the potential range of changes and the level of confidence in each prediction.
37. The projections are given as the value averaged over each of seven future overlapping 30 year time periods, stepped forward by a decade, starting with 2010–2039. The use of 30 year time periods reduces the effect of uncertainty due to natural internal variability. These future time periods are referred to for simplicity by their middle decade, starting from the 2020s (2010–2039) and ending with the 2080s (2070–2099). All changes are expressed relative to a modelled 30 year baseline period of 1961–1990.
38. There are uncertainties in future emissions. Though small over the next two or three decades, mainly because of climate system inertia, these uncertainties will be substantial in the second half of the century. UKCP09 therefore use three different scenarios for future emissions. These were decided, following consultation, as the A1FI, A1B and B1 scenarios in the IPCC Special Report on Emission Scenarios (SRES) — renamed for simplicity in UKCP09 as High, Medium and Low respectively.
39. The High emission scenario was used to produce projections for the Lancashire Adaptation Wizard which is available on the internet for use by anyone interested in climate change in the county ([Lancashire Climate Change Projections](#)). These projections cover 9 areas of Lancashire and are not replicated here.
40. Extreme events are also predicted to increase and UKCP09 also includes prediction tools for these. These tools have been recently updated and work

remains to revisit the Lancashire predictions. It is anticipated that this will be completed for subsequent ER updates.

41. The effect of Climate Change on Lancashire will be significant. The Environment Agency as the lead water management body for England has produced River Catchment Flood Management Plans for all rivers across the country which outlines the major future issues for areas in relation to climate change. Lancashire will see: sea level rise, an increase in peak river flows and as a result an increase in the number of properties at risk of flooding.
42. West Lancashire is covered by the Alt Crossens and River Douglas Catchment Flood Management Plans. In the Alt Crossens catchment area, the plan estimates that by 2100 there may be a 30% rise in peak flows and a 30% increase in the number of properties likely to flood (including areas of Ormskirk and Aughton) as a result of climate change. Flood depths may increase by 0.25m and hundreds of acres of prime agricultural land could be at risk of flooding.
43. The River Douglas Catchment Flood Management Plan estimates that by 2100 there will be an increase in peak flow of 20% and a rise in sea level of 841mm. Change in the number of properties at risk varies across the catchment, with the greatest increase (from 23 to over 200 properties) in the tidal villages, which include Tarleton and Hesketh Bank.

Water Quality

44. The **EU Water Framework Directive** (2000/60/EC) established a legal framework to protect and restore clean water across Europe and ensure its long term, sustainable use. The Water Framework Directive (WFD) set a number of different objectives. In summary these are:
 - prevent deterioration in the status of aquatic ecosystems, protect them and improve the ecological condition of waters;
 - aim to achieve at least good status for all water bodies by 2015. Where this is not possible, and subject to the criteria set out in the Directive, aim to achieve good status by 2021 or 2027;
 - meet the requirements of Water Framework Directive Protected Areas;
 - promote sustainable use of water as a natural resource;
 - conserve habitats and species that depend directly on water;
 - progressively reduce or phase out the release of individual pollutants or groups of pollutants that present a significant threat to the aquatic environment;
 - progressively reduce the pollution of groundwater and prevent or limit the entry of pollutants;
 - contribute to mitigating the effects of floods and droughts.
45. All water bodies are assigned to one of the Directive's five status classes: high, good, moderate, poor or bad. This is based on an assessment of ecological, chemical and quantitative criteria. There are different criteria for assessing different types of water body, e.g. heavily modified and artificial

water bodies; groundwater; rivers and lakes etc., but they all include consideration of:

- **biological quality**, including presence or absence of various algae, plants, fish and invertebrates;
 - **physical and chemical quality**, including oxygenation and nutrient conditions;
 - **environmental quality standards** for levels of specific pollutants, such as pesticides; and
 - **physical aspects** that support the biological quality of the water body, such as the quantity and dynamics of water flow (hydro-morphological quality).
46. If part of a water body fails on any one of the criteria monitored, it will fail to achieve or lose good status.
47. Under the Water Framework Directive (WFD), water management is based on **River Basin Districts** (RBD), which include lakes, streams, rivers, groundwater and estuaries, together with the coastal waters into which they flow. The WFD requires river basin management plans (RBMP) to be developed and reviewed on a six-yearly basis, specifying the actions required within each RBD to achieve set environmental quality objectives. RBMPs must identify discrepancies between the existing status of rivers and other water bodies, and that required by the WFD, so that a programme of measures can be put in place to achieve the desired goals.
48. The West Lancashire masterplan area falls within the North West River Basin District, which covers an area from Cheshire to the Lake District including the rivers Ribbles, Douglas and Mersey. The River Basin Management Plan for this district was published in 2009 and is due for revision in 2015.

Contaminated Land

49. **Contaminated land** includes land polluted by heavy metals, e.g. arsenic, cadmium and lead, oils and tars, chemical substances, gases, asbestos and radioactive substances. The long industrial history of West Lancashire has caused areas of land to become contaminated in various ways over many years. The ground around former factories, mines and chemical sites may contain substances which can present a risk to people, animals, vegetation, rivers and streams, buildings and the groundwater system. Uses such as petrol stations, gasworks, tanneries, coal merchants and landfill sites also have the potential to contaminate.
50. The legal definition of contaminated land (Part IIA of the Environmental Protection Act 1990) includes land where substances could cause significant harm to people or protected species or significant pollution of surface waters or groundwater. The definition of significant harm is based on the pollutant linkage being present. A pollutant linkage consists of three parts:
- a contaminant': a substance which is in, on or under the land which has the potential to cause harm or to cause pollution of controlled waters

- a 'pathway': one or more routes or means through which a receptor is being exposed to, or affected by, a contaminant, or could be so exposed or affected.
- a 'receptor'.

The receptor can be one or more of the following:

- human beings
- ecological systems or living organisms forming part of a system within certain protected locations including SSSIs, national nature reserves, special areas of conservation (SACs), special protection areas (SPAs), RAMSAR sites and areas of special protection for birds
- property in the form of buildings, including ancient monuments
- property in other forms: livestock, crops, home-grown produce, owned or domesticated animals and wild animals subject to shooting or fishing rights
- controlled waters defined by the Water Resources Act 1991 including territorial and coastal waters, inland fresh waters, and ground waters.

51. The Contaminated Land Regulations 2000 place a legal duty on district and unitary authorities to identify any contaminated land in their areas, and bring about its remediation. Some types of contaminated land are classed as special sites and these are regulated by the Environment Agency.

52. The Government's Planning Policy on Contaminated Land is set out in paragraphs 120 and 121 of the National Planning Policy Framework 2012. If a development site has had any previous industrial uses or has been used for the disposal or treatment of wastes, there is a potential for contamination. Potential contamination is a material consideration and must be considered when dealing with any planning application.

53. It is the responsibility of the developer to ensure that a development is safe and 'suitable for use' for its proposed purpose. The developer is responsible for deciding whether any proposed development will be affected by contamination or may increase the potential for contamination and for satisfying the Planning Authority that any contamination can be successfully remediated with minimal adverse effect.

Access/Open Space/Recreation

54. West Lancashire has a network of 373 km of public rights of way, including 12 km of Bridleways. Access is also promoted through the Lancashire Countryside Service which manages a host of sites (picnic sites, recreation sites, access areas, etc) that together offer a range of opportunities for people to enjoy the Lancashire countryside.

55. Access to the countryside is partly managed through the implementation of the Countryside and Rights of Way Act. The Act requires every highway authority in England and Wales to prepare a Rights of Way Improvement Plan. The Lancashire Rights of Way improvement Plan (ROWIP) has been produced to meet the requirements of the Countryside and Rights of Way Act 2000 (CROW). The ROWIP assesses the extent to which right of way meet the

present and likely future needs of the public, the opportunities provided by rights of way for exercise and other forms of open air recreation and enjoyment and the accessibility of rights of way to blind and partially sighted persons and others with mobility problems.

56. The key commitments of the ROWIP are to:
- improve access to the rights of way network on the urban fringe and encourage more people to enjoy the benefits of walking.
 - wherever possible take opportunities to develop or create multi user routes where all can enjoy better access, including the less mobile, horse riders, cyclists, families and walkers.
 - work with the landowning and farming communities to improve access and look to assist them in resolving land management issues where access is concerned. Including the new rights of access to open countryside.
 - continue to develop an integrated network of bridleway routes, which can also cater for cyclists.
 - work with motorized users who wish to promote responsible use of the right of way network where legal.
 - wherever possible make changes to the rights of way network that will improve access for those with mobility problems or other disabilities

Landscape

57. The **landscape** of West Lancashire is particularly diverse; it includes the Lancashire and Amounderness Plain, Ribble Estuary, River Douglas and the gritstone upland of the Upholland Ridge.
58. In 2007 Lancashire County Council created a landscape classification system based on the former Countryside Commission's Character of England Map. The West Lancashire area is dominated by two character types which are coastal plain and mossland.
59. The other Character Types and Areas in West Lancashire include: Open coastal marsh, Enclosed coastal marsh and Upland Ridge.
60. National character Area (NCA) Profiles have been prepared by Natural England. The profiles include description of the ecosystem services provided in each character area and how these benefit people, wildlife and the economy. They also identify opportunities for positive environmental change. The West Lancashire Area is covered by one Natural England NCA profile and this is the Lancashire and Amounderness Plain.

Population

Deprivation

61. Many areas suffer the problems of multiple deprivation such as poor health, high infant mortality, low life expectancy, large numbers of benefit claimants, low skill levels, poor housing quality and high levels of worklessness. A major

concern is the direction of change, which suggests that deprivation is becoming even more entrenched across Lancashire.

62. West Lancashire is ranked 153rd out of 326 local authorities (where 1 is the most deprived) and dropped three places between 2007 and 2010. West Lancashire has 8% of lower super output areas (LSOA) in the most deprived 10% in England. At the local level, although the district is relatively affluent and predominantly rural, some of the most deprived urban areas in Lancashire are in Skelmersdale.
63. The position in Lancashire is worsening, with the percentage of LSOAs falling into the most deprived 10% increasing from 15.5% to 17.4%, between 2007 and 2010. In contrast the percentage of LSOAs from the most affluent 10% has increased from 1.2% to 5.4% suggesting the gap is widening between the most and least deprived areas.
64. The [deprivation dimension](#) figures from the 2011 census have recently been released and provide detailed information for Lancashire. The dimensions of deprivation used to classify households are the following four indicators based on selected household characteristics:
1. **Employment:** any member of a household (who is not a full-time student) is either unemployed or long-term sick.
 2. **Education:** no person in the household has at least a level 2 education, and no person aged 16-18 is a full-time student.
 3. **Health and disability:** any person in the household has general health rated 'bad' or 'very bad' or has a long-term health problem.
 4. **Housing:** household accommodation is either overcrowded, with an occupancy rating of -1 or less, or is in a shared dwelling, or has no central heating.
65. For the 12-district Lancashire area, 43% of households were classified as 'not deprived', which is slightly higher than the England and Wales rate of 42.3%. West Lancashire has a lower proportion of households deprived in three and four dimensions than the Lancashire 12 district area (Lancashire-12), the North West and England.

District	Not deprived	Deprived in one dimension	Deprived in two dimensions	Deprived in three dimensions	Deprived in four dimensions
West Lancashire	43.1	32.6	19.6	4.4	0.3
Lancashire (12-districts)	43	31.7	19.5	5.3	0.5
Lancashire (14 districts)	41.2	31.8	20.5	6	0.6
North West	40.5	31.7	20.8	6.4	0.6
England and Wales	42.3	32.6	19.3	5.2	0.5

66. Revised [fuel poverty statistics](#) for 2011 have recently been published by the government. The new results use a 'low income, high cost' definition of fuel poverty that supersedes the former definition based on households spending 10% or more of their income on fuel.
67. In West Lancashire approximately 11% of households are considered fuel poor; in comparison with 13.1% in Lancashire-12, 12.5% in the North West () and England (10.9%). West Lancashire ranks 144th out of 326 authorities (where 1 is the worst).¹
68. Not surprisingly, West Lancashire has a lower proportion of homes in council tax band 'A' (the lowest band) when compared with Lancashire-12 and the North West rates. The higher percentage of homes in bands 'F' and 'G' demonstrates the affluence within the district. The table below shows the percentage breakdown of properties in each [council tax band](#).

	Band A %	Band B%	Band C %	Band D %	Band E %	Band F %	Band G %	Band H %
West Lancashire	30.0	18.0	19.8	14.2	9.6	5.0	3.2	0.2
Lancashire-12	37.6	19.4	18.5	12	7.1	3.4	1.9	0.2
Lancashire-14	40.3	20.1	17.7	11	6.2	2.9	1.7	0.1
North West	41.8	19.9	17.5	10.1	5.8	2.8	1.9	0.2
England	24.8	19.6	21.8	15.3	9.4	5	3.5	0.6

Population

69. Between 2001 and 2011 the Lancashire county area (12 districts) saw a 3% increase in population, in comparison to the North West (5%) and England and Wales (7%).
70. More specifically the resident population of the 12-authority Lancashire area stood at 1,175,979 in mid-2012. This represented an increase of 0.3% over the previous year, lower than the rate for England and Wales (0.7%) and the North West (0.4%). The 2012 [mid-year population estimates](#) for West Lancashire show an increase of 0.3%; Lancashire-12 shows an increase of 0.4% whilst England has a larger increase of 0.7%.
71. West Lancashire has 16.6% of the population aged between 0-14 years, a slightly lower proportion than for Lancashire-12 (17%) and England (17.7%), reflecting the below average birth rates in the district. For young people aged 15-24 years, West Lancashire has 13.7% of the population in this age bracket, (Lancashire-12: 13.2%; England: 12.9%), whilst 19.8% of the population are aged over 65+ years; higher than Lancashire-12 (18.8%) and England

Lower super output areas (LSOAs) are units of geographic boundary developed by the Office for National Statistics. LSOAs each contain a minimum population of 1,000 persons and on average (mean) contain a population of 1,500 persons. There are 32,482 LSOAs in England.

(16.9%). The biggest difference is in those aged between 30-44 years. Approximately 17.1% of the population are in this age bracket, compared to 20.3% for England and 18.5% for Lancashire-12. The table below shows the age breakdown for West Lancashire in comparison with Lancashire-12 and England.

Age group	West Lancashire %	Lancs-12 percentage	England %
0-4	5.34%	5.88%	6.34%
5 - 9 yrs	5.48%	5.57%	5.76%
10-14yrs	5.80%	5.59%	5.62%
15-19yrs	6.69%	6.35%	6.14%
20-24yrs	7.17%	6.90%	6.77%
25-29yrs	4.85%	5.89%	6.84%
30-44yrs	17.11%	18.48%	20.33%
45-59yrs	21.12%	20.29%	19.63%
60-64yrs	6.65%	6.26%	5.63%
65-69yrs	6.36%	5.90%	5.22%
70-74yrs	4.77%	4.36%	3.84%
75-79yrs	3.87%	3.54%	3.19%
80-84yrs	2.58%	2.59%	2.41%
85-89yrs	1.43%	1.56%	1.46%
90+yrs	0.79%	0.85%	0.82%

72. Projections suggest that over the next 25 years the overall population in the Lancashire county area will increase by 8.6%, which is similar to the North West forecast but substantially below the estimated national increase of 18%. This translates into an additional 100,000 people in Lancashire.
73. As with the UK as a whole the Lancashire county area is faced with demographic changes in the long term that will see the working age population grow at a much slower rate than the population of older people aged over 65 years. Projections for the period 2011-2021 show that the county area will face the challenge of an ageing population without significant growth in the numbers of younger residents, which will impact noticeably upon the Lancashire economy. This will also result in an increase in the demand for certain public services in the longer term. Consideration will need to be given to ensure the public realm, transport, and accessibility to services are suitable for an older/ageing population.

Unemployment

74. On the whole Lancashire has a relatively low unemployment rate, but this overall picture masks significant levels of unemployment and economic inactivity in the more deprived parts of Lancashire.
75. Worklessness is particularly acute in some localities, with over 110,000 Lancashire residents considered to be workless. Lancashire has higher rates of 18 to 24 year olds on the claimant count than national averages, with 32.7% compared to 29.5% nationally, although the levels of claimants in the county since 2004 remain consistently similar. The county performs relatively well in respect of longer-term JSA claimants, with the percentage of people claiming for more than a year and up to 3 years at 10.3% in Lancashire, substantially below the 16.9% in the UK. Only 0.1% of claimants are on the JSA claimant count for more than 3 years in Lancashire compared to 0.9% nationally.
76. In West Lancashire, 72.7% of the working age population are employed in the district ([official labour market statistics](#)) and there are 3,640 VAT/PAYE registered enterprises. This figure is a good indicator of the level of the entrepreneurship and health of the business population. West Lancashire's figure is the 3rd highest across the 14 districts in Lancashire (including Blackburn with Darwen and Blackpool).
77. The claimant count for Job Seeker's Allowance (3.3%) is in line with the county average (3.2%), and the proportion of residents claiming all out of work benefits in West Lancashire (14.3%), is below the county average (14.7%). However, at a more local level there are high unemployment rates in several wards and despite the affluence of some parts of the district there are concentrations of severe deprivation. The town of Skelmersdale has several wards with areas of significant deprivation. Specific wards in West Lancashire district with higher levels of JSNA claimant counts include Digmaor (9.6%), Tanhouse (8.3%), Moorside (6.9%) and Birch Green (6.8%).
78. According to the [Annual Survey of Hours and Earnings 2012](#), resident-based earnings in West Lancashire (£425.70) are higher than workplace earnings (£368.30). The rates for Great Britain are £407.50 (resident-based earnings) and £406.80 (workplace earnings).
79. A key issue for Lancashire's economy is an insufficient number of people with higher level qualifications and too many low or unskilled individuals. Employers will to a greater extent demand higher level qualifications as the norm and more people with higher level skills are needed to support the shift to a higher value economy and for Lancashire to compete economically. The education and skills level of the population in West Lancashire is examined in further detail below.

Education and Skills

80. Educational achievement in the Lancashire county area is mixed with some

areas performing well. In West Lancashire, the presence of Edge Hill University contributes to the higher skills levels evident in some parts of the district. However, these higher skill levels are concealing lower rates within the more disadvantaged areas.

81. Overall Lancashire's skills profile is broadly comparable to national averages and slightly better than the regional position. In terms of [higher level skills](#) there are 28.6% of West Lancashire's working age residents qualified to NVQ level 4 and above, compared to 30.3% in the North West and 34.4% nationally. Level 3 and equivalent qualifications stand at 46.8% for West Lancashire (52.0% in the North West, 55.1% nationally). The district has 68.4% qualified to NVQ level 2, lower than the North West (69.9%) and Great Britain (71.8%). West Lancashire has 11.3% of residents with no qualifications (9.6% in Lancashire, 12.1% regionally and 11.3% nationally). Increasingly NVQ level 2 qualifications are considered a minimum requirement for the workforce, as employers seek individuals with employability skills. This presents a significant barrier to employment for a substantial proportion of Lancashire residents with low or no skills.
82. West Lancashire is the fifth best in the county for pupils obtaining five [GCSEs \(grades A* to C\)](#) in maths and English (63.1% in 2012). This is higher than the rate for Lancashire (59.9%), and better than the rate for England (59.0%). Within West Lancashire there are large variations in performance in the wards. Halsall ward has the lowest rate of GCSE attainment (42.9%), with Birch Green (44.4%) and Digmaor wards (44.6%) also scoring poorly. At the other end of the scale Aughton Park ward has the highest proportion of young people obtaining five GCSEs (grades A* to C) in maths and English at 83.3%, followed by Scarisbrick (82.9%) and Parbold wards (82.8%). Low attainment in GCSEs can also be a barrier for further education, higher qualifications and quality employment opportunities.
83. A key issue for Lancashire's economy is an insufficient number of people with higher level qualifications and too many low or unskilled individuals. Employers will to a greater extent demand higher level qualifications as the norm and more people with higher level skills are needed to support the shift to a higher value economy and for Lancashire to compete economically.

Crime

84. The level of crime is varied across the district. The highest rates are to be found within the urban wards of Birch Green (326 per 1,000 of the population) and Scott (157.6). The lowest rates are in Aughton Park (9.7) and Rufford (8.0). These figures are taken from 'Safer [Lancashire](#)' for August 2012-July 2013. Overall, West Lancashire has the seventh lowest crime rate in the county.
85. Crime and disorder problems on public transport are a serious concern for transport providers, service users and the community. A public transport system where people can travel easier and safer is a key corporate priority for Lancashire County Council and in Lancashire there is in excess of 62 million bus passenger journeys made each year. There were nearly 15 million entries and exits at railway stations in Lancashire. Crime and incidents on the railway

system in Lancashire has reduced by 18% (September 2009-August 2010) compared to the previous 12 months. Safer Travel unit statistics show that there was a reduction of 15% April 2009 – March 2010, when compared with the previous period. Incidents on school buses fell by 5%. Incidents on public buses fell by 28%. However, there has been an increase in the second quarter of 2010 (July to September 2010) on public buses.

86. Crime and anti-social behaviour on public transport discourages people from using it and contributes to increased road usage. A Department for Transport survey found that 11.5% more journeys would be made on public transport if passengers felt they were more secure. This would equate to 7.13 additional bus journeys and 1.5 million more railway station entry and exits in Lancashire each year.

Human Health

87. The variations that exist in life chances in Lancashire can be measured by life expectancy, health outcomes, and quality of life. Lancashire is diverse and varied in terms of social issues facing the county, with large areas experiencing issues including poor health, deprivation, social exclusion, low educational attainment, limited employment opportunities, and poor housing and neighbourhoods.
88. There are affluent districts in Lancashire that have areas of deprivation, including rural locations, where access to services can be restricted. The relationship between the social issues and lower life expectancy / poorer health is complex and is strongly correlated with measures of socio-economic status and other wider determinants of health such as the natural and built environment (public realm), community, lifestyle behaviours and the local economy
89. The health challenges facing the county are examined in detail in [Lancashire's Joint Strategic Needs Assessment \(JSNA\)](#), which provides an overview of the health status of the population. The key transport-related health issues are:
- casualty rates particularly among children and vulnerable road users
 - poor self-reported health and well-being
 - increasing rates of obese and overweight residents in the population
 - cardiovascular diseases
 - diabetes
90. The health of people in West Lancashire is mixed: residents living in Skelmersdale have poorer health outcomes than those in the more affluent areas. Life expectancy at birth for males is 78.5 years, not significantly different to the rate for England (78.9 years). For females, life expectancy from birth (81.7 years) is significantly worse than for England (82.9 years).
91. In the most deprived areas of West Lancashire, the difference in life expectancy is marked. Males living in the most deprived areas will live on average 9.1 years less than males in the least deprived areas. For females,

those in the most deprived areas can expect to live 7 years less (based on the [Slope Index of Inequality](#), 2006-10).

92. With regards to disability-free life expectancy, males in West Lancashire can expect to have 9.3 years free from disability (at age 65), which is the joint sixth best rate in Lancashire (England:10.2). For females, disability-free life expectancy is higher at 11.4 years (England 10.9).
93. The behavioural risk factors for many long-term conditions (such as cancer, coronary heart disease, and chronic obstructive pulmonary disease) include physical inactivity; whilst the associated medical risks of inactivity include high blood pressure, being overweight or obese and having diabetes.
94. Walking and cycling for transport can be the most appropriate physical activity option, offering the potential for daily physical activity of sufficient frequency and intensity. Even low levels of walking can have great potential for health gain and can be undertaken by the most inactive.
95. Whilst walking and cycling can contribute to physical activity objectives in the public health outcomes framework, they can also provide other benefits, including improving local air quality through CO2 reductions, and increasing social interaction and social capital.
96. However, as previously noted, the poor quality of many public spaces makes walking, cycling and the use of public transport unattractive and compounds perceived fears about crime and safety. Levels of traffic congestion and a lack of facilities addressing the needs of cyclists and pedestrians may further discourage residents from using sustainable transport options as their transport preference.
97. Whilst there are risks associated with walking and cycling (see 'road safety' below), physical inactivity is riskier than being sedentary; Department for Transport (DfT) [road traffic casualties for 2012](#) reported 118 cyclists killed on the road, with 420 pedestrian deaths. In comparison, there were 32,647 deaths from coronary heart disease attributed to inactivity (British Heart Foundation statistics 2010).

Road Safety

98. Perceptions of safety on the road continue to be a major barrier sustainable travel options. There has been a 7% reduction in pedestrian deaths in Great Britain between 2011 and 2012 ([Department for Transport](#)), however, the number of seriously injured pedestrians increased by 2 per cent to 5,559. There were a total of 25,218 reported pedestrian casualties in 2012, down 4 cent in comparison with 2011. The number of cyclists killed increased 10% between 2011 and 2012, whilst, the number of seriously injured cyclists increased by 4% to 3,222. The number of seriously injured cyclists continues to increase, a trend that has been recorded over the past eight years.
99. The number of people injured in road traffic collisions (RTCs) in Lancashire has been decreasing year on year. However, the rate (per thousand of the

population) for Lancashire is still above both the North West and England rates. Regrettably, 38 people were killed and 612 were seriously injured (KSI) on the roads in Lancashire during 2011 as drivers, passengers, pedestrians or cyclists. They also place burdens on emergency and health services and have an economic impact on communities. Many accidents are avoidable and [Lancashire's Road Safety Strategy 2011 - 2021](#) will deliver actions that will reduce the number of accidents that occur in future. Whilst children and young people represent a slightly lower proportion of all those killed and seriously injured in West Lancashire when compared with the Lancashire averages, there are still a number of issues.

100. The issues and priorities in West Lancashire:
 - Children and young people aged up to 25 years represent 36% of all the killed and seriously injured casualties in West Lancashire (Lancashire 40%)
 - The 16 to 25 year age group represent 27% of all killed and seriously injured in West Lancashire (Lancashire 27%)
 - The 0-15 year age group represent 10% of all killed and seriously injured in West Lancashire (Lancashire 13%)
 - 49% of all children killed and seriously injured in West Lancashire were pedestrians
 - Casualties amongst young people 0-15 year olds, as car occupants, represent the highest number of any district in Lancashire.
101. The JSNA Health Inequalities report states that accidents are one of the top ten causes of reduced life expectancy of both sexes in Lancashire. For road traffic collisions, the most vulnerable age group are young adults.
102. Lancashire Opinions on Policing (LOOP) Survey 2 found that dangerous / inconsiderate driving / speeding cars was one of the top three things that made people feel unsafe. The Living in Lancashire panel was asked in June 2010 what the main problems in their local area are and 45% felt that speeding cars or motorbikes was a major issue.
103. Significant progress has been made in tackling road safety issues over recent years, with accident reduction rates that are better than the national average. The progress made highlights what can be done and reinforces the belief that we can go further in improving the safety of our highway network.
104. Reducing the number of road traffic casualties can make the biggest change to cycling and walking rates. Perceptions of unsafe roads may be the biggest barrier to encouraging people to walk or cycle more, however, there is evidence that the greater the number of cyclists/pedestrians, the safer the roads and pavements become. ([Jacobsen 2003](#), [Robinson 2005](#)).

Vehicle Ownership and Modes of Travel to Work

105. According to the latest census figures, 19.8% of households in West Lancashire had no car or van in 2011. In West Lancashire 44.2% of people travel to work by car, 3.9% take public transport and 6.6% walk or cycle.

Self Reported Health and Wellbeing

106. In Lancashire self-perceived poor health is associated with deprivation; with the experience of poor health more pronounced at the bottom of the social gradient. People from the most deprived areas are at higher risk of poor mental health and of developing mental health problems, as are their children. They are twice as likely to consult their GP for help with mental health; they are also more likely to commit suicide, especially when they are young. Those in the most deprived areas are 6 times more likely to experience extreme anxiety and depression as those in the more affluent areas.
107. For self-reported health, 47.6% of people in West Lancashire rated their health as 'very good' (Lancashire 45.9%, North West 46.5%, England and Wales 47.1%). At the other end of the scale, 6.3% of people reported their health as 'bad' or 'very bad' (Lancashire 6.3%, North West 6.8%, England and Wales 5.6%).
108. Other factors which may affect a person's health and wellbeing include unemployment, which has a number of adverse effects. These can include reduced psychological wellbeing and a greater incidence of self-harm, depression and anxiety. Conversely, quality employment opportunities have a protective effect on an individual's mental health. The ongoing public sector cuts are likely to mean further increases in the claimant count and a potential increase in poor health.
109. Poor housing is an aspect of deprivation associated with poor mental health. Some indication of the quality of housing in the county is provided by its value and its condition. Often poor housing is located in areas where crime and fear of crime exists. This is also a significant factor associated with poor mental health outcomes. There is a significant inequality in crime levels, with those in the most deprived areas in Lancashire many times more likely to be a victim of crime than those in the least deprived areas.

Obesity

110. In the UK, the predicted trend for obesity indicates that by 2030 the prevalence of obesity will have risen from 26% to 41% - 48% in men, and from 26% to 35% - 43% in women. This would equate to 11 million more obese adults by 2030, 3.3 million of whom would be older than 60.
111. In the UK, the rise in obesity is expected to be associated with increased cases of diabetes, heart disease and stroke, and cancer. In addition, the increasing prevalence of debilitating disorders such as osteoarthritis would affect the duration of the person's healthy lifespan.
112. Medical costs associated with treatment of these long-term conditions are estimated to increase by £1.9-2 billion per year in the UK by 2030 (www.nhs.uk). Estimates of obesity in Lancashire show a greater relationship to deprivation than is the case nationally. The estimates suggest that obesity levels are higher than the national pattern would predict.

113. Obesity in childhood is linked to a range of diseases in adult life including diabetes, coronary heart disease and depression. In Lancashire obesity and underweight prevalence are highest in the most deprived parts of the sub-region. However, there is a strong inverse relationship between deprivation and childhood obesity as children in the most deprived areas are the least likely to be overweight.
114. Approximately 10.8% of reception children are obese, which is significantly worse than the rate for England (9.6%). For year six children, 19.6% are obese, which is not significantly different from England (19.0%). For adults, 22.7% of the population are obese (England 24.7%), again, not significantly different. Encouraging more physical activity through walking and cycling measures would be beneficial in reducing obesity and overweight levels and improving health in other areas.

Coronary Heart Disease

115. Premature death from coronary heart disease occurs across Lancashire at higher levels than for England as a whole, although some districts have lower rates of premature death than would be expected.
116. West Lancashire is significantly worse than England for deaths from all causes, circulatory diseases, stroke, and respiratory disease. For coronary heart disease, West Lancashire ranks the fourth best in the county (Lancashire-12), with the table below showing the rates of mortality for males, females and all persons (all ages). West Lancashire had 5% less mortalities from CHD than England in the period 2008-10 (Lancashire-12, 13%). Between the period 1993-95 and 2008-10, Lancaster has seen a 67.6% decrease in mortality from CHD.

Mortality from CHD (all ages) 2008-2010, per 100,000 of the population

District	Males DSR	Females DSR	All persons DSR
West Lancashire	53.5	18.2	35.3
Lancashire-12	64.3	21.1	42.2
North West	72.5	23.4	47.3
England	58.1	17.5	37.2

Source: Mortality from coronary heart disease (ICD9 410-414 adjusted, ICD10 I20-I25):2008-2010, <https://indicators.ic.nhs.uk/>

117. One of the main contributors to coronary heart disease and [chronic obstructive pulmonary disease](#) (COPD) is smoking and tobacco use. West Lancashire has the highest prevalence of smoking in Lancashire (14 districts) with 28.2% of the population aged over 18 years smoking; this is significantly worse than for England (20.0%). Whilst there is no significant difference with smoking attributable mortality (213 per 100,000 of the population over 35 years) in the 12 districts of Lancashire (England 210), a shocking 46.8% of routine/manual workers smoke (England 30.3%), the highest percentage in the region. This could potentially lead to serious problems for the [clinical commissioning group](#) and health care services in the near future.

Diabetes

118. Diabetes is a condition where the body is unable to produce the insulin required to convert glucose (sugar) from food sources into energy for its cells. All cells in the body need this energy to function properly and if the insulin production is faulty this results in very high, and potentially dangerous, levels of glucose in the blood.
119. There are two types of diabetes: type 1 and type 2. Type 2 diabetes is related to lifestyle but additional risk factors are inherent in specific populations. Type 2 diabetes usually develops in people over the age of 40, although it can appear from the age of 25 in those who are of South Asian or Black/African Caribbean heritage. South Asian populations are more likely to develop diabetes than other groups. There are also links with deprivation, which complicates the issue further as black/minority ethnic (BME) communities tend to live in areas of deprivation. Higher rates of death are expected in those areas with larger BME communities. There is a strong social gradient to death from diabetes, with those in the most deprived areas many times more likely to die than those living in less deprived areas. There is a stronger association between deprivation and death from diabetes in Lancashire than nationally.
120. The table below shows the rate of mortality from diabetes for males, females and all persons in West Lancashire, England, the North West and the 12 Lancashire authorities. A significantly higher rate of women died from diabetes, in comparison with the rate for England. West Lancashire had 6.8% less mortalities from diabetes than England in the period 2008-10 (Lancashire-12, 12.3%). Between the period 1993-95 and 2008-10, West Lancashire has seen a 28% decrease in mortality from diabetes.

Mortality from diabetes (all ages) 2008-2010, per 100,000 of the population

District	Males DSR	Females DSR	All persons DSR
West Lancashire	6.26	5.86	6.19
Lancashire-12	6.43	5.08	5.77
North West	6.79	4.79	5.69
England	6.65	4.87	5.68

Source: Mortality from diabetes (ICD10 E10-E14): 2008-2010, <https://indicators.ic.nhs.uk/>

121. The cause of many health conditions can be the result of a myriad of factors including genetic risk, an individual's lifestyle and environmental/social factors. It is well evidenced that modifying unhealthy lifestyle behaviours (tobacco use, a poor diet, increased alcohol consumption and physical inactivity) can have the largest effect on reducing the incidence and impact of poor health and long-term health conditions.
122. Sources of information used in this document:

Protected Species

Source: Natural England

<http://www.naturalengland.org.uk/ourwork/planningdevelopment/spatialplanning/standingadvice/specieslinks.aspx>

Local Geodiversity Sites (LGS)

Source: GeoLancashire (formerly Lancashire RIGS Group) (2012)

<http://www.lancashirerigs.org.uk/indexef1c.html>

Soils

Source: UK Soil Observatory

<http://www.ukso.org/mapViewer.html>

Agricultural Land Classification

Source: Natural England

<http://publications.naturalengland.org.uk/publication/35012>

Sites of Special Scientific Interest (SSSI)

Source: Natural England (1 January 2014)

<http://www.sssi.naturalengland.org.uk/Special/sssi/report.cfm?category=C,CF>

Natura 2000 Sites (SAC and SPA)

Special Areas of Conservation (SAC)

Source: Joint Nature Conservation Committee (JNCC) (26 September 2013)

http://jncc.defra.gov.uk/ProtectedSites/SACselection/SAC_list.asp?Country=E

Special Protection Areas (SPA)

Source: Joint Nature Conservation Committee (JNCC) (5 July 2013)

<http://jncc.defra.gov.uk/page-162>

Ramsar Sites

Source: Joint Nature Conservation Committee (JNCC) (29 November 2011)

<http://jncc.defra.gov.uk/page-1390>

Marine Conservation Zones (MCZ)

Source: DEFRA (21 November 2013)

<https://www.gov.uk/government/policies/protecting-and-sustainably-using-the-marine-environment/supporting-pages/marine-protected-areas>

Biological Heritage Sites

Source: Lancashire Environmental Records Network

<http://www.lancspartners.org/lern/>

Historic Environment

Source: National Heritage List for England (English Heritage)

Listed Buildings, Scheduled Monuments, Registered Parks and Gardens,
Conservation Areas

<http://hc.english-heritage.org.uk/National-Report/indicator-data/>

See 'Understanding the Assets' spreadsheet for summary tables for each Local Authority

Air Quality Management Areas

Source: DEFRA and District Councils

See AQMA list at <http://aqma.defra.gov.uk/aqma/list.php>

See LCC web pages for more detailed information:

<http://www.lancashire.gov.uk/corporate/web/?siteid=6116&pageid=35382&e=e>

CO₂ Emissions

Source: Lancashire Joint Strategic Needs Assessment (JNSA)

<http://www.lancashire.gov.uk/corporate/web/?siteid=6116&pageid=40218&e=e>

Source: DECC

<https://www.gov.uk/government/publications/local-authority-emissions-estimates>

Flood Risk

Source: Lancashire Resilience Forum

<http://www.lancsresilience.org.uk/Pages/Advice/Flooding.html>

For areas at risk, see Appendix J of Lancashire Multi Agency Flood Plan PDF

Source: Environment Agency for River Douglas Flood Management Plan

<https://www.gov.uk/government/publications/douglas-catchment-flood-management-plan>

For the Lancashire Local Flood Risk Management Strategy see

http://www3.lancashire.gov.uk/corporate/atoz/a_to_z/service.asp?u_id=3904&t_ab=1

Landscape Character Types

Source: Lancashire Landscape Character Assessment web pages

<http://www.lancashire.gov.uk/corporate/web/?Landscape/6228>

Source: Natural England - National Character Areas

<http://www.naturalengland.org.uk/publications/nca/default.aspx>

Population Statistics

Source: Office for National Statistics (ONS)

<http://www.neighbourhood.statistics.gov.uk/dissemination/> for Key figures for each Local Authority

Health

Source: Lancashire Joint Strategic Needs Assessment (JNSA)

<http://www.lancashire.gov.uk/corporate/web/?siteid=6117&pageid=35389&e=e>

Road Safety

Source: Lancashire County Council / MADE (Multi-Agency Data Exchange)

http://www.lancashire.gov.uk/office_of_the_chief_executive/lancashireprofile/ia/Public_District_Profile_IA/atlas.html for casualties by ward

Use Zoom to District filter, then go to Select Data and choose Highways option.

Choose required category then double click on 2011 to see data.

Source: Department for Transport

<http://road-collisions.dft.gov.uk/> for comparison between Local Authorities

Appendix 2: Habitat Regulations Screening Assessment

Introduction

1. This report considers the likelihood of significant adverse effects on internationally-important wildlife sites within and around Lancashire. The wildlife sites in question are known as European wildlife sites and are designated under the Habitats and Birds Directives set by the European Commission.
2. The Habitats Directive and Birds Directive provide for the establishment of wildlife protection areas across Europe. These areas are designated either as Special Areas for Conservation (SAC) or as Special Protection Areas (SPA). Sites may also be classified under the Ramsar convention. Collectively, these sites form the Natura 2000 network.
3. Development proposals with the potential to adversely affect these sites (either directly or indirectly) are subject to preventative controls set out in the Conservation of Habitats and Species Regulations 2010. These regulations seek to avoid development in areas which are likely to cause harm to the conservation interests of these sites or, where harm is unavoidable, to secure compensatory measures in return. In the case of proposals which would have a significant adverse effect, there must be an overriding public interest in the proposal.
4. Protection is also afforded to these areas from policies leading to development. Plans and policies with the potential to adversely impact on the conservation interests of European wildlife sites require screening to determine whether the plan is likely to result in a significant adverse effect.
5. In accordance with The Conservation Natural Habitats, &c. (Amendment) Regulations 2007 and European Communities (1992) Council Directive 92/43/EEC on the conservation of natural habitats and of wild flora and fauna, the County Council is required to undertake a screening exercise of the likely significant effects of their plan, in this case the Local Transport Plan 2011-2021 Draft Implementation Plan for 2011/12 – 13/14.

Description of Plan and Review of Habitats Regulations Assessment (HRA)

West Lancashire Highways and Transport Masterplan

6. Lancashire County Council is the transport authority for West Lancashire with responsibility for a network of local roads, cycle lanes, bridges and traffic

control infrastructure.

7. The Highways and Transport Masterplan is an area-specific action plan based on strategic transport priorities set out in the Local Transport Plan.
8. The Highways and Transport Masterplan for West Lancashire sets out the ideas for a future highways and transport strategy to 2023 and beyond. The Masterplan links economic development strategies and adopted spatial planning strategies to wider strategic policy objectives as well as setting out how we can deliver the programme.
9. The Masterplan:
 - Outlines current land and transport use in West Lancashire
 - Considers the impact of adopted development plans on the area in the future
 - Suggests the strategic highway and transport measures that we believe will be needed to support plans for future growth and development
 - Outlines funding mechanisms, delivery programmes and associated risks.
10. This Masterplan is required in order to provide greater certainty about the schemes that will be implemented to 2023, and it is these schemes that could result in direct development and have therefore been subject to the HRA.
11. The strategic nature of the policies within the Masterplan means that it is not considered meaningful or realistic to try to undertake a HRA assessment of the policies themselves. Rather, it is the schemes within the Masterplan (which the policies give rise to) that could result in direct development which potentially adversely affects a Natura 2000 site.

Habitats Regulations Assessment Process

12. The regulations require an assessment to be undertaken of the 'likely significant effects' of a plan or project on sites of international nature conservation importance. The West Lancashire Highways and Transport Masterplan can only be approved where it has been satisfied that there will be no adverse effect on the integrity of the international nature conservation sites.
13. Stage one of the Habitat Regulations Assessment process is to undertake a screening exercise of the proposed project or plan to assess whether any likely significant effects will arise as a result. In this case the options and schemes within the Highways and Transportation Masterplan will be assessed.
14. Assessment of the significance of effects is undertaken by considering the schemes identified in the Highways and Transport Masterplan in relation to the designated European and International nature conservation sites and whether any likely significant effects would compromise the condition of the site in an adverse way.
15. Where no likely significant effects are identified then there is no need for further work at this stage. If significant effects are identified it may be

necessary to undertake a full Appropriate Assessment of those parts of the plan causing the effect.

Natura 2000 Sites

16. Natura 2000 is the collective term for the various European designated sites that are of exceptional importance due to the type of habitat and in particular their rare, endangered or vulnerable state.
17. These sites include:
 - Special Protection Areas (SPAs) designated under the EU 'Wild' Bird's Directive;
 - Special Conservation Areas (SCAs) designated under the EU 'Habitats Directive' and Offshore Marine Sites (OMS);
 - Ramsar Sites designated as wetland sites of international importance at the Iranian International Wetlands Convention at Ramsar.

Methodology

18. The screening assessment will firstly identify and gather information on the sensitivity and vulnerability of features of interest of Natura 2000 sites, in West Lancashire (and up to 15km beyond).

The West Lancashire Highways and Transport Masterplan schemes and proposals are then subjected to a three stage screening process.

Stage One: The first will identify those schemes that will directly lead to some form of development that may have a potential impact (Direct Development). If no Direct Development will occur as a result of the scheme, or not within the timeframe of the masterplan, then the scheme can be screened out at this stage. Proposals identified as having "*No direct development*" have been screened out at this stage.

Stage Two: If the scheme itself does, or could, lead to Direct Development then it will need to undergo a second stage assessment, using the 'source-pathways-receptors' approach, to see if any of the potential impacts listed below are likely or uncertain. If there are potential impacts then any pathways for the potential impacts to reach a Natura 2000 site will be assessed. Proposals identified as having "*No mechanism for a likely significant adverse effect*" or "*No pathway of impact to reach Natura 2000 site*" have been screened out at this stage.

Stage Three: The third stage will consider schemes that could lead to significant impacts and whether these can be avoided or mitigated. In some cases it may be that the Highways and Transport Masterplan proposes a scheme where the outcomes (and likely impacts) are not currently known.

Analysis of Potential Impacts / Pathways

19. In order to assess whether any likely significant effects will impact upon the Natura 2000 sites, as a result of a scheme or schemes identified in the West Lancashire Highways and Transport Masterplan, or in-combination with other

plans, it is necessary firstly to identify potential impacts that could cause a likely significant effect on the habitats or species for which a Natura 2000 site is identified.

20. The following direct and indirect impacts of development have been identified:

- **Air Quality** – Changes in the composition of air quality as a result of development or an increase in traffic levels in the vicinity of a Natura 2000 site that could damage vegetation and harm species dependent on these habitats.
- **Water Quality** – Changes in the quality of water composition in the watershed as a result of development in or near to the Natura 2000 site, and increased pollution that could alter the water quality entering the water network and could damage vegetation and habitats/ species at these sites.
- **Hydrology** – Changes in the hydrological cycle affected by altered drainage, heat, surface run off, loss of permeable surfaces etc. which can result in drought or flooding of Natura 2000 sites that could damage vegetation or harm species living in these habitats.
- **Habitat Species / Damage and Disturbance** – Damage to habitats and disturbance of species within Natura 2000 sites. Also disturbance to species travelling to and from sites and damage to external habitats utilized by species. Impacts could result from restricted migratory routes or impacts on food resources or breeding grounds resulting in increased ecological fragmentation and isolation. Impacts may be long-term or short-lived e.g. during construction.

Recreational / Visitor Pressure – Disturbance to habitats and to species as a result of significant increases in the number of people visiting Natura 2000 sites.

N.B. Impacts to habitats outside the site boundary, or disturbance to species utilizing the site whilst they are outside the site boundary (eg feeding, moving between roosting and feeding areas or on migration) may also adversely affect the integrity of a Natura 2000 site. Also, impacts that could result in increased ecological fragmentation and isolation of sites should be considered.

21. There is also a need to establish a set of particular pathways where potential impacts may be able to find a path to a Natura 2000 site. Where no pathways exist to the Natura 2000 site, the potential impacts can be ruled out as they will not have a likely significant effect on the site.

22. Potential pathways include:

- **Wind** – An assessment of whether the potential impacts outlined above, specifically air quality can reach the Natura 2000 sites via the prevailing wind.
- **River Network** – As assessment of whether potential impacts, specifically water quality, and hydrology are connected via the river network to the Natura 2000 sites.
- **Roads** – Distance to Natura 2000 sites in relation to the road network and the feasibility of air, noise and light pollution from increased traffic on the roads, due to a higher population or greater accessibility across Lancashire.
- **Species movement** – Distance between Lancashire and the Natura 2000 sites and the location of other important habitats within the boundary of the plan such as Sites of Special Scientific Interest (SSSI), Biological Heritage Sites and Local Nature Reserves.

23. If any schemes remain likely to have an effect on a Natura 2000 site and a pathway connects the impact to the site then a further assessment will be required. This will assess whether any avoidance measures (such as mitigation measures) can be used to negate the potential impact. All schemes where the impacts can be neutralised by some form of avoidance or mitigation can then be screened out. Any schemes left in will then need to be subject to a further assessment.
24. Appendix A presents the full results of the assessment in tabular format and incorporates a traffic light system to highlight the screening process. All schemes that are highlighted in 'green' in the Potential Impacts column conclusion in Appendix A were screened out of this assessment at stage one as having no likely significant effects. All schemes that are highlighted in 'orange' were screened out in the second stage. If any schemes are highlighted in 'red' this means that a significant likely effect could potentially arise and measures have been put in place to ensure that the potential impacts can be appropriately addressed.

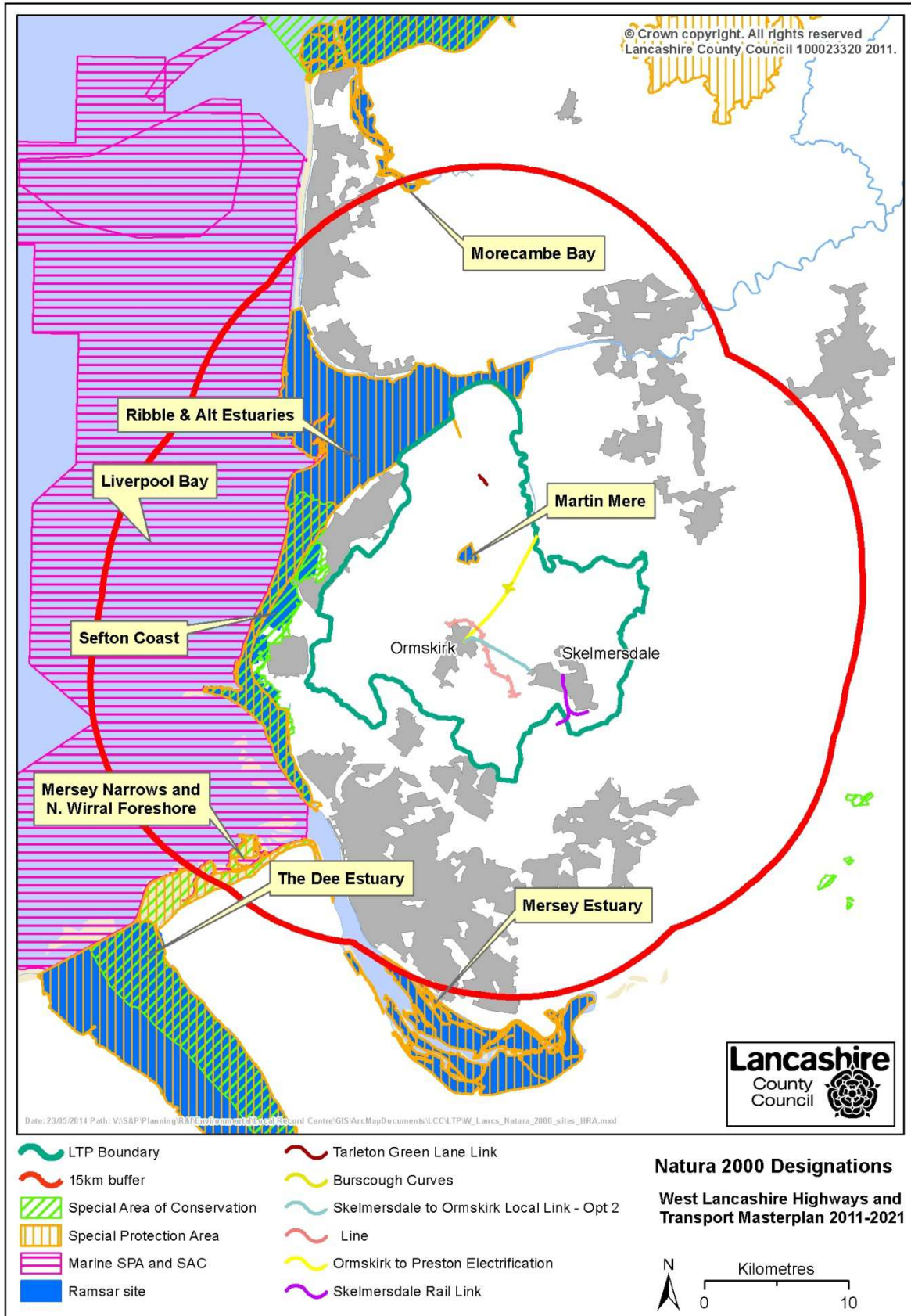
The Assessment

Identification and Description of Natura 2000 Sites

The Habitats Regulations Assessment identified **9** Natura 2000 sites as either located wholly or partially within West Lancashire (or within a 15km buffer of the plan area). These sites are identified in Table 1. Some Natura 2000 designations share or have overlapping boundaries.

Figure 11 of the West Lancashire Highways and Transport Masterplan identifies the schemes. Map 1 below shows the locations of the Natura 2000 sites in the plan area. These are listed in Table 1 and the site details are presented in Appendix B. Map 2 shows the areas which may be functionally connected to Natura 2000 sites.

Map 1 Natura 2000 Sites in West Lancashire Area



Map 2 Areas which may be functionally connected to Natura 2000 Sites.

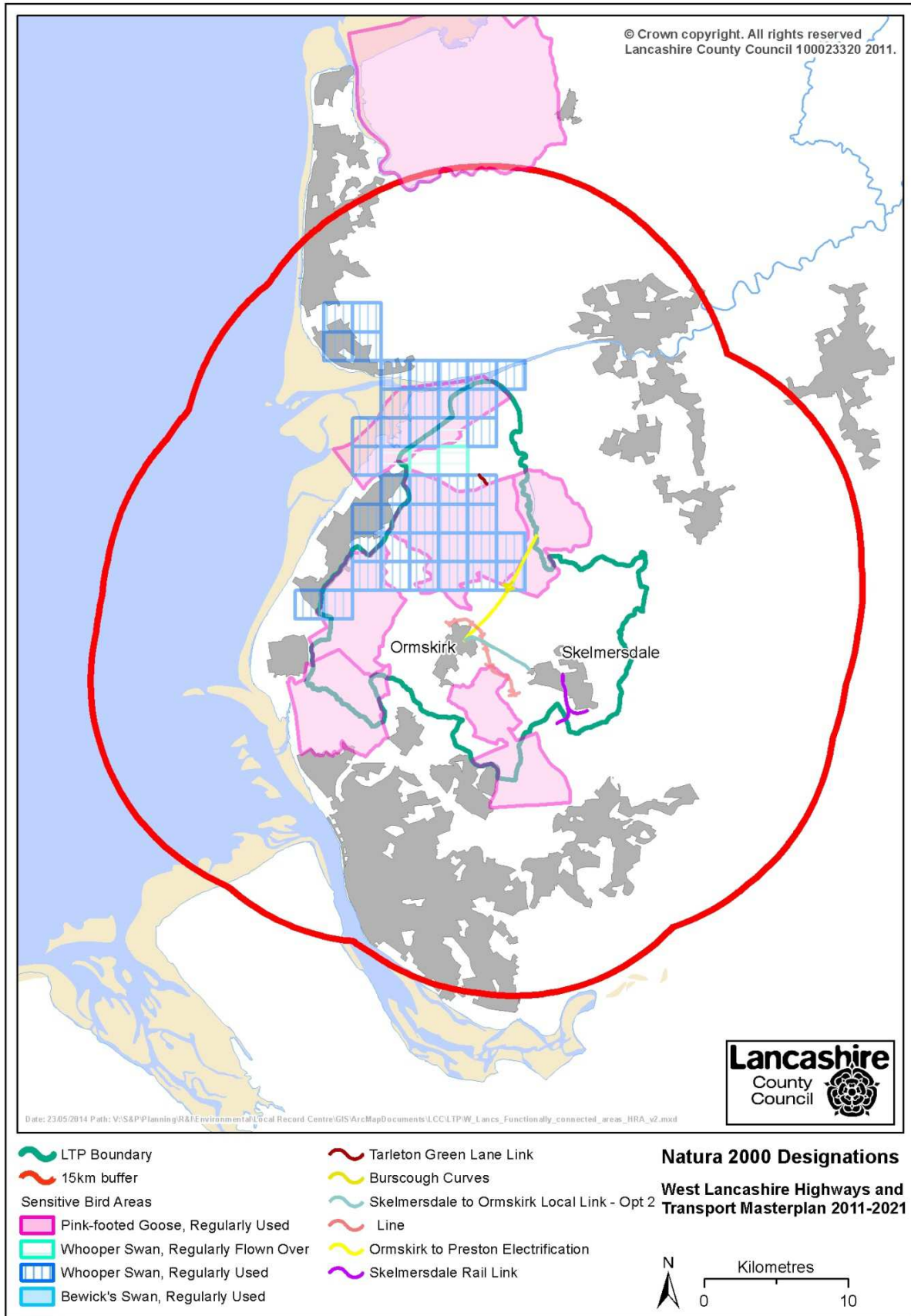


Table 1 - Natura 2000 designations within 15km of the masterplan area

Site	SAC	SPA	Ramsar site	Marine SPA	Marine SAC
Dee Estuary	*				
Liverpool Bay [#]				*	
Martin Mere [#]		*	*		
Mersey Estuary		*	*		
Mersey Narrows and North Wirral Foreshore		*			
Morecambe Bay [#]	*	*	*		
Ribble & Alt Estuaries [#]		*	*		
Sefton Coast	*				

[#] Sites located wholly or partially within Lancashire

Assessment of likely significant effects

Conservation Objectives for European sites in the in NW England is published by Natural England here:

<http://www.naturalengland.org.uk/ourwork/conservation/designations/sac/northwest.aspx>

Advice for Marine Sites is published here:

<http://publications.naturalengland.org.uk/category/3212324>

Appendix A gives the results of the screening process.

Two schemes were identified as having potential adverse effects upon Natura 2000 sites. Table 2 below, identifies the scheme to be assessed and considers what other avoidance and mitigation measures would be sufficient to ensure that no likely significant effects on the Natura sites could occur.

Table 2 – Assessment of Green Lane Link, Tarleton

Scheme	Natura 2000 site(s) Potentially Affected	Potential Impact(s)	Conclusion/Mitigation
Green Lane Link, Tarleton	Ribble & Alt Estuaries and Martin Mere SPA/Ramsar sites	The proposed route lies within an area identified as being regularly used by Whooper Swans and adjacent to an area regularly used by Pink-footed Geese.	The LTP recognises that there are ecological constraints which need to be addressed and managed as part of the scheme development. Further detailed information will need to be collected and collated relating to the actual usage of the land by Whooper Swans and Pink-footed Geese and the likelihood of any

		<p>Martin Mere and the Ribble and Alt Estuaries qualify as Natura 2000 sites for the presence of Whooper Swans and Pink-footed Geese. Consequently, the development location may be considered to have the potential to impact on land functionally connected to a SPA.</p> <p>The sensitivity period is from early September to early April for Pink-footed Geese and early October to early April for Whooper Swans</p>	<p>impacts arising from the construction of the link which will be just over 600m in length. Any impacts will be assessed for their significance and appropriate measures will be identified and implemented with reference to the mitigation hierarchy.</p> <p>The Green Lane Link could potentially result in temporary loss of habitat and increased disturbance during the construction phase. There would also be permanent land take and disturbance, due to increased traffic, after the link is constructed.</p> <p>There may potentially be consequential development of the surrounding land following construction of the Link. However, at present the West Lancashire Local Plan has not allocated land for development around the line of the Link; the surrounding land lies within the Green Belt. No development therefore immediately consequent upon the link road which would give rise to in-combination impacts. Any development proposed in future local plans will be subject to the appropriate HRA scoping assessment.</p>
Ormskirk to Preston Electrification	Ribble & Alt Estuaries and Martin Mere SPA/Ramsar sites	<p>The proposed route lies partially within areas identified as being regularly used by Whooper Swans and Pink-footed Geese. These birds are likely to be using the Ribble and Alt Estuaries and Martin Mere SPAs.</p> <p>Martin Mere and the</p>	<p>The LTP proposes to investigate the options for this scheme with Network Rail and Merseyrail. No physical construction works are proposed by the LTP.</p> <p>Any scheme is likely to be developed in two phases: Phase 1 Ormskirk to Burscough, which is outside the potentially functionally connected area, and phase 2, Burscough to the LTP</p>

		<p>Ribble and Alt Estuaries qualify as Natura 2000 sites for the presence of Whooper Swans and Pink-footed Geese. Consequently the development location may be considered to have the potential to impact on land functionally connected to a SPA.</p> <p>The sensitivity period is from early September to early April for Pink-footed Geese and early October to early April for Whooper Swans.</p>	<p>boundary, which lies within it.</p> <p>There is potential for any electrification scheme to cause temporary disturbance to birds during the construction phase. This could be avoided by ensuring construction works are undertaken outside the sensitive period.</p> <p>There is also potential for bird strike of overhead powerlines. The likelihood and significance of this will need to be considered as part of the proposal to investigate the options for this scheme including the option of third rail vs overhead electrification.</p>
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These schemes were identified as requiring specific measures to mitigate any potential impacts on Natura 2000 sites.

With regards to future screening / HRAs for the specific proposals arising from the scheme for the Green Lane Link at Tarleton, which could potentially include proposals that adversely affect a Natura 2000 site, it is recommended to utilise the following additional information:

- Details of sites and areas for proposed development, together with information on operational impacts (where feasible) e.g. the timing of operations, noise, visual disturbance, dust and traffic.
- Information on potential pathways will be assembled (including river corridors, known feeding/roosting areas, flyways and known networks of existing habitats) as necessary for the location of development sites/areas being assessed.
- For proposals outside of designated sites, the assessments will identify whether the area (including adjoining land) is used by species protected under the Regulations, e.g. using existing habitat surveys, species records, and specialist advice.
- Conservation objectives of wildlife sites which might be affected to be compiled from relevant citation reports.

With regards to future screening / HRAs for the specific proposals arising from the scheme for the electrification of the Ormskirk to Preston railway, which could potentially include proposals that adversely affect a Natura 2000 site, the plan is proposing that the County Council investigate the options, prepare a business plan and work with Merseytravel and Network Rail to identify the best options for electrification.

The potential for adverse impacts on birds from the Natura 2000 sites will be considered during these planning phases and the potential for, and need to avoid, adverse impacts will be integrated into the process to identify the best solution.

Relationship with other Plans and Programmes

An assessment was made of the potential for schemes within the West Lancashire Highways and Transport Masterplan to result in adverse impacts on a Natura 2000 site in combination with proposals being put forward by other plans within the LTP area.

The assessment of 'in combination' impacts was taken in conjunction with the HRA for the emerging Local Plan for West Lancashire. There are no schemes in the West Lancashire Highways and Transport Masterplan identified as having the potential for 'in combination' impacts upon Natura 2000 sites.

Conclusion

The West Lancashire Highways and Transport Masterplan has undergone a Habitat Regulations Screening Assessment (HRA) in line with the guidance and legislation. This report documents a comprehensive and logical account of this screening process.

The majority of schemes were considered to be small in scale and located far enough away from, and with no identifiable pathways to the Natura 2000 sites that they were unlikely to lead to any significant impacts.

As a result of the screening process, two scheme proposals (i.e. Green Lane Link, Tarleton and Ormskirk to Preston Electrification) were identified as potentially having a significant effect on a Natura 2000 site. However, it was concluded that appropriate mechanisms could be built into the design phase of these schemes which would enable any impacts on the Natura 2000 Site to be identified and satisfactorily mitigated against.

Any development that is likely to have a significant effect on a European site, either alone or in combination with other plans and projects, will be subject to assessment under Part 6 of the Conservation of Habitats and Species Regulations 2010 at project application stage. If it cannot be ascertained that there would be no adverse effects on site integrity the project will have to be refused or pass the tests of Regulation 62 in which case any necessary compensatory measures will need to be secured in accordance with Regulation 66 of the Conservation of Habitats and Species Regulations 2010.

In conclusion, this HRA report finds the West Lancashire Highways and Transport Masterplan to have **no likely significant effects on the identified Natura 2000 sites** and it is not deemed necessary to carry out an 'appropriate assessment' at this stage.

Appendix A Habitats Regulations Screening Results

Scheme Name	Proposal Summary	Potential Impacts	Natura2000 Sites/ Pathways	Screening Option	Justification/ Mitigation
A new Skelmersdale town centre rail station	The proposal is for a new railway station next to Skelmersdale town centre, with integration into the public transport network and cycling and walking provision, as well as car parking. We are working towards the rail infrastructure and station being part of Network Rail's programme for Control Period 6 (2019-2024).	No mechanism for a likely significant adverse effect.		Screened out	
Reshape Skelmersdale's public realm	We will radically reshape Skelmersdale's public realm and highways network through a single programme of works spread over a number of years. The improvements will ensure that Skelmersdale functions far better than it does now and has a sustainable, integrated transport network to support growth in the future.	No mechanism for a likely significant adverse effect.		Screened out	

Scheme Name	Proposal Summary	Potential Impacts	Natura2000 Sites/ Pathways	Screening Option	Justification/ Mitigation
Reconfigure Skelmersdale's public transport	A new purpose built bus station that provides a dedicated interchange with the proposed rail station. The facilities will include secure cycle storage to encourage cycling as part of longer distance travel.	No mechanism for a likely significant adverse effect		Screened out	
Skelmersdale Employment Connections	There is a lack of public transport provision between the main residential areas of Skelmersdale and employment centres, particularly at unsocial hours. We therefore need to establish how to best meet the needs of employers and employees in providing cheap and cost effective transport that has a long term future and is not dependent on short term revenue funding.	No mechanism for a likely significant adverse effect.		Screened out	

Scheme Name	Proposal Summary	Potential Impacts	Natura2000 Sites/ Pathways	Screening Option	Justification/ Mitigation
Ormskirk Bypass	Ormskirk suffers from significant traffic congestion. This results in deteriorating air quality, road safety concerns and creates a barrier to economic growth. This makes the town centre an undesirable place to travel to or through, particularly during peak times. In order to tackle this issue, two options have been outlined by the masterplan. Bypass	Potential impacts on feeding and roosting areas and flyway.	<p>The proposed route lies partially within an area identified as being regularly used by Pink-footed Geese. These birds are likely to be using the Ribble and Alt Estuaries and Martin Mere SPAs.</p> <p>Martin Mere and the Ribble and Alt Estuaries qualify as Natura 2000 sites for the presence Pink-footed Geese. Consequently the development location may be considered to</p>	Screened out	In 2012 Jacobs completed an M58 to Southport Corridor Study. It found there were significant costs involved in building the bypass for option one (£37.8m in 2007). The study also stated that the cause of the majority of congestion within Ormskirk is from journeys either starting or finishing in Ormskirk. As a result, the creation of a bypass would not alleviate much traffic within Ormskirk and so provide limited benefits for the economy and environment. As a result, option two is the preferred option and works have already commenced.

Scheme Name	Proposal Summary	Potential Impacts	Natura2000 Sites/ Pathways	Screening Option	Justification/ Mitigation
			<p>have the potential to impact on land functionally connected to a SPA.</p> <p>The sensitivity period is from early September to early April.</p>		<p>The LTP proposes to remove the current protection from the existing bypass scheme.</p> <p>Should the bypass option ever be taken forward then plans will need to give due consideration to the potential for impacts on Pink-footed Geese.</p>
Ormskirk town centre (Ormskirk Town Centre Movement Strategy)	<p>We will work with our partners to produce an Ormskirk Town Centre Movement Strategy that will build on the work done for the corridor study and will provide the opportunity to fundamentally review how traffic is managed in Ormskirk. In addition, to complement the Movement Strategy and to start a process of travel culture change, we will pilot a new cycle hire</p>	<p>No mechanism for a likely significant adverse effect.</p>		<p>Screened out</p>	

Scheme Name	Proposal Summary	Potential Impacts	Natura2000 Sites/ Pathways	Screening Option	Justification/ Mitigation
	scheme in Ormskirk.improvements (commenced).				
Derby Street Railway Bridge	The bridge is located in the Ormskirk Town Centre Conservation Area and is Grade II listed. The bridge is not fit for purpose and requires either substantial maintenance work to preserve its structural integrity, or more likely, total replacement to overcome insurmountable obstacles.	No mechanism for a likely significant adverse effect.		Screened out	
Longer distance travel	Although much of the traffic in Ormskirk is local, there is still a sizeable number of vehicles travelling through the town, including heavy lorries, largely due to Ormskirk's position on the main route between the M58 and Southport. Not only does this traffic contribute to congestion in Ormskirk, but also along the rest of the A570. As a result, Sefton Council are currently building the Thornton to Switch Island Link. The opening of the Thornton to Switch Island Link road will provide the opportunity to review how traffic is routed	No mechanism for a likely significant adverse effect.		Screened out	

Scheme Name	Proposal Summary	Potential Impacts	Natura2000 Sites/ Pathways	Screening Option	Justification/ Mitigation
	<p>from the M58 and we will work with the Highways Agency and Sefton Council to ensure that Ormskirk receives the maximum benefit possible from the scheme.</p>				
<p>Improve Burscough's public Realm</p>	<p>The A59, the most direct route between Central Lancashire and Liverpool, runs straight through the middle of Burscough town centre. Because of this, the main street becomes congested not only at peak times, but as the frequent bottlenecks occurs through the day. Furthermore, the A59 narrows from Burscough town centre towards Ormskirk making the journey unpleasant for cyclists in particular. As a result, public realm improvements are necessary in order to ease congestion by ensuring only essential traffic use the route.</p>	<p>No mechanism for a likely significant adverse effect.</p>		<p>Screened out</p>	

Scheme Name	Proposal Summary	Potential Impacts	Natura2000 Sites/ Pathways	Screening Option	Justification/ Mitigation
Highways route management	<p>The opening of the Thornton to Switch Island link has already been highlighted as providing the opportunity to review how traffic is routed from the M58. Likewise, we will be reviewing how we manage vehicle routing once the Green Lane Link is open.</p> <p>We therefore propose to extend this work to cover all the Rural Parishes, particularly around Tarleton, along the A5209 that runs from the M6 at junction 27 to Burscough and along the A577 through Up Holland. In doing so, we will work with partners in neighbouring authorities and with the Highways Agency to put in place a Route Management Plan for West Lancashire that maximises the benefits of all new road construction and highways and transport improvements in the area.</p>	No mechanism for a likely significant adverse effect.		Screened out	

Scheme Name	Proposal Summary	Potential Impacts	Natura2000 Sites/ Pathways	Screening Option	Justification/ Mitigation
<p>Rail connectivity</p>	<p>There is an overwhelming need to improve rail connectivity in West Lancashire, both for West Lancashire and for surrounding areas. As a result, we look to pursue a number of opportunities including the electrification of the Ormskirk to Preston line which currently requires passengers to change at Ormskirk to a diesel service; to provide a direct interchange between the two lines at Burscough (Burscough Curves) and potentially, the need to offer direct services between Southport and Liverpool and between Southport and Central Lancashire.</p>	<p>Potential impacts on feeding and roosting areas and flyway.</p>	<p>The proposed route lies partially within areas identified as being regularly used by Whooper Swans and Pink-footed Geese. These birds are likely to be using the Ribble and Alt Estuaries and Martin Mere SPAs.</p> <p>Martin Mere and the Ribble and Alt Estuaries qualify as Natura 2000 sites for the presence of Whooper Swans and Pink-footed Geese. Consequently</p>	<p>Screened out</p>	<p>The LTP proposes to investigate the options for this scheme with Network Rail and Merseyrail. No physical construction works are proposed by the LTP.</p> <p>Any scheme is likely to be developed in two phases: Phase 1 Ormskirk to Burscough, which is outside the potentially functionally connected area, and phase 2, Burscough to the LTP boundary, which lies within it.</p> <p>There is potential for any electrification scheme to cause temporary disturbance to birds during the</p>

Scheme Name	Proposal Summary	Potential Impacts	Natura2000 Sites/ Pathways	Screening Option	Justification/ Mitigation
			<p>the development location may be considered to have the potential to impact on land functionally connected to a SPA.</p> <p>The sensitivity period is from early September to early April for Pink-footed Geese and early October to early April for Whooper Swans.</p>		<p>construction phase. This could be avoided by ensuring construction works are undertaken outside the sensitive period.</p> <p>There is also potential for bird strike of overhead powerlines. The likelihood and significance of this will need to be considered as part of the proposal to investigate the options for this scheme including the option of third rail vs overhead electrification.</p>

Scheme Name	Proposal Summary	Potential Impacts	Natura2000 Sites/ Pathways	Screening Option	Justification/ Mitigation
Burscough Curves (rail connectivity)	<p>Burscough has two railway stations, Burscough Bridge (Wigan-Southport Line) and Burscough Junction (Ormskirk-Preston Line). There is no connection between the stations and passengers transferring between the two lines are required to walk approximately half a mile, which discourages interchange. The proposed scheme will create three extra sections of track at the point where the rail lines cross. This will allow for direct links between Ormskirk and Southport, Southport and Preston, and Ormskirk and Wigan/Manchester as well as offering a direct rail link between the two Burscough stations.</p>	<p>Potential impacts on feeding and roosting areas and flyway.</p>	<p>The proposed route lies on the periphery of an area identified as being regularly used by Whooper Swans and adjacent to an area regularly used by Pink-footed Geese. These birds are likely to be using the Ribble and Alt Estuaries and Martin Mere SPAs.</p> <p>Martin Mere and the Ribble and Alt Estuaries qualify as Natura 2000 sites for the presence of Whooper Swans and</p>	<p>Screened out</p>	<p>The LTP proposes that the Council will not work towards the reinstatement of the curves but may review its position if circumstances change.</p> <p>Should the Council ever review its position it will give due consideration to the HRA requirements.</p>

Scheme Name	Proposal Summary	Potential Impacts	Natura2000 Sites/ Pathways	Screening Option	Justification/ Mitigation
			<p>Pink-footed Geese. Consequently, the development may be considered to have the potential to impact on land functionally connected to a SPA.</p> <p>The sensitivity period is from early September to early April for Pink-footed Geese and early October to early April for Whooper Swans.</p>		

Scheme Name	Proposal Summary	Potential Impacts	Natura2000 Sites/ Pathways	Screening Option	Justification/ Mitigation
Green connections	Skelmersdale and Up Holland have limited direct walking and cycling provision linking them to Ormskirk. The most direct route between Ormskirk and Burscough is along the A59. In places, the high speed of traffic is a deterrent to walkers and cyclists. Links between Burscough and Tarleton are similarly affected. Whilst these three links are perhaps the most obvious needs, there are further strategic connections that could be made, including between Southport and Tarleton and between Tarleton and Preston. There is therefore an overall need to provide a safe, high quality, direct multi-user network of routes linking Skelmersdale, Ormskirk, Burscough and Tarleton and on to Southport and Preston	No mechanism for a likely significant adverse effect.		Screened out	

Scheme Name	Proposal Summary	Potential Impacts	Natura2000 Sites/ Pathways	Screening Option	Justification/ Mitigation
<p>Tarleton Green Lane Link</p>	<p>At present, vehicles carrying produce from growers in Tarleton, Hesketh and Holmes Moss access the main road network primarily via Blackgate Lane, Church Road or Coe Lane. Most of the produce is transported using heavy goods vehicles (HGV). These commercial vehicles contribute to congestion and environmental damage within Tarleton. The congestion problem is exacerbated by narrow carriageways in residential areas and by on street parking in residential/shopping areas.</p> <p>A new link road is therefore proposed between local rural businesses and the A565. This will relieve the impact of through traffic, particularly heavy goods vehicles, in Tarleton.</p>	<p>Potential impacts on feeding and roosting areas and flyway.</p>	<p>The proposed route lies within an area identified as being regularly used by Whooper Swans and adjacent to an area regularly used by Pink-footed Geese.</p> <p>Martin Mere and the Ribble and Alt Estuaries qualify as Natura 2000 sites for the presence of Whooper Swans and Pink-footed Geese. Consequently, the development location may be considered to</p>	<p>Screened out</p>	<p>The LTP recognises that there are ecological constraints which need to be addressed and managed as part of the scheme development. Further detailed information will need to be collected and collated relating to the actual usage of the land by Whooper Swans and Pink-footed Geese and the likelihood of any impacts arising from the construction of the link which will be just over 600m in length. Any impacts will assessed for their significance and appropriate measures will be identified and implemented with</p>

Scheme Name	Proposal Summary	Potential Impacts	Natura2000 Sites/ Pathways	Screening Option	Justification/ Mitigation
			<p>have the potential to impact on land functionally connected to a SPA.</p> <p>The sensitivity period is from early September to early April for Pink-footed Geese and early October to early April for Whooper Swans</p>		<p>reference to the mitigation hierarchy.</p> <p>The Green Lane Link could potentially result in temporary loss of habitat and increased disturbance during the construction phase. There would also be permanent land take and disturbance, due to increased traffic, after the link is constructed.</p> <p>There may potentially be consequential development of the surrounding land following construction of the Link. However, at present the West Lancashire Local Plan has not</p>

Scheme Name	Proposal Summary	Potential Impacts	Natura2000 Sites/ Pathways	Screening Option	Justification/ Mitigation
					<p>allocated land for development around the line of the Link; the surrounding land lies within the Green Belt. No development therefore immediately consequent upon the link road which would give rise to in-combination impacts. Any development proposed in future local plans will be subject to the appropriate HRA scoping assessment.</p>

Scheme Name	Proposal Summary	Potential Impacts	Natura2000 Sites/ Pathways	Screening Option	Justification/ Mitigation
Rural connections	<p>The rural parishes are very dependent on the car, which not only leads to local problems on the highways network, but makes life very difficult for those who, for whatever reason, do not have their own transport.</p> <p>Visitors to the area also need to be able to travel without needing a car and there is a definite need to support a sustainable visitor economy to ensure that the natural environment is protected while its economic benefit is maximised.</p> <p>We will therefore extend an existing project which sets out to find the most cost effective methods of providing access to services in rural or remote areas to cover communities within West Lancashire. We will also expand the study to include a pilot project to look at how necessary car use can be made more sustainable by supporting electric vehicles.</p>	No mechanism for a likely significant adverse effect.		Screened out	

Appendix B – All Features of European Importance

When undertaking an appropriate assessment of impacts at a site, **all** features of European importance (both primary and non-primary) need to be considered.

Dee Estuary	Status: SAC	Area: 15805.89 hectares
SAC features of European importance		Vulnerability
<p>Annex I habitats that are a primary reason for selection of this site</p> <p>1140 <u>Mudflats and sandflats not covered by seawater at low tide</u></p> <p>Habitat occurrence description not yet available.</p> <p>1310 <u>Salicornia and other annuals colonising mud and sand</u></p> <p>The Dee Estuary is representative of pioneer glasswort <i>Salicornia</i> spp. saltmarsh in the north-west of the UK. <i>Salicornia</i> spp. saltmarsh forms extensive stands in the Dee, especially on the more sandy muds where there is reduced tidal scour. It mainly occurs on the seaward fringes as a pioneer community, and moving landwards usually forms a transition to common saltmarsh-grass <i>Puccinellia maritima</i> saltmarsh (SM10). There is also a low frequency of <i>Salicornia</i> spp. extending well inland. Associated species often include annual sea-blite <i>Suaeda maritima</i> and hybrid scurvy grass <i>Cochlearia x hollandica</i>.</p> <p>1330 <u>Atlantic salt meadows (Glauco-Puccinellietalia maritimae)</u></p> <p>The Dee Estuary is representative of H1330 Atlantic salt meadows in the north-west of the UK. It forms the most</p>		<p>The majority of the site is in the ownership and sympathetic management of public bodies and voluntary conservation organisations. Unlike most western estuaries, sizeable areas of the Dee saltmarshes remain ungrazed and therefore plant species that are susceptible to grazing are widespread. This distinctive flora would therefore be sensitive to increase in grazing pressure. The intertidal and subtidal habitats of the estuary are broadly subject to natural successional change and the Dee Estuary continues to show annual net sediment accretion. Saltmarshes on the English side of the estuary continue to accrete overall whilst on the Welsh shoreline the main river channel has moved onshore leading to localised erosion of the saltmarshes</p> <p>Threats to the estuary's conservation come from its industrialised shorelines on the Welsh side and the impact of adjacent historic industrial use including waste disposal from former manufacturing industry such as chemical and steel manufacture.</p> <p>Contemporary issues relate to dock development and navigational dredging, coastal defence works and their impact on coastal process, regulation of fisheries, and the recreational use of intertidal, sand dunes and saltmarshes.</p> <p>The statutory agencies are working with landowners and regulatory bodies towards the further remediation of historic</p>

extensive type of saltmarsh in the Dee, and since the 1980s it has probably displaced very large quantities of the non-native common cord-grass *Spartina anglica*. The high accretion rates found in the estuary are likely to favour further development of this type of vegetation. The saltmarsh is regularly inundated by the sea; characteristic salt-tolerant perennial flowering plant species include common saltmarsh-grass *Puccinellia maritima*, sea aster *Aster tripolium*, and sea arrowgrass *Triglochin maritima*. In a few areas there are unusual transitions to wet woodland habitats.

Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site

1130 [Estuaries](#)

1210 [Annual vegetation of drift lines](#)

1230 [Vegetated sea cliffs of the Atlantic and Baltic coasts](#)

2110 [Embryonic shifting dunes](#)

2120 [Shifting dunes along the shoreline with *Ammophila arenaria* \('white dunes'\)](#)

2130 [Fixed dunes with herbaceous vegetation \('grey dunes'\)](#) * Priority feature

2190 [Humid dune slacks](#)

Annex II species that are a primary reason for selection of this site

Not applicable.

Annex II species present as a qualifying feature, but not a primary reason for site selection

1095 [Sea lamprey](#) *Petromyzon marinus*

1099 [River lamprey](#) *Lampetra fluviatilis*

threats and the reconciliation of conservation management with human and commercial pressures.

1395 [Petalwort](#) *Petalophyllum ralfsii*

Source: Joint Nature Conservation Committee

Liverpool Bay	Status: SPA	Area: 170292.94 hectares
SPA		Vulnerability
<p>This is a marine site.</p> <p>This site qualifies under Article 4.1 of the Directive (79/409/EEC) as during the breeding season it regularly supports populations of European importance of Red-throated Diver (<i>Gavia stellata</i>) (5.4% of the GB population)</p> <p>The site qualifies under Article 4.2 of the Directive (79/409/EEC) as in the non-breeding season the area regularly supports: 55597 waterfowl Including Red-throated Diver (<i>Gavia stellata</i>) and Common Scoter (<i>Melanitta nigra</i>).</p>		<p>The site is subject to commercial fishing. The sandbanks of Liverpool Bay support the nursery and feeding grounds for many fish species. The distribution and concentrations of red-throated divers will at least partly be determined by the presence, abundance, and availability of their prey species. The site holds various fish of commercial importance, and extraction of the red-throated diver's main fish prey, as either target and/or bycatch species, or through recreational fishing could impact the population. Entanglement in static fishing nets is an important cause of death for red-throated divers in the UK waters however the extent of this impact in Liverpool Bay is not known.</p> <p>Commercial and recreational fishing could directly affect both the food source and feeding grounds used by common scoters and in addition a number of ports undertake navigational dredging and disposal both in, and adjacent to, the site. Dredging for bivalves has been shown to have significant negative effects on their benthic habitat.</p> <p>Red throated divers and common scoters are sensitive to non physical, (noise and visual) disturbance by both commercial and recreational activities, for example disturbance by moving vessels - the larger the vessel, the greater disturbance distance expected.</p> <p>Aggregate extraction presents some risks of disturbance and also changes to sediment structures which may, in particular, impact</p>

	<p>on common scoter through changes to their benthic feeding grounds. However, aggregate extraction tends to be temporary and localised and so is not anticipated that moderate and targeted extraction will present a significant risk to either of the qualifying species.</p> <p>Liverpool Bay is an attractive location for the off-shore renewal energy industry and there is evidence that red-throated divers and common scoters are displaced by the presence of the turbines and the associated activities of construction and maintenance vessels. A number of wind farms in the site are currently in operation, under construction or consented.</p> <p>There are a number of areas along the coast where marine tourism and leisure activities are common, with existing marinas and partially completed and proposed marina developments. As a result of these leisure users of the area, in combination with the whole suite of commercial activities, including those outlined above, the site is a very active boating and shipping site. However, most vessel activity is restricted to well-established areas which the birds already tend to avoid.</p>
Source: Joint Nature Conservation Committee	

Martin Mere	Status: SPA/Ramsar	Area: 119.89 hectares
SPA	Ramsar	Vulnerability
This site comprises occupies part of a former lake and mire that extended extensively over the Lancashire Coastal Plain during the 17th century. It comprises open water, seasonally flooded marsh and damp, neutral hay meadows	Martin Mere occupies part of a former lake and mire which extended over some 1300 hectares of the Lancashire Coastal Plain during the 17th century. In 1972 the Wildfowl and Wetlands Trust purchased 147 hectares of the former Holcrofts	Since the sites designation as a Wetland of International Importance under the Ramsar Convention and as a Special Protection Area in 1985 there has been a gradual increase in the usage of the mere by certain species of wildfowl and wading

overlying deep peat.

This site qualifies under Article 4.1 of the Directive (79/409/EEC) by supporting over-wintering populations of European importance of Bewick's Swan (*Cygnus columbianus bewickii*), and Whooper Swan (*Cygnus Cygnus*), which are species listed on Annex 1 of the Directive.

The site qualifies under Article 4.2 of the Directive (79/409/EEC) by supporting populations of European importance of Pink-footed Goose (*Anser brachyrhynchus*) and Pintail (*Anas acuta*) and Wigeon (*Anas penelope*).

Farm, consisting mainly of rough damp pasture, with the primary aim of providing grazing and roosting opportunities for wildfowl. Since acquisition the rough grazed pastures have been transformed by means of positive management into a wildfowl refuge of international importance. Areas of open water with associated muddy margins have been created, whilst maintaining seasonally flooded marsh and reed swamp habitats via water level control. In addition large areas of semi- improved damp grassland, unimproved species rich damp grassland and rush pasture have been maintained and enhanced via appropriate grazing management. Of the pastures the most botanically important are those species rich areas supporting whorled caraway, present here at one of very few sites in northern England. Such pastures are nationally important. However, the outstanding importance of Martin Mere is as a refuge for its large and diverse wintering, passage and breeding bird community. In September 2002, an additional 63 hectares of land were purchased on the southern most part of the refuge at Woodend Farm, with the aid of the Heritage Lottery Fund, to restore arable land to a variety of wetland habitats including seasonally flooded grassland,

birds as a direct consequence of positive management.

The refuge is vulnerable to water levels being adversely affected water abstraction for agriculture, but this is closely monitored /controlled by the Environment Agency in consultation with English Nature. Similarly the refuge is vulnerable to changes in farming practice. Grazing management is largely dependent upon cattle from surrounding farms.

Water levels on the Mere are controlled to maintain optimum levels throughout the winter period, then lowered progressively in summer to expose marginal mud and the underlying damp pastures and maintain a mosaic of shallow pools. Ditches are regularly cut and dredged and all areas of pasture are positively managed under a Countryside Stewardship Scheme. Nutrients brought in with the water supply from the surrounding arable farmland and inadequate sewage treatment adds considerably to the large deposits of guano from wintering waterfowl. This results in the refuge being highly eutrophic with extremely poor water quality conditions and creates the possible risk of water borne diseases

	<p>reedbed, wet woodland and open water habitats. These are all key Biodiversity Action Plan habitats within the Lancashire Plain and Valleys Natural Area.</p> <p>It supports assemblages of international importance with peak counts in winter of 25306 waterfowl (Ramsar criterion 5).</p> <p>It has species/populations occurring at levels of international importance (Ramsar criterion 6) in spring/autumn: Pink-footed goose (<i>Anser brachyrhynchus</i>) and in winter: Bewick's swan (<i>Cygnus columbianus bewickii</i>), Whooper swan (<i>Cygnus cygnus</i>), wigeon (<i>Anas penelope</i>), Northern pintail (<i>Anas acuta</i>).</p>	<p>which could affect waterfowl, although no such outbreaks have been recorded. Water quality issues have started to be addressed by WWT with the creation of reedbed water filtration systems and a series of settlement lagoons helps to reduce suspended solids of effluent water arising from waterfowl areas.</p> <p>Regular herbicide control of trifid burr marigold is necessary in order to prevent this plant from invading lake/scape margins to the detriment of bird populations.</p>
Source: Joint Nature Conservation Committee		

Mersey Estuary	Status: SPA/Ramsar	Are: 5023.35 hectares
SPA	Ramsar	Vulnerability
<p>The estuary supports extensive areas of and inter-tidal sand and mudflats, with limited areas of brackish marsh and saltmarsh.</p> <p>This site qualifies under Article 4.1 of the Directive (79/409/EEC) by supporting over-wintering populations of Golden Plover (<i>Pluvialis apricaria</i>).</p>	<p>The Mersey is a large, sheltered estuary which comprises large areas of saltmarsh and extensive intertidal sand and mudflats, with limited areas of brackish marsh, rocky shoreline and boulder clay cliffs, within a rural and industrial environment. The intertidal flats and saltmarshes provide feeding and roosting sites for large and internationally important populations of waterfowl. During</p>	<p>Wintering bird numbers and associated intertidal flats are robust to day-to-day change. Nevertheless, the estuary is subject to multiple uses; it is heavily industrialised, a substantial urban conurbation, has multiple transport requirements and increasing recreational activities. The site is vulnerable to physical loss through land-claim and development, physical damage caused by</p>

<p>The site qualifies under Article 4.2 of the Directive (79/409/EEC) by supporting populations of European importance of Pink-footed Goose (<i>Anser brachyrhynchus</i>) and Pintail (<i>Anas acuta</i>), Teal (<i>Anas crecca</i>), Wigeon (<i>Anas penelope</i>), Dunlin (<i>Calidris alpina alpina</i>), Black-tailed Godwit (<i>Limosa limosa islandica</i>), Curlew (<i>Numenius arquata</i>), Grey Plover (<i>Pluvialis squatarola</i>), Great Crested Grebe (<i>Podiceps cristatus</i>), Shelduck (<i>Tadorna tadorna</i>), Redshank (<i>Tringa tetanus</i>) and Lapwing (<i>Vanellus vanellus</i>).</p> <p>On passage the area regularly supports: Ringed Plover (<i>Charadrius hiaticula</i>) and Redshank (<i>Tringa totanus</i>).</p>	<p>the winter, the site is of major importance for duck and waders. The site is also important during spring and autumn migration periods, particularly for wader populations moving along the west coast of Britain.</p> <p>It supports assemblages of international importance with peak counts in winter of 89576 waterfowl (Ramsar criterion 5).</p> <p>It has species/populations occurring at levels of international importance (Ramsar criterion 6) in spring/autumn: Common shelduck (<i>Tadorna tadorna</i>), Black-tailed godwit (<i>Limosa limosa islandica</i>) and Common redshank (<i>Tringa totanus totanus</i>) and in winter: Eurasian teal (<i>Anas crecca</i>), Northern pintail (<i>Anas acuta</i>) and Dunlin (<i>Calidris alpina alpina</i>).</p>	<p>navigation capital and maintenance dredging, agricultural requirements, non-physical loss, toxic and non-toxic contamination and biological disturbance by wildfowling. The Special Protection Area status, requirements for Environmental Impact Assessment and the estuary management plan should, however, safeguard the site.</p>
Source: Joint Nature Conservation Committee		

Mersey Narrows and North Wirral Foreshore	Status: SPA	Are: 2078.41 hectares
SPA		Sensitivity
<p>The site comprises intertidal habitats at Egremont foreshore, man-made lagoons at Seaforth Nature Reserve and the extensive intertidal flats at North Wirral Foreshore. Egremont is most important as a feeding habitat for waders at low tide whilst Seaforth is primarily a high-tide roost site, as well as a nesting site for terns. North Wirral Foreshore supports large numbers of</p>		<p>Natural England advice is presented here:</p> <p>http://www.naturalengland.org.uk/Images/MNNWF-operations_tcm6-37653.pdf</p>

<p>feeding waders at low tide and also includes important high-tide roost sites. The most notable feature of the site is the exceptionally high density of wintering Turnstone <i>Arenaria interpres</i>. Mersey Narrows and North Wirral Foreshore has clear links in terms of bird movements with the nearby Dee Estuary SPA, Ribble and Alt Estuaries SPA, and (to a lesser extent) Mersey Estuary SPA.</p>	
<p>Source: Joint Nature Conservation Committee</p>	

Morecambe Bay	Status: SAC/SPA/Ramsar		Area: see below
SAC features of European importance Area: 61506.2237404.6 hectares	SPA Area: 37404.6 hectares	Ramsar	Vulnerability
<p>Annex I habitats that are a primary reason for selection of this site</p> <p>1130 <u>Estuaries</u></p> <p>Morecambe Bay in north-west England is the confluence of four principal estuaries, the Leven, Kent, Lune and Wyre (the latter lies just outside the site boundary), together with other smaller examples such as the Keer. Collectively these form the largest single area of continuous intertidal mudflats and sandflats in the UK and the best example of muddy sandflats on the west</p>	<p>This site is predominantly comprised of tidal rivers, estuary, mud flats, sand flats and lagoons. There are also areas of salt marshes/pastures, sand dunes/sand beaches and shingle.</p> <p>This site qualifies under Article 4.1 of the Directive (79/409/EEC) as during the breeding season the area regularly supports populations of European importance of <i>Sterna sandvicensis</i>.</p> <p>The site qualifies under Article 4.2 of the Directive</p>	<p>Morecambe Bay lies between the coasts of South Cumbria and Lancashire, and represents the largest continuous intertidal area in Britain. Morecambe Bay comprises the estuaries of five rivers and the accretion of mudflats behind Walney Island. The area is of intertidal mud and sandflats, with associated saltmarshes, shingle beaches and other coastal habitats. It is a component in the chain of west coast estuaries of outstanding importance for passage and overwintering waterfowl (supporting the third-largest number of wintering</p>	<p>SAC</p> <p>There are a wide range of pressures on Morecambe Bay but the site is relatively robust and many of these pressures have only slight or local effects on its interests. The interests depend largely upon the coastal processes operating within the Bay, which have been affected historically by human activities including coastal protection and flood defence works. Opportunities to reverse coastal squeeze are being explored. The saltmarsh is traditionally</p>

<p>coast. The estuaries are macro-tidal with a spring tidal range of 9 m. The significant tidal prisms of the estuaries result in the Bay being riven by large low-water channel systems. The Kent, Leven and Lune estuaries have been modified variously by railway embankments, flood embankments and training walls but support extensive intertidal areas. Although cobble 'skears' and shingle beaches occur at their mouths, the estuaries consist predominantly of fine sands and muddy sands. The estuaries support dense invertebrate communities, their composition reflecting the salinity and sediment regimes within each estuary. Extensive saltmarshes and glasswort <i>Salicornia</i> spp. beds are present in the Lune estuary, contrasting with the fringing saltmarshes and more open intertidal flats of the Leven and Kent estuaries. Most of the saltmarshes are grazed, a characteristic</p>	<p>(79/409/EEC) as over winter the area regularly supports populations of European importance of <i>Anas acuta</i>, <i>Anser rachyrhynchus</i>, <i>Arenaria interpres</i>, <i>Calidris alpina alpina</i>, <i>Calidris canutus</i>, <i>Haematopus ostralegus</i>, <i>Limosa lapponica</i>, <i>Numenius arquata</i>, <i>Pluvialis squatarola</i>, <i>Tadorna tadorna</i> and <i>Tringa tetanus</i>. On passage the area regularly supports significant populations of <i>Charadrius hiaticula</i>. The site also qualifies under Article 4.2 of the Directive (79/409/EEC) as having an internationally important assemblage of birds. During the breeding season the area regularly supports 61,858 seabirds and over winter the area regularly supports 210,668 waterfowl.</p>	<p>waterfowl in Britain), and breeding waterfowl, gulls and terns.</p> <p>It is a staging area for migratory waterfowl including internationally important numbers of passage ringed plover <i>Charadrius hiaticula</i> (Ramsar criterion 4).</p> <p>It has waterfowl assemblages of international importance (Ramsar criterion 5) and in winter 223,709 waterfowl have been recorded. It also has waterfowl species/ populations occurring at levels of international importance (Ramsar criterion 6).</p>	<p>grazed and is generally in favourable condition for its bird interest. Most of the saltmarsh is traditionally grazed and is utilised by breeding, wintering and migrating birds for feeding, roosting and nesting purposes. Positive management is being secured through NGO reserve management plans, English Nature's Site Management Statements and Coastal Wildlife Enhancement Scheme, the European Marine Site Management Schemes for the Duddon Estuary and Morecambe Bay, and the Duddon Estuary and Morecambe Bay Partnerships. These aim for sustainable use of the site, taking account of other potential threats including commercial fisheries, aggregate extraction, gas exploration, recreation and other activities.</p> <p>SPA</p>
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feature of north-west England. In the upper levels of the saltmarshes there are still important transitions from saltmarsh to freshwater and grassland vegetation. Water quality is generally good.

1140 Mudflats and sandflats not covered by seawater at low tide

Morecambe Bay in north-west England is the confluence of four principal estuaries, the Leven, Kent, Lune and Wyre (the latter lies just outside the site boundary), together with other smaller examples such as the Keer. Collectively these form the largest single area of continuous intertidal **mudflats and sandflats** in the UK and the best example of muddy sandflats on the west coast. At low water, large areas of sandflats are exposed, and these range from the mobile fine sands of the outer Bay to more sheltered sands in the inner areas. With increasing shelter in the Bay's adjoining

The site is subject to a wide range of pressures such as land-claim for agriculture, overgrazing, dredging, overfishing, industrial uses and unspecified pollution. However, overall the site is relatively robust and many of those pressures have only slight to local effects and are being addressed through Management Plans. The breeding tern interest is very vulnerable and the colony has recently moved to the adjacent Duddon Estuary. Positive management is being secured through management plans for non-governmental organisation reserves, English Nature Site Management Statements, European Marine Site Management Scheme, and the Morecambe Bay Partnership.

estuaries, finer sediments settle out and form extensive mudflats, supporting a particularly rich and diverse range of infaunal species.

1160 Large shallow inlets and bays

Morecambe Bay in north-west England is the second-largest embayment in the UK, after the Wash. It is a large, very shallow, predominantly sandy bay bordered on the south by the channel of the Lune estuary and on the north by Walney Channel. At low tide vast areas of intertidal sandflats are exposed, with small areas of mudflat, particularly in the upper reaches of the associated estuaries. The sediments of the bay are mobile and support a range of community types, from those typical of open coasts (mobile, well-sorted fine sands), grading through sheltered sandy sediments to low-salinity sands and muds in the upper reaches. Apart from the areas

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of intertidal flats and subtidal sandbanks, Morecambe Bay supports exceptionally large beds of mussels *Mytilus edulis* on exposed 'scars' of boulder and cobble, and small areas of **1170 Reefs** with fucoid algal communities. Of particular note is the rich community of sponges and other associated fauna on tide-swept pebbles and cobbles at the southern end of Walney Channel.

1220 Perennial vegetation of stony banks

Morecambe Bay represents **Perennial vegetation of stony banks** in north-west England. Walney Island on the shores of Morecambe Bay is a barrier island fringed by shingle with a partial sand covering. Two areas of exposed vegetated shingle occur at the extremes of the barrier. The southern area has been highly modified by eutrophication from a large gull colony, resulting in communities that are

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unusually species-rich for pioneer shingle vegetation. Perennial rye-grass *Lolium perenne*, common chickweed *Stellaria media* and biting stonecrop *Sedum acre* are constant elements, with dove's-foot crane's-bill *Geranium molle* an unusual and important feature.

1310 Salicornia and other annuals colonising mud and sand

Two types of pioneer saltmarsh are represented at Morecambe Bay in north-west England. Pioneer glasswort *Salicornia* spp. saltmarsh occurs intermittently along the coastline of the bay, forming a transition from the extensive intertidal sand and mudflats to the distinctive saltmeadows at this site. The sea pearlwort *Sagina maritima* community occurs in open pans on the upper marsh.

1330 Atlantic salt meadows (Glauco-Puccinellietalia maritimae)

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Morecambe Bay is characteristic of saltmarshes in north-west England, with large areas of closely grazed upper marsh. The mid-upper marsh vegetation is strongly dominated by the saltmarsh-grass/fescue

Puccinellia/Festuca

communities, of which over 1,000 ha occur here, and by smaller areas of saltmarsh rush *Juncus gerardii*

community. NVC type

SM18 *Juncus maritimus*

community is also more strongly represented here than elsewhere in England.

The plant species include both southern elements, such as lesser centaury

Centaurium pulchellum, and

northern elements, such as

saltmarsh flat-sedge *Blysmus*

rufus and few-flowered spike-

rush *Eleocharis quinqueflora*.

2120 Shifting dunes along the shoreline with *Ammophila arenaria* ('white dunes')

Shifting dune vegetation

forms a major component of the active sand dune systems at the entrance to Morecambe Bay on Walney Island and the Duddon Estuary at Sandscale Haws. A small area is also present at the entrance to the Wyre. Sandscale Haws supports a mosaic of shifting communities, which form a continuous block around the seaward edge of this site. There are transitions to **2110 Embryonic shifting dunes**. The prograding shingle spits at either end of Walney Island support dune systems at South End and North End Haws. Species associated with these shifting dunes include sea holly *Eryngium maritimum*, sea spurge *Euphorbia paralias*, Portland spurge *Euphorbia portlandica* and sea bindweed *Calystegia soldanella*.

2130 Fixed dunes with herbaceous vegetation ('grey dunes') * Priority feature

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Sandscale Haws at the entrance to the Duddon Estuary supports the largest area of calcareous **fixed dunes** in Cumbria, which contrast with the acidic dunes at the adjacent North End Haws on Walney Island. South End Haws on Walney Island supports a smaller area of fixed dunes. North Walney and Sandscale in particular show well-conserved structure and function. The fixed dunes support a rich plant diversity including wild pansy *Viola tricolor*, lady's bedstraw *Galium verum*, common restharrow *Ononis repens* and the uncommon dune fescue *Vulpia membranacea* and dune helleborine *Epipactis dunensis*.

2190 Humid dune slacks

Dune slacks are particularly well-represented at Sandscale Haws, the largest calcareous dune system in Cumbria. The slacks support a good range of vegetation

communities and are very species-rich. Several uncommon species including marsh helleborine *Epipactis palustris*, dune helleborine *Epipactis dunensis* and coralroot orchid *Corallorhiza trifida* occur.

Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site

1110 [Sandbanks which are slightly covered by sea water all the time](#)

1150 [Coastal lagoons](#) *
Priority feature

1170 [Reefs](#)

2110 [Embryonic shifting dunes](#)

2150 [Atlantic decalcified fixed dunes \(*Calluno-Ulicetea*\)](#) * Priority feature

2170 [Dunes with *Salix repens* ssp. *argentea* \(*Salicion arenariae*\)](#)

Annex II species that are a primary reason for selection of this site

<p>1166 Great crested newt <i>Triturus cristatus</i></p> <p>The site, located on the southern shore of the Duddon estuary in north-west England, consists of a large sand dune complex containing both permanent and ephemeral waterbodies and man-made scrapes. Breeding colonies of great-created newts are known in approximately 20 of these ponds, and are believed to utilise 200 ha of the 282 ha site, foraging widely over foreshore, yellow dunes, dune-heath and scrub.</p> <p>Annex II species present as a qualifying feature, but not a primary reason for site selection</p> <p>Not applicable.</p>			
Source: Joint Nature Conservation Committee			

Ribble & Alt Estuaries	Status: SPA/Ramsar	Are: 12412.31 hectares
SPA	Ramsar	Vulnerability
This site comprises two estuaries, together with an extensive area of sandy	A large area including two estuaries which form part of the chain of west coast sites	Overall, the dunes, intertidal flats and saltmarsh enjoy a relatively robust status

<p>foreshore along the Sefton Coast. The site consists of extensive sand and mud flats and in the Ribble Estuary, large areas of saltmarsh. There are also areas of coastal grazing marsh located behind the sea embankments. The intertidal flats are rich in invertebrates, on which waders and wildfowl feed.</p> <p>This site qualifies under Article 4.1 of the Directive (79/409/EEC) by supporting populations of European importance of Common Tern (<i>Sterna hirundo</i>) and Ruff (<i>Philomachus pugnax</i>), which are species listed on Annex 1 of the Directive. Over winter the site supports populations of European importance of Bar-tailed Godwit (<i>Limosa lapponica</i>), Bewick's Swan (<i>Cygnus columbianus bewickii</i>), Golden Plover (<i>Pluvialis apricaria</i>) and Whooper Swan (<i>Cygnus Cygnus</i>), which are species listed on Annex 1 of the Directive.</p> <p>The site qualifies under Article 4.2 of the Directive (79/409/EEC) by supporting populations of European importance of Lesser Black-backed Gull (<i>Larus fuscus</i>) during the breeding season. On passage it also supports populations of European importance of Ringed Plover (<i>Charadrius hiaticula</i>) and Sanderling (<i>Calidris alba</i>).</p>	<p>which fringe the Irish Sea. The site is formed by extensive sand and mudflats backed, in the north, by the saltmarsh of the Ribble Estuary and, to the south, the sand dunes of the Sefton Coast. The tidal flats and saltmarsh support internationally important populations of waterfowl in winter and the sand dunes support vegetation communities and amphibian populations of international importance.</p> <p>Its sand dunes support up to 40% of the Great Britain population of Natterjack Toads (Ramsar criterion 2).</p> <p>It has waterfowl assemblages of international importance (Ramsar criterion 5) Species with peak counts in winter of 222,038 waterfowl.</p> <p>It has waterfowl species /populations occurring at levels of international importance (Ramsar criterion 6). Species regularly supported during the breeding season: Lesser black-backed gull (<i>Larus fuscus graellsii</i>). Species with peak counts in spring/autumn:</p> <p>Ringed plover (<i>Charadrius hiaticula</i>), Grey plover (<i>Pluvialis squatarola</i>), Red knot (<i>Calidris canutus islandica</i>), Sanderling (<i>Calidris alba</i>), Black-tailed godwit</p>	<p>and a favourable condition. However, the site is, in places, subject to pressure from recreation, built development (including coastal defence), wildfowling and industry, including sand-winning. Wildfowling is not considered to have a significant impact in terms of direct take; resulting disturbance is effectively managed through the provision of refuge areas and strict regulation on shooting activities. Military activities only take place at Altcar Rifle</p> <p>Range which is adjacent to the Alt Estuary. Recreation is informal and of relatively low intensity along most of the Sefton Coast and in the Ribble Estuary. There is no longer a registered beach airfield at Sefton, however occasional landing of pleasure craft may be requested during large events. Beach activities are managed by the Beach Management Plan. Sand-winning was addressed during a Public Inquiry in August 2001, with the result that detailed environmental monitoring will now be incorporated into the renewed planning permission. Much of the site attracts beneficial land management via the implementation of agreed plans for three NNRs, two LNRs and other initiatives developed by the Sefton Coast</p>
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Over winter it supports populations of European importance of Black-tailed Godwit (*Limosa limosa islandi*), Dunlin (*Calidris alpina alpina*), Grey Plover (*Pluvialis squatarola*), Knot (*Calidris canutus*), Oystercatcher (*Haematopus ostralegus*), Pink-footed Goose (*Anser brachyrhynchus*), Pintail (*Anas acuta*), Redshank (*Tringa tetanus*), Sanderling (*Calidris alba*), Shelduck (*Tadorna tadorna*), Teal (*Anas crecca*) and Wigeon (*Anas penelope*).

(*Limosa limosa islandica*), Common redshank (*Tringa totanus tetanus*) and Lesser black-backed gull (*Larus fuscus graellsii*). Species with peak counts in winter: Bewick's swan (*Cygnus columbianus bewickii*), Whooper swan (*Cygnus Cygnus*) and Pink-footed goose (*Anser brachyrhynchus*).

Petalwort (*Petalophyllum ralfsii*) is noteworthy flora present at the site.

Partnership. These plans/initiatives are addressing a number of these pressures, whilst other pressures will be addressed following procedures under the Habitat Regulations. Wider land management issues are being developed via the neighbouring Ribble and Mersey Estuary Strategies. The issue of grazing pressure on the saltmarsh will be addressed through a management agreement to reduce the grazing pressure.

Although there is little evidence of sea-level rise so far, the extent and distribution of habitats remains vulnerable to changes in the physical environment, either natural or man-induced. In contrast the coast at Formby Point and Ainsdale is suffering intense erosion which is being investigated through the Sefton Shoreline Management Plan, and beach management practices have effectively encouraged the creation of considerable areas of embryo dunes on the upper shore elsewhere. The Ribble Estuary is also evolving as sediment patterns are changing and saltmarsh continues to accrete following past land-claim and the closure of Preston Docks. The intertidal habitats are vulnerable to accidental pollution from the nearby Mersey Estuary and the Irish Sea oil and gas fields. Oil

		<p>spill contingency plans are being updated to deal with such events. The Ribble in particular has failed to meet the requirements of the Bathing Waters Directive. Government Office North West and the Environment Agency are investigating likely sources of pollution that may have caused this.</p>
<p>Source: Joint Nature Conservation Committee</p>		

Sefton Coast	Status: SAC	Area: 4569.97 hectares
SAC features of European importance		Vulnerability
<p>Annex I habitats that are a primary reason for selection of this site</p> <p>2110 Embryonic shifting dunes</p> <p>The Sefton Coast in north-west England displays both rapid erosion and active progradation. Embryonic shifting dunes are of the northern, lyme-grass <i>Leymus arenarius</i>, type and are mainly associated with the areas of progradation, though vegetation dominated by lyme-grass is also found associated with areas of persistent, heavy disturbance further inland.</p> <p>2120 Shifting dunes along the shoreline with <i>Ammophila arenaria</i> ('white dunes')</p> <p>A substantial stretch of the Sefton Coast dune system in north-west England is fronted by about 163 ha of shifting dunes. Marram <i>Ammophila arenaria</i> usually dominates the mobile dunes, amidst considerable areas of blown sand. Where rates of sand deposition decline, lyme grass <i>Leymus arenarius</i>, sea-holly <i>Eryngium maritimum</i> and cat's-ear</p>		<p>Sefton Coast is primarily owned and managed by Sefton Council, with other major landowners including English Nature (Ainsdale Sand Dunes and Cabin Hill NNRs), the National Trust, Ministry of Defence, and a number of international standard golf clubs. The extensive sand dunes and intertidal areas attract large numbers of summer tourists. This impact is addressed in Sefton Metropolitan Borough Council's Beach Management Plan. Co-ordinated management of the coast is achieved through the long-standing Sefton Coast Management Scheme (now the Sefton Coast Partnership), in which all key landowners play a part. Golf course management achieves a positive balance between play areas and important habitats.</p> <p>Concerns have been raised regarding water abstraction on the coast. This is being addressed through detailed modelling of the dune aquifer by the Environment Agency. The coniferous plantations are also a source of debate, with a balance needed between restoration of dune habitats and public enjoyment of the</p>

Hypochaeris radicata occur, with red fescue *Festuca rubra* and spreading meadow-grass *Poa humilis* present on the more sheltered ridges. Sea spurge *Euphorbia paralias* and the nationally scarce dune fescue *Vulpia fasciculata* are frequent, while sea bindweed *Calystegia soldanella* is very local. Formby Point is the hinge point between two coastal sub-cells. The zone around the Point has been eroding since 1906 while areas north and south of this zone are accreting (where the nature of the coast allows). The rapid erosion is therefore reducing the area of shifting dunes at Formby, and high, steep eroding dunes abut the beach with extensive areas of blown sand immediately inland.

2130 Fixed dunes with herbaceous vegetation ('grey dunes') * Priority feature

Sefton Coast is a large area of predominantly calcareous dune vegetation in north-west England. The sequence of habitats from foredunes to dune grassland and dune slack is extensive, and substantial areas of open dune vegetation remain. There are large areas of semi-fixed and **fixed dunes with herbaceous vegetation** exhibiting considerable variation from calcareous to acidic. In the calcareous areas common restharrow *Ononis repens* is prominent. There are small but significant areas of decalcified sand with grey hair-grass *Corynephorus canescens*, a species more characteristic of decalcified fixed dunes in the east of England and around the Baltic.

2170 Dunes with *Salix repens* ssp. *argentea* (Salicion arenariae)

At Sefton Coast on the north-west coast of England there are extensive dune slacks dominated by creeping willow *Salix repens* ssp. *argentea*, making this site particularly important

woodlands. Work on this is being carried out on Ainsdale Sand Dunes National Nature Reserve, which holds a significant proportion of these woodlands.

for **dunes with *Salix repens* ssp. *argentea***. Radley (1994) estimated that 99 ha, or 43% of the total English resource of the main dune slack community dominated by creeping willow occurred here. The species also dominates areas of free-draining dune grassland to a much greater extent than at most other UK sites. Despite some urban and recreational development, both successional and geomorphological processes are still active and the structure and function of the site as a whole is still well-conserved. Management, including partial removal of planted conifers, has taken place in recent years to maintain and enhance these processes.

2190 [Humid dune slacks](#)

Sefton Coast is a large area of predominantly calcareous dune vegetation, containing extensive areas representative of **Humid dune slacks** in north-west England. Some active slack formation can still be seen and a variety of successional stages are represented. The sequence from foredunes to dune grassland and dune slack is extensive. The site contributes to the range and variation of humid dune slack vegetation, being a large and representative base-rich system towards the northern limit for some **humid dune slack** communities along the west coast of Britain.

Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site

2150 [Atlantic decalcified fixed dunes \(*Calluno-Ulicetea*\)](#) *
Priority feature

Annex II species that are a primary reason for selection of this site

1395 [Petalwort](#) *Petalophyllum ralfsii*

A large population of **petalwort *Petalophyllum ralfsii*** occurs

at Sefton Coast, the only site chosen for this species in north-west England. The plant was first recorded on the Sefton Coast at Ainsdale in 1861 and it is still found within the dune system between Southport and Ainsdale. It seems to prefer damp ground around the edges of dune slacks of fairly recent origin, with the largest populations found in slacks of less than 25 years old. The plant is often found in association with footpaths, where light trampling keeps the ground vegetation sparse; infrequently-used paths or less-trampled edges of pathways seem to be favoured. Although the preferred habitat is short damp turf with plenty of bare patches, populations have been found growing amongst dense marram *Ammophila arenaria* with few other associated species.

Annex II species present as a qualifying feature, but not a primary reason for site selection

1166 [Great crested newt](#) *Triturus cristatus*

Source: Joint Nature Conservation Committee

Appendix 3: Equality Impacts Assessment (EqIA)

Name/Nature of the Decision

To approve the West Lancashire Highways and Transport Masterplan

What in summary is the proposal being considered?

The approval of the West Lancashire Highways and Transport Masterplan.

The masterplan accepts that additions to existing highway infrastructure will be needed to support the development aspirations of West Lancashire.

Because this will allow us to do far more to promote and prioritise public transport, walking and cycling, we will see a greater increase in the use of sustainable travel than other options would achieve.

It is an accepted part of the legal framework that governs new development that developers are asked to contribute to the new public infrastructure, of any type, that their development requires. This will be the case in West Lancashire, as this new capacity is required for the housing developments to go ahead.

As well as allowing development, however, this new road capacity will give us the opportunity to improve our use of the existing network. Without this, it will simply be too busy to allow public transport and active travel to prosper and everyone will suffer the effects of increasing congestion ~ slower, unreliable journeys, more cars, poorer air quality and streets that are busy and unwelcoming.

By creating extra capacity, we will be able to accommodate new development, make far more significant public transport improvements and manage the highway network more effectively. It will also allow us to enhance our public realm to a far greater extent and to make walking and cycling the modes of choice.

The technical assessment shows that without new capacity in our highway network, we will simply exacerbate existing problems. This master planning process demonstrates that there are ways to solve these problems.

Although this option proposes new highway capacity, it is still in agreement with the County Council's strategic vision of a sustainable future where transport is fully integrated and where walking, cycling and public transport are an effective and obvious alternative to the private car.

With the emerging Local Plan in West Lancashire a new Economic Partnership (LEP) to take forward economic development, the time is right to set in place a masterplan for Highways and Transport that will both support West Lancashire's economic ambitions and maximise the benefits of a high quality integrated transport network for its residents.

Is the decision likely to affect people across the county in a similar way or are specific areas likely to be affected – e.g. are a set number of branches/sites to be affected? If so you will need to consider whether there are equality related issues associated with the locations selected – e.g. greater percentage of BME residents in a particular area where a closure is proposed as opposed to an area where a facility is remaining open.

The masterplan is the **fourth** in a series of documents that will set out LCC's highways and transportation strategy across the county. This document is specific to West Lancashire.

Could the decision have a particular impact on any group of individuals sharing protected characteristics under the Equality Act 2010, namely:

- Age
- Disability including Deaf people
- Gender reassignment
- Pregnancy and maternity
- Race/ethnicity/nationality
- Religion or belief
- Sex/gender
- Sexual orientation
- Marriage or Civil Partnership Status

YES

If you have answered "No" in relation to all the protected characteristics, please briefly document your reasons below and attach this to the decision-making papers. (It goes without saying that if the lack of impact is obvious, it need only be very briefly noted.)

The masterplan sets out our highways and transportation strategy for West Lancashire. The 3 core strands of the strategy are roads, public transport and public realm. These strands are specifically intended to ensure that everyone, regardless of protected characteristic, can benefit from the strategy. Specific schemes will be evaluated separately for any potential impact on all groups sharing protected characteristics and the overall impact of the strategy will be monitored to ensure that no group suffers any dis-benefit.

Question 1 – Background Evidence

What information do you have about the different groups of people who may be affected by this decision – e.g. employees or service users (you could use monitoring data, survey data, etc to compile this). As indicated above, the relevant protected characteristics are:

- Age
- Disability including Deaf people
- Gender reassignment/gender identity
- Pregnancy and maternity
- Race/Ethnicity/Nationality
- Religion or belief
- Sex/gender
- Sexual orientation
- Marriage or Civil Partnership status (in respect of which the s. 149 requires only that due regard be paid to the need to eliminate discrimination, harassment or victimisation or other conduct which is prohibited by the Act).

All residents of and visitors to West Lancashire will be affected by the masterplan. Whilst we have information on some of the characteristics above, information is lacking on others. However, given the size of the area under consideration, it is safe to assume that all of the above groups will be represented within users of the highways and transportation network.

Question 2 – Engagement/Consultation

How have you tried to involve people/groups that are potentially affected by your decision? Please describe what engagement has taken place, with whom and when.

(Please ensure that you retain evidence of the consultation in case of any further enquiries. This includes the results of consultation or data gathering at any stage of the process)

The masterplan will be the subject of public consultation over the course of summer 2013. As well as making the consultation documents available online and through libraries and council offices, specific consultees will be approached.

Question 3 – Analysing Impact

Could your proposal potentially disadvantage particular groups sharing any of the protected characteristics and if so which groups and in what way?

It is particularly important in considering this question to get to grips with the actual practical impact on those affected. The decision-makers need to know in

clear and specific terms what the impact may be and how serious, or perhaps minor, it may be – will people need to walk a few metres further to catch a bus, or to attend school? Will they be cut off altogether from vital services? The answers to such questions must be fully and frankly documented, for better or for worse, so that they can be properly evaluated when the decision is made.

The masterplan sets out our highways and transportation strategy for West Lancashire. The 3 core strands of the strategy are roads, public transport and public realm. These strands are specifically intended to ensure that everyone, regardless of protected characteristic, can benefit from the strategy. Specific schemes will be evaluated separately for any potential impact on all groups sharing protected characteristics and the overall impact of the strategy will be monitored to ensure that no group suffers any dis-benefit.

The masterplan has the potential to improve highways and transport for a number of groups of people. Without the improvements the masterplan sets out, travel will become more difficult for all people across West Lancashire; age and disability groups could face significant extra difficulties. Under this masterplan, more vulnerable travel users will benefit from better and safer transport and from a more user friendly public realm that has been designed with the needs of these groups in mind.

Question 4 – Combined/Cumulative Effect

Could the effects of your decision combine with other factors or decisions taken at local or national level to exacerbate the impact on any groups?

If Yes – please identify these.

The masterplan sets out a strategy to achieve an integrated transport system that will be open and accessible to all users. There are substantial funding requirements to achieve this. Changes to current funding regimes by central government and as currently established for developers could have an adverse effect on the development of the strategy. Age and disability groups could see a potentially greater adverse impact than other users if the strategy is limited in this way.

Question 5 – Identifying Initial Results of Your Analysis

As a result of your analysis have you changed/amended your original proposal?

Continuing with the Original Proposal – the masterplan represents the most cost effective way to ensure the future success of the West Lancashire area for all users and visitors. It will enable the needs of specific groups to be provided for and will therefore ensure more equitable access to transport and to public spaces.

Question 6 - Mitigation

Please set out any steps you will take to mitigate/reduce any potential adverse effects of your decision on those sharing any particular protected characteristic. It is important here to do a genuine and realistic evaluation of the effectiveness of the mitigation contemplated. Over-optimistic and over-generalised assessments are likely to fall short of the —due regard requirement.

Also consider if any mitigation might adversely affect any other groups and how this might be managed.

At this stage, no mitigation is needed. As specific schemes come forward during the life of the masterplan, they will individually be assessed for any potential negative impact and mitigation measures taken accordingly.

Question 7 – Balancing the Proposal/Countervailing Factors

At this point you need to weigh up the reasons for the proposal – e.g. need for budget savings; damaging effects of not taking forward the proposal at this time – against the findings of your analysis. Please describe this assessment. It is important here to ensure that the assessment of any negative effects upon those sharing protected characteristics is full and frank. The full extent of actual adverse impacts must be acknowledged and taken into account, or the assessment will be inadequate. What is required is an honest evaluation, and not a marketing exercise. Conversely, while adverse effects should be frankly acknowledged, they need not be overstated or exaggerated. Where effects are not serious, this too should be made clear.

Any adverse effects will come during the course of the strategy as schemes are developed. It will therefore be vital to assess the impact of design work as proposals are developed further.

Question 8 – Final Proposal

In summary, what is your final proposal and which groups may be affected and how?

The masterplan sets out our highways and transportation strategy for West Lancashire. The 3 core strands of the strategy are roads, public transport and public realm. These strands are specifically intended to ensure that everyone, regardless of protected characteristic, can benefit from the strategy.

Question 9 – Review and Monitoring Arrangements

Describe what arrangements you will put in place to review and monitor the effects of your proposal.

Specific schemes will be evaluated separately for any potential impact on all groups sharing protected characteristics and the overall impact of the strategy will be monitored to ensure that no group suffers any dis-benefit. We will work closely with our consultations groups to ensure that their views are part of the decision making process as the strategy is implemented.

Equality Analysis Prepared By **Hazel Straw**

Position / Role Transport Planning Manager

Equality Analysis Endorsed by Line Manager and / or Chief Officer **Marcus Hudson**

Decision Signed-Off By

Cabinet Member / Chief Officer or SMT Member

Agenda Item 5

Executive Scrutiny Committee

Meeting to be held on Tuesday 7 October 2014

Electoral Division affected: None

Individual Cabinet Member Key Decisions

Contact for further information:

Josh Mynott, (01772) 534580, Office of the Chief Executive,

josh.mynott@lancashire.gov.uk

Executive Summary

The Committee is invited to consider any key decisions due to be taken by Cabinet Members.

Recommendation

That the Committee scrutinise any reports for key decisions by individual Cabinet Members and make recommendations as appropriate.

Background and Advice

Cabinet Members are due to take the key decisions listed on the agenda cover sheet in October.

The committee is invited to consider any reports listed above, and to comment as appropriate.

Any comments or recommendations made by the Committee will be reported to the Cabinet Member at the relevant Decision Making Session (DMS)

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

Implications are as set out in the individual reports.

**Local Government (Access to Information) Act 1985
List of Background Papers**

Paper	Date	Contact/Directorate/Tel
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N/A

Reason for inclusion in Part II, if appropriate

N/A

Report to the Cabinet Member for Children, Young People and Schools
Report submitted by: Interim Executive Director for Children and Young People

Date: 9 October 2014

Part I

Electoral Division affected:
Preston Central North;

Proposal to Close Deepdale Junior School and Expand Deepdale Infant School by Extending the Age Range

(Appendices 'A' and 'B' refer)

Contact for further information:

Ben Terry, 01772 531774, Directorate for Children and Young People,

Ben.terry@lancashire.gov.uk

Executive Summary

This report aims to provide sufficient information on the linked proposals to:

- formally close Deepdale Junior School, with effect from 31 December 2014, and
- to expand Deepdale Infant School by extending the age range from 3 – 7 years to 3 – 11 years to become a primary school with a capacity for 630 pupils, with effect from 1 January 2015; and
- includes the responses received during the statutory notice period in order for the decision maker to make a determination in respect of these proposals.

Previous reports to the Cabinet Member for Children, Young People and Schools in respect of this proposal were dated 3 April 2014, when approval was given to commence consultation; and 14 July 2014, when the consultation responses received were considered and approval was given to publish statutory notices.

The authority published a statutory notice on 15 July 2014. In accordance with the statutory process, the notice invited Representations (objections or comments) within the statutory 4 week notice period, i.e. from 15 July 2014 to 12 August 2014.

Under the statutory procedures, a decision should now be taken about the proposals. If the authority fails to decide the proposals within two months from the end of the representation period, the proposal and any representations about the proposal must be passed to the schools' adjudicator for decision.

The constitutional arrangements of the County Council provide for the decision to be taken by the Cabinet Member for Children, Young People and Schools.

This is deemed to be a Key Decision and Standing Order 25 has been complied with.

Recommendation

The Cabinet Member for Children, Young People and Schools is recommended to:

- (i) consider the information in this report;
- (ii) approve the linked proposals to formally close Deepdale Junior School, with effect from 31 December 2014, **and** to expand Deepdale Infant School by extending the age range from 3 – 7 years to 3 – 11 years to become a primary school with a capacity for 630 pupils, with effect from 1 January 2015;
- (iii) approve that an appropriate statutory decision letter be sent out as specified under legal requirements to give the reasons for the decision to those who are to be informed of them.

Background and Advice

Deepdale Infant School and Deepdale Junior School are separate establishments with separate governing bodies and separate budgets. The two schools are on adjoining sites and both have a published admission number of 90. Traditionally, the vast majority of pupils on roll at the infant school go on to attend the junior school.

In September 2013, Deepdale Junior School was inspected and was graded 4 - 'inadequate'. At that time, Deepdale Infant School had an Ofsted grade of 2 – 'good' and this was confirmed at a full Ofsted inspection in November 2013.

The local authority is under a statutory duty to secure high quality education provision in its area. Since September, local authority officers have been in discussion with the governing bodies of both schools as to finding a sustainable means of improving standards at the junior school. The discussions focussed on 'merging' the two schools to become a primary school, thus securing continuity of education and raising standards. In a legal sense, there are two ways of achieving this:

- To close both schools and establish a new primary school; or
- To close one school and enlarge the other school by expanding the age range.

As Deepdale Infant School is performing well, the recommendation from officers was to follow the latter process – to close Deepdale Junior School and enlarge Deepdale Infant School by expanding the age range. The local authority subsequently

received resolutions from both Governing Bodies that they wished to pursue such proposals.

The legal process involves the consultation on, and publication of, two separate but linked notices. This effectively means that the enlargement/expansion of the age range of the infant school should not be approved unless the closure of the junior school is also approved, and vice versa.

The Proposed Closure of Deepdale Junior School

There are a number of concerns in relation to Deepdale Junior School that now require the local authority to consider its future. Lancashire County Council's 'Strategy for School Places and School's Capital Investment 2014/15 to 2016/17' identifies concerns around educational and financial viability as being reasons for making a closure proposal and the school's most recent Ofsted inspection places some urgency around the consideration of the school's future.

Deepdale Junior School currently has a published admission number of 90. The capacity of the school is 347 and there are currently 338 pupils on roll.

Educational Standards

At an Ofsted Inspection visit in September 2013 Deepdale Junior School received an overall effectiveness rating of 'inadequate'. There were a number of issues that led to this rating. The school was rated as 'inadequate' in terms of achievements of the pupils; quality of teaching; and leadership and management. In terms of behaviour and safety of pupils the school was considered to 'require improvement'. The inspection report stated that "Frequent staff and leadership changes have resulted in a considerable decline in the quality of education provided by the school" and the inspection report also stated that "Leaders including governors are unable to bring about the necessary improvements to teaching and achievement. They are too heavily dependent on external support".

Following the 'inadequate' Ofsted rating, in December 2013 a special measures monitoring inspection was conducted. Although it was observed that "Since the inspection the acting head teacher and her deputy have been highly effective in stabilising the school and providing the leadership the school needed", the monitoring report went on to observe that a lack of stability in the teaching staff and leadership was a significant barrier to the school's progress.

Proposal to Extend the Age Range and Expand Deepdale Infant School

After discussions with local authority officers, the Governing Body of Deepdale Infant School is proposing to extend the age range of Deepdale Infant School from 3 – 7 years to 3 – 11 years and to expand the capacity of the school from 270 primary aged pupils to 630 pupils, by utilising the current Junior School building, with effect from 1 January 2015. The proposal is being made in conjunction with the proposal made by the Governing Body of Deepdale Junior School, in order to provide alternative local provision, should the proposal to close Deepdale Junior School be approved. This is a school led proposal and the proposal has the full support of the head teacher and Governing Body.

Deepdale Infant School has a published admission number of 90. The current capacity of the school is 259 and there are currently 269 primary aged pupils on roll.

Since 2001 Deepdale Infant School has been inspected by Ofsted on 4 occasions, with the last inspection conducted in November 2013. In each of these Ofsted inspections the school has received an overall effectiveness rating of 'good', with achievement of pupils; quality of teaching; behaviour and safety of pupils; and leadership and management all receiving a 'good' rating.

The Consultation Process

Closing a Maintained Mainstream School: Guidance and Process

The School Organisation (Establishment and Discontinuance of Schools) Regulations 2013 (“Establishment and Discontinuance Regulations”) stipulate that a prescribed statutory consultation must be undertaken in order to consider the merit of a proposal.

There is a defined statutory process which must be followed before making a decision on the closure of a maintained school. This is supplemented by further guidance on the process published by the Department for Education. There are 5 statutory stages for a proposal as set out below:

Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
Consultation	Publication	Representation	Decision	Implementation
Likely to be no longer than 12 months and a minimum of 6 weeks during school term time is recommended	This requires publication of the full proposal on a website (local authority and/or school) and brief notice in an appropriate local newspaper	4 weeks	LA should determine proposals within 2 months, if longer it is referred to the schools adjudicator	No prescribed timescale but must be specified in the published notice

The Expansion Proposal

The School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2013 (“Prescribed Alterations Regulations”) stipulates that a prescribed statutory consultation must be undertaken in order to consider the merit of a proposal.

The decision on this proposal is reliant on the decision on the proposal to close Deepdale Junior School, as these proposals are intrinsically linked.

There is a defined statutory process which must be followed before making a decision on making significant changes to a maintained school. This is supplemented by further guidance on the process published by the Department for Education. There are 4 statutory stages for a proposal to make significant alterations to a maintained school. These are shown below. Although there is no longer a prescribed ‘pre-publication’ consultation period for prescribed alterations, the local authority believes that it is good practice to continue to include pre-consultation in the process.

(Pre-Stage1)	Stage 1	Stage 2	Stage 3	Stage 4
Consultation	Publication	Representation	Decision	Implementation
Not prescribed	This requires publication of the full proposal on a website (local authority and/or school) and brief notice in an appropriate local newspaper	4 weeks	LA should determine proposals within 2 months, if longer it is referred to the schools adjudicator	No prescribed timescale but must be specified in the published notice

Consultations

On 14 July 2014, the Cabinet Member for Children, Young People and Schools approved the publication of public notices in relation to the linked proposals to close Deepdale Junior School, with effect from 31 December 2014; and to expand Deepdale Infant School, with effect from 1 January 2015.

Details of the proposals to be considered are in Appendix 'A' and Appendix 'B'. The information contains the published notices and complete proposals.

Checks on receipt of Statutory Proposals

Before considering the merits of a statutory proposal, DfE guidance advises that there are four key issues which the Decision Maker must consider:

- Is any information missing?
- Does the published notice comply with statutory requirements?
- Has statutory consultation been carried out prior to the publication of the notice?
- Are the proposals 'related' to other published proposals (and should therefore be considered together)?

There is no information missing. The information is provided in the published notices and complete proposals at Appendix 'A' and Appendix 'B'.

The published notices comply with statutory requirements.

Statutory consultation was carried out prior to the publication of the notices. Cabinet report dated 14 July 2014 provides details of the stage 1 consultation and responses received.

The decision on the proposal to expand Deepdale Infant School is reliant on the decision on the proposal to close Deepdale Junior School, as these proposals are intrinsically linked. The legal process involves the consultation on, and publication of, two separate but linked notices. This effectively means that the enlargement/expansion of the age range of the infant school should not be approved unless the closure of the junior school is also approved, and vice versa.

Representations

By the close of the statutory notice representation period on 12 August 2014, the local authority had received no written responses.

Factors that the Decision Maker must take into consideration when determining the proposal:

Effect on standards and school improvement: decision makers should be satisfied that proposals will contribute to raising standards and improved attainment.

Comment: In 2013 Deepdale Junior School received an Ofsted overall effectiveness rating of 'inadequate'. The school was rated as 'inadequate' in terms of achievements of the pupils; quality of teaching; and leadership and management.

Since 2001 Deepdale Infant School has been inspected by Ofsted on 4 occasions, with the last inspection conducted in November 2013. In each of these Ofsted inspections the school has received an overall effectiveness rating of 'good', with achievement of pupils; quality of teaching; behaviour and safety of pupils; and leadership and management all receiving a 'good' rating.

The aim of these proposals is to improve standards for the junior aged pupils.

Every child matters: the decision maker should consider how proposals will help every child and young person be healthy; stay safe; enjoy and achieve; make a positive contribution; and achieve economic well-being.

Comment: The 2013 Ofsted report stated that 'at Deepdale Junior School the safety of pupils 'requires improvement.' Whereas the 2013 Ofsted report for Deepdale Infant School stated that the safety of pupils received a 'good' rating.

The aim of these proposals is to improve the safety and achievements of the junior aged pupils.

Equal Opportunity Issues: the decision maker should consider the impact of the proposal on equal opportunity issues.

Comment: It is not considered that there are any equal opportunity issues associated with the proposals. The proposals will not disadvantage any group.

Need for places: the decision maker should consider whether there is a need for expansion by considering the evidence presented.

Comment: The reduction of places resulting from the closure of the junior school will be offset by the increased number of places resulting from the expansion of the infant school.

Expansion of popular and successful schools: places should be allocated where parents want them and at schools with strong educational performance in absolute and relative terms. There is a strong presumption that proposals to expand popular and successful schools should be approved.

Comment: Deepdale Infant School has current capacity of the school is 259 and there are currently 269 primary aged pupils on roll. However, the capacity will be increased by addition of the junior building to provide sufficient capacity for the 630 pupils. Traditionally, the vast majority of pupils on roll at the infant school go on to attend the junior school. Therefore, the places will accommodate parental preference whilst, at the same time, improving standards.

Travel and accessibility: the proposed changes should be accessible and should not adversely impact on disadvantaged groups.

Comment: Not applicable.

Funding and land: the Decision Maker should be satisfied that any land, premises or capital required to implement the proposals will be available.

Comment: There will be requirement for some remodelling of the accommodation to bring the adjoining sites together and establish the newly phased primary school. LCC are confident that funding is available to address these costs in the current Capital Programme.

Special Educational Needs Provision: the guidelines for consideration relate mainly to a full system review of SEN provision within a LA.

Comment: The proposals should have no impact on SEN provision.

Views of interested parties: These should be taken into account.

Comment: No views were expressed during the public notice period from 15 July 2014 to 12 August 2014. At stage 1 consultation, the results of which were reported to this Cabinet Member on 14 July 2014: 50 responses were received in total. Of these responses, 42 were in support, 4 responses were neutral and 4 responses expressed objection to the proposals.

Implications:

This item has the following implications, as indicated:

Risk management

The Authority has a statutory duty to secure high quality school places for its residents. A failure to address the future educational viability of Deepdale Junior School runs the risk of the Authority being seen by the Department for Education and Ofsted to be failing in its statutory responsibilities. Alternative school places can be provided at the significantly enlarged and re-phased Deepdale Infant School for children affected by the proposed closure.

There are implications for staff employed in Deepdale Junior School but the Authority has experience in staff redeployment and retraining and a good record in avoiding compulsory redundancies.

Legal and Financial Implications

The legal process involves the consultation on, and publication of, two separate but linked notices. This effectively means that the enlargement/expansion of the age range of the infant school should not be approved unless the closure of the junior school is also approved, and vice versa.

When a school closes, any balance (whether surplus or deficit) reverts to the Authority. The Authority will continue to receive Dedicated School Grant funding for the pupils if they relocate to Deepdale Infant School. Deepdale Junior School will receive 9/12ths of its budget up to the closure date. The Authority has an agreed growth fund criterion which determines that Deepdale Infant School will receive funding for each pupil admitted into any year group from the date deemed by the authority to be the date of transfer of all pupils due to the closure of a school or academy to the end of the financial year at the equivalent rate per pupil as applied within the primary and secondary growth fund.

There will be requirement for some remodelling of the accommodation to bring the adjoining sites together and establish the newly phased primary school. LCC are confident that funding is available in the Directorate for Children and Young People's Capital Programme to address these costs. A feasibility study is currently underway to determine costs and details will be reported to the Cabinet Member at a later date, as necessary. If the proposals are agreed, officers will work with the school to develop a brief for the required works.

Land and Property

The infant and junior schools currently operate on adjoining sites. Some remodelling will be required to facilitate the smooth operation of the future primary school.

List of Background Papers

Paper	Date	Contact/Directorate/Tel
N/A		
Reason for inclusion in Part II, if appropriate		
N/A		

Lancashire County Council
Education and Inspections Act 2006
Deepdale Infant School

Notice is given in accordance with section 19(1) of the Education and Inspections Act 2006 that Lancashire County Council intends to make a prescribed alteration to Deepdale Infant School (a community school), St Stephen's Road, Deepdale, Preston, PR1 6TD by extending the age range from 3 – 7 years to 3 – 11 years to become a primary school and expanding the capacity from 270 pupils to 630 pupils by utilising the existing Deepdale Junior School building from 1st January 2015. This Notice should be read in conjunction with a Notice to close Deepdale Junior School published on the same day.

All relevant statutory requirements regarding consultation on this proposal have been complied with.

This proposal is linked to the proposal to close Deepdale Junior School. If both of these linked proposals are approved, pupils on roll at Deepdale Junior School and Deepdale Infant School would automatically be transferred to the roll of the primary school. The primary school would operate by utilising both of the existing Junior and Infant school buildings on St Stephen's Road, Deepdale, Preston, PR1 6TD. Whilst pupils would automatically be transferred to the primary school, admission may also be sought to any other schools that have places available.

The current capacity of Deepdale Infant School is 270 and the proposed capacity will be 630. The current number of pupils registered at the school is 269. The current admission number for the school is 90 and the proposed admission number will be 90.

These proposals are intrinsically linked and should not be considered in isolation, as the approval of one proposal will have a significant impact on the other proposal. This Notice is an extract from the complete proposals. Copies of the complete proposals can be inspected at Deepdale Junior School, Deepdale Infant School, the Area Education Office (South) at East Cliff, Preston City Council and local libraries. Copies can also be obtained from the local authority at the address below or accessed via www.lancashire.gov.uk/schoolorganisationreviews or by telephoning Maxine Smith on (01772) 531841.

Within four weeks from the date of publication of these proposals, any person may object to or make comments on the proposals by sending them to the Directorate for Children and Young People, Provision Planning Team, Room B34, PO Box 61, County Hall, Preston, PR1 8RJ. To be considered as part of the decision making process to determine the proposal, responses must be received no later than 12 August 2014.

Signed: Ian Young, County Secretary and Solicitor
Publication Date: 15 July 2014

Explanatory Notes

Approval to these proposals is sought simultaneously because they are interlinked and consequently each is dependent on the approval of the other.

The proposal to close Deepdale Junior School from 31 December 2014 arises because of concerns about the educational standards at the school. All forms of responses to the consultation were taken into account before the publication of this notice.

The proposal to extend the age range and enlarge the premises of Deepdale Infant School from 1 January 2015 arises from the need to accommodate former Deepdale Junior School pupils if the proposal to close Deepdale Junior School from 31 December 2014 is approved.

Assistance with admission to any schools can be obtained from the Pupil Access Team at the Area Education Office (South), East Cliff, Preston, PR1 3JT (Telephone 01772 531797).

Under the provisions of the Freedom of Information Act 2000, information about representations to the published proposal may be accessed by members of the public.

Additional explanatory notes are available via www.lancashire.gov.uk/schoolorganisationreviews.

Lancashire County Council
Education and Inspections Act 2006
Deepdale Junior School

Notice is given in accordance with section 15(1) of the Education and Inspections Act 2006 that Lancashire County Council, PO Box 61, County Hall, Preston, PR1 8RJ intends to discontinue Deepdale Junior School (a community school), St Stephen's Road, Deepdale, Preston, PR1 6TD on 31st December 2014. This Notice should be read in conjunction with a Notice to make a prescribed alteration to Deepdale Infant School published on the same day.

All relevant statutory requirements regarding consultation on this proposal have been complied with.

This proposal is linked to the proposal to make a prescribed alteration to Deepdale Infant School by expanding the school and extending the age range. If both of these linked proposals are approved, pupils on roll at Deepdale Junior School and Deepdale Infant School would automatically be transferred to the roll of the primary school. The primary school would operate by utilising both of the existing Junior and Infant school buildings on St Stephen's Road, Deepdale, Preston, PR1 6TD. Whilst pupils would automatically be transferred to the primary school, admission may also be sought to any other schools that have places available.

These proposals are intrinsically linked and should not be considered in isolation, as the approval of one proposal will have a significant impact on the other proposal. This Notice is an extract from the complete proposals. Copies of the complete proposals can be inspected at Deepdale Junior School, Deepdale Infant School, the Area Education Office (South) at East Cliff, Preston City Council and local libraries. Copies can also be obtained from the local authority at the address below or accessed via www.lancashire.gov.uk/schoolorganisationreviews or by telephoning Maxine Smith on (01772) 531841.

Within four weeks from the date of publication of these proposals, any person may object to or make comments on the proposals by sending them to the Directorate for Children and Young People, Provision Planning Team, Room B34, PO Box 61, County Hall, Preston, PR1 8RJ. To be considered as part of the decision making process to determine the proposal, responses must be received no later than 12 August 2014.

Signed: Ian Young, County Secretary and Solicitor
Publication Date: 15 July 2014

Explanatory Notes

Approval to these proposals is sought simultaneously because they are interlinked and consequently each is dependent on the approval of the other.

The proposal to close Deepdale Junior School from 31 December 2014 arises because of concerns about the education standards at the school.. All forms of responses to the consultation were taken into account before the publication of this notice.

The proposal to extend the age range and enlarge the premises of Deepdale Infant School from 1 January 2015 arises from the need to accommodate former Deepdale Junior School pupils if the proposal to close Deepdale Junior School from 31 December 2014 is approved.

Assistance with admission to any schools can be obtained from the Pupil Access Team at the Area Education Office (South), East Cliff, Preston, PR1 3JT (Telephone 01772 531797).

Under the provisions of the Freedom of Information Act 2000, information about representations to the published proposal may be accessed by members of the public.

Additional explanatory notes are available via www.lancashire.gov.uk/schoolorganisationreviews.

PROPOSALS FOR PRESCRIBED ALTERATIONS OTHER THAN FOUNDATION PROPOSALS: Information to be included in a complete proposal

The School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2013:

In respect of an LA Proposal: School and local authority details

1. The name, address and category of the school and a contact address for the local authority who are publishing the proposals.

The proposal to expand the school by extending the age range from 3 – 7 years to 3 – 11 years, increasing the capacity of the school from 270 primary aged pupils to 630 pupils at Deepdale Community Infant School, St Stephen's Rd, Preston, PR1 6TD from 1 January 2015 is published by Lancashire County Council, the relevant local authority. The authority can be contacted at the following address: Directorate for Children and Young People, Provision Planning Team, Room B34, PO Box 61, County Hall, Preston, Lancashire, PR1 8RJ.

2. Implementation and any proposed stages for implementation

- (a) The date on which the proposals are planned to be implemented, and if they are to be implemented in stages, a description of what is planned for each stage, and the number of stages intended and the dates of each stage.
- (b) Where the proposals relate to a foundation or voluntary controlled school a statement as to whether the proposals are to be implemented by the local authority or by the governing body, and, if the proposals are to be implemented by both, a statement as to the extent to which they are to be implemented by each body

The implementation date for this proposal is 1 January 2015.

Objections and comments

3. A statement explaining the procedure for making representations, including —
 - (a) the date prescribed by which objections or comments should be sent to the local authority; and
 - (b) the address of the authority to which objections or comments should be sent.

These proposals have been prepared following discussions with a wide range of partners and other stakeholders. Within four weeks from the date of publication of these proposals any person may object to, or comment on the proposals by sending their representations to the Directorate of Children and Young People, Provision Planning Team, Room B34, PO Box 61, County Hall, Preston PR1 8RJ. Responses can also be emailed to cyp.schoolreviews@lancashire.gov.uk to be considered as part of the decision making process to determine the outcome of the proposals, responses must be received no later than Tuesday 12th August 2014.

Alteration description

4. A description of the proposed alteration and in the case of special school proposals, a description of the current special needs provision.

On 3rd April 2014, the Cabinet Member for Children, Young People and Schools approved the commencement of informal consultation on a proposal to expand Deepdale Infant School by extending the age range and forming a primary school, with effect from 1st January 2015.

If the proposal is approved, the age range of Deepdale Infant School will be extended from 3 – 7 years to 3 – 11 years to become a primary school with a capacity for 630 pupils. The primary school will be accommodated in the existing infant school building and the building of Deepdale Junior School which it is proposed will close with effect from 31st December 2014. All pupils currently on roll at either school will automatically be transferred on to the roll of the new primary school.

These proposals are linked and must be considered in conjunction with one another.

School capacity

5. The proposals should also include —

- (a) details of the current capacity of the school and, where the proposals will alter the capacity of the school, the proposed capacity of the school after the alteration;

The current capacity of the infant school is 270 and the proposed capacity will be 630.

- (b) details of the current number of pupils admitted to the school in each relevant age group, and where this number is to change, the proposed number of pupils to be admitted in each relevant age group in the first school year in which the proposals will have been implemented;

The current published admission number for the school is 90. The proposed admission number for the enlarged school will be 90.

- (c) where it is intended that proposals should be implemented in stages, the number of pupils to be admitted to the school in the first school year in which each stage will have been implemented;

N/A

- (d) where the number of pupils in any relevant age group is lower than the indicated admission number for that relevant age group a statement to this effect and details of the indicated admission number in question.

N/A

- (e) a statement of the number of pupils at the school at the time of the publication of the proposals.

In June 2014, the number of pupils on roll at the infant school was 268.

Additional site

6. (a) A statement as to whether any new or additional site will be required if proposals are implemented and if so the location of the site if the school is to occupy a split site.

The current existing junior school building will become part of the proposed primary school.

(b) Where proposals relate to a foundation or voluntary school a statement as to who will provide any additional site required, together with details of the tenure (freehold or leasehold) on which the site of the school will be held, and if the site is to be held on a lease, details of the proposed lease.

N/A

Objectives

7. The objectives of the proposals.

There are a number of concerns in relation to Deepdale Junior School that now require the local authority to consider its future. Lancashire County Council's 'Strategy for School Places and School's Capital Investment 2014/15 to 2016/17' identifies concerns around educational and financial viability as being reasons for making a closure proposal and the school's most recent Ofsted inspection places some urgency around the consideration of the school's future.

Recently Deepdale Junior School has been experiencing difficulties in terms of its educational performance.

Deepdale Junior School currently has a published admission number of 90. The capacity of the school is 347 and there are currently 338 pupils on roll.

After discussions with local authority officers, the Governing Body of Deepdale Infant School is proposing to extend the age range of Deepdale Infant School from 3 – 7 years to 3 – 11 years and to expand the capacity of the school from 270 pupils to 630 pupils, by utilising the current Junior School building, with effect from 1 January 2015. The proposal is being made in conjunction with the proposal made by the Governing Body of Deepdale Junior School, in order to provide alternative local provision, should the proposal to close Deepdale Junior School be approved. This is a school led proposal and the proposal has the full support of the head teacher and Governing Body.

Expansion of successful and popular schools

8. (1) Proposals must include a statement of whether the proposer considers that the presumption for the expansion of successful and popular schools should apply, and where the governing body consider the presumption applies, evidence to support this.

(2) Sub-paragraph (1) applies to expansion proposals in respect of primary and secondary schools, (except for grammar schools), i.e. falling within paragraph 1 of Part 1 to Schedule 2 of the School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2013.

Since 2001 Deepdale Infant School has been inspected by Ofsted on 4 occasions, with the last inspection conducted in November 2013. In each of these Ofsted inspections the school has received an overall effectiveness rating of 'good', with achievement of pupils; quality of teaching; behaviour and safety of pupils; and leadership and management all receiving a 'good' rating.

Consultation

9. Evidence of the consultation before the proposals were published including—

- (a) a list of persons who were consulted;
- (b) minutes of all public consultation meetings;
- (c) the views of the persons consulted;
- (d) a statement to the effect that all applicable statutory requirements in relation to the proposals to consult were complied with; and
- (e) copies of all consultation documents and a statement on how these documents were made available.

The consultation document was widely circulated to staff, governors, parents/guardians and pupils of the school subject to the proposals. Head teachers and governors of other local schools in Lancashire were all consulted as were members of local city council. A full list of consultees is detailed on page 8 of the consultation document which forms an integral element to these complete proposals.

An appointment led event, rather than a public meeting, was held between 3pm and 7.30pm on Wednesday 7th May at Deepdale Infant School. This format of meeting is preferred as it allows the authority to manage the process effectively, minimise waiting times and ensure that appropriate officers are available to offer any interested parties, either individually or in small groups, advice and guidance to enable them to gain a better understanding on all of the aspects of the proposals.

A children's consultation was also distributed via the school in which pupils of the school were asked to express their opinion on the proposal.

The views from the meeting and the written responses to the consultation are detailed and analysed in the report to the Cabinet Member for Children, Young People and Schools that was considered on 14th July 2014 and forms an integral element to these complete proposals.

Consultation documents were widely circulated in hard copy and were made available on the following website: www.lancashire.gov.uk/schoolorganisationreviews

This website has been updated and now allows access to the public notice and complete proposal documentation for these proposals.

The local authority ensured that all applicable statutory requirements in relation to the proposals to consult were complied with.

Project costs

10. A statement of the estimated total capital cost of the proposals and the breakdown of the costs that are to be met by the governing body, the local authority, and any other party.

There will be requirement for some remodelling of the accommodation to bring the adjoining sites together and establish the newly phased primary school. The relevant budget holds sufficient funds to meet these costs.

11. A copy of confirmation from the Secretary of State, local education authority and the Education Funding Agency (as the case may be) that funds will be made available (including costs to cover any necessary site purchase).

The authority will be able to confirm funding availability once the capital programme has been agreed, but the site is already within the authority's ownership.

Age range

12. Where the proposals relate to a change in age range, the current age range for the school.

(2)

The current age range of the infant school is 3 – 7 years.

The proposed age range of the infant school is 3 – 11 years.

MATTERS TO BE SPECIFIED IN PROPOSALS TO DISCONTINUE A SCHOOL

The School Organisation (Establishment and Discontinuance of Schools)(England) Regulations 2013, Regulation 11, part 4 and schedule 2:

In respect of an LA Proposal: School and local authority details

1. The name, address and category of the school and a contact address for the local authority who are publishing the proposals.

The proposal to close Deepdale Junior School, St Stephen's Rd, Preston PR1 6TD is published by Lancashire County Council, the relevant local authority. Deepdale Junior School is a community primary school. The authority can be contacted at the following address: Directorate for Children and Young People, Provision Planning Team, Room B34, PO Box 61, County Hall, Preston, Lancashire PR1 8RJ.

2. Implementation and any proposed stages for implementation

(a) The date on which the proposals are planned to be implemented, and if they are to be implemented in stages, a description of what is planned for each stage, and the number of stages intended and the dates of each stage.

(b) Where the proposals relate to a foundation or voluntary controlled school a statement as to whether the proposals are to be implemented by the local authority or by the governing body, and, if the proposals are to be implemented by both, a statement as to the extent to which they are to be implemented by each body

The closure of the school will be implemented on 31st December 2014

Objectives

3. The objectives of the proposals.

There are a number of concerns in relation to Deepdale Junior School that now require the local authority to consider its future. Lancashire County Council's 'Strategy for School Places and School's Capital Investment 2014/15 to 2016/17' identifies concerns around educational and financial viability as being reasons for making a closure proposal and the school's most recent Ofsted inspection places some urgency around the consideration of the school's future.

Recently Deepdale Junior School has been experiencing difficulties in terms of its educational performance.

Deepdale Junior School currently has a published admission number of 90. The capacity of the school is 347 and there are currently 338 pupils on roll.

The proposal is linked to the proposal to expand Deepdale Infant School by extending the age range of Deepdale Infant School from 3 – 7 years to 3 – 11 years and to expand the capacity of the school from 270 pupils to 630 pupils, by utilising the current junior school building, with effect from 1 January 2015. The proposal is being made in conjunction with the proposal made by the Governing Body of Deepdale Junior School, in order to provide alternative local provision, should the proposal to close Deepdale Junior School be

approved. This is a school led proposal and the proposal has the full support of the head teacher and Governing Body.

It is felt that closing the junior school and expanding the infant school will raise standards and ensure continuity of education.

Consultation

4. Evidence of the consultation before the proposals were published including—
 - (a) a list of persons who were consulted;
 - (b) minutes of all public consultation meetings;
 - (c) the views of the persons consulted;
 - (d) a statement to the effect that all applicable statutory requirements in relation to the proposals to consult were complied with; and
 - (e) copies of all consultation documents and a statement on how these documents were made available.

The consultation document was widely circulated to staff, governors, parents/guardians and pupils of the school subject to the proposals. Head teachers and governors of other local schools in Lancashire were all consulted as were members of the local city council. A full list of consultees is detailed on page 8 of the consultation document which forms an integral element to these complete proposals.

An appointment led event, rather than a public meeting, was held between 3pm and 7.30pm on Tuesday 6th May at Deepdale Junior School. This format of meeting is preferred as it allows the authority to manage the process effectively, minimise waiting times and ensure that appropriate officers are available to offer any interested parties, either individually or in small groups, advice and guidance to enable them to gain a better understanding on all of the aspects of the proposals.

A children's consultation was also distributed via the school in which pupils of the school were asked to express their opinion on the proposals.

Concerns about the newly structured school led to the Head Teacher of the infant school offering one to one appointments to discuss plans and specific issues around leadership and management.

The views from the meetings and the written responses to the consultations are detailed and analysed in the report to the Cabinet Member for Children, Young People and Schools that was considered on 14th July 2014 and forms an integral element to these complete proposals.

Consultation documents were widely circulated in hard copy and were made available on the following website: www.lancashire.gov.uk/schoolorganisationreviews

This website has been updated and now allows access to the public notice and complete proposal documentation for these proposals.

This is a linked proposal to that of expanding the infant school by extending the age range and it is felt that this will allow leadership and management to be improved across all age groups, therefore ensuring continuity.

The local authority ensured that all applicable statutory requirements in relation to the proposals to consult were complied with.

Standards and diversity

5. A statement and supporting evidence indicating how the proposals will impact on the standards, diversity and quality of education in the area.

The county council is committed to improving the quality of educational provision to help raise standards for all learners so that every child has the opportunity to receive an excellent education whatever their background and wherever they live. The authority wants to provide excellence for all children in Lancashire.

Deepdale Infant School and Deepdale Junior School are separate establishments with separate governing bodies and separate budgets. The two schools are on adjoining sites and both have a published admission number of 90. Traditionally, the vast majority of pupils on roll at the infant school go on to attend the junior school.

In September 2013, Deepdale Junior School was inspected and was graded 4 -

'inadequate'. At that time, Deepdale Infant School had an Ofsted grade of 2 – 'good' and this was confirmed at a full Ofsted inspection in November 2013.

The local authority is under a statutory duty to secure high quality education provision in its area. Since September, local authority officers have been in discussion with the governing bodies of both schools as to a sustainable means of improving standards at the junior school. The discussions focussed on 'merging' the two schools to become a primary school, thus securing continuity of education and raising standards. In a legal sense, there are two ways of achieving this:

- To close both schools and establish a new primary school; or
- To close one school and enlarge the other school by expanding the age range.

As Deepdale Infant School is performing well, the recommendation from officers was to follow the latter process – to close Deepdale Junior School and enlarge Deepdale Infant School by expanding the age range. The local authority has since received resolutions from both Governing Bodies that they wish to pursue such proposals.

The legal process involves the consultation on, and publication of, two separate but linked notices. This effectively means that the enlargement/expansion of the age range of the infant school should not be approved unless the closure of the junior school is also approved, and vice versa.

The Proposed Closure of Deepdale Junior School

At an Ofsted Inspection visit in September 2013 Deepdale Junior School received an overall effectiveness rating of 'inadequate'. There were a number of issues that led to this rating. The school was rated as 'inadequate' in terms of achievements of the pupils; quality of teaching; and leadership and management. In terms of behaviour and safety of pupils the school was considered to 'require improvement'. The inspection report stated that "Frequent staff and leadership changes have resulted in a considerable decline in the quality of education provided by the school" and the inspection report also stated that "Leaders including governors are unable to bring about the necessary improvements to teaching and achievement. They are too heavily dependent on external support".

Following the 'inadequate' Ofsted rating, in December 2013 a special measures monitoring inspection was conducted. Although it was observed that "Since the inspection the acting head teacher and her deputy have been highly effective in stabilising the school and providing the leadership the school needed", the monitoring report went on to observe that a lack of stability in the teaching staff and leadership was a significant barrier to the school's progress.

Need for places

6. A statement and supporting evidence about the need for places in the area including whether there is sufficient capacity to accommodate displaced pupils.

This proposal will not create additional places. The pupils displaced from Deepdale Junior School will be guaranteed a place at the newly phased primary school.

7. Where the school has a religious character, a statement about the impact of the proposed closure on the balance of denominational provision in the area and the impact on parental choice.

N/A

Current school information

8. Information as to the numbers, age range, sex and special educational needs of pupils (distinguishing between boarding and day pupils) for whom provision is made at the school.

The junior school currently has a number on roll of 339 pupils, of these 8 pupils have special education needs. The pupils displaced from Deepdale Junior School will be guaranteed a place at the newly phased primary school.

Displaced pupils

9. Details of the schools or FE colleges which pupils at the school for whom provision is to be discontinued will be offered places, including:

- a) any interim arrangements;
- b) where the school included provision that is recognised by the LA as reserved for children with special educational needs, the alternative provision to be made for pupils in the school's reserved provision; and
- c) in the case of special schools, alternative provision made by LAs other than the authority which maintains the school.

It is intended that Deepdale Infant School will extend the age range of the school from 3 – 7 years to 3 – 11 years and to expand the capacity of the school from 270 pupils to 630 pupils, by utilising the current junior school building, with effect from 1 January 2015. The proposal is being made in conjunction with the proposal made by the Governing Body of Deepdale Junior School, in order to provide alternative local provision, should the proposal to close Deepdale Junior School be approved.

The pupils displaced from Deepdale Junior School will be guaranteed a place at the newly phased primary school.

10. Details of any other measures proposed to be taken to increase the number of school or FE college places available in consequence of the proposed discontinuance.

The proposals are intrinsically linked and the pupils from the closed Deepdale Junior School will be guaranteed a place at the newly phased primary school.

Impact on the community

11. A statement and supporting evidence about the impact on the community and any measures proposed to mitigate any adverse impact.

The local authority recognises that the closure of a school can impact on the wider community. However, the local authority is required to focus its consideration on its statutory responsibilities of securing high quality education provision.

There will be no change to the number of school places available in the area and pupils attending Deepdale Junior School will be guaranteed a place at the newly phased primary school. The impact of the closure will therefore be minimised.

The consultation demonstrated a strong commitment to community, with the infant and junior school seen as being integral to the community. The view of the vast majority of respondents was that this common resource must be saved and improved for all age ranges.

Travel

- 12.** Details of the length and journeys to alternative provision.

The newly phased primary school will utilise the existing junior school building.

- 13.** The proposed arrangements for travel of displaced pupils to other schools including how they will help to work against increased car use.

The newly phased primary school will utilise the existing junior school building.

Related proposals

- 14.** A statement as to whether in the opinion of the LA or governing body, the proposals are related to any other proposals which may have been, are, or are about to be published.

In the opinion of the local authority, the proposal is not related to other proposals which have been, are, or are about to be, published. The proposals to close Deepdale Junior School and extend the age range of Deepdale Infant School is intrinsically linked.

Report to the Cabinet Member for Children, Young People and Schools
Report submitted by: Interim Executive Director for Children and Young People

Date: 9 October 2014

Part I

Electoral Divisions affected:
Chorley East; Chorley North; Chorley Rural East; Chorley Rural North; Chorley Rural West; Chorley South; Chorley West;

Provision of Additional Secondary School Places in Chorley

(Appendix 'A' refers)

Contact for further information:

Lynn Mappin, 01772 531951, Directorate for Children and Young People

lynn.mappin@lancashire.gov.uk

Executive Summary

This report provides information on projected future pupil numbers in Chorley District secondary schools and the actions taken to secure additional places in order to meet future demand. The report seeks approval to expand one school with effect from 2015 and to enter into further negotiations with the remaining secondary schools to provide future additional places.

This is deemed to be a Key Decision and Standing Order 25 has been complied with.

Recommendation

The Cabinet Member for Children, Young People and Schools is recommended to:

- (i) note the complexities of commissioning additional places in the secondary sector as set out in the report;
- (ii) approve the expansion of Southlands High School by 30 places per year group on a permanent basis with effect from September 2015, taking the published admission number from 190 to 220;
- (iii) authorise officers to conduct further negotiations with secondary schools in the Chorley District to secure more additional places to deal with longer term demand; and.
- (iv) note the initial estimate of cost for delivering the 1FE expansion project at Chorley Southlands.

Background and Advice

Since 2010, the local authority has commissioned around 2,500 additional school places, mainly in the primary sector to deal with rising birth rates. This increase in births, coupled with large scale housing in some parts of the County, will shortly begin to impact on the secondary sector across most Districts to varying extents and according to varying timescales. The Chorley District is the first District where the demand for places is expected to outstrip supply and, therefore, requires remedial action to secure sufficient school places in the future.

The local authority has a significantly reduced scope to effectively commission additional secondary school places compared to its commissioning ability in the primary sector. The reasons for this are as follows:

- there are relatively few schools in scope within areas of demand compared to those in the primary sector;
- of the reduced number of schools, a significant proportion will be voluntary aided, foundation or academy, which are not subject to the local authority's commissioning powers;
- the practical obstacles to expanding secondary schools are significant due to the siting of subject areas; core facilities that are not capable of dealing with a much increased pupil roll; and the costs of remodelling (which may be prohibitive) to address these issues; in addition
- a number of secondary schools are on small sites that will not receive approval under section 77 of the School Standards and Framework Act 1998 to expand; and
- the ability to commission new schools is restricted due to the size secondary schools need to be in order to operate successfully and offer a broad and balanced curriculum.

With regard to the last point, the local authority could, for instance, commission a one form entry primary school if this was considered to be the best solution locally to providing additional places. However, secondary schools generally need to be much larger to ensure their future viability and competitiveness. The local authority has not established a policy around the minimum size of secondary schools for commissioning purposes, however, it is suggested that new schools would ideally be 6 forms of entry or above (admission number 180) in order to have flexibility to manage annual peaks and troughs in pupil numbers in the longer term. The need for additional secondary school places on this scale is only likely where there is housing development on the scale of the Preston, South Ribble and Lancashire City Deal. In all other instances, the local authority will be reliant on existing schools to provide the additional places.

Chorley District

The projections for the Chorley District secondary schools indicate that between one and two additional forms of entry will be required in Year 7 in September 2015. This is followed by a year when the current provision is sufficient. From 2017, it is predicted that two additional forms of entry will be needed in Year 7 on a permanent basis. These additional two forms of entry will be sufficient until September 2020 when a further 2 forms of entry will be needed. It is not possible to predict with any degree of accuracy beyond this date as pupils are not yet in the primary school system. However, current projections indicate that a total of an additional four forms of entry will be sufficient in Chorley District secondary schools for the foreseeable future. Clearly, this will need close monitoring due to the amount of housing development occurring in the area.

In order to deal with the need for places in the medium term, officers asked for an additional two forms of entry to be provided across the Chorley District secondary schools, made up from one or more of the existing schools expanding. Two schools came forward with expressions of interest, one of which is the only community school in the area – Southlands High School – and one of which is an Academy. Officers spent time with both schools to understand their curriculum model and how additional pupils would impact on accommodation needs. At the end of the process, both schools were offered a project that would address deficits in teaching areas and the schools took the proposal to their full governing body.

Southlands High School governing body met on 7th July and agreed to a permanent increase in the school's admission number from 190 to 220 with effect from September 2015. Additional accommodation will be provided at the school to enable it to accommodate the additional pupils. Confirmation of the approval of the governors is provided in Appendix 'A'. Southlands has a current Ofsted rating of 'Good' and the site and premises are capable of accommodating an expansion.

After initially being positive about a one from entry permanent expansion, when it met on 14th July the governing body of the Academy, however, decided not to proceed with an expansion. The reasons for this decision included:

- concerns around the inability of the core facilities of the school to cope with the increased numbers of pupils, including pupil movement around the school, catering facilities, hall sizes, parking facilities and traffic congestion outside school;
- risks around pupil numbers not materialising, including the financial risk around growing the staffing establishment; and
- a change in the ethos of the school.

These reasons are all perfectly valid and illustrative of the challenges involved in secondary school expansions outlined earlier in the report.

Proposed Solution

It is proposed that the local authority proceeds with the one form entry expansion of Southlands, thus providing some of the additional places required for the future. With regard to the need for further additional places in Chorley, the following mitigating factors need to be considered:

- just 91% of children in Chorley primary schools go on to attend secondary schools in Chorley;
- whilst the migration rate has been factored into the projections, it is clear that there is an established pattern of Chorley children attending secondary schools outside of the District, in particular the South Ribble schools;
- it is predicted that the South Ribble secondary schools, particularly those located along the Chorley border, will continue to have available places in Year 7 for the foreseeable future; and
- pupils will appeal for places at the most popular Chorley secondary schools and it is highly likely that some schools will need to take pupils in excess of their admission numbers through this process.

It is, therefore, proposed that the local authority takes no further action at this stage in commissioning any further additional secondary school places in Chorley District and that it reassess the position following the 2015 allocation in March 2015.

It is also proposed that officers meet with the Headteachers and Chairs of Governors of the Chorley District secondary schools to open up a debate as to how the longer term need for places will be met, which at this stage is assessed as a further three forms of entry. There are six secondary schools in Chorley: one community school; one voluntary aided catholic school and four academies, therefore a negotiated and agreed solution to providing the additional places is needed due to the local authority's restricted commissioning powers in the District.

Consultations

Expressions of interest were requested from all Chorley District secondary schools and lengthy consultations were held with the two schools that came forward through this process.

Statutory consultation is not required in order to expand Southlands High School by 30 places per year. Statutory consultation is only required where a school is to expand by 25% or more of its original size, and the proposed expansion of Southlands represents a 16% expansion. Typically in these situations, the school in question may run an informal consultation with parents and interested parties but this is a matter for the school to consider.

Implications:

This item has the following implications, as indicated:

Risk management

Legal

The local authority has a statutory responsibility to ensure the provision of sufficient high quality school places. Projections indicate that there will be a need for additional secondary school places in the Chorley District in the foreseeable future and the proposed expansion of Southlands High School is the first step in providing for this need.

Financial

The estimated costs of a two form secondary school expansion have been factored into the local authority's current basic need programme, which runs until 2016/17. Clearly the cost of a one form entry expansion can be met from within the current schools capital programme and this leaves funds remaining to either provide a further one form entry secondary school expansion within timeframes or proposed expenditure will be reprogrammed and allocated toward other priority projects as identified in the report on the Capital Strategy for Schools 2014/15 – 2016/17 approved by the Cabinet Member on 5 June 2014.

Officers have had some initial meetings with staff at Southlands and an outline brief has been developed to meet the 1FE accommodation requirements. The costs associated with these initial proposals is estimated at £3m.

List of Background Papers

Paper	Date	Contact/Directorate/Tel
Report to the Cabinet Member for Children, Young People and Schools - 'Capital Strategy for Schools 2014/15 to 2016/17'	5 June 2014	Joanne Mills, Office of the Chief Executive, 534284

Reason for inclusion in Part II, if appropriate

N/A

From: Mr Fowle [<mailto:mark.fowle@southlands.lancs.sch.uk>]
Sent: 10 September 2014 14:44
To: Terry, Ben
Subject: Southlands Admission Number

Ben

Just to confirm that the school Governors have agreed to the LA request for an increase in our admission number from 190 to 220 from September 2015.

Please note that the building programme that is required to facilitate the increase in the admission number has yet to be agreed by school governors & LCC Property Group.

Regards

Mark Fowle
Headteacher

Report to the Cabinet Member for Highways and Transport
Report submitted by: Interim Executive Director for Environment
Date: 10 October 2014

Part I

Electoral Division affected:
None

M65 Motorway – Replacement of Crash Barriers (Appendix 'A' refers)

Contact for further information:
Shaun Capper, 01772 530251, Environment Directorate,
shaun.capper@lancashire.gov.uk

Executive Summary

The current Capital Programme includes the provision of £2.64m for the replacement of the M65 crash barriers.

The current estimated cost of replacing the barriers is £4.3m.

Approval is sought to the increased cost of the scheme.

The scheme will require removal of the current street lighting from the central reservation as part of the works. This has been an integral part of the scheme from the outset.

This is deemed to be a Key Decision and the provisions of Standing Order 25 have been complied with.

Recommendation

The Cabinet Member for Highways and Transport is asked to approve the increased cost of the replacement of the M65 crash barriers to £4.3m.

Background and Advice

Lancashire County Council constructed a 10km section of the M65 motorway between junctions 10 and 14 during 1981 and 1988 and is responsible for its on-going maintenance. The Highways Agency is responsible for the remainder of the motorway between junctions 1 and 10.

The length of motorway between junctions 10 and 14 is two lanes in either direction with a narrow central reservation, complete with steel safety barrier and street lighting separating the east and west routes.

In 2010 an inspection of the existing steel safety barriers within the central reserve identified varying levels of corrosion and the need for its replacement.

The approved capital programme for 2012/13 included provision for the replacement of the crash barriers at an estimated cost of £2.64m.

In accordance with current design standards the replacement safety barrier will be of a concrete construction as this minimises the risk of cross-over accidents, reduces the need for repair and maintenance, thereby reducing the impact on the travelling public arising from lane closures. In addition the whole life cost for a concrete safety barrier is considerably lower than that of steel, as concrete has a design life double that of steel.

However the resultant impact of providing a concrete safety barrier in the central reserve means that the current street lights will need to be removed. The existing lighting associated with the slip roads and junctions is not affected by these proposals and will remain in place.

The current estimated cost of the scheme has increased to £4.3m, which includes a provision of £0.4m for traffic management. The increase in the estimated cost is due to more extensive preparatory works being required, for example to the hard shoulders so that they can be used for traffic during works, and additional works following detailed site investigation, for example to the communications and drainage systems in the central reservation. Given the lack of recent local tendered rates for traffic management of the scale required, this element of the budget remains uncertain and will only be confirmed through the procurement process.

Prevailing weather conditions in east Lancashire mean it is important to carry out the works, predominantly in the summer months and it is anticipated the works could start in June 2015.

Street Lighting

Since 2009 the Highways Agency (HA) have been turning off selected street lights on their motorway network between midnight and 5.00am as part of a carbon reduction energy management strategy.

A number of sites with a good safety record and low traffic flows between midnight and 5.00am were selected. Following the part night switch-off, the HA monitored accident statistics for 12 months and subsequently reported that the safety record at these sites had not been compromised. As a result, the HA extended the part night switch-off to other sections of motorway, including the M6 between Junctions 27-29 and also between Junctions 31-31A.

Following further policy reviews the HA permanently turned off, in 2011, the street lighting on three stretches of motorway in Lancashire, the M58 between Junctions 4-6 and the M65 between Junctions 7-10.

The latter section of the M65 motorway above is adjacent to the section under consideration in this report.

Along the remainder of the M65, only the sections between Junctions 1A (M6) – 2 (M61) and Junctions 6 – 7 (Whitebirk Interchange) are illuminated.

In November 2011, part night lighting was introduced on the County Council's section of motorway from J10 – J14, with the lights switched off from midnight to 5.00am.

Traffic Safety Assessment

A traffic safety assessment has been carried out for the 24 month period after the lighting modification was implemented; a copy of the report is attached for information at Appendix 'A'.

The assessment report includes a comparison of the 59 personal injury accidents on the M65 J10 – J14 (5 year search: 2005-2009) against the 14 personal injury accidents recorder between 01.12.2011 and 30.11.2013.

The report indicates that assuming that no major traffic pattern change will occur in future, then based on the current 'after' accident trend, the proposed lighting column removal along the M65 mainline in Lancashire County will not adversely affect safety. However, a 3 year 'after' period would produce a more acceptable statistical analysis and conclusions.

Consultations

Lancashire constabulary have been consulted and verbally they have indicated that they would not support a total switch off of the street lighting along this section of motorway.

Implications:

This item has the following implications, as indicated:

Risk management

The inspection in 2010 of the existing steel safety barriers highlighted various levels of corrosion. It is accepted that until such time as the barriers are replaced the level of risk to both the authority for possible failure to maintain appropriately and to persons using the motorway, associated with failure of the barrier upon impact, will increase.

With the data available in relation to personal injury accidents in the 24 month period since the street lighting was switched off between midnight and 5.00am it suggests that removal of the street lighting will not have an adverse effect on safety.

However, it is not possible to draw absolute conclusions on the impact of removing the street lighting on the motorway and it is recommended that the impacts on personal injury accidents are monitored over a 3 year period following completion of the works.

Informal feedback from the HA is that nationally accident figures have not increased as a result of lighting switch offs.

Financial

The existing allocation within the capital programme for the replacement of the safety barriers is £2.64m. It is proposed that the additional £1.66m be the first call on the 2015/16 provisions for maintenance of highway assets within the capital programme.

List of Background Papers

Paper	Date	Contact/Directorate/Tel
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Nil

Reason for inclusion in Part II, if appropriate

N/A

Appendix 'A'

Traffic safety assessment of the ongoing partial lighting switch off trial on M65 J10-J14 and the current proposal to remove its central reserve's lighting columns

EXECUTIVE SUMMARY

This report was prepared as an update to the safety report of March 2011 on the pilot scheme carried out in November 2011 which involved lighting switch off from midnight to 5am on the County's M65 J10-J14 link sections (excluding junctions).

The findings of the study were that in the 2 year 'after' monitoring period, there was a reduction in accident density as well as darkness rate from the long term accident average.

No darkness accidents were reported to the police during the switch off period midnight to 5am.

Based on the limited data in the 24 months 'after' the lighting modification, accident analysis indicates that traffic safety will not be significantly affected if no M65 J10 to J14 link lighting is replaced following the replacement of the existing steel barriers along its central reserve.

INTRODUCTION

Lancashire County is the highway authority for the M65 motorway between J10 to 14. The Highways Agency in 2009 made changes to the lighting period along M65 west of J10 for reducing energy costs. Lancashire County having assessed such a proposal regarding J10 to J14 (excluding junctions) also applied a similar lighting switch off period, midnight to 5am.

This report reviews traffic collisions reported in the first 24 months since the lighting trial scheme along the M65 length between J10 and J14. Considering that the central reserve barrier is to be taken down and replaced over the next 2 years, it also assesses the safety implications if no lighting is provided between J10 and J14.

COLLISION ANALYSIS

A comparison of the 59 personal injury accidents (PIA) on M65 J10-J14 (5 year search: 2005-2009) against the 14 PIA (two year 'after' partial switch off period: 1.12.2011-30.11.2013) is shown in Table 1. The following conclusions were drawn from Table 1:

- in the two years 'after' switch off (Dec.2011 to Nov.2013), there have been 14 personal injury accidents reported to the police, producing a low accident density of 0.8 PIA/km/year when compared to the long term average of 1.3 PIA/km/year. A fatal accident which occurred on 23.11.2013 involved a driver under the influence of alcohol who lost control at the central grassed verge during darkness hours and hit the nearside barrier.
- There have been no accidents in the 'after' period between midnight and 5am.

- the annual average of 7 PIA recorded in the 'after' period is lower than the long term average of 11.8 PIA per year.
- in more detail, two PIA occurred during darkness on a flooded surface, just south of Springwood Occupation bridge and a drainage investigation is recommended.
- the reported injury and darkness accident average was reduced in the first 24 months following partial lighting switch off (midnight to 5am). Overall darkness accidents were below norm and the M65 link route had below average PIA risk. Therefore, the trial's modification to its lighting has not significantly affected safety. Two of the 3 darkness accidents occurred during peak periods between November and December and were due to flooded surface or aggressive driving, ie.were not directly related to busy traffic conditions.
- Two fatal PIAs (3.4%) have occurred along the M65 link length J10 to J14, between 2005 and 2009, one occurred during darkness and involved a child pedestrian who walked into the path of an overtaking car, the latter one occurred in daylight when a car driver lost control and overturned. Also from the 10 serious accidents (16.9%), 3 had occurred during darkness.
- the number of darkness accidents per year was down to 14.3% from the long term average of 25.4%.
- assuming that no major traffic pattern change will occur in future, then based on the current 'after' accident trend, the proposed lighting column removal along the M65 mainline in Lancashire County will not adversely affect safety. However, a 3 year 'after' period would produce a more acceptable statistical analysis and conclusions.

Also from Table 2:

- The small data sample of two darkness PIA, was statistically compared to the darkness PIAs along the M65 links J1-J10 which was used as the 'control' site, in order to find out if the reason was due to random fluctuation or due to a real environmental change. A two year 'before' period was also used to analyse the control site data (1.12.2006 - 30.11.2008), ie. before the Highways Agency's lighting switch off (midnight to 5am) in 2009 on M65 west of J10. The control site accidents were used to calculate the probability that any difference in the ratio darkness to daylight risk, was due to random fluctuation than a real one. A Fisher exact statistical test gave a low probability of 52%. This indicates that the small number in darkness 'after' accidents were not significantly different to what would be expected by chance, ie. we can only be 42% confident that a real change has taken place in site risk.

Generally, both sites have exhibited higher PIA numbers during am peak with a lesser extent at midday and at pm peak periods and follow closely the M65 traffic peaks.

From Table 3:

- There were 4 fatal accidents of which one occurred during darkness hours and involved a child pedestrian who walked into the path of an overtaking vehicle. There were 38 darkness accidents (20.7%) from a total of 183 PIA on M65 links between 2004 and 2008. If the lighting columns are removed and are not replaced after the central barrier improvement, we can assume say a 10% increase in the above 38 darkness accidents. This is based on reverse thinking to when installing link section lighting a 10% accident saving would be expected ^(Ref. 1). In our scenario, the effect of slower reaction when braking during darkness would result in 3.8 additional accidents per year which for the section J10-J14 would correspond to 0.17 PIA/year [ie. $10\% \times 38 \text{PIA} / 5 \text{yr} \times 9.2 \text{km} / 41.6 \text{km}$]. The overall darkness accident percentage with the additional accident would still be below the general 30% darkness norm. If we use the estimate made in 2011 Road & Transport safety assessment report of 0.3 annual accident increase due to lighting switch off, the estimated darkness accidents would still be within the 30% darkness norm.

RECOMMENDATIONS

- 1) No high risk site was found involving darkness accidents.
- 2) No accidents were reported to the police between midnight and 5am in the two years after the trial switch-off period. However, a three year monitoring period would produce more definite conclusions.
- 3) Investigate the potential of surface flooding at the 100m section south of Springwood Occupation bridge.
- 4) Almost 0.2 PIA per year may be expected if the proposal to remove the lighting columns is materialised. This has been calculated based on the current accident history and existing traffic flows and traffic speeds. Police enforcement may be needed if drivers travel faster during darkness hours after such implementation.

(Ref. 1)Highways Agency Advice Note TA49/07: Appraisal of new and replacement lighting on the strategic motorway and all-purpose trunk road network. DMRB Vol 8, Sec 3, London.

If a previous estimated figure of 0.3 annual accident increase would be considered, overall, we would still have a darkness accident rate below 30% norm. Table 4 shows that currently there has been a low accident record during darkness at peak hours.

- 5) Consultation with Emergency Services concerning the proposal to remove the existing lighting columns along the central reserve is needed.
- 6) If the lighting column removal goes ahead, a review of the injury accident situation

one year after scheme completion is recommended. If there was a sudden great increase in darkness accidents following this, the first 12 month review could consider speed limit reduction measures.

Name: Akis Tsakonas - Transportation Officer SNM/LHS/ED **Date:** 15.7.2014.

Table 1. Darkness accident relationship over time for M65 J10-J14.

(M65 links J10-J14).	PIA	PIA density (PIA/km/yr)	Darkness PIA Nos (%)	PIA by Time of Day		
				Midnight to 5am	5am to midday	Midday to midnight
5 years (1.1.2005-31.12.2009)	59	1.3	15 (25.4%)	3 (3 in darkness)	25 (2 in darkness)	31 (10 in darkness)
2 years 'After' (1.12.2011-30.11.2013)	14	0.8	3 (21.4%)	0	9 (1 in darkness)	5 (1 in darkness)

Table 2. Night to day accident relationship against the control site (2 years 'before' .v. 2 years 'after')

VARIABLES	'AFTER' SITE M65 J10-J14	'BEFORE' CONTROL SITE M65 J1 to J10
PIA, Darkness hours	3	11
PIA, Daylight hours	11	58

Table 3. M65 LINKS, 2004-2008: Injury accidents by severity and lighting condition

SEVERITY \ LIGHTING	4 Fatal	25 Serious	154 Slight	183 Total
Darkness PIA	1	9	28	38
Daylight PIA	3	16	126	145

Table 4. Accidents by month and lighting condition during the M65 lighting switch

off period, midnight to 5am, Nov2011-Nov 2013.

Month	Time of Day (cause)	
	Daylight	Darkness
January	12:40 (lost control, lane change)	
February	08:30 (shunt), 09:51 (shunt)	
March		
April	19:54 (lost control)	
May	15:40 (flooded area)	
June		
July	11:00 (stone hit car window)	
August		
September	11:25 (speeding)	
October	08:48 (dog in carriageway), 12:49 (shunt)	
November	08:25 (previous accident)	17:12 (aggressive driving)
December	08:45 (ice, lost control)	06:20 (flooded area, lost control), 08:25 (flooded area, lost control)

Agenda Item 9

(NOT FOR PUBLICATION: By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972. It is considered that all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information)

Document is Restricted

