



# 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 21<sup>st</sup> 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
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- Fylde Coast, covering Blackpool, Fylde and Wyre and
- Lancaster

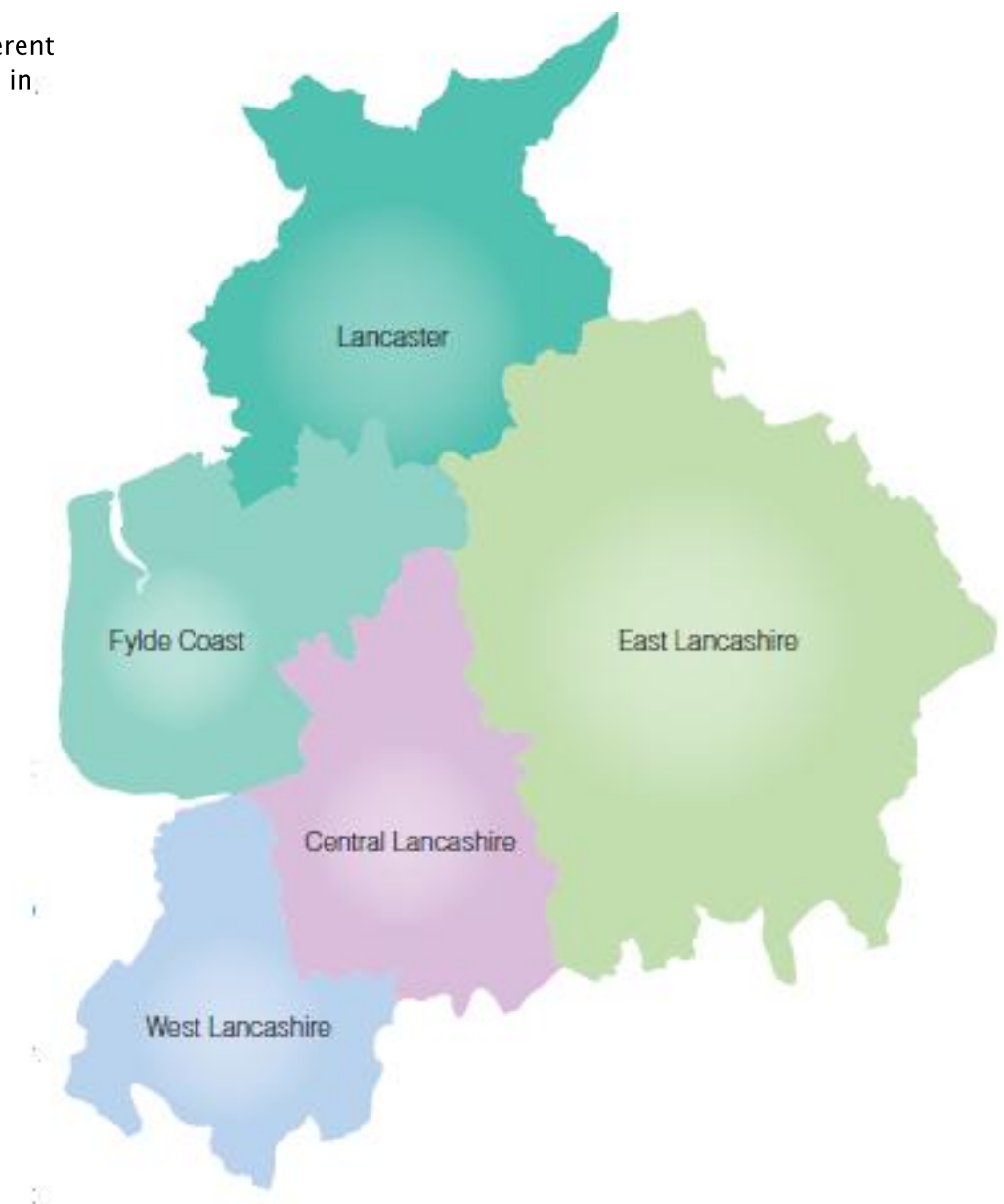
Once completed, these masterplans will set out a cohesive highways and transport strategy for the whole county, linking economic development, spatial planning and public health priorities to the wider policy objectives of the County Council and West Lancashire Borough Council. Each masterplan will:

- 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.

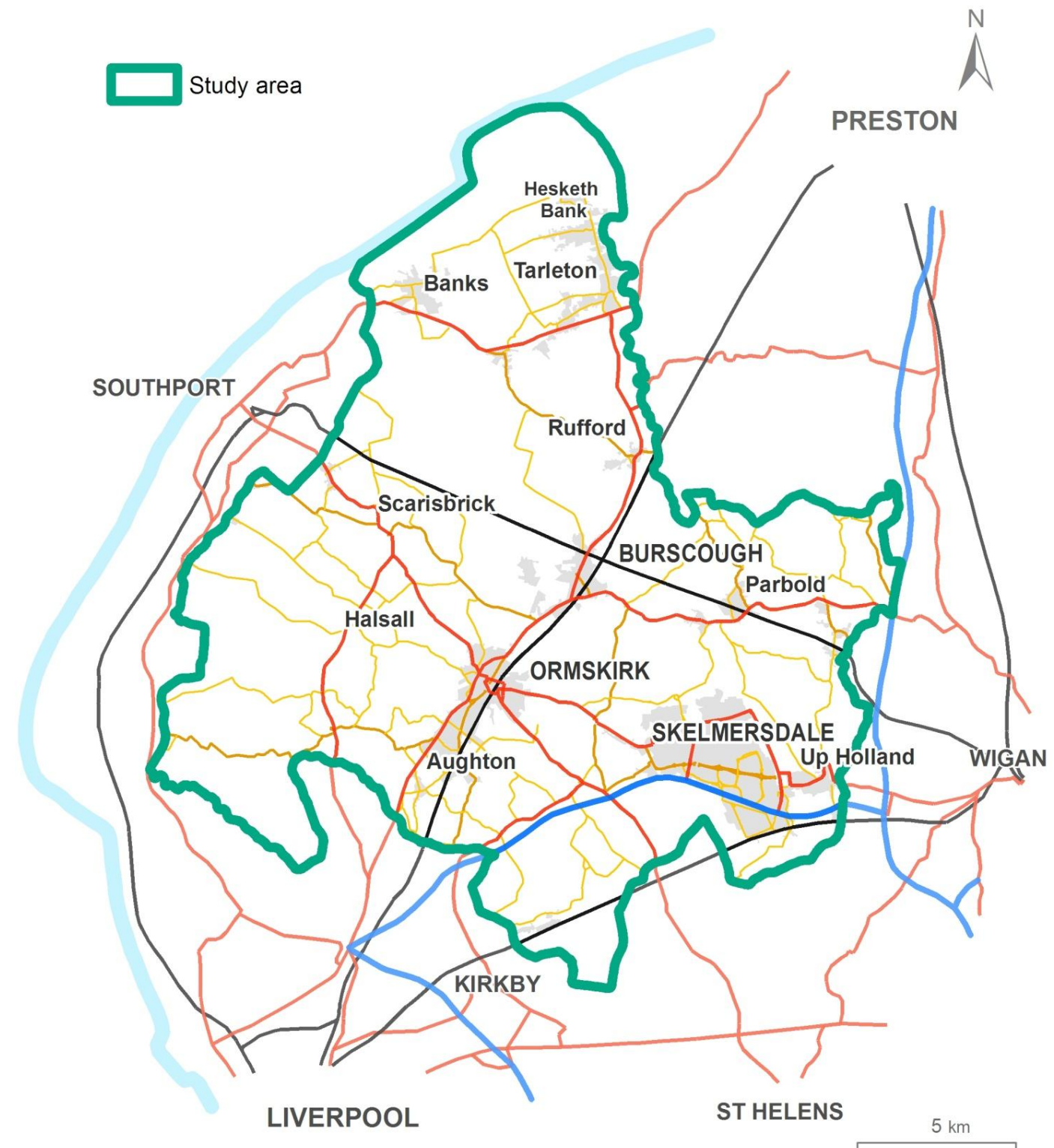
The majority of people live in the borough's three main settlements; the historic market town of Ormskirk (including Aughton); the New Town of Skelmersdale (including Up Holland); and the small town of Burscough. However, the rural nature of the borough means that settlements are unevenly spread across 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.

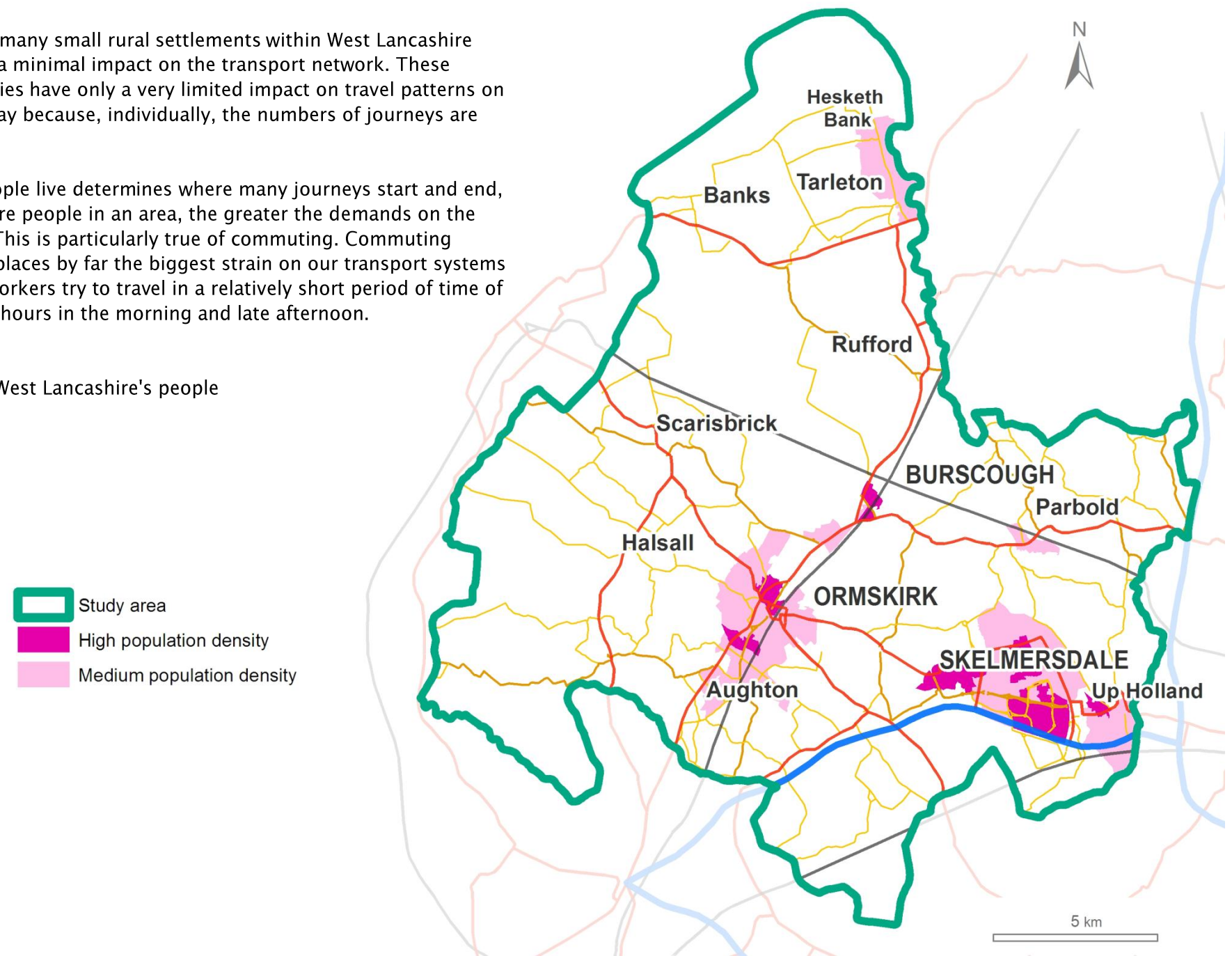
In general, the rural areas of West Lancashire are more attractive to people of middle or retirement age, whilst Skelmersdale and Ormskirk – the latter due to the presence of Edge Hill University – have younger, more varied population structures.

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.

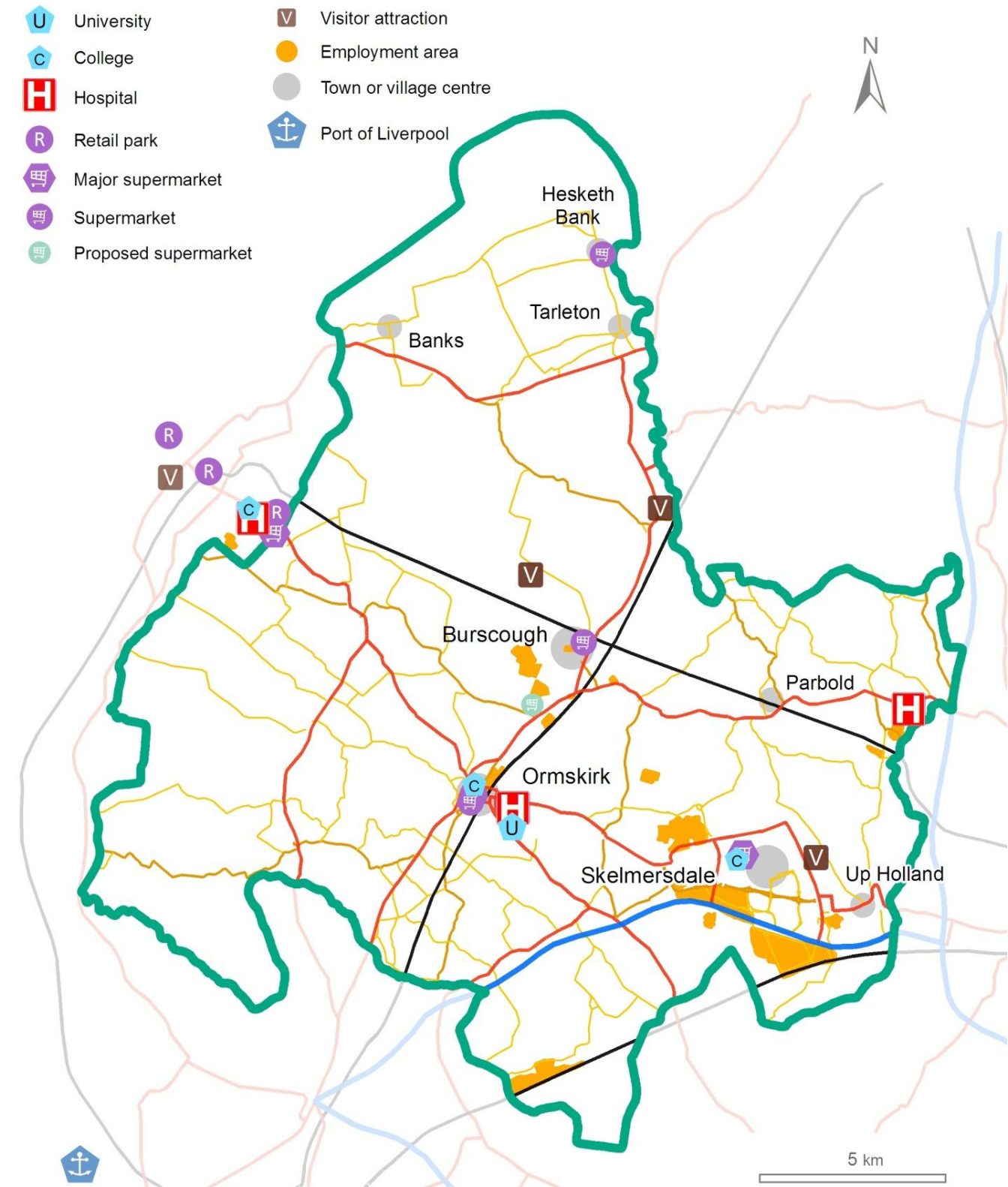
Figure 4 shows the places that large numbers of people are likely to visit in West Lancashire and its surrounding area. It also includes employment areas, as this gives a more general picture of where journeys are more likely.

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

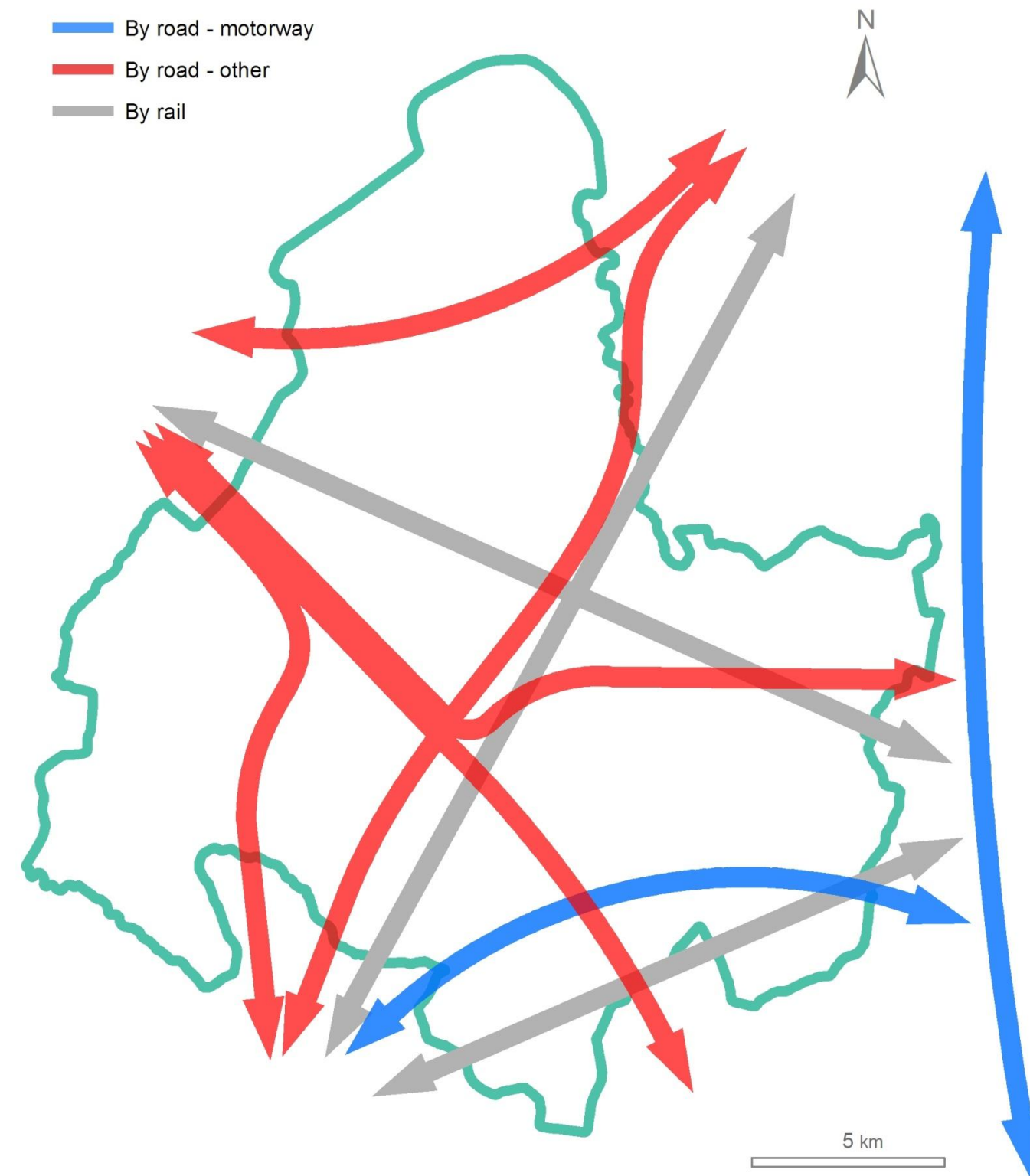
Rail links to Wigan, Liverpool and Preston provide access to the West Coast Main Line, enabling fast and frequent train services to London, Birmingham, Manchester, Manchester Airport, Glasgow and Edinburgh, and the impending electrification of the lines between Manchester and Preston via Wigan and Bolton 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.

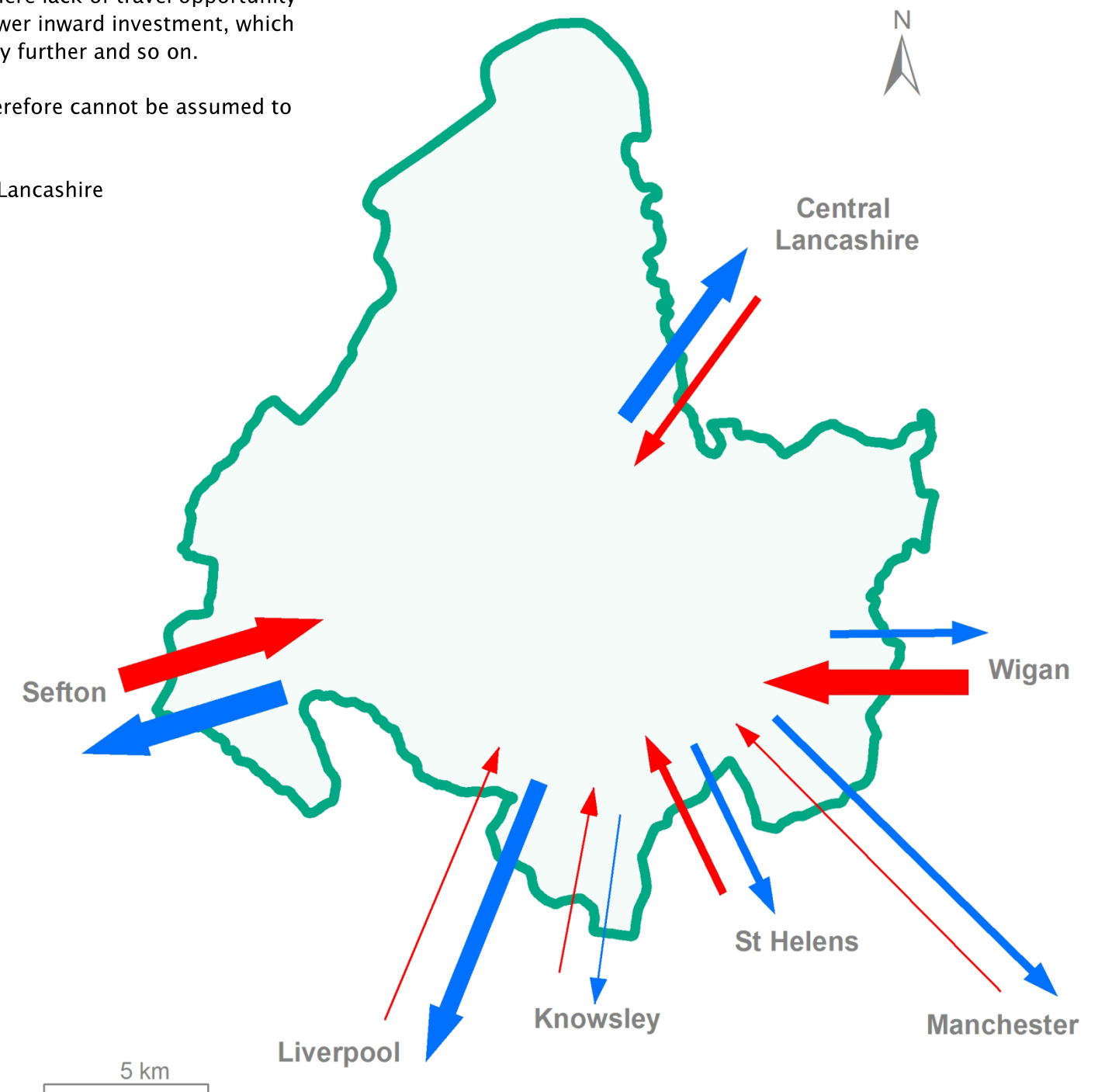
Figure 6: Commuting into West Lancashire

### Journeys into West Lancashire

- Over 4,500
- Between 3,000 and 4,500
- Between 1,500 and 3,000
- Up to 1,500

### Journeys from West Lancashire

- Over 4,500
- Between 3,000 and 4,500
- Between 1,500 and 3,000
- Up to 1,500





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

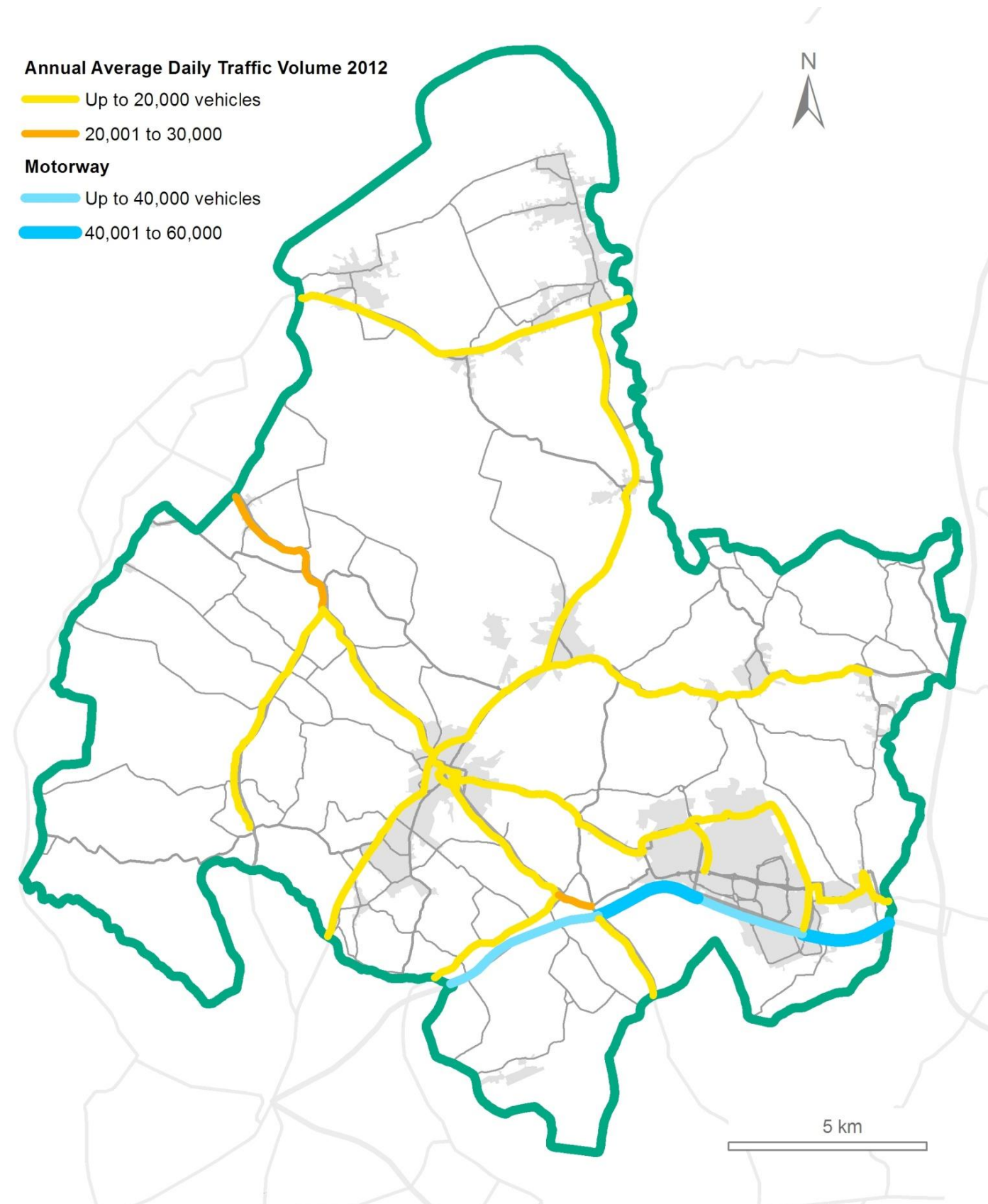
Due to the borough's predominantly rural nature, it is little surprise that West Lancashire has a higher proportion of residents commuting by car than the regional and national averages. Although the main settlements are reasonably well-served by public transport, the rural areas are less so. 21% of 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.

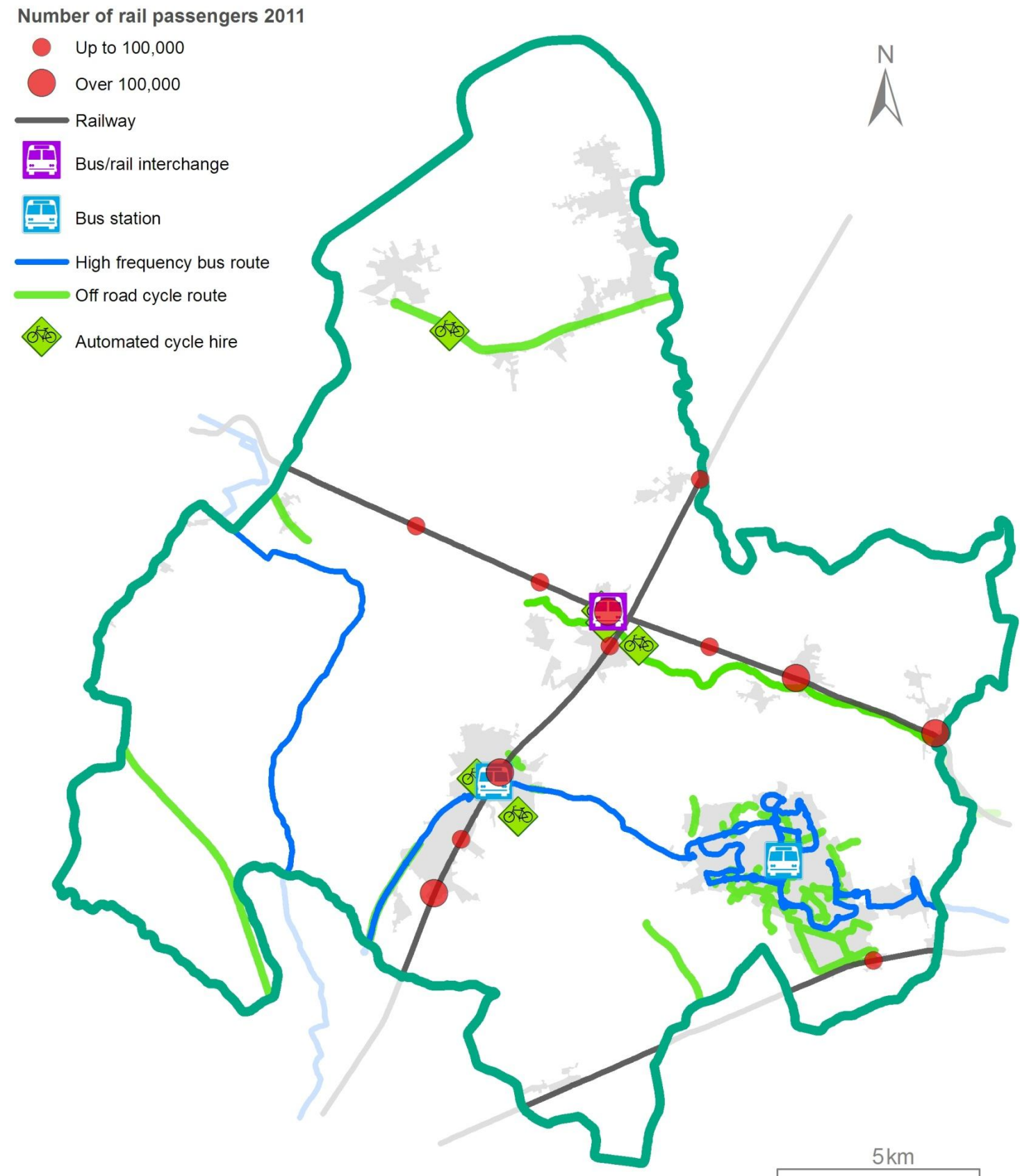
Figure 7: Our current road network



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

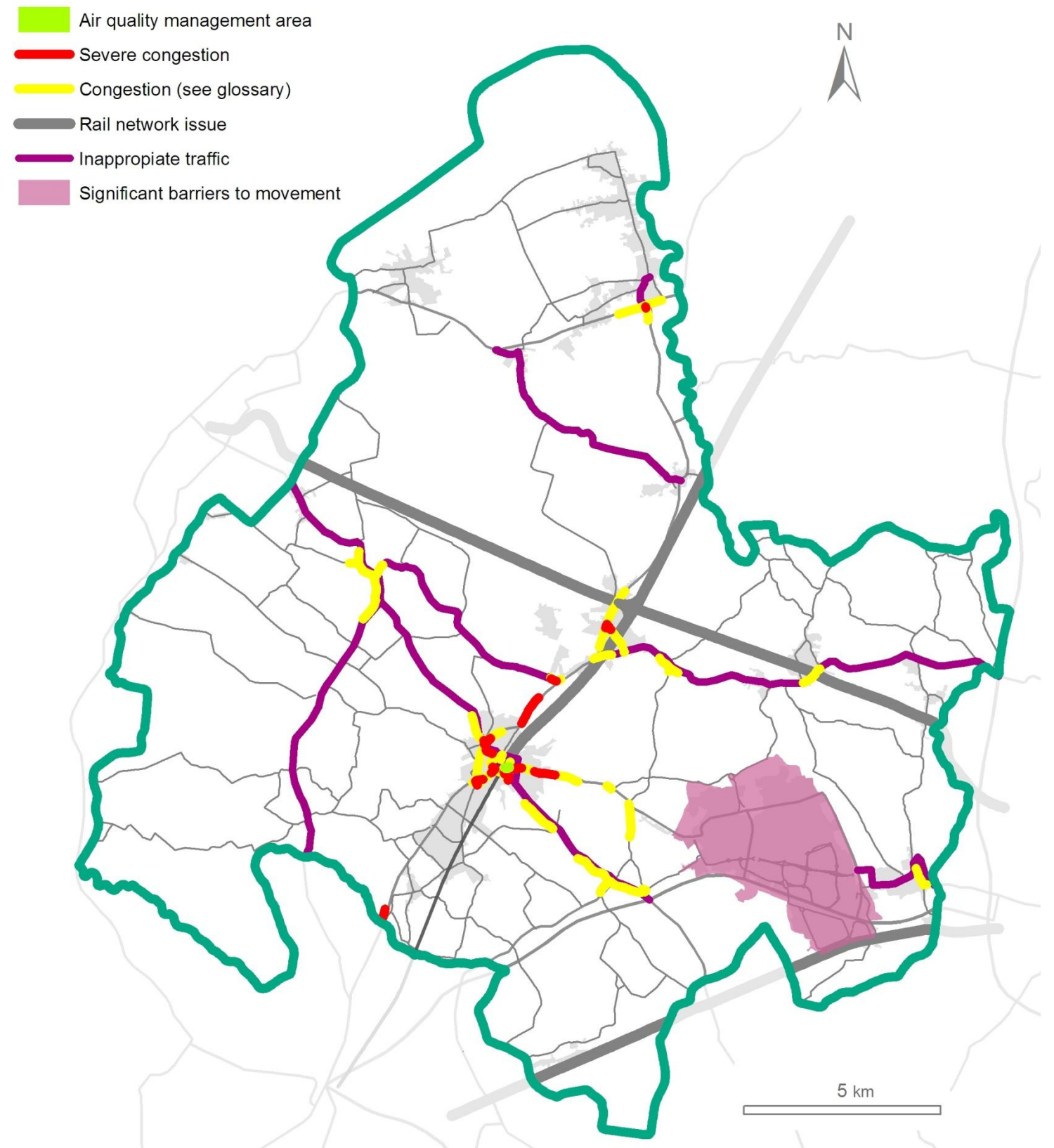
thriving farming industry include increasing movements of Heavy Goods Vehicles (HGVs). In particular, the growing of salad crops in the area leads to congestion and disruption caused by HGVs in and around the villages and the surrounding road network.

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 m<sup>2</sup> 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

<b>Starting Well</b>	To reduce childhood obesity
<b>Living Well</b>	To promote healthy settings, healthy workforce and economic development To promote mental wellbeing and healthy lifestyles To reduce avoidable deaths
<b>Ageing Well</b>	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.

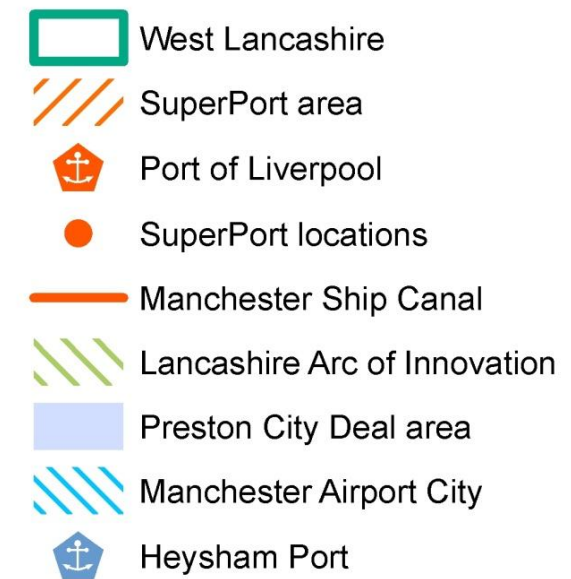
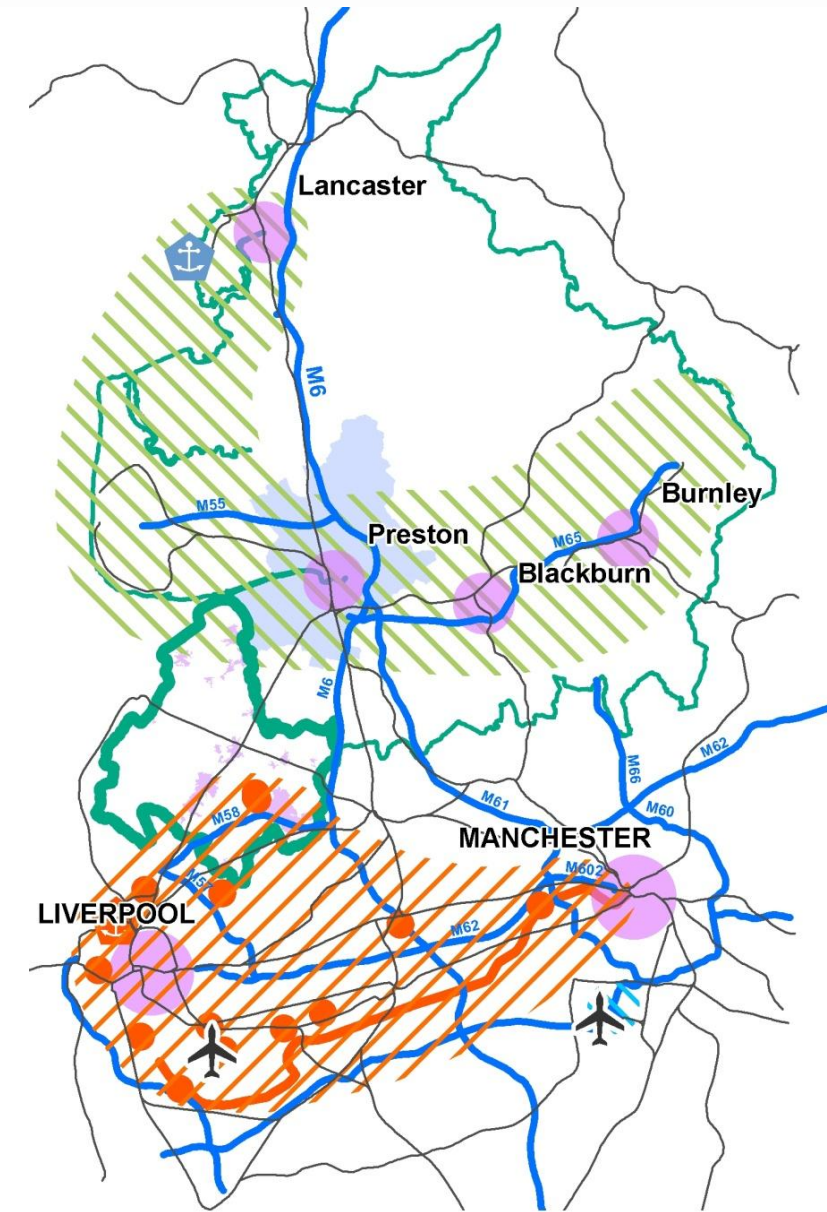
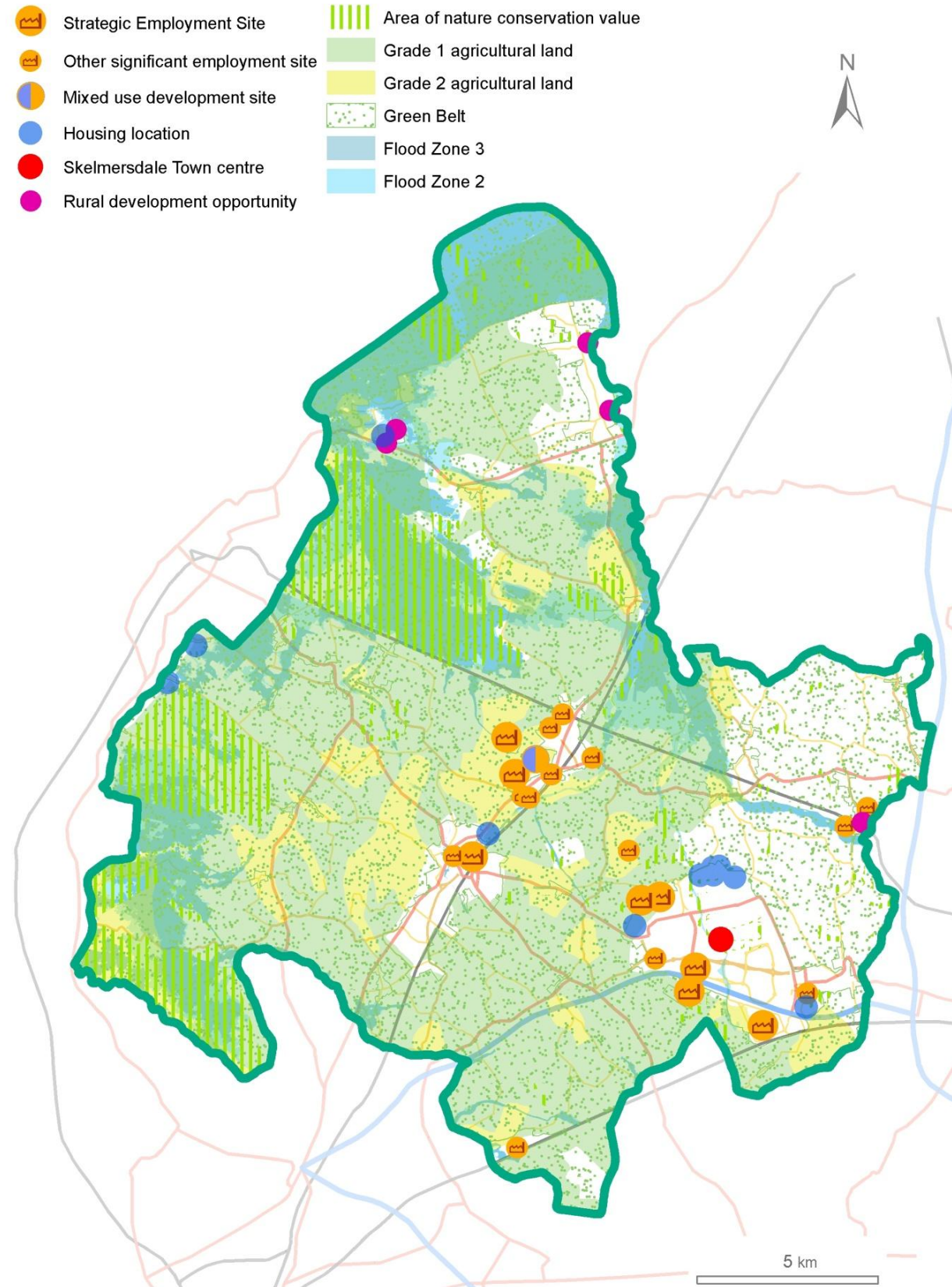
As well as future development, Figure 10 also shows how the environment of West Lancashire impacts on development:

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

## 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 21<sup>st</sup> 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.

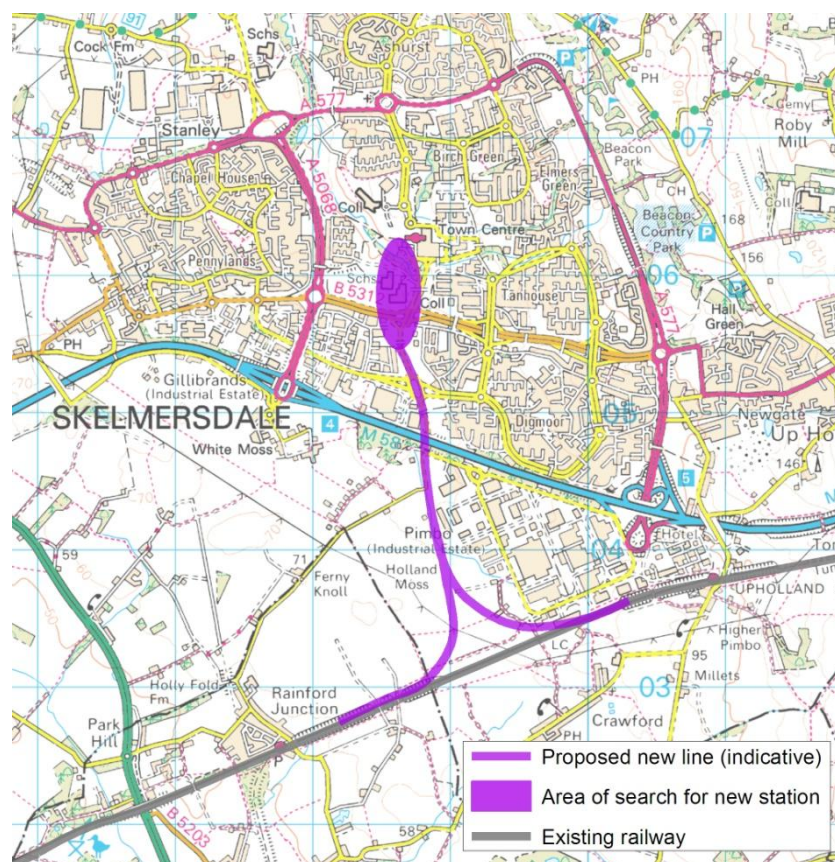
Changes to funding already outlined mean that at the moment we have an opportunity to invest significant amounts in West Lancashire's future. The LGF gives the LEP the chance to negotiate for funding on a scale that would not have been possible



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.

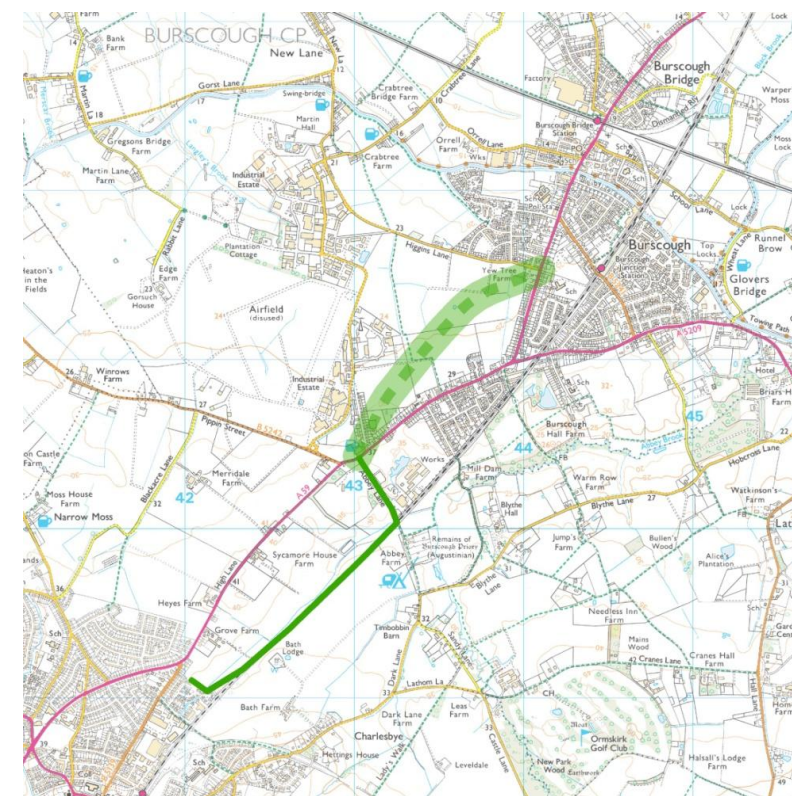
##### Challenges

- 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.

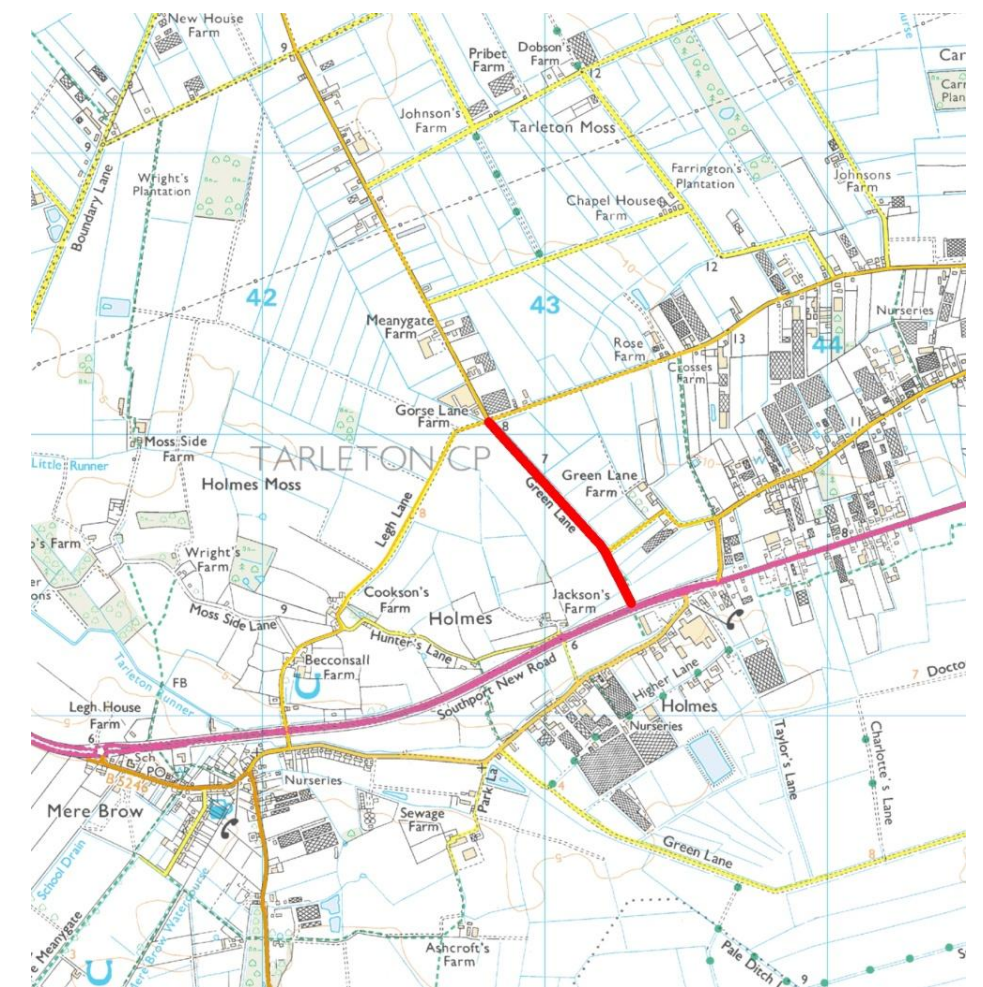
- Perceived road safety will be improved if weight restrictions are correctly enforced.
- A reduction in congestion and other issues related to HGV and LGV using unsuitable local roads.
- The upgrading an existing “moss road” to one with an improved cross-section suitable for horticultural and agricultural 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.

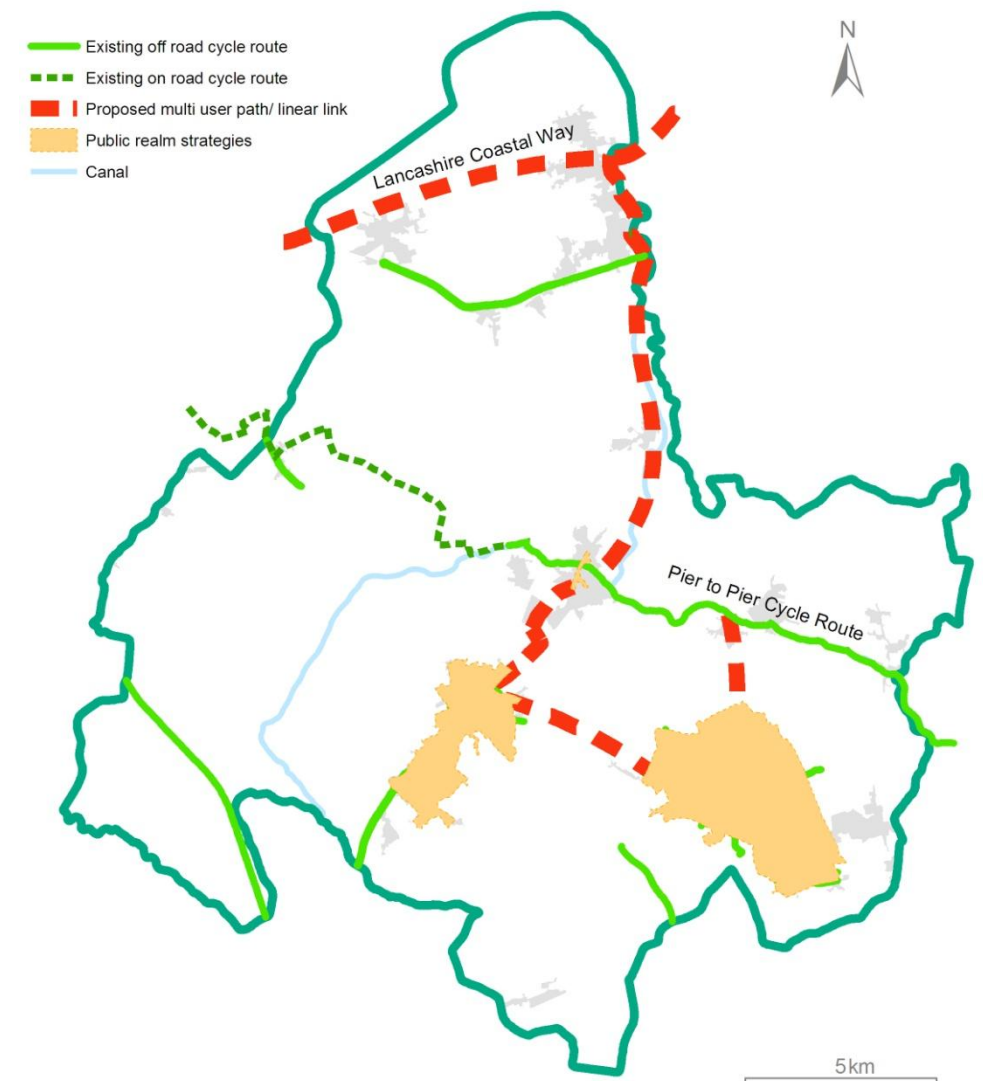
#### Challenges

- 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					<b>c200</b>		
Skelmersdale Movement Strategy (Skelmersdale's Public Realm)		Revenue Funding Commitment					<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>4.0</b>	Full delivery subject to inclusion in a future Growth Deal
Skelmersdale Public Transport Connectivity including New Interchange						Scheme Preparation Cost Commitment			<b>c6.0</b>	<b>c6.0</b>	<b>c12.0</b>	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		<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>			<b>2.5</b>	
Ormskirk Rail Station/Bus Station/Town Centre/Edge Hill Pedestrian and Cycle Improvements	<b>0.05</b>	<b>0.275</b>	<b>0.225</b>								<b>0.55</b>	
Ormskirk Bus Station Refurbishment	<b>0.1</b>	<b>0.9</b>									<b>1.0</b>	
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	<b>0.25</b>					<b>4.0</b>					<b>4.25</b>	
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					<b>tbc</b>		
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
<b>Total</b>											<b>c224.3</b>	



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	
<b>Total</b>											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 (CO<sub>2</sub>) 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.