



West Lancashire

Highways and Transport Masterplan



West Lancashire Highways and Transport Masterplan Consultation Report - Draft Masterplan

September 2014

1. Introduction

1.1 This report provides details of the consultation and engagement of the draft West Lancashire Highways and Transport Masterplan. The draft West Lancashire Highways and Transport Masterplan sets out the County Council's ideas for a future highways and transport strategy for West Lancashire.

2. Main Points Arising from the Consultation

2.1 Across all consultation groups support was given to the draft West Lancashire Highways and Transport Masterplan.

2.2 There was a great deal of support for all proposals relating to Skelmersdale.

2.3 Support was given for proposals to manage congestion in Ormskirk.

2.4 There was both support for and opposition to the proposal not to progress the Ormskirk Bypass.

2.5 Support was given to the proposals for Derby Street Railway Bridge, however some respondents felt that the suggested measures were premature and alternative measure should be explored.

2.6 There were various suggestions made for rail improvements including, electrification of lines, increased services etc.

2.7 There were various suggestions made for new infrastructure, route management strategies and additional references to be included.

2.8 Both support and opposition was offered regarding the proposals for the Tarleton Green Lane Link.

2.9 Concern was expressed that there were no plans to pursue the reinstatement of the Burscough curves.

2.10 There was significant support for the cycling measures included in the masterplan, but various route amendments were suggested and more routes were suggested.

2.11 Various requests for additional references to be included and greater clarity to be provided in terms of finance.

2.12 Whilst there was support to utilise the Thornton to Switch Island Link to alleviate some of the traffic in Ormskirk, there was also scepticism as to how effective this would be. Concern was also expressed at the proposed route management plan.

2.13 A full list of all comments received as part of the consultation is included as appendix 1

3. Consultation and Engagement

3.1 Consultation on the draft West Lancashire Highways and Transport Masterplan was carried from 2nd December 2013 until 7th February 2014. Views were sought from District Councils, Members, Stakeholders, District and Parish Councils and members of the public.

3.2 Consultation and engagement was sought with a wide variety of stakeholders. Consultation events, with staff on hand to answer any queries relating to the draft West Lancashire Highways and Transport Masterplan, were held at various locations throughout West Lancashire; these included: Burscough Bridge Interchange; Ormskirk Library (information and staff were also available on a market stall, during Ormskirk market day); Skelmersdale Concourse; Edge Hill University; West Lancashire College; and West Lancashire Council for Voluntary Service.

3.3 To publicise the masterplan a news release was issued and a series of briefings were held with the media. These included BBC Radio Lancashire and BBC North West Tonight. A further two news releases were issued, the first to promote the local consultation events and the second as a reminder about the final event at Skelmersdale Concourse. Media relations activity has resulted in extensive media coverage. From 19 November 2013 to 12 February 2014 there were 27 articles printed in the local media.

3.4 Media relations activity has resulted in extensive media coverage. For more details see Appendix 2.

4. Questionnaires

4.1 A key consultation exercise was a questionnaire relating to the proposals outlined in the draft West Lancashire Highways and Transport Masterplan. This identified key aspects and sought views on the whether the masterplan captures the issues and challenges facing West Lancashire.

4.2 In total 264 responses were received. The key findings are as follows

- Almost three-fifths of respondents (59%) strongly agree with the county council's proposal to build a new railway station in Skelmersdale town centre.

- Over half of respondents (55%) strongly agree with the county council's proposal to build a new bus station to provide a dedicated interchange with the proposed new railway station in Skelmersdale town centre.
- Over two-thirds of respondents (67%) agree with the county council's proposal to radically reshape Skelmersdale's streets and public spaces ('Public Realm') and highways network.
- Almost three-quarters of respondents (72%) agree with the county council's proposal to create the Skelmersdale to Ormskirk linear park for walking and cycling.
- Over two-fifths of respondents (44%) strongly disagree with the county council's proposal to not pursue the Ormskirk bypass. Around a third of respondents (34%) agree with the proposal.
- Over four-fifths of respondents (82%) agree with the county council's proposal to reduce congestion by removing longer distance traffic from Ormskirk and making public transport, cycling and walking the modes of transport choice.
- A third of respondents (33%) don't know whether they agree or disagree with the county council's proposal to replace the Derby Street railway bridge. However, over two-fifths of respondents (43%) agree.
- Three-quarters of respondents (75%) agree with the county council's proposal to ensure that the full benefits of the Thornton to Switch Island link are felt by West Lancashire and by Ormskirk in particular.
- Over three-fifths of respondents (62%) strongly agree with the county council's proposal to electrify the Ormskirk to Preston rail line.
- Almost three-fifths of respondents (57%) strongly disagree with the county council's proposal to not pursue the reinstatement of the Burscough Curves at this time.
- Almost four-fifths of respondents (79%) agree with the county council's proposal to improve the walking and cycling routes between Burscough and Ormskirk.
- Almost three-quarters of respondents (68%) agree with the county council's proposal to construct the Green Lane Link at Tarleton, to remove significant numbers of heavy goods vehicles from other roads in the area. A quarter of respondents (25%) answered don't know to this proposal.

- Almost three-quarters of respondents (72%) agree with the county council's proposal to develop a strategy that is focused on reducing traffic on the A5209 and the A577.
- Over four-fifths of respondents (82%) agree with the county council's proposal to find the most cost effective methods of providing access to services in rural or remote areas.

4.3 Further detail and analysis of the questionnaires is included as Appendix 3

5. Members

5.1 A briefing for County Councillors was held on the draft West Lancashire Transport and Highways Masterplan on the 26 November 2013. For those councillors who were unable to attend, the event was webcast and documents were posted on the members' portal. A briefing was also given to West Lancashire councillors on 25 November. Particular issues raised included:

- Issues of heavy vehicles on moss roads and their impact on vulnerable road users, especially once the Green Lane Link opens
- The need for links into employment, whether in the borough or outside.
- The potential for park and ride sites outside the area to reduce traffic on the A570
- The need to reinstate the old River Douglas railway bridge as part of a multi-user route.
- Many comments were made about the need for better access to and better parking at rail stations.
- More should be made of the Southport to Wigan rail line.
- The Burscough curves should be reinstated.
- The Ormskirk bypass, with a lively discussion of merits and disadvantages and the conclusion that whilst a bypass would be progressed in an ideal world, the decision to progress a package of smaller measures would allow progress to be made more quickly.

6. District and neighbouring authorities

6.1 Responses were received from West Lancashire Borough Council and Chorley Borough Council. Both districts were supportive of the masterplan, although some issues were raised including:

- Support given to proposals for the Skelmersdale rail link and to the walking cycling proposals contained within the masterplan
- A feeling that the measures for Derby St Bridge are premature and wider consideration needs to be given to alternative options
- A request for the route management plan to look at moving through-traffic from Southport to the M58 off the A570 in Ormskirk, and also through-traffic from Burscough and the Northern Parishes to the M58

- Comments that the masterplan does not fully address some of the issues on key highway routes through, into and out of the Borough, most notably the A570 through Scarisbrick into Southport, the A59 through Burscough of the A577 between Ormskirk and Skelmersdale
- A request for reference of electric vehicles and a charging network to be included in
- Concern expressed that there were no plans to pursue the reinstatement of the Buscough curves
- More clarity was sought on how the various projects may be funded.
- Chorley ask to be involved as a partner as and when elements of the masterplan progress

6.2 The neighbouring authorities of Knowsley and Sefton also responded to the consultation.

- Knowsley welcomed the regeneration in Skelmersdale and the proposed rail extension and new station, asking to be involved in partnership working as and when the proposals progress.
- Sefton Council welcomed the principle of the masterplan, in particular they support the proposals for a new rail and bus interchange in Skelmersdale
- However they expressed a number of concerns; these included: concern that no reference is given to the current configuration of health care services offered by Southport and Ormskirk NHS Trust.
- Concern at the decision not to take forward the Ormskirk Bypass feeling it would be helpful to present the evidence for the statement that the majority of traffic within Ormskirk is not through traffic.
- In relation to the Thornton to Switch Island Link, they do not consider the proposal to put in place a route management plan for West Lancashire either acceptable or appropriate. (Note by LCC: The Highways Agency are fully supportive of the proposal)
- Concern at the proposals for the Burscough Curves, particularly in relation to the reference to investigate the viability, feasibility and deliverability of the Curves, asking for clarification about what has been done and when

7. Town and Parish Councils

7.1 Town and Parish councils within and adjacent to West Lancashire were consulted. 5 Town and Parish councils responded to the consultation. Issues raised included

- Support for the proposed rail link in Skelmersdale
- A more positive approach sought in terms of the Burscough Curve proposals
- Regret at the decision not to go forward with the Ormskirk Bypass
- Specific issues of congestion raised
- Concern expressed at some of the proposed housing developments
- Issues raised in relation to accessibility to healthcare and other vital services

8. Stakeholders

8.1 Emails were sent to a wide range of stakeholders informing them of the consultation. Guidance from the Local Transport Plan 3 was used as a guide in terms of recommended statutory and non-statutory stakeholders. Additionally, West Lancashire Borough Council distributed details of the consultation to stakeholders and community groups on their databases from the LDF process.

8.2 Responses from stakeholders were received by letter, email, and online questionnaires. The responses varied depending on the type of organisation represented and often related to the interest the group represented; issues raised included:

- Many stakeholders expressed concern with there were no plans to pursue the reinstatement of the Buscough curves; this was the largest single point of concern.
- Support welcomed for the general concept of the masterplan and requests to be involved as and when elements progress
- There was overall support for the Skelmersdale Rail proposals
- Support was given to the proposals for public realm improvements in Skelmersdale
- Support was given to the sustainable transport measures, especially the cycling and walking proposals outlined in the masterplan, although there were some safety issues raised.
- A number of respondents raised the need for off road measures to be multi-user, so that horse riders can use them.
- Support was given for proposals to manage congestion in Ormskirk.
- A number of stakeholders supported the decision not to progress the Ormskirk Bypass
- A number of stakeholders expressed concern that the Ormskirk Bypass was not being progressed
- Support was given to the proposals for Derby Street Railway Bridge
- Various recommendations for rail improvements including, electrification of lines, increased services etc.
- Both support and opposition was offered regarding the proposals for the Tarleton Green Lane Link
- Concern expressed at the current lack of detail in the measures outlined for the rural parishes
- Whilst support was offered for the UniCycle project, there was concern that prior discussions had not taken place with other stakeholders and scepticism expressed as to whether the project would significantly reduce car travel to the University
- Suggestions for various scheme suggestions including the expansion of current railway parking to increase park and ride opportunities
- Calls for references to various stakeholder groups to added to the masterplan, e.g. motorcyclists, horse riders and electric charging vehicles to added to the masterplan

9. Members of the Public

9.1 19 responses were received from members of the public. Issues raised included

- Support for the public realm, sustainable travel measure and Skelmersdale Rail link
- Various recommendations for rail improvements including, electrification of lines, increased services etc.
- Many calls for the reinstatement of the Burscough Curves
- Specific scheme suggestions and recommendations
- Issues relating to schemes impacting on properties and concerns for blight
- Concern that transport measures have not been proposed in relation to various developments
- Both support and concern for the decision not to take the Ormskirk Bypass forward

10. Conclusions

10.1 Consultation has been undertaken to gain a wider understanding of the important travel and transport issues and challenges in West Lancashire. Consultation has taken place with a wide range of interested parties, including district councils, town and parish councils, stakeholders, and the general public. Changes to the masterplan, both large and small, have been made as a result of this consultation; major changes are outlined in the masterplan.

10.2 Due to the wide geographic spread and strategic nature of the proposals outlined in the draft West Lancashire Transport and Highways master plan many of the responses received are very detailed and not all points can be covered in this overarching report. Many of these comments provide important and valuable suggestions and local intelligence and will be considered and taken forward as the master plan progresses.

10.3 Appendix 1 to this report sets out in summary tables the main issues raised in the consultation by members, district councils, town and parish councils, stakeholders and members of the public.

10.4 Further consultation in relation to individual schemes will take place as the master plan process progresses and respondents to this consultation process will be informed.

Appendix 1: List of comments received

District Councils	
West Lancashire Borough Council	The Council would like to express its overall support for the masterplan and, in particular, its very positive proposals for the development of the Borough's highways and transport infrastructure. The Council are pleased that Lancashire County Council are supportive of proposals to enhance infrastructure in West Lancashire and we look forward to working more closely on these proposals over the coming years.
	The Council also value Lancashire County Council's support for the Skelmersdale Rail Scheme and how this, together with other improvements in Skelmersdale and the rest of the Borough, can bring significant investment and economic benefit to the town of Skelmersdale and the wider Borough. Skelmersdale in particular has great potential given its advantageous location lying between Liverpool, Manchester and Preston on the strategic highway network and so close to the Port of Liverpool, enabling the town to benefit from the wider Liverpool City Region Superport proposals. Creating a rail link, and station, into Skelmersdale with access to both Liverpool and Manchester, as well as the wider public realm and public transport improvements included in the masterplan, will generate a once in a generation opportunity for Skelmersdale and West Lancashire, and the Council wholeheartedly supports these proposals.
	Proposals elsewhere in the Borough are welcomed as well, with the highways and movement improvements proposed in Ormskirk town centre bringing a timely benefit as the historic proposals for an Ormskirk Bypass prove to be unfruitful and the support for the electrification of the Ormskirk to Preston rail line providing hope for an improved service between these two Lancashire towns while also opening up rail access to Liverpool from Burscough alongside major Local Plan developments in Burscough (although the Council would like to see greater clarity within Milestones for this project at the back of the masterplan to be clear that there will be a separate first phase electrifying from Ormskirk to Burscough, as referred to on P.35 of the masterplan). Support for improvement to the cycle network across the Borough is also welcomed, along with the projects and studies to address highways issues and public transport access in the rural areas of the Borough.
	Therefore, West Lancashire Borough Council does wish to lend their support to the Highways and Transport Masterplan for the Borough.
	However, there are a few specific areas in the masterplan that the Council does have concerns about.
	Firstly, the proposals relating to the Derby Street Railway Bridge in Ormskirk. The draft Masterplan (on page 36) concludes that LCC "will therefore work towards a scheme to replace the Derby Street Bridge". This seems a very definite conclusion to draw before any consideration has been given to the alternative options available and before any consultation with other bodies, including West

	<p>Lancashire Borough Council. This conclusion only seems more premature when viewed alongside other proposals in the draft Masterplan, such as the route management plan for Ormskirk on the following page of the draft Masterplan.</p>
	<p>The route management plan could not only look at moving through-traffic from Southport to the M58 off the A570 in Ormskirk, but also through-traffic from Burscough and the Northern Parishes to the M58. This through-traffic would of course include HGVs. Therefore, if HGVs and other through-traffic are removed from the A570 along Derby Street, there may not be a need to replace the Rail Bridge. Even if the conclusion is that the actual carriageway on the bridge needs to be widened, West Lancashire Borough Council would want to ensure that all other options were explored before the bridge, a Grade II Listed Building which also has a Grade II Listed Building attached to it, is considered for replacement.</p>
	<p>Secondly, the draft Masterplan does not fully address some of the issues on key highway routes through, into and out of the Borough, most notably the A570 through Scarisbrick into Southport, the A59 through Burscough of the A577 between Ormskirk and Skelmersdale (with the latter becoming particularly relevant given the case for the Skelmersdale Rail Link serving a wider hinterland for provision of rail access to Manchester and Manchester Airport). The Council would like to see consideration of all key highway routes in the masterplan, especially those that suffer from congestion or could come to suffer from congestion as a result of proposals in the masterplan, and how they fit in a wider movement framework of the Borough and surrounding destinations.</p>
	<p>Thirdly, while the Council welcomes the positive impact the proposals within the draft masterplan will have on sustainability and sustainable forms of transport, reducing the carbon footprint of the Borough, the Council would like to see mention of electric vehicles and a charging network. This would compliment the West Lancashire Local Plan's emphasis on encouraging use of electric vehicles and the Council's Sustainable Energy Strategy</p>
	<p>Fourthly, the Council would like to see a greater positivity and commitment regarding the Burscough Curves within the masterplan. While it is acknowledged that any proposal to reinstate the Curves may not be imminent, to effectively "shelve" the Curves with no plan of action as to when they will be reviewed again, or any commitment to explore feasibility further, will only make it less likely that the Curves are investigated in the future. The Council would like to see a commitment to commission a more detailed study as to the feasibility and options for re-opening the Curves in the masterplan to ensure that the Curves remain on the list when considering transport schemes in West Lancashire and the wider County. This is particularly relevant given that the re-opening of the Curves would not just be beneficial for Ormskirk and Burscough but for Southport and Preston as well, with perhaps the greatest benefit be a direct rail link between Southport and Preston.</p>
	<p>Finally, the Council would like to see more clarity on how the</p>

	<p>various projects may be funded. In particular, the Council would emphasise that, while it is hoped a CIL Charging Schedule be adopted in April 2014, generating significant funding for infrastructure projects in the Borough, this funding will be limited and will be needed to address a number of infrastructure issues generated by new development in the Borough. As such, at this time the Council can neither confirm that CIL funding will be available for transport-related projects in the masterplan or how much CIL funding will be available for transport-related projects. While the Council is, overall, supportive of the draft masterplan, we therefore cannot guarantee what funding the Council will be able to contribute to the large-scale projects that are proposed in the draft masterplan.</p>
	<p>In addition, as perhaps more crucially, there is the wider issue of the certainty of funding for the range of projects proposed in the draft masterplan, particularly the larger (and more costly) projects. The draft masterplan refers to the Single Local Growth Fund (SLGF) as a source of funding that will be available through the LEPs from 2015/16. However, in order to secure funding, any proposals will need the support of, and commitment from, the Lancashire LEP and, in some cases, the Liverpool LEP, who will be receiving several competing bids for that funding from various projects in their areas. For example, within Lancashire there will be five Highways and Transport Masterplans, all of which will have significant transport-related schemes. It is unclear at this time how LCC and the LEP will prioritise these schemes and so it is uncertain how any of the larger projects in the masterplan will be funded.</p>
	<p>However, notwithstanding these specific concerns, I would like to reiterate West Lancashire Borough Council's overall support for the draft West Lancashire Highways and Transport Masterplan and the Council look forward to working with Lancashire County Council on refining the masterplan and then delivering its welcome proposals</p>
Chorley Council	<p>Chorley Council has the following comments on the Draft West Lancashire Highways and Transport Masterplan Consultation:</p>
	<p>Chorley Council welcomes the proposal - Phase 2 ~ Electrify the remainder of the line to Preston</p>
	<p>Requests Chorley Council (and other Central Lancashire authorities) are involved as a stakeholder and provides assistance with the business case.</p>
	<p>Reference in the Masterplan should be made to other stations on the Ormskirk to Preston line e.g. Croston</p>
<p>Neighbouring Authorities</p>	
Knowsley Council	<p>As a neighbouring authority, Knowsley welcomes and supports the opportunity to comment on the transport plans in West Lancashire.</p> <p>Knowsley Council would like to make the following comment - We</p>

	<p>acknowledge the regeneration in Skelmersdale, the proposed rail extension and new station. When this project is being progressed we would welcome the opportunity to continue working with Lancashire County Council, Merseytravel and partners in developing the business case and further details, due to the possible impacts of longer journey times on the Wigan to Kirkby route.</p>
Sefton Council	<p>This document sets out the response from Sefton Council to Lancashire County Council in relation to their consultation on the West Lancashire Highways and Transport Masterplan. A series of comments are provided on the specific content of the draft Masterplan, in relation to the proposed transport interventions. Some further comments are also provided on particular details and on the presentation of the consultation draft.</p>
	<p>The response has been approved by Cabinet Member Transportation and incorporates responses received following consultation with elected Members and Council officers. Lancashire County Council is requested to note that responses to the consultation have also been provided by the Sefton Liberal Democrat Councillors and Merseytravel.</p>
	<p>Lancashire County Council is also requested to note the Sefton Council resolution of the 23rd January 2014 as follows.</p> <p>RESOLVED: That this Council:</p> <p>(1) welcomes new investment in road and rail but is concerned that the transport plans of local transport authorities, including that of Lancashire County Council, should give appropriate priority to the transport needs of the Borough of Sefton and people travelling into the Borough from places outside Merseyside;</p> <p>(2) recognises the economic importance to the Borough of transport links to Lancashire and Greater Manchester;</p> <p>(3) commits itself to work in conjunction with West Lancashire Borough Council and Lancashire County Council to engage further with neighbouring transport authorities to ensure these links are preserved and enhanced;</p> <p>(4) requires a report to be prepared for and submitted to Cabinet at an early date indicating how these aims may best be achieved; and</p> <p>(5) requests the Secretary of State for Transport to recognise the unfair disparity of rail investment in the north of England in comparison to the south of the country; and that this matter be addressed by the Secretary of State amending future spending in order to enhance, improve and secure</p>

	future transport needs within our region.
	<p>Sefton Council response to West Lancashire Highways and Transport Masterplan - Key Points</p> <p>Sefton Council welcomes the principle of the West Lancashire Highways and Transport Masterplan and recognises its importance, not just for the West Lancashire area, but also for Sefton Council as a neighbouring authority. The Council welcomes the opportunity to provide comment on the consultation draft. However, the Council is disappointed that it has received no further contact or consultation from Lancashire County Council since an initial stakeholder meeting in April 2013. Given some of the measures proposed in the consultation draft, the Council would have welcomed an earlier discussion with the County Council, prior to publication of the consultation draft.</p>
	<p>West Lancashire Now - Transport and Travel</p> <p>Southport is identified as a key destination for the west of the borough for employment, education and social activities. However, the document makes no reference to the current configuration of health care services offered by Southport and Ormskirk NHS Trust. The trust operates as a split site between Southport and Formby District General Hospital and Ormskirk and District Hospital. Many services are only offered from one site and therefore generate journeys to access those services. Improvements to the route between Ormskirk and Southport are important to ensure patients and emergency vehicles can access both sites as quickly as possible.</p>
	<p>Looking to the Future – Our Priorities</p> <p>There appears to be a slight misunderstanding of the SuperPORT concept being developed by the Liverpool City Region. The new deep water berth at the Port of Liverpool is a major part of the SuperPORT concept, but SuperPORT is much wider and more extensive than the Port expansion and associated activities. SuperPORT is about creating a freight and logistics hub for the whole City Region, incorporating the expanded Port of Liverpool, but also including a range of other key sites and projects, such as 3MG, Mersey Gateway, Knowsley Industrial Park, Wirral Waters and John Lennon Airport. The expanded Port of Liverpool is at the heart of the SuperPORT concept, but it is not confined to port related and port servicing activities. In the context of West Lancashire the expanded Port of Liverpool may well be the most important element of SuperPORT, but major development at Knowsley Industrial Park may also create opportunities for West Lancashire.</p>
	<p>Developing our Vision</p> <p>This section of the Masterplan states in the 3rd paragraph that “Even without extra development, the growth in traffic that is likely to occur over time anyway will mean that the levels of congestion that we currently see in the morning rush hour will become more common for more of the working day and across a wider area”. What level of traffic growth is expected and has this been derived from traffic modelling? If not, what is the basis for these expectations? On page 20, (Sustainability), the Masterplan seems to suggest that some reduction in car traffic may occur, which does</p>

	<p>not seem consistent with the assumed growth in traffic on page 25. It would help to clarify what assumptions have been used in the development of the proposed interventions.</p>
	<p>Skelmersdale with Up Holland Sefton Council supports the proposals for a new town centre railway station and bus interchange. The Council agrees that this will be essential for any future development and growth of Skelmersdale and supports the proposal to start preparation of a business case for a new station. It is noted that the pre-feasibility study recommending a town centre location for a new station was completed in 2002. Has this study been re-visited as part of the work for the Masterplan and, if not, is that study still valid, given that it is now more than 10 years old.</p>
	<p>The Council would also be interested to know if there is any specific evidence to support the final two bullet point statements in the list of Opportunities, i.e. relating to the SuperPORT and reducing traffic in Ormskirk. This also relates to the expectation that the proposed Skelmersdale to Ormskirk Linear Park would attract people from Ormskirk to use a new station in Skelmersdale. Has any specific assessment of the likely catchment of a new town centre station been undertaken that would justify this statement ?</p>
	<p>Ormskirk with Aughton – Ormskirk Bypass Sefton Council supports the concept of an Ormskirk Bypass because of its value for strategic transport access across West Lancashire and, specifically, for improving access to Southport from the motorway network. It would be helpful to present the evidence for the statement that the majority of traffic within Ormskirk is not through traffic. During weekday peak hours, that is certainly likely to be the case, but at other times of day and at weekends, the situation may be different. Nevertheless, the Council is fully aware of the current requirements for robust business cases in support of major transport schemes and recognises the challenge of achieving a benefit to cost ratio that would justify the scheme.</p>
	<p>Ormskirk with Aughton – Alternative measures Sefton Council supports the proposals to improve accessibility for pedestrians and cyclists in the town centre. However, improving facilities for these ‘active’ modes, often leads to reductions in capacity for vehicular traffic, with the risk of making congestion worse. Any measures need to be carefully designed and implemented, so that, if possible, the pedestrian and cycle improvements can be introduced without any adverse impacts on vehicular journey times</p>
	<p>Although the consultation document does mention the VISIT LSTF funded project, it makes no reference to the automated cycle hire stations currently available in West Lancashire that have been provided through VISIT. Currently there are 5 established automated stations as follows:</p> <ul style="list-style-type: none"> • The Ship, Lathom • Burscough Wharf • Burscough Leisure • Ormskirk Park Pool • Riverside Holiday Park, Banks

	<p>In addition to this a further station at Edge Hill University is due to launch in the coming weeks. The document makes reference to ‘UniCycle’ an innovative cycle hire scheme to be aimed at students at Edge Hill University. This proposal has not been discussed at any of the VISIT project meetings, where Lancashire County Council are represented, so Sefton would appreciate some clarification in relation to the proposals and how the scheme would operate. For more information on the developments of VISIT please go to www.visitseftonandwestlancs.co.uk</p>
	<p>Ormskirk with Aughton – Route management opportunities The draft Masterplan refers to Broom’s Cross Road (Thornton to Switch Island Link) and concludes that:</p> <p>“once the link road is under construction we will work to put in place a route management plan for West Lancashire that looks to divert the M58 to Southport traffic to the new road and remove as much through traffic from the A570 corridor as is possible.”</p> <p>Sefton Council does not consider this proposal either acceptable or appropriate. The Council is disappointed that it has not been approached for any discussion about this proposal in advance of its publication in the draft Masterplan. The Council cannot comment on what the Highways Agency’s position would be, but Sefton is opposed to any proposal to re-route Southport bound traffic from the M58 to Broom’s Cross Road. The scheme was designed to deal with local traffic issues not regional re-routing of traffic. Directing Southport bound traffic from the M58 to the new Broom’s Cross Road would simply transfer the traffic congestion to a different location and would then compromise the new road’s capability to deliver its primary objectives.</p>
	<p>The objectives of the Thornton Link scheme are as follows:</p> <p>The proposed link scheme is intended to reduce congestion on the local highway network and so deliver important benefits in terms of regional strategic objectives and significant environmental improvements for local people. It will do this primarily through a transfer of strategic ‘through’ traffic from the existing highway network to the new link. The scheme objectives are as follows.</p> <ul style="list-style-type: none"> • Relieve congestion on the local highway network in the Thornton to Switch Island corridor, with resulting improvements in local environmental quality for the local communities of Netherton, Thornton and the Sefton villages. • Provide improvements to local access, safety, public transport, walking and cycling along the existing highway network in the Thornton to Switch Island corridor. • Improve highway access between the northwest’s motorway system and Southport to contribute to the development of Southport. • Improve access to the Atlantic Gateway Strategic Investment Area development sites in the Netherton area of Merseyside . • Contribute to the Port of Liverpool – Strategic Access Plan by providing more reliable journey times on part of the A5036 and reduced delays to other strategic traffic

	<p>The Thornton to Switch Island Link received Full Approval from the DfT at the end of November 2013 and work started on site in December 2013. The scheme is scheduled to be completed by the end of 2014.</p> <p>Nevertheless, the Council is concerned about capacity on the main route to Southport from the east, the A570. The route experiences congestion and delays at peak time especially during holiday periods. Consequently, Sefton Council has started work examining the potential for a local major transport scheme to improve access to Southport along the A570, including potential improvements within the Lancashire boundary.</p>
	<p>The Southport Eastern Access has been the subject of a submission to the City Region for funding as a local major transport scheme. At present, the scheme is not one of the 12 Liverpool City Region priority schemes, but the Council is continuing with traffic modelling work which would provide the basis for a future business case. Details of the proposals were provided to Lancashire County Council and it is recommended that the proposals are acknowledged in the Masterplan. Sefton Council will be seeking to work with Lancashire County Council to develop the scheme and to agree any proposals for improvements within Lancashire.</p>
	<p>Burscough</p> <p>Sefton Council supports the proposals to electrify the Ormskirk to Preston rail line and the proposed two phase approach for delivering the scheme.</p>
	<p>Sefton Council supports the principle of re-instating the Burscough Curves because it would deliver strategic improvements to the rail services in the area and significantly improve the potential for improved rail access to Southport. Despite this, the Council recognises the difficulties of achieving a viable business case for the Curves.</p>
	<p>The Masterplan refers to work done to investigate the viability, feasibility and deliverability of the Curves. It would help to have clarification about what has been done and when as the most recent work that the Council is aware of was done by Merseytravel and is now several years old. It is the Council's understanding that the difficulty with achieving a viable business case is because the economic calculations are mainly based on peak hour commuter trips and do not take account of leisure and other trips taking place through the day and at weekends. The Council considers that the Curves should not be dismissed yet, but that a new approach to the business case calculations should at least be discussed with Network Rail and Merseytravel, so that an up to date appraisal of the feasibility can be reached.</p>
	<p>The Rural Parishes – Route management opportunities</p> <p>The draft Masterplan makes reference again to Broom's Cross Road (Thornton to Switch Island Link) in this section. The Council does not see how the Thornton Link scheme would affect the routes through the rural parishes described in the Masterplan. A response to the proposals to direct other traffic to the new road has been</p>

	provided above.
	The document refers to implementing 'route management', but there is no explanation of what that might involve. What route management measures does the County Council anticipate might be appropriate for these rural routes?
	Sefton Council response to West Lancashire Highways and Transport Masterplan – Other comments and observations on the document
	Figures : Many of the Figures included are not very clear, are often not labelled, some contain overlaid icons and others contain items in the key that are difficult to distinguish from each other. The Masterplan would benefit from a set of consistently presented and labelled plans.
	Page 7 – Figure 2 – what is the anchor icon intended to represent? Perhaps Kirkby should also be included as a location on the map. Paragraph 5 – the Liverpool City Region is located to the south and west of West Lancashire.
	Page 10 – Figure 4 – it is recommended that the following locations are also included : Southport business park – Employment Area; Major supermarket (Tesco) – near Southport Hospital; and The Sefton Coast (Formby and Crosby) - Visitor attraction.
	Page 16 – Paragraph 7 – There is reference to air quality problems in the text and air quality management area is shown on the key of the map, but it is very difficult to see where the air quality management area (or areas) are on the map. It may help to refer in the text to where air quality problems have been identified.
	Page 17 – It would help to include reference to the expected timescales for delivery of the UTMC upgrade and the bus station improvements in Ormskirk. Paragraph 10 – The opportunity of a cycle route between Southport and Wigan along the canal is referred to. The Pier to Pier route between Southport and Wigan was officially opened in September 2013 and forms part of the national cycle route network.
Town and Parish Councils	
Wrightington Parish Council	The Parish Council would like to request that adequate provision be made in the masterplan for the inclusion of multi-purpose routes. These routes would be usable by pedestrians, cyclists and horse-riders.
	The Parish Council would also like to request that new and existing bridleways be included in the masterplan and that these be improved and upgraded to make sure they can be used as multi-purpose routes.
	The Parish Council also request that parking provision at Appley Bridge Railway Station be improved, enhanced and increased to alleviate significant parking problems and to improve highway safety, which is seriously compromised on Appley Lane North.
	It has been suggested that the route from Skull House Lane, around the Quarry, to Mill Lane be improved and enhanced to create a walking and cycle route for use by children and parents to

	improve access to the school on Finch Lane in Appley Bridge.
	I trust that these comments are suitable for consideration as part of the Highways and Transport Masterplan.
Aughton Parish Council	Aughton Parish Council wishes to lend its support to the Highways and Transport Masterplan for the Borough but would like to submit the following comments in respect of the following:
	1) Burscough Curves - a more positive approach should be taken to reinstate 'the Curves' as a key transport project for West Lancashire. Perhaps an undertaking for a detailed transport/business study could be included in the Masterplan rather than no commitment at present to rebuild the curves. If brought back into use, the reinstatement of Burscough Curves would not only benefit Ormskirk and Burscough but offer a direct rail link between Southport and Preston and link the Southport and Manchester route.
	2) Ormskirk Bypass - the omission from the Transport Masterplan of the longstanding proposals for a much needed bypass was regretted. Perhaps an undertaking would be more acceptable to retain this project within the Masterplan as a priority scheme should funding become available.
	3) Skelmersdale Rail Scheme - support was given for this proposal, should funding become available, creating a rail link into Skelmersdale and linking Liverpool and Manchester.
	4) Traffic and Route Management - although this is a Strategic Plan for the whole of the Borough, we would like to raise the issue of traffic congestion that occurs around our local schools at certain times of the day and the impact on people's lives and the loss of residential amenity - Christ Church Primary School on Long Lane, Aughton Town Green Primary School on Town Green Lane and St Michael's Primary School on Delph Park Avenue. These schools are also in close proximity to key highway routes with through traffic conflicting with local traffic at school 'drop-off and pick-up' times. Perhaps an up to date Traffic Study could be undertaken in the Parish of Aughton particularly around the local schools.
Scarisbrick Parish Council	Scarisbrick Parish Council has asked me to point out the degree of congestion currently suffered on the A570 within the Parish and the potential for this to increase in the future.
	The Council believes that the situation with regard to this stretch of road will become much worse should Sefton Council adopt its development plan with regard to the Kew area of Southport. It is planned to build residential and industrial units which would inevitably need to access the motorway system via the A570 and further increase congestion. I am sure you already appreciate that this road is an important ambulance route with adult and paediatric A&E facilities for the parish being at Southport and Ormskirk Hospitals respectively. The scheme with regard to the proposed Thornton to Switch Island link is therefore welcome and we would be grateful for your reassurance that this will tackle the problem

	before the situation within Scarisbrick deteriorates further.
	<p>The Council have also asked me to point out the potential for congestion on the B5240 which will result when the proposed Yew Tree Farm housing development is completed in neighbouring Burscough. This will be a large development which will inevitably place considerably more traffic on this road.</p> <p>Thank you for your attention and giving the Council the opportunity to comment.</p>
Shevington Parish Council	<p>The members of Shevington Parish Council would like to thank Lancashire County Council for consulting them on the Highways and Transport Masterplan for West Lancashire. As you will be aware the parish adjoins the rural parishes in West Lancashire so that most of our comments to your policies are in relation to those areas. We would like you to take account of the following points when reviewing the West Lancashire Masterplan:</p>
	1. Cross border public transport links are particularly poorly developed, especially to Wrightington Hospital, nationally and internationally recognised as a key centre for orthopaedic surgery, and other local health facilities.
	2. The lack of recognition of the role of the Wigan-Southport railway in providing access to the area.
	3. Although some stations (such as Burscough Bridge) embrace interchanges with other forms of public transport, this concept ought to be .extended to stations such as Appley Bridge which is also the nearest rail station to Wrightington Hospital.
	4. The effect of fare patterns on the Southport line and their impact on station car parking requirements at Appley Bridge.
	5. The recognition of the canal as a cycling and walking link through the area ought to be more strongly recognised.
Lathom South Parish Council	<p>Lathom South Parish Council welcomes the publication of the draft West Lancashire Highways and Transport Masterplan, and believes the plan to be achievable in its proposals to improve the transport network in West Lancashire, and thus facilitate much needed economic regeneration of the region.</p>
	<p>The parish council agrees with and supports all of the recommendations in the plan, in particular that of linking Skelmersdale into the national rail network. However, it believes that in some areas much is missing and there is greater potential and need for development and integration of public transport services to give the necessary solutions to some of the serious traffic and mobility issues within the borough.</p>
	<p>The parish council believes that the Borough Council cannot resolve many of the transport issues alone and in order to achieve the full potential from the travel plan it must work in conjunction with surrounding local authorities, in particular South Ribble and Sefton. This is because of the origin and destination of transport passing</p>

	through West Lancashire is outside the borough.
	<p>Burscough KP1 Improved Rail Connectivity</p> <p>Ormskirk KP1 Ormskirk Congestion Reduction</p> <p>Lathom South parish council refutes the statement that a business case for re-instatement of the South-West Burscough Curve cannot be made at present. Lancashire County Council has identified problems along the A570, of particular note is the siting of the accident emergency departments of both Southport and Ormskirk hospitals.</p>
	Reinstatement of South West curve would address the major weakness of a “disjointed rail network” and 8 of the 9 threats stated on page 24 (of the document), including traffic congestion and air quality.
	<p>Ormskirk KP1 Ormskirk Congestion Reduction</p> <p>Much road traffic from Southport to the M58 has to pass through Ormskirk Town Centre this could be reduced with an improved quality of service on the Southport-Wigan-Manchester line:</p> <ul style="list-style-type: none"> • Through services to and from Manchester and the airport must not be diminished and the line should be included in plans for further electrification in the North West. • Better rolling stock and improved journey times will encourage people off cars and onto trains and thus reduce traffic on both the A5209 and A570. • A Park&Ride car park on the Sefton/West Lancs boundary at Blowick in order to take commuter traffic off the A570.
	<p>Burscough KP1 Improved Rail Connectivity</p> <p>Proposed housing developments will be more attractive if there is better connectivity to the Liverpool City Region and the car-alternative solution should be in place beforehand. The plan objective to initiate the programme of electrification from Ormskirk through to Burscough should begin as soon as possible and not in several years from now as indicated in the milestone plan.</p>
	<p>Rural Parishes KP2 and 3</p> <p>Ormskirk KP1 Ormskirk Congestion Reduction.</p> <p>Specifically commit to the extension of electric train services north of Burscough (with consequent improvement in services) and encourage better use of Rufford as an interchange (car/rail), in order to alleviate the growing traffic problem on the A59 through Burscough and Ormskirk.</p>
	Work with appropriate authorities to resolve anomalies in ticket pricing that encourage extensive “rail heading” and unnecessary car miles through West Lancashire to stations such as Ormskirk, Appley Bridge and Maghull. This practice increases peak time congestion on roads into and out of West Lancashire, and raises attendant localised air quality and safety issues.
	Work with appropriate authorities to enhance Sunday services on

	<p>the Southport-Wigan line and re-introduce Sunday services on the Ormskirk-Preston line. Modern work and leisure activities require transport on the 7th day, with the Plan already identifying (page 23) the challenges of the A59, A570, A5209 and Edge Hill University. It is well established that weekend workers are becoming more dependent on public transport and better off peak and Sunday services can fill gaps left by the seemingly inevitable reductions in bus services, thus maintaining mobility and alleviating traffic and air quality issues.</p>
Stakeholders	
<p>West Lancashire Borough Council Labour Group</p>	<p>Skelmersdale with Upholland</p> <p>Key Proposal 1. A new Skelmersdale Rail Station:</p> <p>Support. If validated by wider business case and support from Network Rail, taking into consideration the LCR/LEP and Super-Port, the Social and Economic improvements that need addressing, this would be a vital strategic starting point. Skelmersdale with Upholland must be viewed as central to future growth with some of the most complex and costly travel arrangements being addressed with this</p> <p>Proposal. The long term vision for Skelmersdale would be difficult to achieve without this central requirement. With the provision of a new Rail Station secured, the attraction of additional business and Economic investment in West Lancs would be considerably increased, giving significant confidence to both the Public and Private sector, enabling long term planning throughout not only Skelmersdale but the whole District.</p>
	<p>Key Proposal 2. Reconfigure Skelmersdale's Public Realm.</p> <p>Support. The Design features and physical condition of the existing Public Realm presents substantial challenges both in terms of engineering solutions and costs of major transformation. It is difficult to see where an alternative approach could deliver the necessary Plan given the funding constraints of Local Government as sole providers of investment. Piece-meal solutions of tackling the problem of the Subways, i.e. closure of the most problematic, would only lead to a deterioration of the current solution and would contribute to an increase in problems elsewhere by shifting the issues onto less suitable sections of the infrastructure. A holistic approach therefore, tied into the provision of the above Rail Station Proposal is the most cost effective and solution based way forward. The greater the improvement to the Public Realm, the greater the attraction to Skelmersdale from Business and Authorities would provide a virtuous circle of investment and greater community involvement in</p> <p>the regeneration of the Area. This should be treated as a top priority by the Principle Authorities as it is key to the long term Sustainability of the whole of the District of West Lancashire.</p>
	<p>Key Proposal 3. Reshape Skelmersdale's Public Transport</p> <p>Support. The car centric design of Skelmersdale is not fit for</p>

	<p>purpose and cannot positively contribute towards a move away from high carbon individual car usage. The integration of bus, Dial a Ride Service and Rail Services, supported by a linked cycle/pedestrian network is the most cost effective and practical way forward. This</p> <p>will have a profound effect on the design layout alterations throughout the wider area. The Hub Interchange principle is essential to the ultimate delivery of an integrated Public Transport in Skelmersdale and the wider area of West Lancashire. Long term financial arrangements need to be put in place in order to secure the confidence of the business sector in providing employment opportunities rather than any short term grant based arrangements which would leave a question mark over the continued provision of a cheap and efficient integrated transport system. This should be built</p> <p>around a wider Partnership based approach which actively engages the wider community and stakeholders.</p>
	<p>Key Proposal 4. The Skelmersdale to Ormskirk Linear Park.</p> <p>Support. The fragmented nature of the existing pathway/cycle ways within Skelmersdale prevent any sense of an integrated approach thus discouraging pedestrians and cyclist from establishing regular known routes as alternatives to car usage. The Ormskirk to Skelmersdale Linear Park Proposal should therefore be supported. Whether careful attention to design can overcome some of the challenges of either route should be subject to further investigation, should also be considered, i.e. the provision of Solar powered lighting for the disused Rail route could be considered. The improved links between the main settlements should be given a high priority as these can contribute positively in breaking down the sense of isolation which can arise from living in car dependent areas. Also the Linear Park would provide an important contribution in the form of a Wildlife corridor.</p>
	<p>Ormskirk with Aughton</p> <p>Key Proposal 1. Ormskirk Congestion Reduction</p> <p>Support. The traffic management of Ormskirk Town Centre is an example of a car centric based approach in design which does not provide an ideal means of traffic movement within its confines by a largely localised user base. The traffic arrangements work counter to the vision of a vibrant market place for Ormskirk as cars and HGV's compete with pedestrians within the narrow lanes and pavements.</p> <p>The Ormskirk Bypass should be viewed as an outdated concept born of the now discredited Car Centric approach.(Option 1.) Option 2. Alternative Measures within Ormskirk should be the preferred approach. An integrated pedestrian/cycle rout with schemes like the 'Uni-cycle' are undoubtedly the correct way forward. The improvements carried out by Edge Hill University in</p> <p>conjunction with their Transport Plan and recent University extensions are valuable examples of what can be achieved and</p>

	<p>should be studied for an evidence based approach towards alternative measures.</p>
	<p>Key Proposal 2. Derby Street Railway Bridge</p> <p>Partially support. Whilst the improvement of pedestrian and cycle movements with increased safety is to be welcomed, there should be careful consideration given to the possible increase in larger vehicles through the town provided by a perceived quicker route through. If the Grade II list bridge is to be replaced, the original stone work should be retained to provide facing to the new construction in order to preserve the 19th Century context of the Railway setting Architecture.</p>
	<p>Key Proposal 3. Route Management Opportunities (Ormskirk)</p> <p>Support. The potential for the Thornton to Switch Island Link to alleviate some of the traffic in Ormskirk should be supported, particularly the reduction of HGV movements in the town. Particularly beneficial to the outlying areas.</p>
	<p>Burscough. Key Proposal 1. Improved Rail Connectivity</p> <p>Support. The principle of encouraging people to choose the train over the car has the potential to have the greatest impact on reducing traffic congestion within the centre of Burscough. Extending the electrification of the Ormskirk to Preston Line would greatly contribute towards this end. Again, the integrated approach across the Borough will amplify the chances of obtaining agreement of Mersey travel & Network Rail. Vital to this end is the need for additional Car Parking spaces at Burscough Junction Station as currently only 7 spaces which could even be reduced further. The significant amount of development scheduled at Yew Tree Farm will make this facility a requirement.</p>
	<p>Key Proposal 2. The Burscough ~ Ormskirk Linear Link</p> <p>Support. The provision of an alternative to car usage on this relatively short distance can positively contribute to easing of congestion along the A59. Also as part of the wider improved links to Public Transport for work related commuter movement, this can have a doubly significant effect.</p>
	<p>The Rural Parishes. Key Proposal 1. Tarleton Green Lane Link.</p> <p>Do not support in its suggested form.</p> <p>The justification of the expenditure relevant to the potential benefits do not make a case for the amount of public money taken from the LTP Budget. It is yet to be accurately determined what the percentage of locally produced agriculture is in relation to the actual HGV movements to & from the Moss Road network. If it is determined that a significant amount of produce is shipped in from outside of the Borough for redistribution, then alternative arrangements should be given a priority. The potential to reduce up to 27% in HGV movements in the villages could be easily absorbed</p>

	<p>in the near future, by the escalation of movements facilitated by the short new stretch of access road and also bring an increased pressure on the remaining moss roads which would still form the majority of the network. The impact of an increased drive towards updating a greater number of moss roads is compounded by</p> <p>the requirements of addressing the issues identified in the forthcoming Local Flood Risk Management Strategy and in particular regard to the Alt & Crossens Flood Alleviation Plan. A more strategic approach would be the separation of locally produced goods which could be transported by smaller tractor based units from site to an appropriately sited Transfer Station located adjacent to the A565. A partnership approach in conjunction with the whole supply chain (local growers up to Supermarket chains) would deliver a more sustainable and carbon efficient long term solution which would have a drastically greater effect in reducing HGV movements throughout the wider area.</p>
	<p>Key Proposal 2. Route Management Opportunities</p> <p>Support. Although no expenditure should be committed until a full route management plan can be worked up, especially in the case of the proposed Green Lane Link. If the effects of this proposal are not fully understood at this point then no significant works should proceed or be funded until the wider implications are understood. This could be more easily achieved by obtaining data relating to the actual percentages of locally grown produce compared to imported produce brought in from outside or different parts of the District. This potentially impacts all parts of the District as HGV movements effect other settlements such as Rufford/Parbold/Newburgh and Burscough/Ormskirk routes as per current arrangements. All Beneficiaries should contribute to any major highway improvements such as the Green Lane Link.</p>
	<p>Key Proposal 3. Rural Connections without a Car</p> <p>Support. The long term dependency on the use of Cars is not sustainable. As elsewhere in this submission the Car Centric Approach needs to be revised and a more sustainable ground up approach needs to be developed. A concerted effort should be to reduce the number of HGV's and also the number of Car movements</p> <p>overall. The piecemeal approach of trying to accommodate an increased number of individual car movements on already congested highway networks should not be the driver in the short term in order to accommodate the pressure placed on the LHA by the provisions of the NPPF in the provision of significant numbers of new homes.</p>
	<p>Securing Developer Contributions</p> <p>Because the costs of delivering the measures outlined within this Masterplan cannot be met by the Public Sector alone, a Partnership Approach is the only way forward. This will be dependent on a more co-operative and collaborative approach involving greater communication with Stakeholders, Businesses Principle Authorities, Local Councils and the Public using a robust Evidence based</p>

	<p>approach which seeks to work towards providing real solutions rather than what is the bare minimum cost to each separate component. The use of CiL will be of particular importance as there will need to be clear cost responsibilities built into the Planning stage for Developers and the distinct identification of Community Benefit to each area via contributions from Landowners benefiting from increased land value through Development permissions.</p>
English Heritage	<p>We do not wish to comment in detail on this occasion. We do, however, note that your plan proposes the overhead electrification of the railway line between Ormskirk and Preston and potential demolition or alterations to the GdII listed Derby St railway bridge in Ormskirk. In light of NPPF policy requirements set out a Section 12 we recommend that the potential heritage impacts of your plan are fully assessed, considered and agreed with relevant local planning authority conservation advisors prior to formally adopting this plan or preferred options.</p>
	<p>We also recommend that you consider appointing a conservation accredited engineer http://www.careregister.org.uk/ and/or architect http://www.aabc-register.co.uk/ to help appraise the significance of any heritage assets or significant settings affected by the plan proposals. Also to help inform your decision making by clearly setting out the heritage impacts of the preferred options and any potential heritage mitigations to help reduce harm or loss of significance prior to selecting any preferred options.</p>
	<p>Please note that English Heritage is a statutory consultee in respect of certain planning applications, a member of our Development Management Team would be pleased to offer pre-application advice in respect of any proposed applications that may subsequently need to be referred to us by virtue of a relevant government circular or notification.</p>
Environment Agency	<p>We are pleased to see that it is the intention to ensure that any proposals put forward through the Masterplan will fit with Lancashire County Council's Local Flood Risk Management Strategy and take account of any issues of flooding and drainage. From our strategic flood risk management perspective, we would encourage proposals that include schemes or measures which can further contribute to reducing the risk of flooding to those communities that are affected.</p>
	<p>In relation to the proposed re-configuration of Skelmersdale, the re-use of underpasses following the improvement of the public realm is suggested as an opportunity and could include wildlife corridors or other leisure or fitness uses. In addition to these, another option could be to consider whether there is any possibility of using them for local flood storage on the surface water or highway drainage network.</p>
Protect Rural Ormskirk	<p>Protect Rural Ormskirk group have following comments to make about West Lancashire Highways and Transport Masterplan:</p>
	<p>1. The new plan goes much further than previous ones in identifying the problems in the district, particularly recognising that local traffic is a major item for Ormskirk.</p>

	2. Little is proposed to improve Highway in Ormskirk. The new proposed bridge in Derby Street is a safety/maintenance item and has only limited value in reducing traffic congestion.
	3. The rural nature of Ormskirk district necessitates more than normal transportation by car. This is typically to obtain routine commodities from the central hub. The ageing population predicted for the future will mean this type of transport will increase even more.
	4. Improved walkways and cycle paths whilst beneficial for some will have limited impact for these older inhabitants.
	5. Whilst the upgrades proposed for the traffic lights might improve traffic flow, it should be preceded by a review of the road network with elementary changes made first.
	6. Protect Rural Ormskirk would question the significance of walkway and cycle path improvements on travel congestion. As such the group would expect LCC to have undertaken a model study to assess how much improvement will result and would like to see this information published.
	7. Finally, it is necessary to establish who is accountable for ensuring these proposals are achieved. After seven years and over £3m being spent on the latest ill advised plan for an Ormskirk Bypass, a repetition would be unacceptable.
Campaign to Protect Rural England (West Lancashire District Group)	1. The Campaign to Protect Rural England (CPRE) believes that a beautiful, thriving countryside is important for everyone. We want to protect the rural places of West Lancashire for enjoyment by our future generations.
	2. Everyday travel tends to be based on habit, and some habits are hard to change, so it is essential that the West Lancashire Travel Masterplan builds on previous work to encourage more people to swap their car to more sustainable transport modes. We endorse Government's National Planning Policy Framework, March 2012 (NPPF) core planning principle relating to transport, which calls for plan-making and decision-taking to 'actively manage patterns of growth to make the fullest possible transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'.
	3. The West Lancashire District Group of CPRE discussed the plan proposals at our meeting held on Tuesday, 7 January 2014 and resolved to set out our comments as a letter for we find the questionnaire too restrictive for a considered response. Many of our members had read the report available at Public Libraries and Council Offices. The time extension of the Public Consultation has given further opportunities to discuss the proposals with your officer and gain greater understanding of them. This response has been confirmed by email circulation among members.
	4. We are pleased to confirm that our group strongly support the main proposals of the Masterplan, see the exception below in Paragraph 6.0.
	4.1 To build a new railway station in Skelmersdale with associated bus interchange. We have concerns that there is no alternative Park and Ride on the existing line should the cost of the new route

	<p>to the town centre be prohibitive. (Possibly at Pimbo). Skelmersdale is one of the largest towns in the country without a railway station. It is no surprise that this can be linked to the high deprivation in the town. When the other public transport alternative is a bus service that takes in excess of 90 minutes to get to Liverpool, 40 minutes to get to Wigan and 50 minutes to get to Southport, there is a big connectivity issue for the town. It is therefore important that Lancashire County Council deliver a new rail station adjacent to the town centre, running on a line that would allow the local population to reach Manchester and Liverpool easily.</p>
	<p>4.2 As well as providing a new station for Skelmersdale in the long term, short term provision should be made for a bus link and increased station facilities at Upholland to provide greater access to existing services. The existing Kirby-Manchester service is poor and should be improved for more frequent daytime and introduction of evening trains would increase usage of the route.</p>
	<p>4.3 The Kirby-Wigan line is mainly in the adjoining authorities of Knowsley and Wigan. There is scope for a new Park and Ride station where the track crosses the A570 Rainford Bypass. Though this location is just within the St Helens boundary it would be of benefit to both Edge Hill University and Skelmersdale.</p>
	<p>4.4 CPRE is pleased that the Ormskirk bypass has been discounted. We have doubts at the practicability of replacing the Derby Street Bridge but would support a new separate pedestrian bridge, (see also comment below for the need for a pedestrian bridge would be much reduced if Ormskirk Station is relocated).</p>
	<p>4.5 To electrify the Ormskirk to Preston line. The effectiveness of railway stations in West Lancashire is far from perfect. Two train stations in Burscough bring both positives and negatives. The county council should look at how to improve the connectivity between them – possibly by a new footpath on the embankment of the curves.</p>
	<p>5. We strongly disagree with the proposal to not pursue the reinstatement of the Burscough curves</p>
	<p>5.1 One of our group members (David Cheetham) sought the evidence for this decision in a personal capacity and was advised by email from Thomas Lavin, Transport Planner, Lancashire County Council: "Regarding the Burscough curves, my understanding from colleagues involved, is that a report was undertaken by Steer Davis Gleave 2009/10 on behalf of Merseytravel and Lancashire County Council, however the report was not accepted or signed off to be progressed and so it was never released to the public. So unfortunately there is no available document to view. The results of the report however did show that there was not a positive business case to pursue the scheme any further at the time. We are in no way ruling out the possible future reinstatement due to the political backing particularly for a Southport to Preston connection along the North West curve. But due to the lack of a positive business case to put forward to Network Rail for the necessary funding, we are currently not able to further progress of the reinstatement, but as I say it remains an aspiration of the future".</p>
	<p>5.2 In view of the West Lancashire District Group of CPRE the</p>

	<p>decision should not be based on an unpublished report written some four to five years ago. The recent adoption of the WLBC Local Plan 2012-27 to permit the development of 1,000 houses at Yew Tree Farm, Burscough (500 in the 2012-2027 development plan and safeguard land for 500 dwellings post 2027) must inevitably strengthen the case for the reinstatement of the curves and development of through train services Ormskirk to Southport to Preston. Sefton MBC ought to be involved in any future studies of the viability of the Burscough Curves.</p>
	<p>6. CPRE is opposed to new roads in the greenbelt for they not only affect the land the road is built on but have a substantial effect on the quality of the surrounding flora and fauna and vastly reduce the quality of biodiversity in the area. However, we note that the Green Lane Link at Tarleton would remove large heavy goods vehicles (HGVs) away from the centre of the village and narrow residential lanes, which are known to create noise, air quality and other problems associated with congestion.</p>
	<p>7. CPRE is please that walking and cycling routes are being enhanced through the creation of a dedicated walking and cycling links between Skelmersdale and Ormskirk and Burscough to Ormskirk. These should be the first stages of more comprehensive network of cycle and walking routes linking Skelmersdale to Wigan, Skelmersdale to Edge Hill, Skelmersdale, to Burscough, Ormskirk to Southport and Burscough to Southport. The existing cycle tracks alongside Southport road should not be isolated but form part of a network. Cycle tracks need regular sweeping to remove thorn hedge cuttings and broken glass if they are to be well used by the public.</p>
	<p>8. We offer our views on many of the "opinion" questions</p>
	<p>8.1 We do not consider Skelmersdale to be the development and transport hub of West Lancashire. We consider that an integrated transport system for West Lancashire cannot be served by the creation of a single "transport hub". There needs to be a network of forms of transport available with many interchange points maintained and new ones developed.</p>
	<p>8.2 The existing transport hub based on Ormskirk bus and rail stations could be improved by relocating the railway station to the south of its present location, reducing the distance to the bus station. More car parking is needed for commuters. Such relocation will place the rail station within the "inner ring road" and be closer to the shopping area.</p>
	<p>8.3 In our view Ormskirk is no longer a vibrant market town and an attractive tourist centre because it is dominated by the car. Commuters in Burscough lack transport choices and need to own cars because of the very poor service on the Ormskirk – Preston rail line and infrequent bus services.</p>
	<p>8.4 Many living in the rural parishes are severely restricted in their travel options if they lack a car. West Lancashire has many towns and villages that rely on public transport connectivity to allow them to thrive. Social isolation will increase with the planned reduction in subsidised evening and weekend bus services.</p>
	<p>8.5 In general, we consider the proposals too modest and that they should provide the first steps in a longer term plan to improve</p>

	<p>transport across West Lancashire and its connections to adjoining urban authorities. All train services start and finish outside West Lancashire and many bus services cross the borough boundaries to Wigan, Southport, Preston and Liverpool. These towns and cities may be regarded as the gateways to West Lancashire.</p>
	<p>8.6 We regret the failure of the recently published WLBC 2012-27 Local Plan to identify sites for improved Park and Ride facilities to existing stations. We consider that all travel to work analysis should reflect on the impact of the Merseyside and Greater Manchester Transport Executive fare policies which offer much reduced fares on trains from Maghull and Appley Bridge. This encourages local residents to drive to these "gateway" stations. Some people even drive to Wigan where until recently there was a reasonable expectation of finding a parking space in the North Western multi-storey car park after 10.00am, (something not possible at stations within West Lancashire). We regret that the plan makes no mention of the Southport to Wigan and Manchester Airport line.</p>
	<p>9. In summary West Lancashire District Group is supportive of the West Lancashire Transport MasterPlan with the exception of the proposal not to pursue the reinstatement of Burscough Curves. We wish you every success in delivery of the Masterplan once finalised.</p>
<p>Vextos Transport Planning Specialists (representing Edge Hill University)</p>	<p>I am writing regarding the current public consultation that is occurring in relation to the West Lancashire Transport & Highways masterplan. I am acting on behalf of Edge Hill University, who are a major employer in West Lancashire and provider of higher education both regionally and nationally. Their consultation response is provided below.</p>
	<p>It is pleasing to note that the Masterplan recognises the significant and positive contribution which the University makes to the local region and its economy. Indeed acknowledging the University's expansion as a 'key economic driver' and 'pivotal to achieving economic growth' within West Lancashire is an accurate assessment of Edge Hill's role within the context of sustainable development of the region.</p>
	<p>The University has been an active contributor to the development of a sustainable transport plan that benefits not just their students and staff but those members of the wider community who use and enjoy the benefit of their award-winning campus and facilities throughout the year. Their participation in the development of reports such as the Cycling in West Lancashire Review¹ underlines a commitment to working collaboratively with relevant agencies to improve the current transport infrastructure and reduce traffic congestion on the local highways in and around Ormskirk.</p>
	<p>A further example of this commitment is the recent construction of a second vehicular access on St. Helen's Road, which has brought significant benefits to both the University and other road users, reducing queuing on a busy stretch of road with spare capacity available for further growth.</p>
	<p>The masterplan for Ormskirk and Aughton seems dependent upon the successful implementation of the Movement Strategy, which</p>

	<p>under Option 2 relies on a number of sustainable transport initiatives rather than the provision of additional road capacity. The University strongly supports the provision of enhanced linkages in Ormskirk, particularly between the University campus and town centre.</p>
	<p>However, the University consider that there are a couple of points of accuracy/clarification worthy of note:</p> <p>“People are far less likely to want to cycle or walk any distance due to fears about safety and pollution.”</p> <p>This has been a recurrent theme throughout all travel surveys conducted by the University (as part of the development and revision of their Travel Plan) since 2003. Respondents often explained that external factors i.e. the local road networks, ‘poor’ or inadequate lighting and a general feeling that areas were ‘not safe’ were principal reasons why they did not cycle or walk to work, despite the fact they felt they lived close enough to the campus to do so.</p>
	<p>The VISIT Project . There is no reference to the University’s participation in this scheme despite agreement in Autumn 2013 that they would form part of the network within West Lancashire. Eight cycle hire stations will be installed on the Ormskirk campus at the beginning of 2014. VISIT have also confirmed that no consultation has been made with them in regards to the UniCycle scheme, which forms a major element of the proposals. Therefore, the University is concerned that there has not been sufficient joined up thinking between different organisations, which could reduce the overall benefits gained through the provision of cycle infrastructure.</p>
	<p>Movement Strategy</p> <p>With reference to those initiatives outlined within Option 2 - Alternative measures within Ormskirk, it is encouraging to note that improving pedestrian and cycle links between Ormskirk Town Centre and the University is a clearly defined objective.</p>
	<p>Within the Opportunities section, the University would be keen to understand whether the S.106 monies, contributed as part of the continued development of their campus over the last several years, will be used within the £12.75 million identified for implementing the ‘relatively low in cost’ measures. Given the imminent changes to the S.106 scheme and the introduction of the Community Infrastructure Levy (CIL), the University wishes to understand whether (and how) those monies will be spent.</p>
	<p>Within the Conclusions section a specific initiative, the ‘UniCycle’ programme, has been identified. While the University welcomes any initiatives that will potentially improve accessibility to their campus, they make the following observations:</p>
	<p>Details of the UniCycle scheme have not previously been discussed with the University. Upon review of the report Cycling in West Lancashire report (WLBC) and actions from the associated review (to which the University were contributors) there is no specific reference made to the UniCycle programme. Consequently, its</p>

	inclusion within the document as a relatively well-defined concept i.e. a scheme primarily aimed at University students was not anticipated.
	While the University would fully support the initiative, they propose that the success of the cycle hire scheme (VISIT Project) which will commence in early 2014 could be used as a pilot scheme, providing key data that could be used to inform whether a larger-scale scheme would work. Conversely, if this pilot did prove to be ineffective, this would avoid unnecessary investment in the UniCycle programme.
	A more fundamental point of the UniCycle concept is that it states it is “aimed at students at the University to stop them needing to commute by car”. It is important to highlight that as a consequence of the considerable work undertaken by the University in regards to comprehensively revising our Travel Plan and the robust implementation of supportive frameworks, the respective Traffic and Parking Management Strategy and Car Parking Policy, those students who could cycle to campus are highly unlikely to be eligible to park at the University i.e. those students living in and around the Ormskirk town centre will not currently be provided with a parking pass, unless there are very exceptional circumstances.
	To that end, the introduction of a bike hire scheme, as a viable alternative to car travel for University students, would be applicable to only a very small number of that group and therefore will have a very limited appeal and impact upon traffic reduction.
	As suggested previously, the impact of the VISIT Project funded scheme could provide a useful indicator as to the likely take up by students, staff and other campus users. However, the inference that any cycle hire scheme will reduce numbers of University students commuting by car between the town centre and campus is, ultimately, based upon a flawed premise and therefore likely to be an ineffective measure within the movement strategy.
	Finally, on review of the timescales provided within the Milestones section, the programme for developing the movement strategy through to completion of all measures seems relatively short in the context of the challenges already encountered by the University when attempting to implement measures to improve cycling accessibility within the town centre. For example, a proposed amendment to a Traffic Regulation Order to permit cyclists to cycle in Ormskirk town centre (excluding market days) has yet to be granted and requires public consultation ² . It is therefore imperative that such issues are highlighted and resolved through the initial consultation process to ensure the programme is delivered according to this schedule.
	I hope that the above is clear and trust that the University’s comments will be considered when the final strategy for West Lancashire is being drawn together. However, should you have any queries regarding the above, please do not hesitate to contact me.
Highways Agency	The only section of the Strategic Road Network (SRN) in the West Lancashire area is the M58 between J1 and J5. However, the

	wider extents of the SRN, particularly the connection with the M6 at J26, Orrell, and the Switch Island interchange at the westerly end of the M58, leading to the M57 and A5036 / Sefton Docks, will also have significant influence and impact upon strategic road access to and from the West Lancashire area. Our comments can be summarised as follows:
	We note the ambition of the Liverpool City Region LEP to create a " Superport ", which will provide benefit to the West Lancashire area. However, this could also lead to issues with access which will obviously need to be considered.
	CIL - whilst this is welcomed, as far as we are aware this funding is not ring fenced and, as such, we would still rely on entering into s278 Agreements with developer's, over and above their CIL contributions. We would request that this is made clear to the developer community.
	Thornton to Switch Island Link and Route Management Strategy. We are happy to work with our local authority partners in these areas and we recognise, for example, the importance of signing to relieve congested villages.
	We recognise that we are inter-dependent stakeholders with a clear need to work together to achieve the aims of the Masterplan. In this regard, we are seeking to address issues on the SRN through our Route Based Strategies (RBS's) over an initial 5 year and ultimately 15 year horizon. The Masterplan should accord with the RBS but focus on connectivity of the SRN with the local network so that the strategic and local road networks are considered holistically. This will avoid duplication of our RBS activity and we are happy to share with you any information that you require from our RBS work.
	We note the comments on economic links with neighbouring districts. Switch Island to the west and M6 J26 to the east are vital to maintaining these links. We are currently designing further improvements to M6 J26 as part of our Pinch Point Programme to assist growth, and these improvements will be delivered later this year.
	Travel within West Lancashire. We are happy to work with you to consider any potential improvements that might assist these movements
	We note the significant housing development proposals in Skelmersdale with Up Holland. These will potentially have significant impacts on M58 J4 and J5. Whilst the link flows on the M58 are relatively light, when compared to other NW motorways, we are aware of some issues at J4 and potentially J5. Again, we would wish to work with you to understand these impacts and to ensure that the junctions are not a constraint to growth.
	The Highways Agency is keen to encourage and facilitate cycle routes / networks and we are currently working with Sustrans to look at opportunities throughout the NW. One cycle route that we are aware of crosses the M58 via a footbridge just to the west of J4 and we have been requested to look at what improvements might be made here to ensure the safety of cyclists, which will hopefully encourage better use of the route.

	Government Funding. Central Government issues funding and we must work together to ensure that we get the best value for money and that we are in position to bid for schemes at the appropriate time.
	Developer Contributions. As mentioned above, there should be some mention here of the HA's on-going requirement for s278 Agreements with developers, over and above their CIL contributions.
	Challenges. As alluded to above, whilst the M58 does generally benefit from congestion free links, there are issues at junctions along the route, particularly M6 J26, which do cause queuing along the M58 in peak periods. The J26 issue is being addressed through our Pinch Point scheme.
	Opportunities. Although it is suggested that Skelemserdale could benefit from a new rail link with the Superport, it is inevitable that most trips will use the road network. Perhaps signing for employment routes should be considered.
	As mentioned in responses to other masterplan consultations, account should be taken of areas of capacity constraint outside of the masterplan area, which could impact on the areas ability to grow and affect its economic viability. Perhaps some reference should be made to our authorities working together to identify major junctions that need relief to unlock the potential for growth in the wider area.
The Ormskirk, Preston and Southport Travellers' Association (OPSTA)	The Ormskirk, Preston and Southport Travellers' Association (OPSTA) welcomes the publication of the draft West Lancashire Highways and Transport Masterplan, and believe that planning work undertaken by Lancsunset ashire County Council has been visionary and still eminently achievable, in its proposals to transform the transport network in West Lancashire over the coming decades, and thus facilitate economic development of the region.
	OPSTA agrees with and supports all of the recommended programmes and initiatives, however, believes there is greater potential and need for development and integration of rail services to achieve "sustainable" and "effective solutions".
	This response challenges the statement that a business case for re-instatement of the South-West Burscough Curve cannot be made at present. Greater emphasis should be given to safeguard and improve direct rail services to all 3 points on the "triangle of economic centres" (Preston, Manchester, Liverpool city regions) as a key enabler of Economic Development in West Lancashire.
	Noting the difficulties identified by the County Council's A570 corridor study, and with other traffic/ pollution hotspots and the package of remedial options identified, OPSTA suggests some additional and alternative mode and rail head schemes in order to manage and dissuade car usage. Some 'quick wins' could be achieved without or before major investment.
	Comments are referenced to the Key Proposals (KP) or objectives they address.

	<p>Burscough KP1 Improved Rail Connectivity</p> <p>Ormskirk KP1 Ormskirk Congestion Reduction</p> <p>Reinstatement of South West curve can be justified either as part of an Ormskirk to Preston electrification case or on its own. OPSTA's reviews indicate the Benefit Cost Ratio could be up to 3:1 with the benefits for Sefton included. It would address the major weakness of a "disjointed rail network" and 8 of the 9 threats stated on page 24, including traffic congestion and air quality. A combined development would deliver regular (clock face) half hourly services even before electrification of the entire Preston line and generate a multiplier uplift of passengers (beyond the passenger growth projected on page 21) with a compelling user proposition for rail services north and south bound from Burscough, Rufford, Croston and Midge Hall (Central Lancs plan). V1.0 31st Jan 2014</p> <p>The case for the curves should be included in proposed evaluation and feasibility studies - see attached summary of qualitative and quantifiable elements of the benefits case.</p>
	<p>Ormskirk KP1 Ormskirk Congestion Reduction</p> <p>Provide improved quality of service on the Southport-Wigan-Manchester line: State explicitly that services to and from Manchester and airport on this and the Kirkby-Wigan line must not be diminished. Moreover, both lines should be included in plans for further electrification in the North West.</p> <p>Better rolling stock and improved journey times will encourage people off cars and onto trains and thus reduce traffic on both the A5209 and A570.</p> <p>Consider a joint initiative with Sefton MBC to investigate the feasibility of a new station next to the existing Park&Ride car park on the Sefton/West Lancs boundary at Blowick in order to take commuter traffic off the A570.</p>
	<p>Burscough KP1 Improved Rail Connectivity</p> <p>Noting the ongoing work with Merseytravel and Network Rail, OPSTA supports the conclusion "there are significant benefits" from extending the Liverpool rail service through to Burscough "sooner rather than later". Proposed housing developments will be more attractive with the enhanced connectivity to the Liverpool City Region and the car-alternative solution should be in place beforehand. The plan objective should be to initiate this programme stage soonest and not accept delivery several years from now as indicated in the milestone plan (page 42), with funding from the Community Infrastructure Levy (seeking developer contributions page 41).</p>
	<p>Rural Parishes KP2 and 3 (travel constraints for residents without a car and the road congestion on the A59)</p> <p>Development / electrification of the services north of Ormskirk talks of being 'staged', a clear opportunity is for a rail / mode interchange at Rufford, possibly with dedicated rail bus to Tarleton/ Hesketh</p>

	<p>Bank, made attractive through the proposed improvement of rail services. With a largely dormitory population equal in size to Burscough, it would alleviate the growing traffic problem on the A59 going north to Preston and south from Burscough.</p>
	<p>Managing our transport in the short term (page 17)</p> <p>Both Southport-Wigan and Ormskirk-Preston rail lines should have revenue provision for introduction / enhancement of Sunday services because work and leisure activities require transport on the 7th day with the Plan already identifying (page 23) the challenges of the A59, A570, A5209 and Edge Hill University. It is well established that weekend workers are more dependent on public transport. V1.0 31st Jan 2014. Better off peak and Sunday services can fill gaps left by the seemingly inevitable reductions in bus services, thus maintaining mobility and alleviating traffic and air quality issues. Aim to raise and resolve anomalies in ticketing that engender extensive “rail heading” and unnecessary car miles to stations such as Ormskirk, Appley Bridge and Maghull. This practice, puts a strain on station facilities, eg car parking; increases peak time congestion burdens on roads into and out of West Lancashire, and raises attendant localised air quality and safety issues.</p>
	<p>Other Comments</p> <p>Noting the potential of commercial development driven by the superport (page 18) and railfreight opportunity, might this also apply to the agriculture and produce transport issues/ opportunities identified in the Rural Parishes?</p>
	<p>OPSTA commends and encourages the obvious efforts being made to work with other local and transport authorities, rail companies and other stakeholders. The holistic approach as far as is possible will deliver more “effective solutions” and yield greater benefits in terms of economic development and well being.</p>
	<p>Enclosed – summary of the benefits case for the Burscough Curves V1.0 31st Jan 2014</p> <p>The Benefits to be realised from Re-instatement of the Burscough Curves</p> <p>A qualitative one page summary of how the benefits case is derived, intended to illustrate why OPSTA contends there is a broader based, greater return to be realised from (at least) the re-instatement of the South West curve. It is not exhaustive, quantified or measured against Transport Plan objectives.</p>
	<p>Benefit to West Lancashire comes from through rail services from Aughton/Ormskirk to Southport (and reverse). Linked in with the Yew Tree Farm development, it will reduce traffic on the A570 and the A59 through Burscough Village, and alleviate A59 congestion entering Preston. The masterplan estimates a 7% population growth, up to 20% in many rail catchment areas, largely dormitory in nature, to be factored in to route utilisation models.</p>

	<p>Sefton MBC would realise a stronger benefit in this respect – linking Aintree/Old Roan/Maghull with Southport/ Formby. There is no effective public transport solution for people travelling across the north of Sefton (Ormskirk&Aughton Key Proposal 3 – the new link road will not be a suitable alternative).</p>
	<p>The problem of an ageing population is already acknowledged in the masterplan. Similarly other disadvantaged groups are restricted in travel options for accessing and moving round West Lancashire.</p> <p>Health provision, notably the hospitals, is managed and shared between Ormskirk and Southport with childrens’ A&E facilities in the former and adults’ in the latter, with the ‘problem’ A570 as the only present route between the two.</p>
	<p>Similarly, the numbers accessing education at Edge Hill, UCLAN, Southport College is there to be seen and the latent demand (access denied) can be readily modelled; moreover it is a spread demand (in terms of flows/times).</p>
	<p>The masterplan rightly attaches great importance to Tourism (“green tourism”) and the "rural parishes" but it needs good connections with Southport as both boroughs depend on each other for visitor attraction, with significant benefits for Sefton. The potential (losses/ gains) for the whole area is even greater given Visit Britain’s projections of a doubling in the tourism sector in the next 12-15 years.</p>
	<p>Many of the economic and rail revenue benefits can be accurately projected. Combined with a Liverpool-Burscough service just 2 train units would deliver a clock face half hourly service on the entire Preston line even before electrification. Rail demand studies and modelling prove what a multiplier uplift of passenger numbers are generated by this level of service frequency.</p>
	<p>The operational business case, also quite strong, would come from the train operating companies (presently the same parent company) with endorsement from the relevant transport authorities.</p>
Natural England	<p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. The Master Plan is proposing new infrastructure and Natural England would like to take this opportunity to highlight the need to address and minimise the environmental impacts of this at the appropriate stage. Early consideration of environmental impacts during the scheme business planning and sifting phase is recommended in addition to meeting the requirements of the Environmental Impact Assessment (EIA) regulations at the later stages of scheme development. Environmental (as well as economic and social) impacts can be identified for each option using the Government’s webtag appraisal process.</p>
	<p>Natural England understands the schemes identified within the Master plan are at identification stage only and therefore it would be difficult to undertake a meaningful assessment at this stage,</p>

	<p>however as work progresses to options stage we would expect a full assessment with respect to the Habitats Regulations to ensure potential impacts can be considered when identifying the most sustainable option for schemes emerging from the Master plan. In order to give further certainty it may be beneficial to caveat the report so that it clearly states that once further environmental assessment has taken place proposals which result in adverse impacts on European sites will not be supported by the Master plan. It is important that the detailed assessment of the potential options of the route needs to take place at an early stage to help inform the process with the most sustainable option. The options for the route should be assessed in relation to the impacts on European designated sites, as this information will help to inform the decision making process and ensure the most sustainable option is selected. It is recommended that Lancashire County Council consider the iteration between the master plans and the LTP, updating the LTP's SEA if necessary, and also considering whether the master plans themselves require SEA or HRA by screening them against the criteria in the relevant legislation (The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004 No.1633, and the Conservation of Habitats and Species Regulations 2010).</p>
	<p>Both HRA and SEA are iterative processes and should be undertaken in good time to influence the plan. We would like to take this opportunity to remind you the DfT's guidance on SEA of LTPs says; 2.2.2 The SEA Directive defines 'environmental assessment' as a procedure comprising:</p> <ol style="list-style-type: none"> 1. preparing an Environmental Report on the likely significant effects of the draft plan on the environment; 2. carrying out consultation on the draft plan and the accompanying Environmental Report; taking into account the Environmental Report and the results of consultation in decision-making; and 3. providing information when the plan is adopted and showing how the results of the SEA have been taken into account.
<p>Sefton Liberal Democrat Councillors</p>	<p>Taking the major points from the Masterplan over which we take a differing view to the draft document our comments are as follows:-</p> <p><u>Traffic management within and direct traffic through Ormskirk</u></p> <p>The Plan says 3 significant things:-</p> <ol style="list-style-type: none"> 1 Tackle congestion in Ormskirk town centre, building on options outlined in a recent study to manage and reduce traffic, focused on making walking and cycling more attractive options, including a new and innovative cycle hire scheme.
	<p>2 A complementary route management plan would realise the potential of a new Thornton to Switch Island link road in Sefton to provide a better route for traffic travelling between the M58 and Southport.</p>
	<p>3 The plan rules out pursuing a bypass of Ormskirk as a recent study has shown current congestion is largely caused by local traffic, limiting the benefit of a bypass and meaning that a combination of other proposals as outlined in the masterplan will be</p>

	more effective.
	Our view is that the market Town of Ormskirk remains a traffic barrier for vehicles travelling from the M58 to and from Southport. This is a long term problem but one that the Masterplan does not effectively address in our opinion.
	We can understand the wish to try to encourage Ormskirk residents to walk and cycle more but doubt that as a realist ambition it will have the step change effect that is required to substantially reduce traffic in and around the Town centre.
	We also doubt that the somewhat optimistic suggestion that Southport bound traffic will use the soon to be built Thornton to Switch Island link Road will be a game changer either, as the length of the route to Switch Island and then on to Southport is considerable. This is not a realistic solution or even partial solution to the problems faced by M58 – Southport traffic and congestion within Ormskirk. It can only have benefits at the margins.
	Our firm view is that the economy of Southport and its tourist trade in particular will continue to be held back if a long term highway solution is not found to counter the narrow and congested roads within Ormskirk.
	<p><u>Rail solutions are also required</u></p> <p>The Plan makes three significant points:-</p> <p>1 Investigate options and prepare a business case for electrification of the Ormskirk to Preston railway line to fulfil its potential as a commuter route.</p> <p>2 The plan also makes the case that it would not be feasible at present to pursue reinstatement of the railway curves at Burscough due to lack of a robust business case, but that nothing will be done to stop them being reopened in future if circumstances change.</p> <p>3 Linking Skelmersdale to the rail network with a new rail station and bus interchange in the town centre.</p>
	We are fully supportive of the first point but would also wish to make the case for similar treatment of the Southport – Wigan Line i.e. that it needs serious investment to better serve the rural population of West Lancashire and the tourist economy of Southport. Whether the line can be electrified needs to be assessed but with potential changes within Greater Manchester to the line that is presently used by trains from Southport and West Lancs to access Manchester and its airport we need to seriously look at all upgrade options. If Greater Manchester improves the line from Manchester through to Atherton in a way that makes the present service from West Lancs and Southport to Manchester one that may need to truncated at Wigan then the economies of Southport and West Lancs will be put at a considerable disadvantage.
	We also remain sceptical of negative thinking about the Burscough Curves because the advantage to communities in both Sefton and West Lancs of remaking the connections could be considerable. With the possibility of running trains from Ormskirk to Southport and

	<p>Southport to Preston the reinstatement of the curves is far too greater a prize for Sefton, Lancashire CC and West Lancashire to put to one side. Indeed, the prize is of far wider benefit as communities on the eastern side of Sefton such as Aintree Village and Maghull could easily get a train that started in Liverpool and reached Southport via Ormskirk and Burscough. We urge Lancashire CC and West Lancashire Councils to reconsider shelving the Burscough Curves and to relaunch the campaign to get them reconnected via a partnership with Merseytravel, Liverpool City Region and the rail campaign group OPSTA.</p>
	<p>With regard to 3rd issue, the provision of a rail connection into Skelmersdale, we are supportive of this project although realising it will be one requiring a massive financial investment. For it to work properly it will however require the presently truncated line at Kirkby to be opened up so that electric trains can run right through to Wigan as well as serving Skelmersdale. If Kirkby remains the end of the Merseyrail electrified service the advantages of reconnecting Skelmersdale to the rail network after many, many years will be far less effective.</p>
	<p>And whilst making comments on the excellent idea of reconnecting Skelmersdale with the railway system we can't but note that reconnecting the Burscough Curves and making significant improvements in the Southport, Burscough, Wigan, Manchester route would be of a far less expensive. Our point here is to suggest that in aiming for the Skelmersdale connection whilst shelving the more financially modest but equally important other project is missing a vital opportunity.</p>
	<p>Finally, we would draw attention of readers of this consultation response to the motion discussed and agreed at the Sefton Council meeting held on 23rd January 2014 which tried to address issues raised in the West Lancs Highways and Transportation Masterplan and wider ones in the Sefton/West Lancashire transportation area.</p>
	<p>"This Council</p> <p>(1) welcomes new investment in road and rail but is concerned that the transport plans of local transport authorities, including that of Lancashire County Council, should give appropriate priority to the transport needs of the Borough of Sefton and people travelling into the Borough from places outside Merseyside</p> <p>(2) recognises the economic importance to the Borough of transport links to Lancashire and Greater Manchester</p> <p>(3) commits itself to work in conjunction with West Lancashire Borough Council and Lancashire County Council to engage further with neighbouring transport authorities to ensure these links are preserved and enhanced</p> <p>(4) requires a report to be prepared for and submitted to Cabinet at an early date indicating how these aims may best be achieved."</p>
Marine	<p>Thank you for inviting the Marine Management Organisation (MMO)</p>

Management Organisation (MMO)	to comment on the above consultation. The MMO has reviewed the document and whilst we have no specific comments to make we would like to draw your attention to the remit of our organisation as you may wish to be aware of this in relation to the consultation.
	As the marine planning authority for England the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring mark there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark. In our duty to take all reasonable steps to ensure compatibility with existing development plans, which apply down to the low water mark, we are seeking to identify the 'marine relevance' of applicable plan policies.
	The MMO began planning for the East area in April 2011. The next round of planning, in the South plan area, began in 2013. Until such time as a marine plan is in place for the North West plan area we advise Local Authorities to refer to the Marine Policy Statement for guidance on any planning activity that includes a section of coastline or tidal river.
	All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the UK Marine Policy Statement unless relevant considerations indicate otherwise. The Marine Policy Statement will also guide the development of Marine Plans across the UK. More information can be found at http://www.defra.gov.uk/news/2011/03/18/marine-policy-statement/
	The MMO is responsible for issuing marine licences under the Marine and Coastal Access Act 2009. We also issue consents under the Electricity Act 1989 (as amended) for offshore generating stations between 1 and 100 megawatts and are a Statutory Consultee to the Planning Inspectorate for relevant Planning Act developments (Nationally Significant Infrastructure Projects). A marine licence may be needed for activities involving a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence. Any works may also require consideration under The Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended) and early consultation with the MMO is advised. We would suggest that reference to this be made within planning documents to ensure that necessary regulatory requirements are covered.
	We would encourage applicants to engage early with the MMO alongside any application for planning consent to ensure that the consenting process is as efficient as possible. If you have any questions or need any further information please just let me know. More information on the role of the MMO can be found on our website www.marinemangement.org.uk
Marine Management Organisation (MMO)	Thank you for inviting the Marine Management Organisation (MMO) to comment on the above consultation. Further to my letter dated 21st January 2014 please find below some additional comments in relation to the MMO's Marine Planning remit.

additional comments	
	<p>As the marine planning authority for England, the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. Marine Plans extend seaward to the limit of the Renewable Energy Zone or the maritime border with adjacent countries.</p>
	<p>The Marine Policy Statement guides the development of Marine Plans across the UK. More information can be found at http://www.defra.gov.uk/news/2011/03/18/marine-policy-statement/. Marine Plans are being developed on a rolling programme, with the first plans (East Inshore and East Offshore) being released for adoption this year. Until such time as a marine plan is in place for the North West Plan Areas we advise you to refer to the Marine Policy Statement (MPS) for guidance on any planning/management activity in the marine area within and adjacent to West Lancashire's jurisdiction.</p>
	<p>Specific to West Lancashire, initial examination suggests that the River Douglas appears to be a tidal river and therefore it may be pertinent to assess any transport activities that take place accordance with what is outlined in the MPS. This is in accordance with the requirement for public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the UK Marine Policy Statement (unless relevant considerations indicate otherwise). To further inform the development of your Draft Transport Masterplan, we would like to draw your attention to the MMO's marine planning portal (http://planningportal.marinemanagement.org.uk/#).</p>
	<p>The local authority boundaries we display, obtained from Ordnance Survey, appear to differ to those you have displayed on your map in the transport plan, which appears to align with Office for National Statistics mapping. This may not be an issue when looking at what context transport activities need considering against the MPS, however if you would like more information on the background to our mapping, this can be obtain by selecting the button on the local authority boundaries layer.</p>
	<p>If you have any questions or need any further information please just let me know. More information on the role of the MMO can be found on our website www.marinemanagement.org.uk</p>
Road Haulage Association	<p>Thank you for giving the Road Haulage Association the opportunity to respond to the West Lancashire Highways and Transport Masterplan consultation.</p>
	<p>The Road Haulage Association (RHA) is the trade and employers organisation for the hire-and-reward sector of the road haulage industry. The RHA represents some 7,000 companies throughout the UK, with around 100,000 HGVs and with fleet size and driver numbers varying from one through to thousands. Generally, RHA members are entrepreneurs, including many family-owned businesses as well as some plcs. Without the activities of RHA members the UK would come to a halt both socially and</p>

	economically.
	It appears that the issues raised in the on-line questionnaire are mainly directed at local residents or to the owners of local commercial premises, rather than to road hauliers travelling into the West Lancashire area. For this reason I have not responded to the questionnaire, but am keen to comment by way of this letter.
	We wholeheartedly support the contention on page 6 of the Masterplan that “the fundamental purpose of transport is to enable economic and social activity”. Given this statement, I would like to use this opportunity to stress the important contribution made by the haulage industry to life in West Lancashire.
	The road haulage sector provides much employment in the region, and its collections and deliveries of essential goods support the wider business community and particularly, as is recognised in the consultation document, to the thriving agricultural sector.
	Taking some issues of particular concern to the haulage industry, we would like account to be taken of the needs of the sector for adequate parking and loading facilities en route as well as at commercial parks and in town centres. It is also essential that drivers should have easy access on long journeys to refreshments and bathroom facilities. If such facilities are not available, then drivers may stop at inappropriate locations that cause inconvenience to local residents and other road users. We would like to emphasise that the tachograph laws require drivers to take regular rest breaks and so provision of comprehensive facilities can only be of benefit to the haulage industry and local residents alike. The lack of secure facilities en route also means that drivers and their loads are at greater risk of crime, as high value loads have to be parked at the roadside.
	We would like to highlight the importance of traffic management and in particular the positioning of road signs. Good signage helps drivers to find correct places to park and load, but also to avoid the risk of trucks, for example, hitting low bridges because signs are in the wrong place or because the bridge sign gives insufficient notice for the driver to divert before approaching the bridge; bridge strikes can result in massive disruption whilst the driver tries to turn the vehicle round or gets stuck.
	On these industry specific issues we would ask that the Masterplan makes proper provision for adequate facilities for truck drivers and addresses the need for effective traffic management
	Turning to the Masterplan in terms of what is proposed in specific locations, I note that road layout redesigns are proposed in Skelmersdale, to make it easier for people to walk through the town and to access public transport. While supporting these proposals we would ask that the points mentioned above about traffic management, parking and loading, are considered so that the new road system is built to accommodate heavy goods vehicles, either navigating through Skelmersdale, or needing to carry out deliveries or collections in the town.

	<p>We also welcome plans to deal with congestion in Ormskirk town centre since we recognise that congestion has a negative impact on the efficiency of road haulage operations. We note that although Ormskirk is sited on the major routes across West Lancashire such as the A570 and M58, a bypass has now been ruled out because much traffic in the town is local. Again while we acknowledge and support the goal of removing longer distance traffic from Ormskirk centre, we would like to ask that in advancing this aim, the interests of the road freight sector are taken into account so that residents and businesses in the centre of Ormskirk suffer no disadvantage from the implementation of poorly planned development.</p>
	<p>Looking at proposal to create cycle friendly infrastructure, we welcome this aim and suggest that if the measures are well planned there should be a positive impact on road safety, since we acknowledge that the existing UK roads infrastructure has not been designed to accommodate cycling as an integral and significant part of the transport system.</p>
	<p>We are also pleased to see proposals for the creation of a Tarleton Green Lane Link road by the end of 2016 which is likely to allow HGV traffic to bypass the village. We accept that many rural areas in West Lancashire may have HGVs travelling on routes that were not designed for significant volumes of freight traffic. We would ask that in addressing this issue the impact that any redevelopment or rerouting could have on the agricultural sector in particular, and haulage operators in general, is carefully considered so that the local economy is not undermined.</p>
	<p>I hope these comments have been helpful and that the points we have made will be taken into account fully. I look forward to being consulted further as the scheme progresses.</p>
NRE Surveyors	<p>NRE Surveyors act for a number of clients who are active in Burscough and our comments are confined to issues affecting Burscough. Our clients include Crompton Property Developments Ltd (the major landowner at Yew Tree Farm), Thomas Guy Ltd (owners of Burscough Wharf), Mr & Mrs MacGregor (owners of Martland Mill serviced offices), Branded Telecom Ltd and Face for Business Ltd (who operate in Burscough).</p>
	<p>Collectively our clients fully support the electrification of the rail line from Ormskirk to Burscough Junction stations to provide improved connectivity to both Ormskirk and Liverpool.</p>
	<p>However, the car park capacity of Burscough Junction is severely limited and it is our view that opportunities to enhance car park provision should be fully explored in order to maximise potential use of the station. One opportunity may be either to relocate the train station onto land at Richmond Park a section of the old railway platform still exists there - or to provide a new car park on Richmond Park and make use of the existing pedestrian routes to the existing station</p>
	<p>We perceive the benefits as follows: -</p>
	<p>Reduced rail times to Ormskirk would greatly enhance Burscough as a visitor destination.</p>

	<p>The main travel to work destination in Burscough is Liverpool and a 15 minute interval service to Liverpool will enhance employment prospects.</p>
	<p>Improved car parking facilities at Burscough Junction coupled with electrification of the line will increase capacity at Ormskirk station. At the moment most people in Burscough travelling to Liverpool by train will drive to Ormskirk and park at the station. Improved connectivity and car parking will help reduce private car trips generally and enhance the attractiveness of using public transport.</p>
	<p>With the development of sites such as Yew Tree Farm the population of Burscough is set to increase substantially and public transport improvements are vital to ensure the economic vitality of the town.</p>
	<p>Improved connectivity to the Liverpool region will bring substantial benefits to local business and help maintain the vitality and viability of Burscough town centre by making the centre more accessible to a larger population for retail, leisure and employment purposes.</p>
	<p>Electrification of the line to Burscough Junction will also reduce rail travel times to Preston and allow a more frequent conventional service to Preston from Burscough Junction. The future electrification of this line is also supported, but it is recognised that this is likely to be far more costly and we suspect bring less benefit than the electrification of the line to Ormskirk.</p>
	<p>We also support the reinstatement of the Burscough Curves in the longer term.</p>
	<p>With regard to the proposed linear park cycle route between Ormskirk and Burscough this is again fully supported and would reduce the need to travel by car. Options could be explored to link cycle and walking routes through Yew Tree Farm, for example, to public transport provision. This could be achieved by creating a cycle and walking route from Yew Tree Farm through Richmond Park to an improved Burscough Junction railway station.</p>
	<p>We trust our comments will be considered in the development of the Masterplan.</p>
West Lancashire Green Party	<p>Transform the way people in Skelmersdale travel by redesigning roads, removing underpasses and making it easier for people to walk, cycle and use public transport within the town and to access wider job opportunities</p>
	<p>Encouraging access for people to walk, cycle and use public transport within the town to access wider job opportunities increases sustainable transport. This has to be made safer with cycle routes that connect to other routes and not stop and end at main roads leaving cyclists in dangerous road positions.</p>
	<p>Creating better cycling and walking links between Skelmersdale and Ormskirk, building on existing plans for a linear park along the former railway line. Encouraging more cycling and walking links between Skelmersdale and Ormskirk, along a linear park the former</p>

	railway line is a positive approach to cycle networks
	A dedicated cycling and walking link between Burscough and Ormskirk to provide a direct off-road route via a new linear park. Encouraging more cycling and walking links between Burscough and Ormskirk, along a linear park route is a positive approach to cycle networks. It should be linked with Skelmersdale and the Scott Estate in Ormskirk
	Tackle congestion in Ormskirk town centre, building on options outlined in a recent study to manage and reduce traffic, focused on making walking and cycling more attractive options, including a new and innovative cycle hire scheme. To tackle congestion in Ormskirk town centre policies to encourage public transport are feasible if transport rail and bus user costs are reduced and more accessible, building on making walking and cycling more attractive is a positive approach. Including a new and innovative cycle hire scheme is a positive approach, at reasonable price with connectivity for integrated cycle network would be more encouraging.
	The town centres to remain as designated pedestrian zone (even cyclists need to dismount); Town centre need to be entirely reconstructed with urban spaces having open green spaces, flower banks next to pedestrians and cyclists routes; this has been achieved in Frieberg Germany.
	A complementary route management plan would realise the potential of a new Thornton to Switch Island link road in Sefton to provide a better route for traffic travelling between the M58 and Southport. More roads do not necessarily mean less congestion; as this w Thornton to Switch Island link road in Sefton appears to be given the go ahead greens will monitor any future proposals around the new link road.
	Investigate options and prepare a business case for electrification of the Ormskirk to Preston railway line to fulfil its potential as a commuter route. A welcomed approach as this would improve efficiency and connectivity.
	Complete the proposed Tarleton Green Lane Link road by the end of 2016 to reduce HGV traffic through the village. Investigating options to ensure access to services from rural areas.
	Lancashire public bus network rapidly needs improving in terms of accessibility, connectivity and increasing the services. Present reductions of service are a real problem to the concept of ensuring access to services from rural areas. Rural access needs improvement.
	Recommendation that the Bus Provider Companies be asked to consider the use of buses which have the capacity to carry bicycles, such as some Optare models do in other parts of the country. This would be especially useful for the Rural Parishes and would allow multi-modal transport to become a reality.
	The plan rules out pursuing a bypass of Ormskirk as a recent study has shown current congestion is largely caused by local traffic, limiting the benefit of a bypass and meaning that a combination of other proposals as outlined in the masterplan will be more effective

	The plan rules out pursuing a bypass of Ormskirk as a recent study has shown current congestion is largely caused by local traffic, in other areas evidence suggest bypass do not always reduce congestion and creates new bottle necks elsewhere
	The Green Party will oppose any proposals for a bypass around Ormskirk
	The plan also makes the case that it would not be feasible at present to pursue reinstatement of the railway curves at Burscough due to lack of a robust business case, but that nothing will be done to stop them being reopened in future if circumstances change. The introduction of the Burscough Curves to integrate transport with Southport / Preston / Ormskirk and Liverpool; with an integrated bus options to Skelemerdale would improve a more sustainable transport system and potentially reduce vehicle usage
	Bus lines should link to rail stations. By adding this new route (the curves), frequencies of public transport (not cutting it), could improve the usage and catchment area.
	Pedestrians and cyclists also benefit from extensive traffic calming measures in residential areas. Currently 90% of residents live in 30 km per hour zones in Frieburg; in West Lancashire more 20 MPH zones need to be added for pedestrian and cyclist safety. Safety for all transport and vehicle users is the first priority.
British Motorcyclists Federation	I am writing on behalf of the British Motorcyclists Federation (BMF). The BMF was founded over 50 years ago in 1960 to look after the interests of Motorcyclists throughout the UK. It is a Government Statutory Consultee on matters regarding motorcycling. It employs a full time Government liaison officer and represents over 80,000 motorcyclists.
	We are very supportive to get people out of their cars and onto greener forms of transport such as public transport, walking, cycling and motorcycling. Unfortunately I can find no mention of motorcycles anywhere in your document. This is a serious omission in what purports to be at Transport Masterplan.
	I can also find no mention of electrically powered vehicles or charging points in car parks and railway stations, another serious omission.
	Over the past twenty or so years, respective governments of all political colours have recognised PTWs (Powered Two Wheelers) as part of the solution to traffic congestion. Many authorities have embraced this by permitting PTWs to use bus lanes along with buses, cycles and taxis and indeed a survey undertaken by Transport for London on behalf of the Mayor of London has recently endorsed that such use by PTWs resulted in improved road safety and reduced congestion. I am not aware of any proposed dedicated bus lanes in West Lancashire but if any were proposed I would ask that motorcyclists be permitted to use them.
	On a related issue I would also request that secure parking bays be provided for motorcycles at the railway stations. These consist of bays with street anchors to which motorcycles can be securely locked or chained.

	<p>Finally has anyone considered the government sponsored "wheels to work" or "2 wheels to work" which are operated in many rural areas where public transport is not readily available to enable people to get from home to work without having to rely on private cars. Thank you for giving me the opportunity to comment on your plan.</p>
Trail Riders Fellowship	<p>I am writing on behalf of the Trail Riders Fellowship (TRF). The TRF was founded over 40 years ago in 1970 to protect and preserve green lanes (ancient highways) for all user groups. These roads had traditionally been used by motorcyclists and other motorised users since 1985.</p> <p>There is little in your document to be of direct threat or concern to us but I do note your references to heavy traffic potentially damaging the Moss Roads of West Lancashire of which there are quite a few. A number of these are already signed as being Unsuitable for Motor Vehicles.</p>
	<p>The TRF would not want to see these routes downgraded to Restricted Byways, Byways or footpaths but we would not oppose 0.5tonne weight limits where appropriate.</p>
	<p>Please also see my comments on my reply from the BMF with regard to the use of bus lanes and secure parking for motorcycles at train stations and elsewhere. Thank you for giving me the opportunity to comment and good luck with the process.</p>
Lorraine Fullbrook MP	<p>Please find below my comments in response to Lancashire County Council's consultation on the West Lancashire Highways and Transport Masterplan. I would like this letter to be considered as my official response to the consultation.</p>
	<p>As you will be aware as the Member of Parliament for South Ribble, I am the representative for the residents and business owners in the Northern Parishes and hence my response will focus on the proposals for this area.</p>
	<p>However, I would also like to highlight the potential for West Lancashire as a borough to develop and benefit from the City Deal and especially through the Lancashire Enterprise Partnership. The cohesion of the local authorities and businesses will allow a strong economic plan to develop encouraging inward investment to the area.</p>
	<p>I strongly agree with the proposal to construct the Green Lane Link in Tarleton, to remove significant numbers of heavy goods vehicles from other roads in the area. This is a much needed road link in Tarleton to allow Green Lane to become an extended link to the main road network. This road will remove the need for HGVs and farm vehicles to travel through the villages of Tarleton, Hesketh Bank and Banks on narrow and unsuitable roads, as well as reducing the time taken to transport the fresh product to market. Agriculture is the third largest industry in my constituency, with 10.4% of all enterprises in South Ribble involved and many of the villages have grown around this industry.</p>
	<p>However, the need for such vehicles to pass through the villages</p>

	<p>and close to houses and schools is reducing the quality of life of local residents through noise and vibration from the vehicles. Bypassing Tarleton will speed up the transportation of goods and reduce the impact on local residents. This will also be a welcome boost for the growers who require this investment in infrastructure to further develop and continue their businesses.</p>
	<p>Furthermore, with Cuadrilla Resources considering exploring for natural gas in the area, the operations, whilst bringing benefits will also increase the number of lorries using the roads, particularly during the exploration period and also in the production phase. This bypass may also be used by such vehicles, reducing the impact of Cuadrilla's operation in this area and preventing further damage of the moss roads.</p>
	<p>I note one of the challenges raised in the consultation is that this road may lead to an increase in density of businesses, however with efficient planning and good management the environmental impact may be minimal. I strongly believe attracting other businesses to the area can only strengthen the local economy, to which agriculture already contributes a great deal.</p>
	<p>I also strongly support the focus on reducing congestion within the Rural Parishes, particularly in Tarleton. Whilst HGVs are an issue and the introduction of the Green Lane Link would provide welcome relief of this, poor traffic management and an increase in the volume of cars is cause for concern. Residents are experiencing increased journey times which impacts on the environment and there is concern the increase in traffic may threaten road safety. A specific example of this would be at the junction between Hesketh Lane and Church Road, where at peak times long queues form. The Rural Parishes are also outlined in the recently adopted Local Plan for a number of proposed developments. With an additional 800 houses planned for the Northern Parishes, this is sure to bring a large number of cars and extra journeys which will only exacerbate the problem. I feel strongly that this should be investigated before the developments progress.</p>
	<p>Finally, with an increase in the number of people of 75 predicted for the future, combined with a high risk of rural isolation, I believe consideration should be given to access to public transport and services in the Northern Parishes, especially for those that do not have access to a private car. In addition, public transport is key to increasing employment opportunities for those of working age. Without improvements to public transport and access to local services, the rural parishes risk becoming more isolated and an increase in the associated problems such as mental health.</p>
Rosie Cooper MP	<p>I have been contacted by West Lancashire constituents in relation to their concerns surrounding the urgent need for the Ormskirk Bypass.</p>
	<p>My constituents are concerned that the West Lancashire Highways and Transport Masterplan describes Ormskirk Bypass as not an economically viable option and seem intent on removing its currently protected route status before there is any proof that their</p>

	chosen options will solve the particular traffic problems in Ormskirk.
	However, my constituents state that when Lancashire County Council were asked for details of the survey used to complete the "Jacobs" report which has been used to justify the rejection of the Ormskirk Bypass as an objective for solving the traffic problems in Ormskirk, it was stated that no further survey had been carried out, only a re-evaluation of the figures produced in July 2007.
	<p>Additionally, my constituents feel that no satisfactory explanation of the reversal of the protected route status was provided.</p> <p>I understand that Lancashire County Council suggest that only a minimal amount of traffic being experienced is travelling through Ormskirk and that available funding would be better spent elsewhere and that the problems could be solved with cheaper and smaller schemes.</p>
	My constituents also tell me that the suggestion that the planned re-routing of Liverpool/Southport traffic to Switch Island, via Netherton and along the proposed Thornton Spur would massively increase the already busy commuter traffic between Liverpool and the M57 to Maghull would make space for the addition of a further traffic flow from the A58 highly improbable. My constituents believe that the gridlock this would produce together with the extra 20 miles per day journey for the commuter would bring the traffic back to the A570 through Ormskirk.
	My constituents believe that the Ormskirk Bypass will reduce the traffic problems in the town and state that even if the funding is not available yet, the route should remain protected for the future. I absolutely agree with them! I would be grateful if you could respond to the concerns raised by my constituents. I look forward to your reply.
British Horse Society	Request for cycle or walking paths to be of bridleway status allowing horse riders to access. Representation includes numerous documents relating to standards required, e.g. surface, gates etc
	Attached are a couple of documents on standards etc but as this is an existing path that is being upgraded as opposed to a new creation you are obviously limited to what is available, particularly with regard to widths, so please treat these as guidance notes only.
	Many disused railway lines have been turned into excellent multi user routes by simply hard surfacing half the width and putting down a stone to dust surface on the other half. If width allows (e.g. double track line) a grass margin at each side allows for the route to green up and so look a lot more pleasant than edge to edge surfacing. Any tarmac used should be a non slip variety similar to that used on approaches to roundabouts etc. It doesn't need to be such high quality as it is obviously not getting the wear of a highway, but ordinary asphalt is quite dangerous for the shod horse.
	I have attached a surfacing leaflet which is concerned primarily with

	asphalt, and which is quite long, but will emphasise the need for non slip hard surfacing. If you can't find a suitable source of good grip hard surfacing I can ask the officer at LCC who managed a railway line scheme near me as they researched extensively before deciding cheapest v best value.
	Gates if required should be 5 foot and not have any protrusions - again 2 documents attached. If you need to include horse stiles to prevent motorbike access please get back to me for further guidance as depending on how the sleepers are positioned in relation to the gate, they can make the gate impossible to open and close from horseback.
Members of the Public	
1	I live in Burscough on the left hand side of the main A59 travelling from Ormskirk. My house is on the bad bend opposite Square Lane, and I have real problems entering and exiting my property. It is simply not safe as, in effect, I have to exit my driveway 'blind' due to my being unable to see approaching traffic coming round the bend in the direction of Burscough Village. The danger is increased by the constantly excessive speeds of inconsiderate drivers.
	I have made representations in the past to the local Police, to the Highways Authority, to WLDC & Lancashire CC and our local MP and whilst road markings have been improved, nothing has been effective in reducing the danger of speeding traffic. This is only going to get worse as the volume of traffic increases - particularly as a result of the proposed new houses in Burscough - and I am keen to make sure that consideration is given to my situation by whoever is reviewing the impact of new homes on the infrastructure in Burscough.
	My question is, is now the appropriate time for me to formally register my concerns, and if not, when is? It may be that a roundabout, or traffic lights, or a rear exit to my property would alleviate the problem to some degree and I do not want to miss the opportunity for this problem to be discussed.
2	I noted with horror that the new linear park on the railway line from Skelmersdale will be built on top our houses in Westhead. Can you tell me when this will occur, when our houses will be demolished and how much compensation can all the householders who have houses in the way of the plan, expect. There is no mention of this! I believe it will be compulsory purchase. If there is a long time span in between the start of the construction and demolition of our houses then our houses will be <u>blighted and unsalable</u> . Therefore if compensation is not forthcoming, it will be demanded, on mass, through the courts..
	Many elderly people live on the railway line and have been traumatised by what is in the newspaper this week and are terrified that they will lose their homes. It is a disgraceful, thoughtless and highhanded act of tyranny against the residents, who incidentally are heavy duty council tax payers to boot.
	I will be forwarding this e mail to my MP
LCC NOTE	In view of this person's deep distress, they were immediately

	<p>contacted and the linear park proposal discussed in detail. After a constructive discussion, they are now reassured that the line of the park does <u>not</u> run through their properties and that they would be involved in consultation on any route. The discussion also provided further useful information and opinion on the linear parks that is reflected in the masterplan.</p>
3	<p>Further to the presentation on Wednesday 5th February 2014 of Lancashire County Council's Draft Master Plan at West Lancashire Borough Council Offices, I would like to add to the comments I made on the night with the following submission.</p>
	<p>The proposed Green Lane Link is welcomed, but it is important to ensure that the moss roads that the Green Lane Link will connect with will be capable of dealing with the increased volume of heavy goods vehicles that will occur once the link comes into operation. As well as the condition of these roads, their narrowness and the deep unprotected ditches that run alongside them is a concern and their ability to accommodate two way traffic needs careful consideration.</p>
	<p>The plan does not appear to make any particular provision for the considerable increase in traffic that a proposed increase of 800 new dwellings identified in the Local Plan for the Northern Parishes will generate. This is particularly true of the additional impact on Tarleton and Hesketh Bank, which have already seen significant increases in private car use as they have grown in size in recent years accompanied by a similarly significant rise in car ownership nationally.</p>
	<p>The absence of any concrete measures to promote sustainable transport is not in keeping with the "Vision for West Lancashire 2027" and several of the spatial and strategic objectives that support it, most notably Health, Natural Environment and Climate Change (please refer to pages 28 and 29 of the Local Plan). Indeed, without the inclusion of appropriate green infrastructure the vision on page 25 that by 2027 "Sustainable modes of transport will have been encouraged and the use of private vehicles will be significantly reduced" looks likely to become little more than an empty promise, particularly for the Northern Parishes.</p>
	<p>There is a clear opportunity to take a major step in the direction of providing a more sustainable means of transport in this part of West Lancashire by reinstating the bridge that spanned the River Douglas until it was insanely demolished immediately following the closure of the Preston to Southport Railway fifty years ago in September 1964</p>
	<p>I understand that the footings and abutments of the railway bridge remain, thus making the construction of a relatively cheap bridge capable of carrying pedestrians and cyclists far easier. A network of public footpaths exists on both banks of the River Douglas and on the east side it connects to the Ribble Way, thus making it far easier for walkers to continue in the direction of Southport than is currently the case, where they must walk considerably further south before they can cross the river. I appreciate that some work would be needed to make this network usable for cyclists, but the fact that there is currently a public right of way can only be helpful in further developing the prospect of a cycling network between Preston,</p>

	Southport and West Lancashire.
	The timing of other developments in the area adds weight to the case for providing a pedestrian / cyclist bridge across the river in support of sustainable tourism.
	The provision of an enhanced inner sea wall by the Environment Agency with a 5 metre wide crest along Hesketh Out Marsh West (already completed) and Hesketh Out Marsh East (due to start shortly, subject to an imminent planning decision) will provide improved connectivity and healthy leisure / recreation opportunities. This work is part of a managed coastal realignment scheme being undertaken in conjunction with the RSPB and will attract increased interest from bird and nature lovers with the provision of extra facilities including a hide.
	The proposed development of the River Douglas Linear Park running along the West Bank of the river between Hesketh Bank and Tarleton as part of a housing development currently under consideration for planning approval will add to the tourist offer, especially if some of the plans linked to this development come to fruition e.g. the proposed extension of the existing West Lancs Light Railway and the creation of a Visitor Centre.
	The linear Park will also offer a safe cycling route for school children to get from Hesketh Bank to Tarleton Academy, thus reducing the traffic burden on Hesketh Lane. In the light of recent decisions by West Lancashire Borough Council that it is unable to take a lead role in heading this development, increased support from Lancashire County Council would prove most helpful in securing the best outcomes for the Linear Park arising from the proposed housing development.
	The VISIT Project, a joint enterprise between Sefton And West Lancashire aimed at promoting the visitor economy by means of sustainable transport with funding from the Government's Local Sustainable Transport Fund, has supported numerous local initiatives to promote green tourism within the area with assistance from the West Lancs CVS. One local example is a grant of £5,000 towards the development of a heritage trail within the Parish of Hesketh with Beconsall. The provision of a bridge across the Douglas for cyclists, runners and walkers would contribute significantly to the initiative to promote sustainable tourism as well as supporting measures to encourage healthy exercise.
	There is ample evidence to show that, where walking and cycling routes have been provided or enhanced they have invariably proved to be extremely popular. The Guild Wheel in Preston and the Millenium Bridge and The Lune Millenium Park in Lancaster are two classic examples.
	Moreover, if the current initiative to create a strategic cycle route in East Lancashire proves successful, then there is no reason why the same approach should not be adopted in West Lancashire and a bridge across the Douglas would represent a major step in this direction.
	Such a development would make the prospect of commuting to work by cycling, e.g. From Hesketh Bank and Tarleton to Preston more attractive, thereby helping to mitigate the impact of large housing developments such as the Alty's Brickworks proposal on an

	already poor traffic congestion situation in this area.
	I look forward with interest to the final version of the Master Plan and if I can be of any further assistance please do not hesitate to contact me.
4	In the above proposal walkers and cyclists are mentioned but not horse riders, a serious omission. May I draw your attention to the upgrading of the Rainford Linear Park (in St Helens) as a shared access route which includes horse riders and has been a great success in taking riders off main roads, as well as the excellent Wirral Way. I'd also like to point out that each horse rider injects at least £1,500 directly into the local economy. Please include horse riders in any proposal for the above.
5	In response to the highway master plan that has recently been published, I am aghast that there is no mention of possible improvements to the A59.
	With a view to the Yew Tree Farm development in the local plan, I think the improvement of this road should be very important.
	I hope that this will be incorporated within the development planning stage but would have thought it prudent to be considered in your document, due to the sheer volume of possible traffic that up to 1000 houses would create.
6	Could you please advise me of the dates, times and locations of the public consultations to be held in Skelmersdale and Ormskirk. I hope to attend one of them. P36 of the report states that there is no business case for the reinstatement of the Burscough curves. "We have worked with our partners to investigate the viability/feasibility and deliverability of the curves. Unfortunately there is no business case for reinstatement of any of the curve lines at the moment". There are no references to any reports in the consultation document. Are the reports of the investigations into the reinstatement of the Burscough curves publicly available" If so could you please advise me of the weblink or where they may be read? I am surprised that there is no interest in providing a train service from Southport to Preston.
7	Historically the holiday resort of Southport has been visited by day trippers from nearby villages and towns. It has also been a popular resort for longer stay visitors, particularly from the north of England. Many times when walking along the sea front I have heard the northern accents of the visitors.
	The Railway Authorities made a grave mistake when they closed the Southport – Preston Railway line which provided a virtually direct route between Southport and Preston and crossed farmland. The closure with the resultant loss of the railway facility added to the traffic problems, particularly in Tarleton.
	It is well known that a considerable part of former farmland in Burscough is earmarked for housing development and it is expected that immigration will increase. Accordingly, there is going to be an even greater need for a regular, reliable and convenient train service through Burscough. The mistakes of the past can and

	must be remedied without further delay.
	Fortunately, there is a simple solution. The embankment which formerly carried the northern curve of the railway from Burscough Bridge Station to the connecting line from Ormskirk to Preston still exists and can be restored
8	I have read the consultation leaflet and I am pleased that the proposed Ormskirk bypass has been shelved as the central proposal of the transport masterplan for Ormskirk.
	As someone relatively new to living in Ormskirk, the last 3 years, I have viewed the proposal for the bypass as a sledgehammer to crack a nut. I drive around the town on numerous occasions per day as I am working on a couple of projects in the town and wider area. I see how the traffic flow impacts the town. From rush hour congestion at St Bedes/St Annes and its impact on county road and aughton street to the intersection at fiveways and the poor filter lanes, road width and traffic light system. In my opinion the amount of through traffic to southport and other locations is not the root cause of the problem - it is the poor linkage to the A59 from the town centre and general traffic dispersion.
	There is a continual stop start flow of traffic around the towns gyratory which is exacerbated by poor access to the A59 from the town centre, merging and narrowing roads, numerous pedestrian crossings and traffic lights. Improvements to this particular network is the key along with mitigation measures for more sustainable measures of transport, better bus links, cycles routes and train links which could take vehicle movements out of the town centre.
	I appreciate the economic issues around improved transport but we must all consider the context of Ormskirk as a trading location. It is a market town and should use that historical base to further evolve and support its local resident population, visitors and the student population. To grow economically we want to channel people into the town not around it to other neighbouring locations.
	Improvements to public realm, better design for new developments, aesthetic improvements to buildings via grants and an overhaul of the market layout are all ways to invite people into Ormskirk and get them to come back again. I have looked at the pictures of some of Ormskirks characterful old buildings that have now been replaced by ugly flat roofed rectangular buildings devoid of inspiration. They were constructed in an attempt to provide suitable floor plates to mainstream retailers who have since deserted the town. The best market towns are those that look inviting and provide a range of niche facilities to increase the dwell time of visitors. Ormskirks growth needs to be sensible bearing in mind its constraints, bringing into use existing buildings and providing for the consumer with improved linkages. I don't see how a bypass would positively benefit the town centre economically.
	Other proposals should now be pursued to assist with the towns traffic issues including greater traffic information given to motorists passing through the town and the reinstatement of the curves to enable southport and its neighbouring towns to become sustainably

	linked. The improvements to the university access has helped tremendously.
	It is clear to me that a bypass would not make any overwhelming impact to change the daily routine of traffic in and around Ormskirk. We would still see many of the same issue on a day to day basis. St Bedes/St Annes would still be busy at rush hour , so would the fiveways junction together with parts of knowsley road and st helens road. Yes it would help alleviate congestion bourne out of events in southport (10 times a year) but that is not a reason to expend millions in tax payers money on a scheme whose benefits are not worthy of the total economic and environmental costs.
	As for the bypass, this should now be removed as a protected route from the local plan in order to remove the blight to residents affected by it.
9	To me the key thing amidst all this is the need to improve throughput of traffic in and around Ormskirk. I have never been in favour of the Ormskirk Bypass and agree the premise that the main problem is local congestion. It seems to me that there are a number of things that could be done to improve the situation.
	1. The Fiveways junction - when this was last 'improved' the only lasting effect was to reduce capacity for traffic through the junction from Southport. It should be changed back so that two lanes from Southport can approach from, and pass through, easily.
	2. The Parish Church corridor – demolish some of the buildings in the corridor in order to increase capacity through it.
	3. Station Approach – trying to get out of Station Approach in a car can be a nightmare, especially at rush hour. Consideration should be given to installing traffic lights on the junction with Derby Street.
	4. Derby Street/Stanley Street – on the corner by Emmanuel Church most traffic turns into Stanley Street. The road configuration should be changed to allow both lanes to turn into Stanley Street, rather than the one as now.
	5. Knowsley Road/St Helens Road Junction by the park – install traffic lights to allow more traffic to pass easily from Knowsley Road into St Helens Road
	6. St Helens Road/Park Road junction – quite often traffic wanting to turn left into Park Road from St Helens Road is held at these lights even though there is no traffic approaching from the bus station direction. A 'filter left' solution would improve throughput.
10	The attached information was requested by Hazel Straw and I would be grateful if you could pass it to her with the following comment;
	Item 1 is a copy of the Lancashire Council response to a leaflet published by the "Protect Rural Ormskirk" group which is comprised of people living in Westhead and Dark Lane, properties whose rear gardens may overlook the proposed route of an Ormskirk Bypass, although it is doubtful if that could be described as blight, particularly if screening was provided. The lies revealed should

	bring this group's activities into question and suggest how very unreliable they are. This response clearly outlines how the bypass would improve the local economy.
	Item 2 is a copy of an extensive postal survey carried out by the Conservative party which shows massive support for the Ormskirk Bypass, amongst other transport matters.
	Item 3 is a letter sent to the local paper, along with the house to house survey carried out personally, in order to determine the strength of feeling on this issue in the town of Ormskirk. This exposed a tremendous amount of ignorance regarding the Council plans and the possible effects on them, which still exists. This shows how ineffective electronic notification is for most people, who either don't have access or find a host of other sites more interesting than those of local Government. The local, including the free newspapers, obviously are not making up the difference.
	Your email of this morning suggests that traffic volumes have remained fairly constant since the last survey, with its projections to 2012 with any slight reductions probably due to the recent recession and we can therefore expect numbers to be at least back to those levels as the economy improves. That would be in line with what those of us living here see on a daily basis. Planned housing expansions etc have therefore not been taken into consideration in the current "Masterplan". I would be particularly interested in current traffic movements on the A570 at Bickerstaffe and the 5 Ways junction with the A59, together with the A577 at Westhead village.
Additional representation form respondent 10	Aware of the disappointing saga of the Ormskirk Bypass, first planned by Lancashire County Council before the War I find it most frustrating that all the effort and money spent so far is to be wasted on a plan that has no hope of solving our particular traffic problem, lying as we do, trapped between the large and influential conurbations of Merseyside and Greater Manchester.
	Your own survey of traffic projections for 2012, dated 30.07.07 indicated that the A570 entering Ormskirk from the East would be increased by 53% if a bypass was not built, not to mention increases on all but a few other roads in and around the town. Finance was then only withdrawn by Westminster to appease protesters at the construction of the Blackburn motorway and the Newbury Bypass.
	Approval for the Switch Island Thornton link road in Merseyside is designed to ease traffic problems in Crosby and when built this will add to the already heavy traffic situation on the A5036/A59 which will hardly encourage use by A58/Southport traffic, nor will the extra 10 miles per day for the commuters, who represent the bulk of our problem. The suggestion that the current protected bypass route be sacrificed before an alternative solution is found would be the height of folly and I would strongly plead for its retention and a stronger fight put up for the funding necessary for our promised bypass.
Additional representation	Looking at the recent West Lancashire Development Plan, or the current west Lancashire Highways and Transport "Masterplan" it is

form respondent 10	difficult not to come to the conclusion that the objective is to destroy our economy and ruin what is left of our quality of life. A more generous conclusion could be that they just don't care.
	The only development planned for Ormskirk, which needs to grow in order to balance and properly sustain Edge Hill University and where we already have a shortage of homes and starter homes in particular due to its expansion, is a small development on the wrong side of town, which will only add to the Town's traffic problem, being between it and the M58 motorway, not to mention the current route to Liverpool. Instead we will have huge development in Burscough, that nobody there wants and an even bigger one in Skelmersdale, not to mention the Sefton development planned for Southport, all of which will make our traffic situation worse.
	Why was the opportunity to have major housing and commercial development adjacent to the university removed, without any real consultation, when it would seem the ideal location? The loss of green belt, all well within a mile of the town centre and its bus and rail links, would seem no worse than that they have promoted and agreed to in Burscough. Currently any money claimed to be spent on Ormskirk, is for Moor Street and seems to be on road maintenance rather than an investment for the future.
	As far as highways planning is concerned, if not stopped, the protected status for the A570 bypass round the town will be lost and all through traffic diverted to a relief road for Crosby, the planned Thornton Link road, via Switch Island on the A59. This adds almost 20 miles to the journey for through traffic travelling to Southport, thus removing any chance of travellers using business opportunities in Ormskirk. If, or more probably when, the motorist reverts back to travelling through the town, any opportunity, when finance again becomes available for the A570 bypass, currently to be reviewed around 2018, the chance will be lost and what are the bets that a new road across the Coronation Park comes back on the table. Call me a cynic!! The bad news does not stop there. As part of this plan Skelmersdale will get its much needed Railway Station, but destinations will not include Ormskirk, for those who like to shop and work in Ormskirk, but Wigan or Liverpool.
	Just where are the advantages for Ormskirk in any of these plans. The simple fact is that Ormskirk is not represented as an important town in its own right unless we individually fight to have them stopped, LOVE ORMSKIRK, who are fighting so hard to keep their businesses going and Ormskirk residents, who are suffering the traffic problems, both motorists and pedestrians, will continue to see decline.
11	Question 1 (also drifting into Q2 & Q3) – Stop using the meaningless term "vibrant" – it defines nothing. <u>Ormskirk</u> needs employment opportunities that do not depend on the University and tourism. The town centre is struggling.
	The figures you quote make it clear that there are some very deprived areas in <u>Skelmersdale</u> . I have worked there and now

	volunteer there once a week and am aware of the problems. I am not convinced that the "Superport" will provide the solution.
	There are many deprived areas in Liverpool and Sefton that will also be looking to this development to lessen their problems. I agree that Skelmersdale road network is abysmal – I know people who will not go there because they find it so difficult to navigate. I would love to see it all sorted out but feel the cost is likely to prove prohibitive.
	A decent bus service at the times people need it for work would help, particularly if people are on shifts. <u>Burscough</u> – agree that the train service from Ormskirk to Preston needs increasing frequency of trains and electrification.
	If the "curves" are not going to happen what about a shuttle bus between the 2 Burscough stations co-ordinated with train times? (once the service is improved).
	<u>Rural Villages</u> – what is meant by "other means" of transport if buses are not available? Are you looking at another "volunteering opportunity"?
	<u>Q2 – Skelmersdale</u> The Linear Park has been on the books for some years. It is an attractive idea but I don't think it will be much help in taking the pressure off roads – though it may get some use for leisure if properly supervised.
	<u>Q3 – Ormskirk</u> I hope the Thornton to Switch Island link will be as successful as you think it will be in taking heavy traffic out of Ormskirk but am not sure it is a complete solution. Some heavy lorries from the Scarisbrick side of Southport use the very narrow Cottage Lane, Ormskirk, and the A59 – the new link is unlikely to stop this. The new traffic lights on Park Road are an improvement. A pedestrian crossing near Ormskirk Parish Church has been desperately needed for many years. Any chance of putting one in? If cycling into Ormskirk is to be encouraged cyclists SHOULD NOT RIDE THROUGH THE TOWN CENTRE. A mix of cyclists and pedestrians – often elderly – is not a good one. More cycle racks please if this goes ahead.
	<u>Q4 – Burscough</u> Yes to electrification of the railway line. Don't think improvements to walking and cycling routes to Ormskirk will make much difference – if the walkers and cyclists are taken off the A59 you are still left with a very narrow road which has almost constant roadworks. I commuted to Preston from Ormskirk for 5 years and found the Ormskirk/Burscough/Rufford stretch a nightmare. Nothing in the Plan addresses this.
	<u>Other points</u> 1. On page 24, the Ageing population is referred to as " <u>threat</u> " – presumably to progress. Please remember that we all – if we are

	lucky – get old! Older people should not be classified in this ageist way! One day it will be you.
	2. Developer Contributions (section 106 Agreements). As West Lancs has so much green belt – which makes the area attractive – there is a lot of potential for developers to seek to breach green belt. This will need watching so that what you have classified as an "opportunity" does not lead to opportunistic planning applications.
	I would like to thank the staff who attended the Ormskirk Library session on Friday 17 January 2014. They were helpful, responsive and willing to listen (even to those who did not want to listen to <u>them!!</u>)
12	Please find enclosed my completed questionnaire. I also enclose separate letters and questionnaire from the two motor cycling organisations which have asked me to respond on their behalf. Thank you for giving me the opportunity to comment.
	I am in agreement with much of your vision but I will use this opportunity to make a few comments. For ease of reading I have made my comments in the order of your questions. Firstly, can I thank you for correctly spelling Up Holland throughout the document. As you are aware it is frequently mis-spelt as you have noted by repeating the incorrect spelling of Upholland railway station.
	Secondly can I point out that Skelmersdale is not longer a New Town. This classification ceased almost thirty years ago in April 1985 when its housing and the Community Related Assets were transferred to West Lancashire District Council, now West Lancashire Borough Council. Skelmersdale is now known as a former New Town.
	Question 2 Skelmersdale As you are aware the Skelmersdale Roads were laid out on the Radburn layout which seeks to separate the pedestrian and cycling traffic away from the motorised traffic by utilising a system of walkways and underpasses. When this was developed it worked quite well with different coloured surfaces detailing cycle ways and foot ways and specific routes to the town centre and industrial estate. However years of neglect and lack of maintenance have resulted in walkways and underpasses which are no longer fit for purpose. I can provide you with far more details should you require it. So yes a radical review and possibly reshaping of the Public Realm is overdue.
	The railway line through to the proposed new station in Skelmersdale should be electrified and run as an extension to, and at the same frequency as the Merseyrail service from Liverpool to Kirkby. As you have noted the present public transport bus service to both Liverpool and Manchester is abysmal and is in significant need of improvement. The new railway station in Skelmersdale and an improved more frequent service will go a long way to improving public transport to and from Skelmersdale.

	<p>Question 3 Ormskirk</p> <p>I understand that a bypass for Ormskirk was first proposed around 80 years ago. Traffic was travelling from Widnes and St Helens along the A570 to get to Southport. All three of these towns were of course in Lancashire at that time and your very far sighted highway engineer built the Rainford bypass and proposed the Ormskirk bypass. The construction of the long awaited Thornton to Switch Island link road will not attract this traffic which will continue to access Southport and its sea side attractions by going through Ormskirk.</p>
	<p>Questin 4 Burscough</p> <p>I cannot agree with your proposal not to pursue the reinstatement of the Burscough Curves for a train service or a light connecting tramway. Such connections will permit the easy public travel by rail between Ormskirk and Southport, Ormskirk and Wigan and beyond to Manchester and its airport and from Ormskirk to Preston.</p> <p>It is appropriate at this juncture to point out that West Lancashire is bounded by three of the Merseyside metropolitan authorities, Sefton, Knowsley, and St Helens and by the Greater Manchester authority of Wigan. The pensioners from all four of these authorities enjoy free travel (at restricted times) on the railways and Metro link trams travelling through their areas. If this concession was also available to the pensioners of West Lancashire then I am sure the proposed new railway station in Skelmersdale and the Burscough curves would be well used and a number of cars would be taken off the road.</p>
13	<p>You should be doing a lot more for Ormskirk. The traffic is getting worse week by week, Have filled this form in but nothing ever gets done.</p>
14	<p>Firstly, we live in Eccleston which is in the western end of Chorley BC. Nevertheless, we frequently travel into the West Lancashire Council area for shopping, visiting friends and general leisure. We also travel into Sefton. My interest in adding to the questionnaire is to emphasise my conviction that the WHOLE area is losing out and faces the considerable danger of it being left behind compared to other municipalities in the surrounding areas such as Wigan, Preston, Warrington and so forth.</p>
	<p>I visit North Yorkshire, Colchester and London quite frequently and I am able to see the effects of good and bad connectivity in these areas. So, for example, Harrogate is trying very hard to obtain electrification of its rail link to York and Leeds to enhance its town, whilst London has already created the Overground to a level of huge success. In contrast, the West Lancashire area AND its surrounding borough council areas suffer from bad transport links to the detriment of those going to work, those seeking work, people attending various colleges and those who have to attend the hospitals. Why is this? What has happened in the past to allow this situation to develop?</p>

	<p>The geographical layout of the area is bad. Having a finger of land called Sefton creeping up the west side of the area means that officials in Sefton probably do not talk enough to their counterparts in West Lancashire and vice versa. But the PEOPLE traverse the two areas all the time. Likewise do either of these two councils have officials who talk to Preston officials and son on. The result has been a lack of vision and motivation overlaid with the insularity taht has led to little being done over the last few decades.</p>
	<p>Now, this Masterplan is an attempt at last to rectify past ills and move the WHOLE area forward. So, what needs to be done?</p> <p>1. Electrify the line from Ormskirk to Burscough as soon as possible. That will be a start. Have the definite objective of carrying on the electrification to Preston. This is not a pipe dream. In Cheshire, the Merseyrail was electrified from Hooton into Chester station years ago and is now a very important link. Likewise, speeding up services into Preston will open up new opportunities and extend links onto other train services to the North, Scotland and so forth.</p>
	<p>2. Reinstate the Burscough curves to reopen direct rail links to Ormskirk, Southport and Preston. Apparently a report exists purporting to say that it would not be viable. I would point out that almost EVERY rail reopening in the past has always had a predicted passenger usage figure given that has been greatly exceeded in reality. Just one example is the Edinburgh to Bathgate line that was reopened many years ago and because of larger than expected patronage is now being further extended to Glasgow. It has been shown time and again that methodology used by "experts" to predict future usage always underestimates the figures. I am sure the same would be said about the Burscough curves.</p>
	<p>3. Have a much greater link with Northern Rail and other bodies in promoting the Ormskirk to Preston line in towns and villages slightly further out from the line but still alongside it eg Eccleston, Leyland, etc. People in these places do not know the line actually exists.</p>
	<p>4. Reopen Midge Hall station asap. I know the perceived wisdom is that it has to wait for the former Leyland test track to be developed with houses BUT the area of Leyland to the west of the B5253 already has large housing estates and Midge Hall station with a car park would be ideal for these people to use. This would cut down the large amount of traffic in the morning and evening rush hours that result in long queues wasting large amounts of fuel from idling engines and adding to pollution. It needs some imagination!!</p>
	<p>We have lived in this area for over 30 years and are very pleased that we have done so. However, there has always been the nagging feeling that it has been left out of progress, of being left behind, of having transport links that are deficient. Now, I would suggest ALL officials and councillors, not just in West Lancashire, have an opportunity to advance the whole area in a co-ordinated and imaginative way. The question is – have they the gumption to</p>

	do so?
15	<p>I would refer to the Highways and Transport Masterplan for West Lancashire and please find enclosed your questionnaire.</p> <p>I have lived in Upholland since 1965 and have seen the progress for Skelmersdale and Upholland since then.</p>
	<p>You correct in stating that the full development of the New Town did not take place as originally planned, this is and was due to many things.</p> <p>One of the major discrepancies of the original plan not to be addressed was teh building of a HOSPITAL for the residents of the New Town.</p> <p>However this was addressed by the development of Ormskirk Hospital which for many years as served the New town well, until recent years when it has become little more that a Clinic and all emergency needs being referred to Wigan or Southport hospitals.</p>
	<p>I have recently needed the services of Southport Hospital and this required a 40 minute drive (at 11am on Tuesday morning) passing an unused Ormskirk Hospital which is only a 10/15 minute drive from my home, this extra travelling time could have been life threatening. I am led to believe that current bus services to Southport will shortly be rescheduled so that the last bus back to the New town will be at 9pm making it difficult for visitors to Southport Hospital to return home.</p>
	<p>The reason I am writing to you is that the New Town does not need a Railway link as within the town there is already a railway station which could meet the needs of the people of the town in their quest to join the Main Line services at Wigan. This would require little re-development and leave funds for what the New Town needs which is a Full Operation HOSPITAL, the basis of which is already available in Ormskirk.</p>
	<p>What is needed and has been so for at least the last 50 years is a By-Pass for Ormskirk and I believe that this matter should be given URGENT approval.</p>
16	<p>1. Many of the questions have no answers being multiple.</p>
	<p>2. Whilst this plan describes Ormskirk as at vibrant market town there is nothing in it to help Ormskirk compete with nearby retail parks or improve the lives of residents. The reverse is likely as it seems to discourage visitors/shoppers including those from Skelmersdale where most of the resources are planned to be spent. Even residents there will find it more difficult to commute to Ormskirk or Southport even for hospital visits or emergencies.</p>
	<p>3. To remove protected status for the Ormskirk bypass when it becomes even more necessary and finance <u>is</u> available will benefit nobody other than the "nimbys" among us who seem to have undue influence. Genuine reasons are very hard if not impossible to find. A prosperous West Lancashire is impossible without a prosperous Ormskirk and our town in being neglected in this plan.</p>

	Please change it.
17	<p>Individually the proposals make sense but I do not think the effect on Ormskirk will be as positive as the plan hopes.</p> <p>Given the general inability to control traffic within the 20mph zones plus the utter contempt shown to pedestrians by the phasing of lights at crossings, I frankly doubt the intention of Lancashire County Council to get to grips with the appalling traffic situation in Ormskirk.</p>
	We do not need measures to smooth traffic flow. We need measures to impede it – to make it difficult and unattractive compared with other transport methods.
	Cheap solutions that help pedestrians and cyclists:
	1. Install traffic calming on the "Gyratory" route through Ormskirk.
	2. Install pelican crossings that actually stop traffic on request and do not make pedestrians wait – the current totally unreasonable default.
	3. Retain the Derby Street rail bridge and improve it for pedestrians by reducing it to one lane.
	4. Eliminate double traffic lanes and return one lane to pedestrians/cycle use – I am all for any shared cycle/footpaths.
	5. Make it difficult for cars and spend money on cycle paths and traffic calming not on expensive consultants to review rail schemes that cannot be afforded.
	6. I like the rail plans but suspect the money will never be there. If you get it fine.
18	<p>I came to the consultation at Ormskirk Library on January 17th and was asked to write my comments on the Masterplan and Consultation. They are as follows:</p>
	1. I disagree that most of the traffic in Ormskirk is not through traffic. That is not the case on Park Road where I live. Traffic, particularly at weekends, is largely going through to Southport.
	2. There are insufficient crossing places on the roads in Ormskirk particularly on Derby Street at the junction of Park Road and Church Street, and on the junction of Southport Road with Derby Street West.
	3. The "pinch" point on Southport Road by Ormskirk Parish Church is dangerous and the Church wall has been damaged on many occasions. Derby Street West is also not wide enough for two lanes of traffic.
	4. There is clearly still a need for a by-pass because of the volume of through traffic.
	5. I found the West Lancashire Representative at the consultation who I spoke to was un engaging and flippant.
19	As a resident of West Lancashire for 40 years, firstly at Bickerstaffe and now Skelmersdale, I am horrified that the transport system

	particularly buses has deteriorated.
	There are now no buses at all in the main area of Bickerstaffe when there used to be a half hour service between Wigan/Skelmersdale & Liverpool travelling down the main Liverpool Road plus a service 319 between Southport, Ormskirk & St Helens which now only skirts the outskirts of Bickerstaffe along the Rainford Bypass.
	The 311 bus linking Skelmersdale & Liverpool runs Monday to Saturday with the last service being finished by 7pm. This bus does not run on Sundays meaning there is no way to get to Liverpool from Skelmersdale without a car.
	As Skelmersdale is predominantly a Liverpool "overspill" town with most residents having strong connections with Liverpool this seems surprising. I am a pensioner and fortunately am able to travel to Liverpool. I drive to Kirkby and then use my bus pass on the seven choices of bus from the Civic Centre. If I am unable to drive in future years I would have great difficulty accessing the 311 service as it goes from the concourse and around Ashurst, Old Skelmersdale but does not come anywhere near the Tanhouse area at all. In fact there is only a circular bus 312 that actually comes within walking distance of my house so I would have to get this and meet up with the 311 on route.
	Skelmersdale needs a complete revamp of the whole transport system as soon as possible.
20	I am writing to express my real concern, as someone born, raised and for the last 30 years a long term resident of Ormskirk, regarding the plan to remove protected status from the current, proposed route of the Ormskirk Bypass.
	Now retired, my previous career was in shipping and together with many years commuting into Liverpool Docklands I am now a frequent visitor, both socially and for treatment at the Liverpool Hospital cancer unit, so I am very familiar with the current traffic flows through Switch Island.
	It is obvious to me, and everyone I know, that the Thornton Spur, when completed, will make an already busy junction much worse and to expect it to be an attractive option for Southport bound traffic from an expanding Skelmersdale and further East is at best naive, especially when the extra developments stemmed for Southport itself is taken into account. The through traffic situation in Ormskirk, as described in the projections for 2012, produced by the LCC in July 2007, can only get and is already getting worse and when you add proposed enlargement of Burscough, etc, as in the current WLBC Development Plan for West Lancashire, it seems obvious that these considerations have not been fully taken into account.
	As you can see, I live on Wigan Road, which as the Town's major school and the resulting hordes of children walking into Ormskirk and its transport links, together with our Hospital which, with Skelmersdale just up the road, accounts for the regular emergency ambulance runs to and from our adult A&E services at Southport so it is realistic to assume that deaths are bound to result in delays in

	negotiating the narrowing roads in the jammed centre of the town.
	To ensure that the Town is denied the possibility of this bypass in the future and diverting all through traffic to give Ormskirk shops a wide berth will be a positive disadvantage, both to it's economy and the wellbeing of it's residents.
	It should be noted that a "AQMA" Order already exists where Nitrogen Dioxide limits breach Government guidelines.
	I would be grateful if the fears expressed above could be relayed to Cabinet for consideration in it's deliberations
Additional comments submitted as part of questionnaire	
1	The proposed Green Lane link in Tarleton is vital to remove HGVs from Hesketh Lane and the surrounding roads, but will be counteracted by the proposed private dwelling building plans for the whole area off Hesketh Lane. Hesketh cannot be widened at any point and there are two large schools, narrow pavements and in general two cars per household. The junction of Hesketh Lane and Church Road/Coe Lane is already a bottleneck
2	The route of the proposed cycle path from Skelmersdale to Ormskirk goes too close to existing housing.
3	Your map shows the former rail link to Skelmersdale from Ormskirk passing through Westhead village. Please note that there are many houses built on the former railway line. Is it your intention to demolish those houses to achieve that aim.? If that is your intention then the people living on the line will have blighted property for many years. Please confirm what prices you will be paying for these property and what the time scale for this event.
4	I don't understand how a Burscough-Ormskirk Linear Park features in this consultation. WLBC Planning Department recently sold this plan as being part of its Local Plan. How can it be part of the Plan and also part of a separate LCC consultation??? The A59 through Burscough desperately needs to have traffic flow/congestion issues addressed. Traffic flow is horrendous, just 1 vehicle stopping at a shop, or bin wagon, etc causes huge tail backs, and yet WLBC is intent on dumping massive development on Burscough which will make these problems worse. A solution is needed NOW.
5	Please investigate and cost ways to reduce traffic congestion in Burscough Bridge on the A59 and in Burscough Bridge especially at the A59 and A5209 junction.
6	The proposal not to push for an Ormskirk bypass is misguided. The traffic is not mainly local causing congestion you have a main road from the M58 running through the town causing damage to historical buildings and more congestion because of the church

	<p>bottleneck. On market days traffic is backed up along St Helens Road past Edge Hill University and when there are road works I have seen it a lot further back than that. Traffic trying to get to Southport has to go through Ormskirk and obviously they have to return. Also any emergency ambulances/services that need to travel to Southport from say Skelmersdale have to negotiate through Ormskirk adding time and danger to people using those services. An original plan for a bypass from M58 to Kew island in Southport is probably too expensive and not necessary but just a bypass around Ormskirk only is definitely needed.</p>
7	<p>These proposals do not in any way reflect the needs of our Parish of Great Altcar, where traffic has become heavier in recent years, there is no access to transport to Formby without a car, and there are continual road accidents due to lack of significant speed restrictions or speed bumps or policing.</p>
8	<p>There is too many leading questions, more development is required in Skemersdale as to transport infrastructure would aide housing, employment and business demands with its close links to the motorway passages. The reversal of the 10 mph (30 to 20 mph and 60 to 50 mph) zones should stop as this increases risk to pedestrians as drivers are constantly looking at vehicle speedos rather than the road and the cost to complete this programme could be used better and traffic would flow far better too. Better transport infrastructure in Ormskirk / Aughton and Skemersdale would then be better options for more housing as these are the areas that developers want to build and when better transport links are in place, people will move to these areas thus improve the economic situation within West Lancs as a whole.</p>
9	<p>The Tarleton Green link road is long overdue and should be first, not last on the list of proposals.</p>
10	<p>Along with the re-design of the West Lancs roads and walkways. more attention should be given to traffic calming measures, just putting un policed speed limits on main roads is ineffective.</p>
11	<p>Well maintained public parks are desirable and look good on plans, isolated, unkempt and un policed public spaces and parks are, in reality a gathering place for drug and illegal activities, for some elements of our society, in the hours of darkness</p>
12	<p>The Traffic system in Ormskirk is a one way disaster with an isolated, semi pedestrian zone surrounded by a dangerous race track (as demonstrated on the annual motor fest day, when extra police and barricades are brought in for what is a slower than normal day for traffic.) with totally inadequate crossing places at the most dangerous intersections, recent fatalities have highlighted thlis flaw in the traffic layout. Industry in the area will always be dependent on National and International Economic Trends, good green belt and productive agricultural land should NEVER be considered for Industrial or Housing needs for short term economic trends, as illustrated by the Stanley and XL Business Parks in Skelmersdale and Lathom, with huge empty distribution warehouses, which at best employ 20 to 30 people and bring</p>

	<p>massive heavy goods, road transport problems to rural areas, No mention of shale gas exploration is mentioned in this plan. are we to assume that West Lancs Council are unaware of the effects it will make to the future of the area! Regards, West Lancs Resident 67 years.</p>
13	<p>the proposals make no reference to other modes of transport or recreational methods i.e horse riders and carriage drivers. there seems to be plenty of provision for walkers/cyclists. Horses are animals with a mind of their own. Many off road equestrian routes have already disappeared. If you can make provision for walkers and cyclists then make paths/ off road routes available to horse users. it is possible if you loo at the Pennine way or the Middlewood way in Cheshire.</p>
14	<p>Considering the amount of housing development work earmarked for Tarleton and Hesketh Bank over the next few years, more needs to be done to provide better access roads as Hesketh lane will not cope with the amount of new traffic expected</p>
15	<p>Serious concerns over the heavy usage of Station Road/Hesketh Lane Hesketh Bank/Tarleton and the major increase in traffic which will be created by the construction of 275 houses on the former Altys brickworks. Already The villages are often at a complete standstill/gridlocked and the creation of the Green Lane link will ease a little HGV traffic but in my opinion it is a drop in the ocean. Emergency vehicles struggle as it is to get to call outs, what will it be like with the increase in traffic. My suggestion would be to either reinstate the railway bridge over the river Douglas to Hoole and create a new exit out of Heseckth Bank or dramatically reduce the over building in Hesketh Bank and Tarleton. A recent accident outside Booths Supermarket, involving a farm vehicle, closed the ONLY road into Hesketh Bank for several hours and traffic was forced to take a long detour over the Moss - its not good enough LCC you have a duty of care to all residents. I commute to Pr!eston College and over the 15 year that I have worked there, year on year I have had to leave home in Tarleton earlier an earlier - In order to be at my desk for 8.45 I now need to leave at 7.30am which is absolutely ridiculous for a 15 mile journey - I can often take 15 mins just to get out of the village! PLEASE DO SOMETHING TO EASE THE CONGESTION IN HESKETH BANK and TARLETON- thank you</p>
16	<p>It seems that a major focus of the plan is to reduce road traffic into and out of Ormskirk. Assurances must be given that: Travellers will be enticed towards alternatives and not forced towards them; that travel to Ormskirk by car will not be discouraged by restricted access or reducing the current level and cost of the parking facilities. Assurance must also be forthcoming that any changes will be sympathetic to the history and heritage of the towns and villages affected, including Ormskirk, Burscough and the rural areas.</p>
17	<p>Rail Link to Liverpool would be very useful Cycling in</p>

	Skelmersdale is not easy with scale of large roundabouts
18	Has it been considered that in Skelmersdale the new proposed town centre development of retail units and cinemas etc could in fact be built elsewhere in the town, do we really need to build everything around the Concourse, the out dated and impractical shopping complex? Why not look at positioning an out of town retail park with integrated bus and rail station at the out skirts of the Pimbo industrial area where a station could be built on the existing Wigan to Kirkby railway line, perhaps replacing Up-Holland station and without having to occur the massive expenditure of installing a new rail link into the 'so called' town centre. A retail development could then be built around the new station and bus services developed from here. The Concourse is out dated and building around it should be re-considered.
19	make a traffic bypass for traffic on the a59 to go round burscough rather than thru cutting down traffic
20	I really like the idea of trying to encourage more cycling and walking, the Ormskirk to burscough and ormskirk to skelmersdale cycle paths will encourage and facilitate this. Nothing worse than cycling along the A59, I do it regularly. I dont see what will be gained from reintroducing the Burscough curves, (there is only so much money and its a question of value for spend). Also on the question of Ormskirk congestion, if we all could walk and cycle more surely this would be benefit everyone, perhaps the council could try and educate the population this way, cycling is cool, look at the example the big cities are giving, London in particlar
21	I believe that the council would be advised to consider a https://en.wikipedia.org/wiki/Tram-train solution running from Ormkirk via the Sklmersdale branch, sharing road to the town center then connecting to the existing Kirby Wigan line either by Tram or dedicated train line, with a bidirectional junction. In connection with electrification of Kirby to Wigan with its integration into Merseyrail. Providing the possibility of 2tph from Liverpool Central to Wigan and 2tph to Skelmersdale some services to Ormskirk could also be extended to Liverpool providing Skelmersdale with connections to Aintree, Walton and Maghull. Additional an Ormskir-Skelmersdale-Wigan Tram service could be provided. It would also provide extra impetus for improvements of the Ormskirk Preston Service and reinstatement of Ormkirk to Southport. Making Ormskirk a well connected Hub for West Lancashire. Network Rail has identified all of the existing lines mentioned as candidates for electrification. h!ttp://www.networkrail.co.uk/networkrus_electrification.pdf
22	LCC should look again at the Burscough Curves option
23	Burscough by passeems to be orgotten only answer for Burscough is to become part of Sefton or Wigan.WE PAY IN GET NOWT OUT

24	<p>Derby Street rail bridge - you are proposing to demolish a Grade II Listed Building on what from the strategy appears to be a very woolly basis. How much thought has been given to this?</p> <p>Improving Burscough's rail connections is to me key - the Junction station is virtually a waste of space with only one train an hour and single track - gives very poor connection to two cities - Liverpool and Preston. If this railway line was integrated with Merseyrail, I'd seriously consider abandoning commuting by car. I'd personally prefer to travel by train, but having to change at Ormskirk between frequent trains and hourly trains makes the commute by rail inflexible and unpractical. You should pursue reinstating the Burscough curves - a needed strategic improvement to the region's rail network that should get more people out of their cars. Making the disused railway line from Skelmersdale to Ormskirk a 'linear park' could be counter-productive. Opening as a route would immediately create a lobby against the idea of ever reinstating the railway line the linear park is proposed to be made on just so they would still have somewhere to ride their bikes on the weekend. Suggested Reading: John Reeds 'Smart Growth: from Sprawl to Sustainability' - particularly the chapters about linking development (e.g. Yew Tree Farm, the mill at Burscough) to improvement to public transport (Burscough's railway stations). To expand the town so much without giving its public transport much-needed investment is just asking for more congestion and car dependence.</p>
25	<p>You need to think about integrating public transport. e.g. I commute from Burscough Bridge station at 6:36 in the morning, but there are no buses on the A59 to get me to the station at that time, so I must drive. The same thing returning in the evening. The trains themselves between Southport and Manchester are shocking, tiny two-carriage diesel trains from 30 years ago that are frequently overcrowded at peak times. There should be more carriages and more comfortable trains. The rail link from Burscough to Preston is so poor that we almost always drive there instead. Very poor station with next to no facilities, hardly any trains and none on Sundays, plus the trains themselves are noisy glorified buses - very poor. Why not look into using the canals as strategic foot and cycle routes with good, clear connections from the towpath to destinations.</p>
26	<p>The lack of money, political will and because WLBC have concentrated development outside of Skelmersdale within Burscough and Upholland makes a mockery of the suggestion, made through the wording of this consultation, that Skelmersdale may be able to get a train station. It obviously isn't going to happen, so why ask us about it.</p>
27	<p>Re your statement 'Burscough is a thriving small town where there is plenty of transport choice and commuters don't need to own a car.' As a user of the public transport system I find it is quite poor to get to and from Burscough. The last 2A from Ormskirk is 6.18pm this means if you want an evening out in Southport you have to get the train back from Southport to Burscough. The 2A is not co-ordinated with any buses coming from Southport to</p>

	<p>Ormskirk. If you miss a 2A you have about 3/4 hour to wait for next bus. The 2A leaves Burscough Bridge Interchange just as one of the Southport to Burscough train's pull into the station - therefore you miss that bus too. If you are visiting the District Hospital at Kew it is easier to get the bus to and from Ormskirk, but after 6.18pm you have to time your return bus with the Preston train from Ormskirk. You really have to plan your journey and I am not expecting any changes to be made to the public transport system. This is just from my point of view. Burscough could really do with a 'bye-pass'. Roads are too narrow for all the heavy goods vehicles that pass through from the M6 motorway. Our roads are still the size of country roads. Main A59 struggles, and has done for years, with the volume of traffic. It just takes a delivery vehicle, bin waggon or bus to stop on the main road to cause bottle necks and stoppages, not to mention utility repairs that are usually present near Platt Lane. More houses are planned to be built and are busy being built whilst the current infrastructure is still unable to cope with what is going on in the area at the moment! It is just to do with making money and not common sense! Thank you for your time in reading the above.</p>
28	<p>County Hall must look again at the Burscough Curves. The building of a station at Mill Dam Lane could generate income and encourage more people to use the service on Ormskirk to Preston railway line.</p>
29	<p>The one way system around Ormskirk town centre adds to the congestion. Traffic on Derby Street should be both ways which would take traffic north up Burscough Street to the A59 and out down Southport Road as now. However, it should be access only to the Parish church from Southport Road/Derby Street. Park Road should be two way access only to Morrison's, Park Pool, Two sisters and Tesco car parks with access through only to the Parish church for funeral and wedding cars. The bulk of the traffic would then go out along Aughton Street instead of causing a bottle neck around the Parish church. The flow of traffic at the Five Ways junction needs reviewing urgently especially when turning right from both sections of Southport Road. There is an accident there almost every week as cars attempt to cut in front of oncoming traffic.</p>
30	<p>Rural communities must be made to feel included by giving them adequate transport links</p>
31	<p>Have you considered a tram or light railway to connect Skelmersdale with Ormskirk, a link to Burscough junction Martin Mere and a link to Edge Hill University? A connection from Ormskirk to Southport, linking Halsall and / or Scarisbrick. A tram or light railway from Southport to Preston, with stops at Banks and Hesketh Bank. A tram or light railway from Widnes through St. Helens Junction and St. Helens Central stations going close to Rainford and then onto either Skelmersdale or Ormskirk. Would you support a bridge or barrage over the River Ribble near to its estuary, connecting Southport/ Banks/Hesketh Bank with Lytham? Would you support the extension of the M58 Eastwards towards</p>

	Wigan and / or Southwestwards towards Liverpool?
32	<p>The plan as it stands lacks evidence and basis itself on speculation. By introducing large scale developments and creating only a cycle route is dangerous at best. How are you going to manage the heavy site traffic and large goods vehicle through traffic through both Burscough and Ormskirk. The plan in no way addresses this issue. Poor car parking at Burscough junction and Ormskirk station has not been addressed, along with the large volume of traffic from the M58 through to Edge Hill, traffic using the motorway will not change to cycling. This plan is based on a utopia from the last century of low traffic volumes. By building more housing and not managing the traffic the council is sticking its head in the sand, and hoping a sticking plaster will heal a deep wound.</p>
33	<p>Ormskirk needs to widen the road near Ormskirk Parish Church, Derby St and Southport Road, not to replace the bridge on Derby St West. Traffic reduction needed working in partnership with Edge Hill College as this is a cause of traffic build up in the town centre. Skelmersdale New Town was built to encourage walking and cycling and this should be encouraged as well as strengthening the public transport to the town. Car sharing support for rural areas, and again support for the public transport that is already running to improve.</p> <p>The Masterplan does not make any specific references to transport links for the Southern and Western Parishes and Plesdige 3, relating to rural connections, is extremely vague and does not make any explicit commitments. How will success against this pledge be judged? People in Downholland, Haskayne and Barton have very limited public transport provision and it is vital that these are not reduced any further. A continuing concern is the difficulty people without their own transport face in reaching shopping, social and medical facilities. There is minimal public transport provision between Downholland Parish and Ormskirk, the county town. This needs to be addressed.</p>
34	<p>Focussing on Ormskirk - The railway bridge is a death trap and no longer fit for purpose. It needs to be replaced with a new one that also incorporates safe passageways for pedestrians and cyclists. As a result of the interminable one-way giratory system, there are a number of junctions where drivers contravene basic road safety - better, clearer signage and modifications to said junctions are needed to ensure correct behaviour. Ormskirk is without doubt, one of the most unfriendly areas for cyclists. If we want to reduce car traffic, let's create cycle lanes/routes that encourages people of all ages to cycle without fear.</p>
35	<p>The wait for an improved transport system in Skelmersdale is becoming a joke as we have waited for at least 10 years for a change and this proposal has a date of 2019, which means personally I would be 31 by the time it is effective and after years of long bus and train commuting to Southport and Liverpool, the need for quicker routes is paramount but just like the failed 'Skem vision' project, there is a feeling that this proposal will do the same</p>

	<p>thing by promising and not delivering. As West Lancs is currently under Conservative control with Skelmersdale dominated by Labour councillors, nothing is being done as the 'Tories' favour Ormskirk as can be seen by the consistent spending on improving the town while Skelmersdale has money taken away with the closing of the Sports Centre a classic example while £250,000 is spent on Ormskirk's improvement. So in summary, the plan looks good but time will tell as to whether it will succeed.</p>
36	<p>The Ormskirk by-pass, railway line to Skelmersdale and Burscough curves are what I believe to be the most important transport infra-structure projects required for the area. I believe the current plans neglect transport routes to Southport.</p>
37	<p>Cycle use in the district is very low (between 2% to 3% of all journeys made). There is much scope to increase it towards Continental levels (20% to 30%)i.e. a potential tenfold increase. Proposals for off-road cycleways between Ormskirk - Burscough and Ormskirk - Skelmersdale are essential elements of the Plan if everyday cycle use in those parts of West Lancs is to be increased. The most common reason drivers give for not using a bike in place of the car, is the danger of sharing roads with traffic - people feel much safer cocooned inside a car. Apart from that, riding in the gutter of a busy road with a stream of noisy non cycle-friendly vehicles passing within a couple of feet is not an enjoyable experience! Beyond the two proposed cycle-routes, there is more to be done - if the will is there. For example, by continuing the proposed Ormskirk to Burscough cycle route towards Tarleton. The towpath of the Rufford branch of the Leed-Liverpool canal bet!ween Burscough and Tarleton would be ideal if treated to a decent surface - sadly in its present neglected condition, it is almost impassable by bike. If the Council hope to make cycle-use a realistic option for everyday travel within the County, then a comprehensive and County-wide network of safe and wherever possible traffic-free cycle routes is essential....~Decisions taken now will determine the future pattern of travel for many years to come - let's hope the right ones are taken! Despite all that, there is small a core of traffic-hardened commuters</p>
38	<p>Skelmersdale is a town that has for decades been forgotten. There was hope and promises made via the Skelmersdale Vision which apart from the building of West Lancs College, no improvements ever came of it! If you dont have a car and live in Skelmersdale, you are limited to where you can travel. Skelmersdale is a 'taxi town'. Providing a rail link will be a great step in the right direction as this will open doors and opportunities for people living and working there. I hope this is a development that we will see very soon.</p>
39	<p>It is interesting to learn that one of your proposals is to build a rail link into Skelmersdale Town Centre. This is quite interesting as currently the 'so called' town centre solely consists of The Concourse Shopping Centre, Police Station, Library and not much else, hardly the description of a town centre. One of your proposals is also to re-design the road network around</p>

	<p>Skelmersdale to make it more friendly towards public transport. I do not see that without completely demolishing the majority of the town, that any improvement to the current road system could be made perhaps with one exception of a link road through from Tanhouse Road via Southway to Northway and Birch Green. In line with many other towns in the country why has the idea of an 'out of town' retail and leisure complex been considered? One of the obvious answers to me is to look at the vast spare land at the south west corner of Pimbo Industrial Estate. Here there is a vast open area of land, although !some of it has recently been occupied by a parking compound owned by Dawson Rentals. However, this is a prime site for developing a retail and leisure area and is also adjacent to the Wigan to Kirkby railway line. Perhaps the new 'Town Centre Development' that has been proposed could be built here incorporating a railway and bus interchange? After all it is no more impracticable than to build a rail link into Skelmersdale and probably would save the expense of building such a branch line but still achieving the current transport needs for the people of the town.</p>
40	<p>Please take note that Skelmersdale NEED a train station</p>
41	<p>Ormskirk needs bypassing, totally inadequate rural roads approaching the town center have been used and abused for too many years for this purpose, the needs of those persons living on these roads has also been ignored. Property is devalued, residents suffer from pollution in the form of noise, vibration and toxic traffic fumes.</p>
42	<p>In Skelmersdale there is a real shortage of public pathways alongside roads.</p>
43	<p>Dalton Parish Council would like to make a comment with regard to the last point on this consultation, which is 'investigating options to ensure access to services from rural areas'. Currently there is no footpath or cycleway that would enable walkers/cyclists to gain access to either Ashurst Beacon or Beacon Country Park from Dalton, without involving actually going onto Beacon Lane, which is a narrow road, and traffic travels at high speed along it due to it having a derestricted speed limit. Once you reach the car park opposite the Beacon Inn, there is a footpath to take you to the clubhouse/visitor centre at Beacon Country Park and also a footpath to take you up to Ashurst Beacon, but no footpath down to the corner of Beacon Country Park opposite St Michael's Church. We feel this is a great opportunity to look into this, as there is space to provide a footpath along the inside boundary of Beacon Country Park, on land already owned by the Council, up to the aforementioned car park. This could be done initially as a footpath at very little cost, which could simply involve deciding upon a route for the footpath and keeping it mown in summer, along with providing a few footpath signs this would serve the purpose. Then if the footpath proves successful, then at a later date, a more permanent footpath and cycleway could be installed upon the same route as there is more than enough room within Beacon Country Park to enable this to be done, without impacting</p>

	upon the Golf Course. Clerk to Dalton Parish Council
44	I feel skelmersdale is the forgotten town where the likes of Ormskirk and Burscough take priority. The shopping in Skelmersdale is dated and not much variation. We desperately need a rail link and still find it hard to believe we don't have one. There are a lot of people in Skelmersdale who work in Liverpool, Manchester and surrounding areas so a rail link would be great.
45	Would it not be forward thinking to link Ormskirk and Southport by rail via Burscough? How many studies and reports have been done on Burscough Curves, how much did they cost and when in the next one? What has been done to assess the impact of massive house building in the Local Plan in Burscough on the past refusals to reinstate Burscough Curves?
46	The curves should not have been removed in the first place
47	Not pursuing the Burscough curves goes against the very good objectives and aspirations that have been set out
48	If full electrification of the railway between Ormskirk and Preston is not possible in the short term, then a case should be made to electrify as far as Burscough, thus enabling an hourly service by diesel train from there to Preston to be implemented, still using just the one train.
49	.The south curve of the 'Burscough Curves' will provide a temporary terminal at Burscough Bridge for the first stage of the Ormskirk to Preston electrification. Burscough Bridge has extensive parking available compared with Burscough Junction.
50	I very strongly feel that there should be a rail service linking Southport and Ormskirk.
51	There is urgent need for either a roundabout or lights at the junction of the A59 and Pippin Street, this junction needs a permanent solution for the future together with improved public transport links between Ormskirk and Burscough Industrial Estate at appropriate times to service the estate workers.
52	I believe the decision to not progress the Burscough curves is wrong.
53	Re-instating the Burscough Curves should be a top priority to provide a loop service via Southport to Liverpool and from Southport via Ormskirk to Liverpool. This would improve public transport for Burscough and rural villages along the route, take traffic away from the A570 (thus also helping to avoid the need for a bypass) and provide a direct link to Preston along the newly electrified route from Burscough. Thought needs to be given not just to passenger traffic but also to freight. Skelmersdale is not suitable to be the main transport hub for West Lancashire because of its location at the edge of the Borough but it does need good public transport within the town to get people to and from work and to and from the town centre.
54	I think the proposal to spend money on schemes to get people walking from Skelmersdale to Ormskirk and Burscough to

	<p>Ormskirk is a pipe dream. No one young or old would consider this and certainly not in bad weather or in the dark. Bicycle hire in Ormskirk is also a non-starter except perhaps for students from Edge Hill but they are not permanent residents of the town. Public transport in Ormskirk is sparse and further proposed cuts to services will only drive more people into their cars.</p>
55	<p>My main concern is that 'the Burscough Curves' option would not be pursued - I really do think that making a rail link from Southport to Ormskirk and Preston is needed. A relatively cheap way of reinstating a link lost in 1964/65 which I well remember and as a non-driver sorely miss. Please, please, let's have this back.</p>
56	<p>The issues in Ormskirk are mainly linked to the bottleneck at the parish church. Widening the road to allow 2 lanes of traffic to pass through would significantly reduce the congestion through the town centre. Additionally the issue aht Stankey street is not the bridge but the tight corner from Derby street to Stanley street. Opening the corner would remove the need for large vehicle to take both lanes over the railway bridge, as well as removing a significant accident black spot</p>
56	<p>I think it is very short sighted not to reopen the burscough curves. Housing development in west Lancs is on the increase and people are having to travel further to work. manchester is the hub of the northwest and as we come out of recession its workforce will increase respectively, including the industries around trafford. It would be folly not to provide a direct rail link that spans the whole of west lancs from preston and manchester. The road traffic this could soak up will be of enormous benefit. Long term, new industries and commerce may well be tempted to move to west Lancs because of this improved accessibility and hence provide local jobs, alleviating more traffic from the rural network. Reinstating Burscough curves is a win win project.</p>
58	<p>Many of the proposals suggest that the authors of this study are disengaged with the realities of modern life and are more concerned with propounding their own ideologically driven views of what modern life ought to be. The problems of an increasingly ageing population are acknowledged but are hardly compatible with forcing us out of our cars and on to bicycles or footpaths. As a pensioner I walk wherever possible within Ormskirk and cycle for leisure, but not would not wish to do so as a necessity. I have no intention of doing the bulk of my shopping using a bicycle. The plans seem to be dominated by a lobby which is hostile to car ownership and the personal convenience and flexibility it provides. Ormskirk has congestion which in part is caused by unintelligent management systems, where priorities at traffic lights appear to be given to those routes with less traffic. The phasing should enable the smoothest flow for traffic using the A570 but this is not the case. Nomention at all is made of the dangers posed by the size and numbers of lorries on the road from Burscough, which is a major transport depot, to Junction 27 on the M6. This is an upgraded B road with many narrow and sharp bends and can be hazardous for all users. I would not dream of cycling along it. It is</p>

	<p>far too dangerous. If, as the plan claims. the bulk of traffic in Ormskirk is local rather than through, thus negating the need for a by-pass, please publish the data evidencing this so that it can be seen you are making an informed decision rather than one based on dogma. There are interesting proposals contained in the plan but there is too much ideology and too little reality.</p>
59	<p>An integrated transport network is a must, to reduce the impact of the car but also to promote a healthier lifestyle. I have a car and drive 50 mile round-trip to work and back every day as the public transport links between Southport and Kirkham are not suitable for my journey - the train, which is my preferred method of travel as stations at both ends of my journey are ten minutes from home and work, takes over 90 minutes to do a journey by car of around 40 minutes. The bus takes a similar time, plus a half-hour walk to the nearest bus stop! Restoration of at least one of the Burscough curves would make the train a feasible alternative to driving for me. I support the Council's forward thinking. However it's not all about public transport - providing a bypass for Tarleton and Ormskirk would alleviate many issues in those towns, and the proposed Ribble crossing and link to the M55 would make a significant difference to journeys between West Lancashire and the Fylde, reducing congestion in Penwortham and Ashton, and aiding traffic on the M6</p>
60	<p>Severe lack of public transport in many rural parishes needs addressing. Significant need for the Burscough curves to be reinstated to improve transport and reduce traffic.</p>
61	<p>The road from Southport to Ormskirk is badly in need of straightening out.</p>
62	<p>The Ormskirk Preston railway line needs electrifying in order to improve the rolling stock-currently mainly very old Merseyrail stock-eg very uncomfortable,dirty carriages which also let in rain.</p>
63	<p>The Burscough Curves should be reinstated to link the lines that currently only cross. It was bad decision to remove them and should be reversed. This will stimulate more use of transport links.</p>
64	<p>Bring back the Burscough Curves so that access to Preston and Blackpool is easier and direct from Southport rather than an hour plus on a bus or congested roads. Government want to reduce cars on road for CO2 emissions yet nothing is getting done about public transport from Southport to Preston/Blackpool and (at a push) London without changing at Wigan.</p>
65	<p>I find it very strange when you look at Ormskirk station, cut in half, very good electric trains for the first half, and then old diesels on the second half going to Preston, very strange indeed, Why are we not investing in rail transport to get some of these cars off the road? (re-estate the burscough curves) Make it attractive for people to use the railways</p>
66	<p>I have indicated that I DISAGREE with the proposal NOT to pursue the re-instatement of the Burscough curves. I believe there is a very strong case not only for West Lancs, but also for</p>

	<p>Southport to have a direct rail link to Ormskirk and for both Southport and Ormskirk to have direct rail access towards Preston and the West Coast Main Line. There has been a very long standing campaign for the Burscough curves to be re-instated and I feel this should not be ignored! In the 21st century it is astonishing how Southport and West Lancashire are effectively "cut-off" by rail to any destinations to the north of the county. Unless I have my figures wrong, that last estimate I remember quoted for the reinstatement of the Burscough curves was around £5m. I think this is a small price to pay for what will be a major gain in transport infrastructure to connect West Lancs and Southport directly to Preston and the West Coast Main Line. I urge you to reconsider your proposal NOT to reinstate the Burscough curves as a matter of urgency.</p>
67	<p>It is imperative that a by-pass is constructed as a p for Ormskirk as the traffic congestion will only get worse. If Ormskirk had been situated in the south of England it would have had a by-pass built years ago! The Burscough curves (both ways), should be re-instated.</p>
68	<p>I strongly feel that the Burscough Curves should be reinstated to greatly improve rail links. I live in Southport and used to work in Preston. With the curves in use I would have got the train to work but without them it was quicker to take the car!</p>
	<p>The reintroduction of the Burscough curves would mean that people from West Lancashire would be able to get to Preston directly by train. This is long overdue.</p>
69	<p>A train service from Southport to Ormskirk would greatly reduce congestion on the road route(s) between these centres. When the currently ongoing electrification of other NW routes (e.g. Manchester -Liverpool, Manchester Preston) is complete this must result in spare diesel trains which could be used on such a service if only the Burscough curve towards Ormskirk was reinstated. How much can a couple of hundred yards of track cost? Particularly compared to bypasses and such like which might not be needed if rail was available. There is no pathing problem given the low frequency of Ormskirk-Preston and Southport Wigan trains, and the absence of freight from these two routes. These trains could also carry bicycles, unlike buses.</p>
70	<p>Time to stop talking about the Burscough curves and get them reinstated</p>
71	<p>Limit new housing in rural areas unless new road links serve them</p>
72	<p>Strongly support a new railway station in Skelmersdale town centre. The town desperately needs this. It's one of the largest places in the country which doesn't have one</p>
73	<p>Link linear park to local wildlife sites. It is near an excellent remnant patch of bog marsh I think. I'm annoyed by lack of info on Burscough Curves.</p>
74	<p>I object to any cycling in the town centre</p>

75	Do not agree with cycling in Ormskirk centre
76	Tourist info very poor
77	Ormskirk bypass is essential. Scarisbrick bypass is needed.
78	Ormskirk is a disgrace dirty and full of students who don't care over the town. Councillors don't care. Private landlords rule the town.
79	More provision for cyclists most important making sure potholes are done on cycle section of highway ie next to kerb. Sunken grids also a problem.
80	But if you electrify only to Burscough and put back in the Burscough Curves it would enable an hourly service from Preston and Preston-Southport rail service - Sunday rail please.
	You need to put the Burscough Curves back in Burscough. It will make travel a lot easier.
81	Ormskirk has lost all it's old charm, most visitors that have not been for a few years find it awful. Sick- chewing gum, cartons pizza boxes spit dog muck. Try looking at Standish Wigan spotless. And no student scruffy houses. Just look at Wigan Road into Ormskirk. Filthy- full of students. Too many landlords own half of Ormskirk. Ormskirk has too many students. Town centre is dirty, cars are parked all day in Church Street.
82	Link from Thornton to Switch Island unnecessary. Would wish to use bus and train more but connections are presently poor.
83	Routes beyond end of proposed Green Lane Link not suitable yet.
84	Skelmersdale needs station. Too many HGVs causing problems and village residents. Short-sighted not to develop and reinstate Burscough curves these rail routes could significantly reduce traffic from inadequate roads in local villages.
85	Sometimes most cost effective not necessarily the most effective and accessible.
86	Cars/Lorries are constantly in the pedestrianised town centre. Speak to any pedestrian and they will tell you the car/van/lorry rule in Ormskirk - blighted by traffic. Are any changes going to be make being a pedestrian/cyclist better? I walk as do my three children - a horrible experience in Ormskirk as it is a race track for vehicles. Shame on the council
87	There need to be a Park and Ride station at Pimbo in addition to the new station to prevent the new station car park being filled early in the morning by out of town commuters. People drive to places where they know they can park. Also a Park and Ride on A570 Rainford Bypass in St Helens MBC with possible relocation of Rainford Junction Station. There is a need for old SDC signage on the foot paths in Skelmersdale to be replaced so pedestrians do not get lost. Many of the concrete supports remain but very few of the direction/destination signs. The concrete support slabs for the signs remain in many parts of the designated New Town. The LCC publication Cycle Skelmersdale should be revised to include major

	<p>walking routes. Some of the cycle routes shown cannot be used by cyclists as there are offset barriers to deter mini motorcyclists. The footpaths in Skelmersdale have complex origins, some are Rights of Way, some are within Radburn layout estates, some seem to be the responsibility of LCC. others WLBC While some the Duchy of Lancaster (where developers have gone into liquidation) There is a need for a joint committee of LCC and WLBC to improve usage of the basically good network. I personally do not feel frightened when using some of the underpasses and would like the option to walk under roads to remain rather than be forced to "take my chance" on a pedestrian crossing across a dual carriageway. Cycle routes need maintenance and to be kept clear of glass and thorns. Capital expenditure is wasted without supporting recurrent expenditure. The evidence for not restoring the Burscough curves is out of date. Housing is planned for Burscough in the recently adopted WLBC Local Plan. The views of Sefton are important. That authority should contribute to costs of studies and construction. There is a need for enlarged/improved Park and Ride facilities at all stations in West Lancashire. The case for both links Southport - Ormskirk and Southport- Preston should include the reduction in traffic among roads linking these towns and the "savings" made by not building the Ormskirk bypass. The lack of adequate facilities at Ormskirk and Appley Bridge leads to parking on nearby roads in residential areas. There should be Park and Ride facilities at all stations in West Lancashire. There should be more ambitious plans for Pedestrian/cycle links between major settlements and Edge Hill University that are away from vehicular traffic.</p>
88	<p>Why is there no mention of equestrians (horses and their riders) anywhere in this transport plan? Horses and riders are a legitimate road user and should be mentioned throughout. That they are not, is symptomatic of the way many local authorities view this highly vulnerable group of road users. One possible way forward is to consider their needs as on-road users alongside the other groups mentioned in the plan - and I think you should launch a further, specific consultation doing so. The alternative is to establish off road multi-user routes for walkers, cyclists and equestrians to use. This is clearly preferable to on-road options - its is hugely safer for equestrian and other road users too. It is therefore sad indeed that no mention is made of multi-user routes in the off-road options presented in the plan. An example of a quality multi-user route and one which now links to West Lancashire is the Rainford Linear Park. I would urge you to take a look at that scheme!. Equestrian services are a significant part of the rural economy - and a growing one too. It is also a major contributor to well-being and active life-styles, particularly for older women and girls: that this isn't mentioned nor apparently recognised is really very shameful and not in line with the County Council's equality objectives. The absence of ANY mention of a legitimate group of road users in a County's Transport Masterplan is deeply troubling - and something the County Council should seek to remedy forthwith. I suggest strongly you contact a representative of the NW Committee of the BHS (British Horse</p>

	Society) as soon as possible.
89	Transport policies for West Lancashire should recognize that policies need to fit in with other neighbouring local authorities and with the North West as a whole.
90	The reinstatement of the Burscough curves IN BOTH DIRECTIONS is a fundamental positive issue that should happen. On one of your questions you asked if the line between Ormskirk and Preston should be electrified, what is the use of this if the line from Southport to Burscough is not included along with the curves. It would be used greatly by Southport residents and could form a circular service between Liverpool-Ormskirk-Southport-Liverpool and the oposite direction.It would also give Southport residents along with those from Formby better access to Preston. Trams and rail links are throughout the country being expanded all the time so this IS NOT the time to bury your heads in the sand but the time to stand up and be bold before it is too late and we lose the chance to improve our transport links as in the future it will only happen at a vastly more expensive option. Please please think about this as this will be for future generations, think of tomorrow- NOT today. Tha!nk you on behalf of my children.
91	I strongly believe the Burscough curves should be reopened
92	Both the linear routes between Skelmersdale and ormskirk and burscough to ormskirk should be a multi user route to include horses as many local parishes in this rural area have horses stabled and this will help keep them off the road.
93	Open the Burscough Curves makes sense to link to Southport directly.
94	Reinstatement of Burscough Curves stands to benefit all the surrounding towns and should be pursued as a matter of priority
95	Ormskirk congestion IS largely due to through traffic going to and from Southport at peak times and NOT due to local traffic. Otherwise why is there no congestion at non peak times. Also the main congestion is from Morrison's to Ormskirk parish church. Why or why do you not put a road through Coronation Park and relocate the park facilities. That would be the cheapest option. The links with the rest of the rail and road network are vital for investment and development. Sklemersdale has suffered as because of lack of thoughtand forward planning by successive governments. Ormskirk needs to retain its character and Burscough is a murethan just a place to pass through on the A59. All these need integrated transport links that will enable people to move around quickly and more directly to major hub centres and cities nearby. Also the level of traffic congestion in Ormskirk, especially in summer is still unacceptable and detrimental to its conservation area status.
96	Please include horse riders in any future plans
97	Skelmersdale needs to be focussed on. It's cut off from everything and seems to have been left behind while the rest of West Lancashire has been developed and brought into 21st century. I

	<p>also think its ridiculous that some trains do not run on a sunday. Its 2014!!!! Increase the frequency of the Ormskirk to Preston train line and even better, reopen the curves.</p>
98	<p>The Burscough Curves should be reinstated to improve the congestion on the roads to Southport, to encourage more visitors to the area. It would give better links between the hospitals and colleges and improve the prosperity of the area.</p>
99	<p>Rail: electrification from Ormskirk to Preston AND the reinstatement of the south Burscough curve would massively enhance rail connections and transport options for people living in West Lancs and North Sefton (Southport). Even limited electrification to Burscough Junction AND the reinstatement of the south Burscough curve would be more cost effective from a capital outlay position, yet still allow those living in Burscough easy access to Liverpool (via an electric service) and Preston and Southport (via regular timetabled diesel services). This scenario is worthy of further consideration.</p>
100	<p>My particular concern is the long long and totally worn-out debate about routes around Ormskirk Town Centre. An A59(M)is not the answer. The answer a the problem only becomes evident when the problem is in itself recognised and unanimously agreed as the problem. The problem with Ormskirk is the very town of Ormskirk. The passage through Ormskirk from the south is blighted by a revised and totally ill-thought-out bodge on an already bodged route that has greatly restricted movement from the Ormskirk Hospital site through the town and as far as the A59 cross-roads. The passage through Ormskirk from the north is from far back along Southport Road and through the town until the Stanley Street/Wigan Road cross road has been left behind. Local knowledge of the 'Rat Runs' is often liberally dosed with Warfrin by the wider gridlocking of the intersecting roads. The absolute epitome of stupidity is the cock-eyed scheme that turned a Northerly escape from the Two Saints Car Park!/adjoining Council Car Park into a Southerly only -- gridlock nightmare by sending traffic South and then down Aughton Street and back along County Road in an Easterly direction. Even having local 'Rat Run' knowledge cannot escape this absolute Cock-up of an excuse for allowing the restricted through-route and easy Northerly escape from one car park into the other,an escape that an often than not allowed an easy and often used escape from a critically congested town to be allowed.</p>
101	<p>the statement that ormskirk traffic congestion is only local traffic and nothing to do with vehicles coming off the M58 through ormskirk to get to primarily southport/Formby etc is ridiculous. the traffic is horrendously congested at the best of times but on weekends and bank holidays especially when there is any amount of pleasant weather this increases to become almost gridlock, obviously as a result of travellers wanting to get to the coastal areas. the by-pass is a necessity to keep the right people and businesses in ormskirk. NB the junctions of wigan road/Stanley street and st Helens road/park road are particularly bad.</p>

102	<p>The initiatives outlined in the consultation draft documents relating to improved walking and cycling provision within West Lancashire are welcome with a number of particularly strong projects being proposed. However, while there are some good projects there is a concern that there is seems to be a lack of general commitment to aim to create local networks of traffic free, segregated or traffic calmed routes as a general principle for the key settlements within West Lancashire. We would like to see a greater commitment to seeking local small scale initiatives, for example developing dedicated routes to key schools and colleges, to local retail centres and employment sites, and perhaps linking these aspirations more firmly to the opportunities presented by conventional S106 developer contributions and recently introduced Community Infrastructure Levy. Development of small deliverable projects can provide the statistical evidence necessary to build the case for furtherlager scale developments.</p>
103	<p>I would like to say that I support the majority of the proposals and how they can improve the infrastructure of our 3 communities BUT I am concerned that the proposals for the two linear parks have omitted an important group - as a keen horse rider I would like to see these pathways include horses and riders in addition to the other two groups. Horse riding is an increasingly popular sport, with recognised benefits to health and wellbeing so the provision of safe areas to ride would actually meet with a key aim of the Council. In addition horse owners and riders contribute directly and indirectly to the economies of Skelmersdale, Ormskirk and Burscough, bringing valuable revenue into the region and helping to keep the rural characteristics of our townships and villages alive. Changes in agriculture mean that farmers have had to diversify and now many rely on horses for their livelihoods yet bridleways and permissible routes are few and far between. I would askthat you rethink this issue and include horses and riders in the plans. We know from other forward thinking Councils in the North West that Horses and riders, cyclist snd walkers can all safely and harmoniously coexist - you have only to look at what Wirral Council has achieved with their excellent 'Wirral Way'. Closer to home the British Horse Society has supported St Helens and Liverpool councils to open up routes around The Dream, at Cronton Colliery, Stadt Moers Country Park in Huyton as well as a linear pathway recently opened in Rainford</p>
104	<p>I would strongly support investment to improve rail links - especially electrification of the Ormskirk - Preston line and reinstatement of the Burscough curves.</p>
105	<p>It is long past the time to reopen at least the south western Burscough curve so that we can have direct trains to Southport from Aughton/Ormskirk with the electrification of the entire line to Southport.</p>
106	<p>Straighten the link road between burscough and the m58</p>
107	<p>At least revisit the southerly curve at Burscough to start with before looking at the one to the north. Also if you want to improve cycling options there has been some good work done on the</p>

	towpath of The Leeds and Liverpool canal from Burscough towards Liverpool but the otherway towards Parbold is in a terrible state. Could this not be improved in the same way?
108	West Lancashire College strongly supports the proposed Skelmersdale rail link and improved walking / cycling facilities between Skelmersdale and Ormskirk.
109	I strongly believe that the proposed plans for Yew Farm in Burscough will have a detrimental effect on the village and the congestion if the infrastructure is not securely in place and other exists from the sight not directly onto the A59. Serious consideration should be given to reinstating the Burscough Curves to enable people to travel from Burscough to Southport, Liverpool and Preston without having to drive to stations and reduce traffic on the roads. If necessary it could also be linked to Skelmersdale to link west Lancashire fully.
110	I believe that Option 2 should be carried out incrementally to Option 1 (Phases 1 and 2). Provision of a south to west Burscough curve alone would permit through (diesel) services in principle between Southport and Preston. I also believe that it is important to examine Option 1 further in order to attempt to find a solution which preserves the facility for through northbound journeys originating at Ormskirk, as well as allowing through journeys from Burscough Junction towards Liverpool.
111	To ensure the full benefits of the Thornton to Switch Island are felt: 1. Signs to Southport should be at the Switch Island junction, not the junction for Ormskirk. 2. There should be a weight restriction on vehicles driving through Ormskirk, traffic should be directed to A59. The Ormskirk Bypass 1. We should continue to pursue the building of the bypass to protect Ormskirk from further damage by the weight and volume of traffic. 2. We need to make our town centre safer for our residents, particularly children, by reducing the need for traffic to drive through the centre. Burscough Curves 1. To alleviate the pressure on the A577 we need to open up the Burscough Curves and reinstate the rail route to Southport. 2. The current road is inadequate for the volume of traffic particularly in the summer months and creates problems for people accessing the Southport and Ormskirk hospitals. Ormskirk Town Centre 1. Progress needs to be made in implementing the vehicle restriction plan for the pedestrianised area of Ormskirk town centre. 2. The number of vehicles driving through the pedestrianised areas has increased considerably and is creating a major health and safety problem. 3. Heavy goods vehicles, container lorries etc. are driving through the pedestrianised areas at busy shopping times during the day to deliver to shops, many of which have rear access. 4. The question of whether cycling should be allowed should be resolved speedily. 5. Shop workers/owners in Burscough Street and Church Street are using these as their own personal car park causing obstruction and causing safety problems for pedestrians. 6. To help with the parking problems, more long stay parking should be put in place. 7. The provision of CCTV cameras would help support the

	enforcement of the vehicle restriction scheme. 8. Traffic wardens/PCSOs should be given powers to enforce restriction of driving/parking in pedestrianised areas.
112	<p>1) Skem I strongly support the innovation in the plans for the remodelling of the roadscape. In particular, I would support a redesign of the area around Half Mile Island at the Glenburn Road, Neverstitch Road intersection, with a view to a more traditional single lane highway going both N-S and E-W, and thus allowing for a major development of housing in the area and a greater sense of proximity to the town centre as well as improved links down the Tawd to the centre (e.g. complementing the bike track plans). This would lead to a larger Skem population - a good in itself - but also better integration to what could then be regarded as the 'educational zone' to the north with two thriving schools. Education and Transport depts need to work together on this. more generally though, I support the removal of the vast amounts of unloved green space across Skem, to create a more densely populated town, with housing moved within the ring road and away from the greenbelt developments now planned out towards Ashurst and to Firswood. Skem should be a medium sized town nestled around the Tawd, and not the 1960s Fordist dream-turned-nightmare, and I hope LCC, led by Transport, will have the vision to go through with this. This would mean reversing some of the current very stupid, local plan decisions (both for Skem and for other bits of West Lancs) and we should tie in with the legislative review of greenbelt law now being undertaken by the APPG (on which our own MP sits).</p> <p>2) Ormskirk One radical solution which I'd like to see considered is the depesterianisation of the town centre to create both better through flow and a more vibrant stop-and-shop centre, with models for same draw from Holland (esp in respect of marking free traffic control) but also other market towns win England e.g. Tewkesbury which thrive on some through traffic with smaller pedestrian havens.</p> <p>3) Rural parishes I support cost-effective solutions and believe there is a workable Community Transport solution, around which the borough council has pussy-footed for years, but which could be managed as a social enterprise maximising down time of existing council and vol sector vehicles.</p>
113	Dirty dirty Ormskirk. Not a market town any more. Just a student dump.
114	Currently bus frequency is being cut? At present footpaths are not maintained due to cost. This will = more cost surely?

Appendix 2: Media Analysis

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

Media relations

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

A further two news releases were issued, the first to promote the local consultation events and the second as a reminder about the final event at Skelmersdale Concourse. Media relations activity has resulted in extensive media coverage. From 19 November 2013 to 12 February 2014 there were 27 articles printed in the local media (see appendix 1).

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

Stakeholder engagement

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

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

Website

A dedicated area for the consultation was developed on the county council's website. Visits to the page to date (2 December 2013 - 9 February 2014) are as follows:

<http://www.lancashire.gov.uk/corporate/web/?siteid=5489&pageid=43608>

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

The consultation was also posted on the '[Have your Say](#)' consultation pages of council's website.

Social media messages

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

- Our messages on Facebook reached nearly 4,600 people.
- Our messages on Twitter reached over 40,000 people.

Consultation documents

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

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

Consultation events

Consultation events were held at the following locations during the consultation period.

Location	No. of people who attended
Burscough Bridge Interchange	45
Ormskirk Library and Market	160
Edge Hill University	15
West Lancashire College	15
Skelmersdale Concourse	70

West Lancashire Highways and Transport Masterplan - media coverage – 2 December 2013 – 7 February 2014

Headline	Publication	Published	Value (£)	Reach	Weighting	Score	Total score	PR No.
Lancashire County Council coverage	BBC 1 North West	18/11/2013	4583	917000	4	2	8	PR13/0563
Lancashire County Council coverage	BBC Radio Lancashire	19/11/2013	222	74000	3	2	6	PR13/0563
Consultation to start on future of transport in West Lancashire	Lancashire Business View (Web)	19/11/2013	40	1496	1	2	2	PR13/0563
A rail station in ten years	Skelmersdale Champion	20/11/2013	1776.84	18405	2	2	4	PR13/0563
Transport Masterplan Unveiled	Ormskirk Champion	20/11/2013	1198.92	18728	3	2	6	PR13/0563
Ormskirk subject of transport masterplan	Liverpool Post	21/11/2013	74.46	5727	1	2	2	PR13/0563
Rail link to make Skem a gateway	Liverpool Echo	21/11/2013	4086.05	71621	1	2	2	PR13/0563
Plans an Ormskirk rail link sheaved	Southport Visiter	21/11/2013	667.95	8758	1	1	1	
Bypass ruled out but transport network set to be transformed	Ormskirk Advertiser	21/11/2013	688.62	5392	2	2	4	PR13/0563
Good news & bad news	Ormskirk Advertiser	21/11/2013	146.28	5392	2	1	2	PR13/0563
Good news & bad news	Skelmersdale Advertiser	21/11/2013	144.1	9906	2	2	4	PR13/0563
Railway link is right on track	Skelmersdale Advertiser	21/11/2013	495	9906	2	2	4	PR13/0563

Transport is key to boost area's economic growth	Lancashire Evening Post	25/11/2013	1439.68	20379	3	2	6	PR13/0563
Campaign to bring back Burscough Curves goes on	Ormskirk Champion	15/01/2014	535.6	18728	3	-1	0	
We need better bus services	Skelmersdale Champion	15/01/2014	1297.44	18405	2	1	6	
Learn the future of transport	Ormskirk Advertiser	16/01/2014	142.14	5392	2	2	4	PR14/0006
Ormskirk deserves better and safer access for all	Ormskirk Champion	22/01/2014	255.44	18728	3	1	6	
Chance to view transport plan at Concourse	Skelmersdale Champion	22/01/2014	171.36	18405	2	2	-2	PR14/0022
Creating new roads won't solve traffic problems	Skelmersdale Champion	22/01/2014	204	18405	2	-1	4	
Still time to have a say on transport plan	Ormskirk Champion	29/01/2014	442.9	18728	2	2	4	
Still time to have a say on transport plan	Skelmersdale Champion	29/01/2014	450.84	18405	2	2	4	
Fresh call to bring Curves rail link back into action	Ormskirk Advertiser	30/01/2014	669.3	5392	2	2	4	
Transport views wanted	Skelmersdale Advertiser	30/01/2014	55	9906	2	2	4	PR14/0006
Fresh call to bring Curves rail link back into action	Skelmersdale Advertiser	30/01/2014	544.5	9906	2	2	4	
Call to show support for reinstatement of Burscough Curves	Ormskirk Champion	05/02/2014	484.1	18728	3	-1	-3	
Keep bypass alive	Skelmersdale Advertiser	06/02/2014	104.5	9906	2	-1	-2	
County council obviously don't care about Ormskirk's traffic problems	Ormskirk Champion	12/02/2014	325.48	18728	3	-1	-3	

Appendix 3: Questionnaire Analysis

Survey Methodology

The consultation ran from 2 December 2013 to 7 February 2014 and was conducted through a paper and online questionnaire. Paper copies were available in libraries for people to complete and 108 were completed. 156 online questionnaires were completed. In total 264 responses were received.

Limitations

The results should be treated as indicative only, as they do not form a representative cross-sample of Lancashire residents.

In charts or tables where responses do not add up to 100%, this is due to multiple responses or computer rounding.

Main research findings

Respondents were first asked several questions about the overall vision for the West Lancashire masterplan.

Chart 1 - How strongly do you agree or disagree with our vision for West Lancashire where Skelmersdale is the development and transport hub of West Lancashire, with good living standards across the town that everyone shares in?

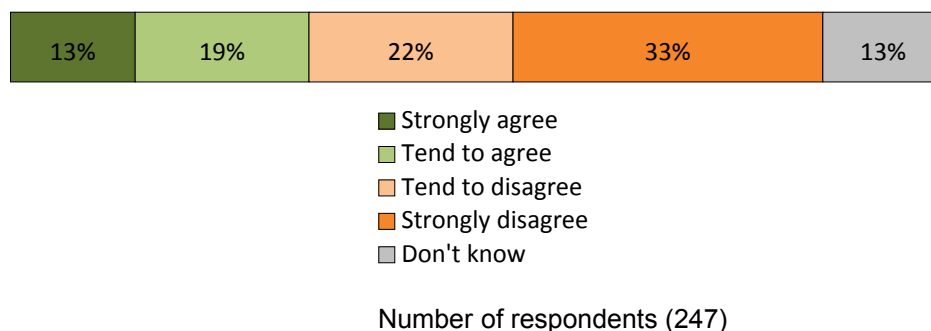


Chart 2 - How strongly do you agree or disagree with our vision for West Lancashire where Ormskirk is the vibrant market town at the heart of West Lancashire's education and tourism sectors, with a town centre that is no longer dominated by the car?

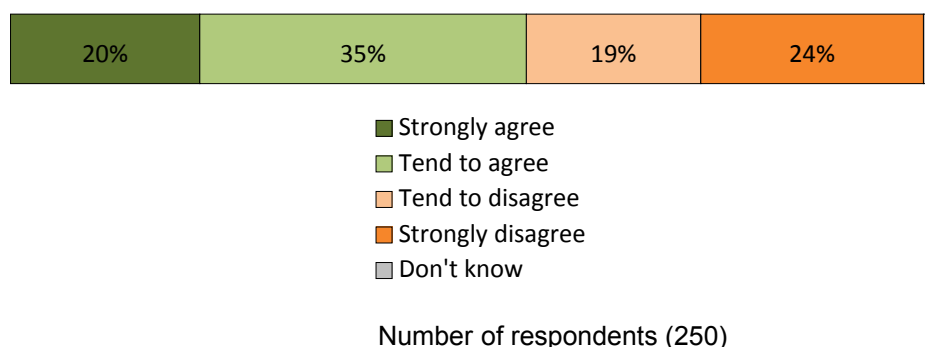


Chart 3 - How strongly do you agree or disagree with our vision for West Lancashire where Burscough is a thriving small town where there is plenty of transport choice and commuters don't need to own a car?

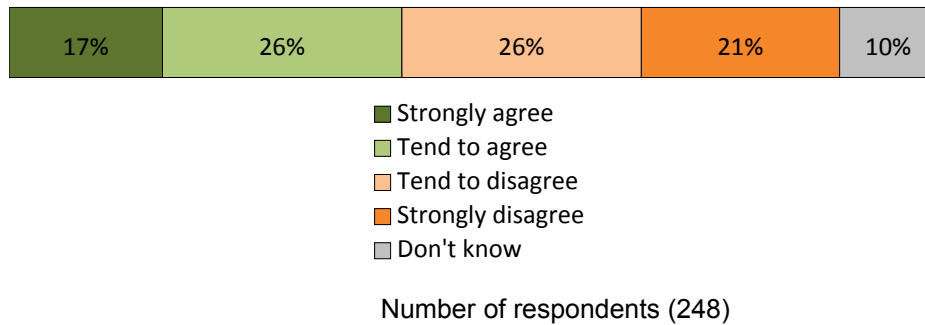
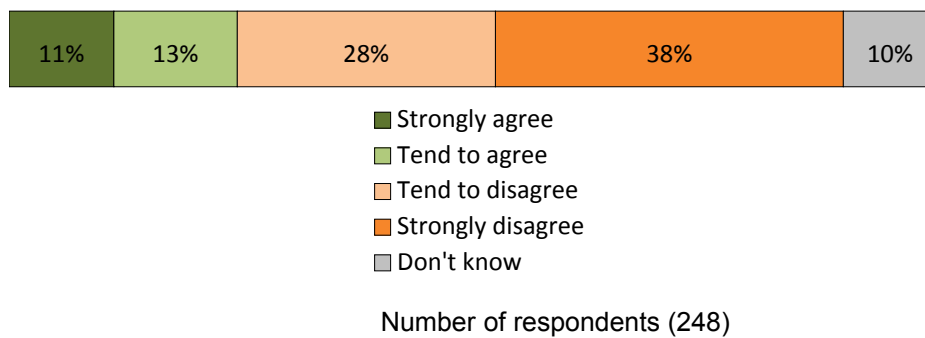


Chart 4 - How strongly do you agree or disagree with our vision for West Lancashire where the rural parishes are free of unnecessary traffic and everyone knows that travel options are there if they cannot use a car?



Respondents were then asked about Skelmersdale's highways and transport networks.

Chart 5 - How strongly do you agree or disagree with our proposal to build a new railway station in Skelmersdale town centre?

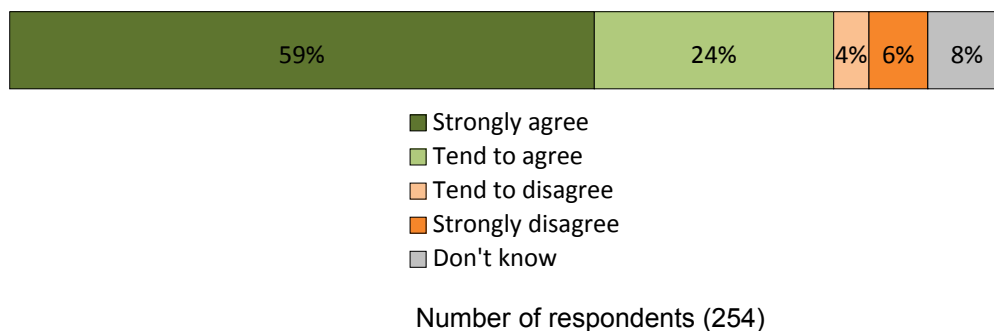


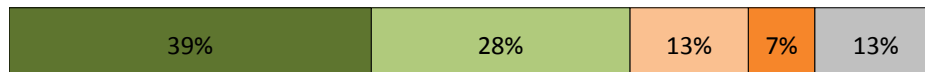
Chart 6 - How strongly do you agree or disagree with our proposal to build a new bus station to provide a dedicated interchange with the proposed new railway station in Skelmersdale town centre?



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Number of respondents (255)

Chart 7 - How strongly do you agree or disagree with our proposal to radically reshape Skelmersdale's streets and public spaces ('Public Realm') and highways network?



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Number of respondents (251)

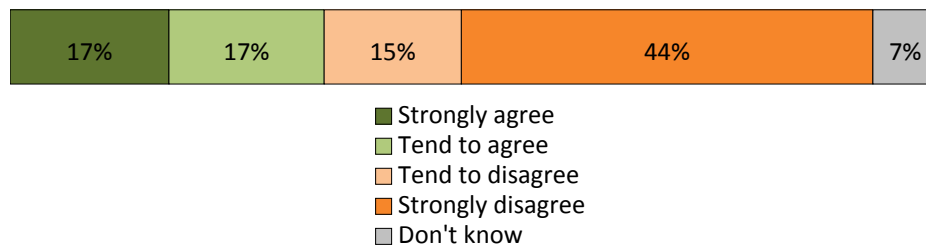
Chart 8 - How strongly do you agree or disagree with our proposal to create the Skelmersdale to Ormskirk linear park for walking and cycling?



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

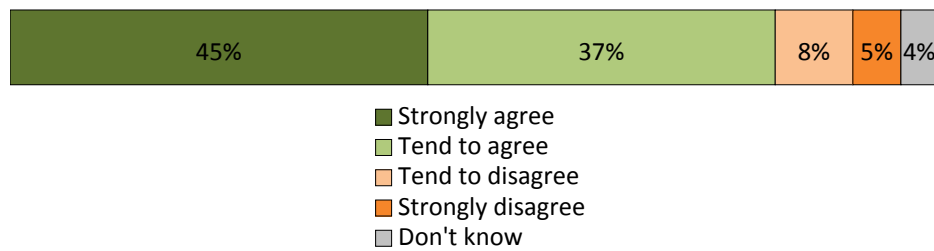
Number of respondents (255)

Chart 9 - How strongly do you agree or disagree with our proposal to not pursue the Ormskirk bypass?



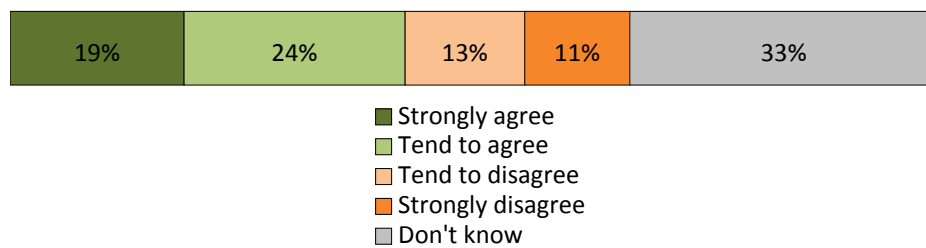
Number of respondents (257)

Chart 10 – How strongly do you agree or disagree with our proposal to reduce congestion by removing longer distance traffic from Ormskirk and making public transport, cycling and walking the modes of transport choice?



Number of respondents (251)

Chart 11 - How strongly do you agree or disagree with our proposal to replace the Derby Street railway bridge?



Number of respondents (256)

Chart 12 - How strongly do you agree or disagree with our proposal to ensure that the full benefits of the Thornton to Switch Island link are felt by West Lancashire and by Ormskirk in particular?

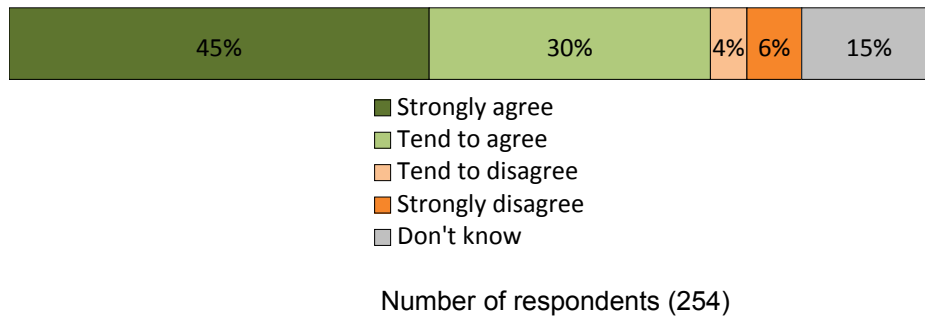


Chart 13 - How strongly do you agree or disagree with our proposal to electrify the Ormskirk to Preston rail line?

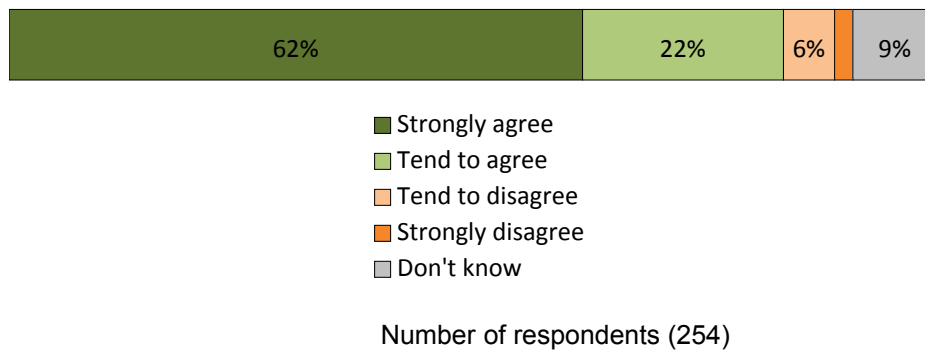


Chart 14 - How strongly do you agree or disagree with our proposal to not pursue the reinstatement of the Burscough Curves at this time?

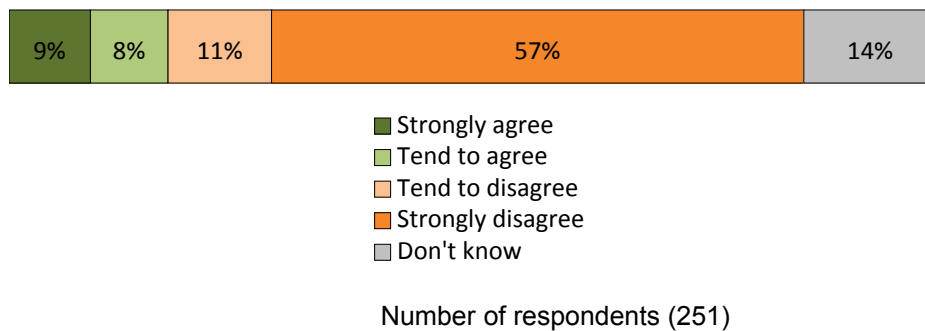
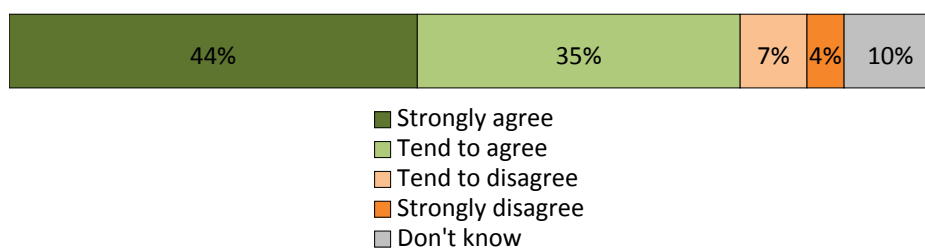
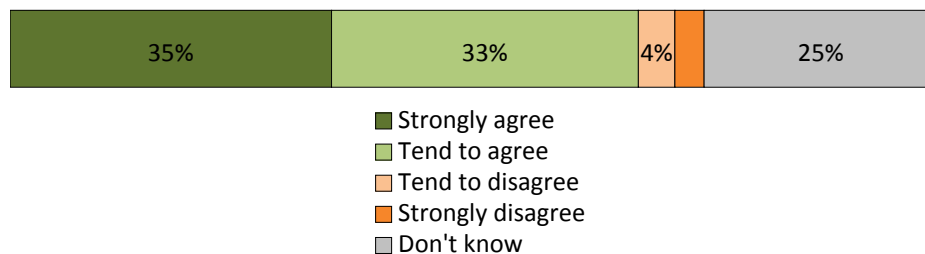


Chart 15 - How strongly do you agree or disagree with our proposal to improve the walking and cycling routes between Burscough and Ormskirk?



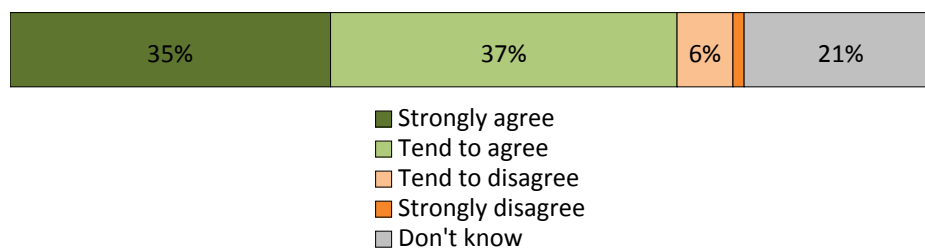
Number of respondents (250)

Chart 16 - How strongly do you agree or disagree with our proposal to construct the Green Lane Link at Tarleton, to remove significant numbers of heavy goods vehicles from other roads in the area?



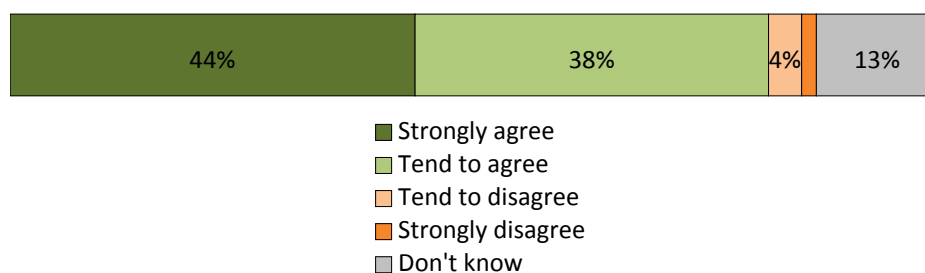
Number of respondents (254)

Chart 17 - How strongly do you agree or disagree with our proposal to develop a strategy that is focused on reducing traffic on the A5209 and the A577?



Number of respondents (249)

Chart 18 - How strongly do you agree or disagree with our proposal to find the most cost effective methods of providing access to services in rural or remote areas?



Number of respondents (252)

Respondents were then asked for any additional comments they had about the proposals. The majority of the comments provided by respondents focused on specific issues such as specific buses, rail routes, and roads and due a low number of responses for each issue cannot be presented in a table in a meaningful way. This said, 15% of respondents did comment that the Burscough curve should be reinstated. The next most frequently mentioned comment was that 3% of respondents feel that Ormskirk needs a bypass.

All comments can be found in full in Appendix 1.

Conclusion

There are 7 statements or proposals which more than 20% of people disagree or strongly disagree with.

4 of these were the vision statements; comments received in the course of the consultation suggest that a number of respondents thought that the statements related to the current time rather than being aspirations for the future.

3 relate to proposals:

The proposal to replace the Derby St Railway bridge had the most mixed response to the questionnaire, with a spread of responses, including 33% Don't Know. This may reflect the frequent comment that it was too early to reach a definite conclusion, particularly with a movement strategy planned.

The proposal not to pursue the Ormskirk Bypass provoked a strong response to the questionnaire. There was a bulk submission of forms by those opposed to the proposal. However, even taking these into account, there is still a strong opinion that the bypass should be pursued. This is balanced by a strong opinion that it should not. The consultation events support the view that whilst many hold strong opinions, those opinions are divided.

The proposal not to pursue the Burscough Curves was the most unpopular proposal, with 68% disagreeing or strongly disagreeing. This was reflected at public events.

Demographic breakdown of respondents

	Count	Percentage
Have you read the Yes	221	85%
West Lancashire No	38	15%
Master Plan document?		

	Count	Percentage
Are you responding to Yes	15	6%
this consultation on No	246	94%
behalf of an		

	Count	Percentage
How often do you use Every or most days	132	54%
the following types of A few times a week	69	28%
transport? Car A few times a month	16	7%
Less often	14	6%
Never	13	5%
	Count	Percentage
How often do you use Every or most days	30	13%
the following types of A few times a week	38	16%
transport? Bus A few times a month	33	14%

	Less often	69	29%
	Never	64	27%
		Count	Percentage
How often do you use the following types of transport? Train	Every or most days	13	6%
	A few times a week	36	15%
	A few times a month	89	38%
	Less often	73	31%
	Never	24	10%

		Count	Percentage
How often do you use the following types of transport? Bicycle	Every or most days	14	6%
	A few times a week	22	10%
	A few times a month	23	10%
	Less often	44	19%
	Never	126	55%

		Count	Percentage
Are you...?	Male	149	61%
	Female	97	39%

		Count	Percentage
Are you a deaf person or do you have a disability?	Yes	25	10%
	No	217	90%

		Count	Percentage
Which best describes your ethnic background?	White	240	99%
	Asian or Asian British	2	1%
	Mixed/multiple ethnic group	0	0%
	Black/African/Caribbean/Black British	0	0%
	Other ethnic group	1	%