

M58 to Southport Corridor Study

Stage 2: Option Development, Appraisal and Strategy Report



August 2012

Document Control Sheet

BPP 04 F8
Version 7 April 2011

Client: Lancashire County Council Project No: B1755900
 Project: M58 to Southport Corridor Study
 Document Title: Stage 2: Option Development, Appraisal and Strategy Report
 Ref. No:

	Originated by	Checked by	Reviewed by	Approved by
ORIGINAL	NAME Peter Hibbert	NAME Mike Cammock	NAME	NAME
DATE	INITIALS PH	INITIALS MC	INITIALS	INITIALS
01-06-12	Document Status	Working draft – First Issue		
REVISION 01	NAME Peter Hibbert	NAME Mike Cammock	NAME	NAME
DATE	INITIALS PH	INITIALS MC	INITIALS	INITIALS
06-07-12	Document Status	Draft Rev 01 – for comment		
REVISION 02	NAME Peter Hibbert	NAME Mike Cammock	NAME	NAME
DATE	INITIALS PH	INITIALS MC	INITIALS	INITIALS
27-07-12	Document Status	Draft Rev 02 – for comment		
REVISION 03	NAME Peter Hibbert	NAME Mike Cammock	NAME	NAME
DATE	INITIALS PH	INITIALS MC	INITIALS	INITIALS
03-08-12	Document Status	Draft Rev 03 – for comment		
FINAL	NAME Peter Hibbert	NAME Mike Cammock	NAME Mark Romanowski	NAME Mike Cammock
DATE	INITIALS PH	INITIALS MC	INITIALS MR	INITIALS MC
09-08-12	Document Status	Final		

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Executive summary

There has been a long-standing aspiration to provide a bypass of Ormskirk as a means of reducing congestion within the town centre and improving access between Southport and the national strategic road network. Much of the work previously undertaken by the County Council started from the premise that a bypass of Ormskirk was the most appropriate solution. However, the scale and likely cost of a bypass effectively rule out any detailed development work within the lifetime of the current Local Transport Plan (LTP).

The rationale for this study is therefore to re-examine the problems and issues associated with the highway network in West Lancashire with a view to determining whether there are alternative (lower cost) measures that the County Council and other agencies could implement to mitigate identified problems and issues.

The purpose of this report is to summarise the outcome of the option development and appraisal stage (Stage 2) and the strategy development process employed as part of the M58 to Southport Corridor Study.

The option development and appraisal process has focused on the strategic issues affecting the M58 to Southport corridor and the associated issues affecting the surrounding transport network.

An Options Workshop was held to facilitate the agreement of a set of study objectives and discuss the potential types of options to be considered further as part of the study. The Options Workshop was held at County Hall on Thursday 22nd March 2012 and attended by key stakeholders.

The following sources were used to identify a list of 111 initial options to be considered as part of the M58 to Southport Corridor Study:

- *Options discussed at the workshops which have been organised as part of the M58 to Southport Corridor Study.*
- *Options discussed in previous studies which have been undertaken.*
- *New options which have emerged as a result of the findings of the data collection and problem identification stage of this study.*

An early sifting spreadsheet has been developed to record which options should be taken forward for further consideration and those that should not. For audit trail purposes, the spreadsheet also included a justification for options that were not taken forward. The early sifting exercise resulted in a total of 47 potential options being taken forward for further consideration.

A bespoke option appraisal tool has been developed as part of the M58 to Southport Corridor Study, which has been used to appraise each of the 47 options put forward. Options have been appraised against their potential contribution towards each of the seven LTP transport priorities and the seven M58 to Southport corridor study objectives.

The option appraisal process showed that there are a number of alternative options which provide a strong positive contribution to both the study objectives and the LTP transport priorities.

Two potential strategies have therefore been considered in detail as part of the M58 to Southport Corridor Study. They are:

- *A570 Ormskirk Bypass (Remitted Scheme)*
- *Alternative Strategy – A Package of Smaller Scale Options*

In order to comprehensively evaluate the two strategies, a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis has been undertaken on each strategy.

The A570 Ormskirk bypass contributes well towards the study objectives, but very poorly towards the LTP transport priorities. The A570 Ormskirk bypass could therefore provide a significant contribution to the objectives of the study and in doing so may help to alleviate many of the identified problems and issues. However, given the scale and likely cost of the A570 Ormskirk Bypass, there are a number of significant challenges regarding funding and deliverability.

Based upon the evidence presented, it is considered that there are a number of alternative options which could be implemented in parallel to mitigate many of the problems and issues experienced within Ormskirk and the surrounding area. An alternative strategy has been developed which comprises of options which provide the most benefit across the full range of issues that have been identified on the M58 to Southport corridor.

It is concluded that there is a potential alternative strategy which could be delivered at a much lower cost, which still mitigates the problems and issues on the M58 to Southport corridor.

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1 Introduction

1.1 Background

There has been a long-standing aspiration to provide a bypass of Ormskirk as a means of reducing congestion within the town centre and improving access between Southport and the national strategic road network.

The scheme was originally included in the Trunk Road Construction Programme in May 1989, but was subsequently withdrawn following the 1998 Trunk Road Review because of the then Government's intention to de-trunk the A570. The Government handed responsibility for the scheme to Lancashire County Council to consider taking forward as a local road proposal, but it did not emerge as a priority through the work undertaken to inform the Regional Funding Allocations (RFA) advice submitted to the Government by the North West Region in January 2006.

Furthermore, following the Coalition Government's 2010 Comprehensive Spending Review, there is currently no prospect of the Government accepting any new bids for funding.

The Government is in the process of devolving the current major schemes process and developing a new major schemes funding framework for introduction from 2015. Local Transport Bodies (involving both Local Enterprise Partnerships and Local Authorities), either individually or in consortia, will play a key role over strategic investment choices in functional economic areas.

Much of the work previously undertaken by the County Council started from the premise that a bypass of Ormskirk was the most appropriate solution. However, the scale and likely cost of a bypass effectively rule out any detailed development work within the lifetime of the current Local Transport Plan (LTP), 2011-2021.

The rationale for this study is therefore to re-examine the problems and issues associated with the highway network in West Lancashire with a view to determining whether there are alternative (lower cost) measures that the County Council and other agencies could implement to mitigate identified problems and issues. These measures will need to be both affordable and deliverable within the Local Transport Plan period 2011-2021 and potentially extend across a range of modes. The study will also need to advise whether collectively such measures could remove the need for a bypass of Ormskirk. The requirement for this study has been identified in the *LTP Implementation Plan 2012/13 - 2014/15 (Lancashire County Council, August 2012)*.

1.2 Study area

The study will focus primarily on the key issues affecting the M58 to Southport corridor; however it will also recognise the impact of these issues upon the surrounding highway network.

The extent of the study area is illustrated in Figure 1-A.

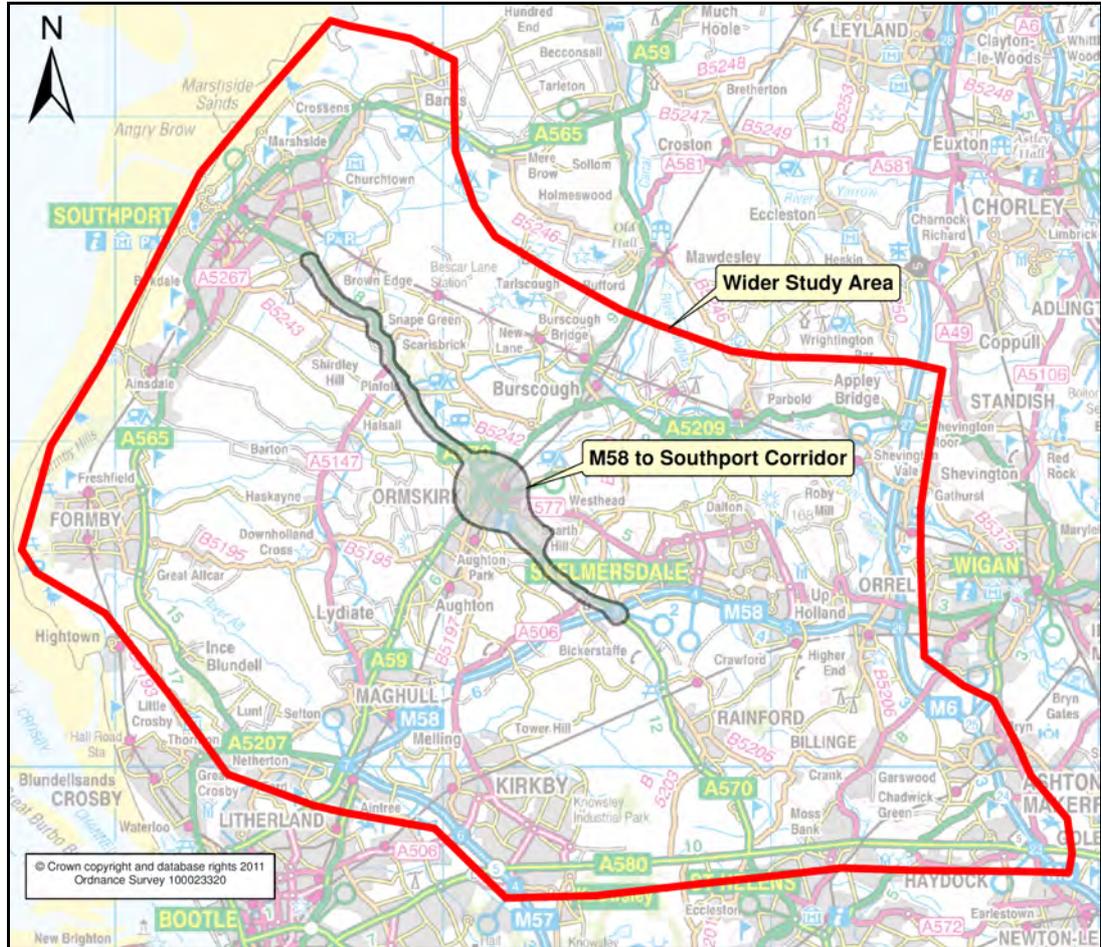


Figure 1-A: Study Area

1.3 Methodology

The key stages to be adopted as part of the development of the M58 to Southport Corridor Study are summarised in Figure 1-B.

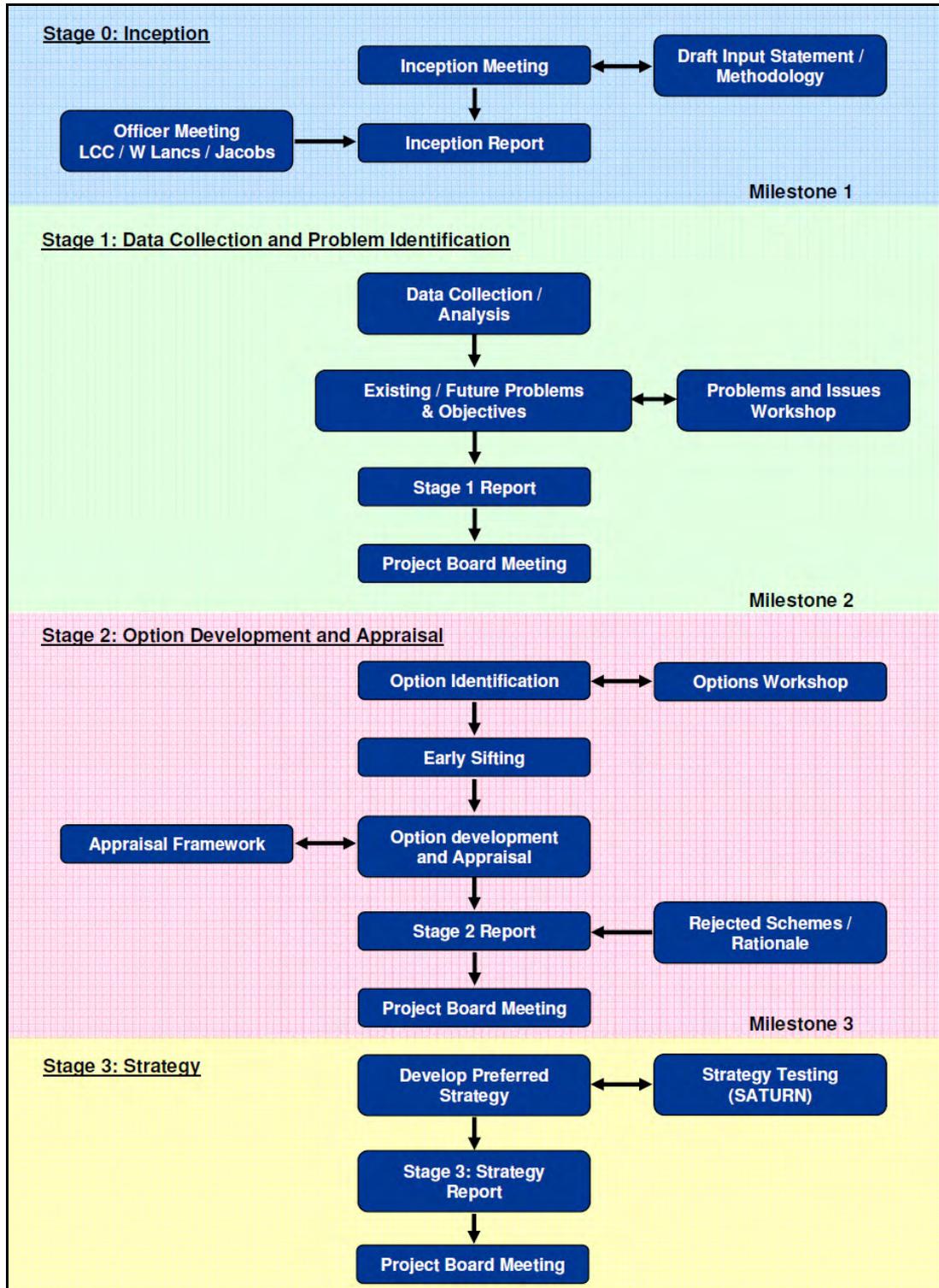


Figure 1-B: Study Methodology

1.4 Report Purpose

This report represents both Stage 2: Option Development and Appraisal and Stage 3: Strategy. The two stages have been combined into a single report in order to provide a more streamlined process and deliver better value for money. The combined Stage 2 and Stage 3 methodology are discussed in more detail in chapter 2 of this report.

1.5 Sources of Information

The following sources of information were used to inform this report:

- *The Transport Business Case (Department for Transport, April 2011)*
- *Local Transport Plan 2011 - 2021: A Strategy for Lancashire (Lancashire County Council, May 2011)*
- *Ormskirk - Evaluation of Smaller Scale Schemes (Mouchel, August 2011)*
- *Lancashire LTP: Implementation Plan 2012/13 - 2014/15 (Lancashire County Council, August 2012)*
- *The Third Local Transport Plan for Merseyside (Merseyside Transport Partnership, 2011)*
- *M58 to Southport Corridor Study: Inception Report (Jacobs, December 2011)*
- *M58 to Southport Corridor Study: Ormskirk SATURN Model Review (Jacobs, February 2012)*
- *M58 to Southport Corridor Study: Stage 1 Report (Jacobs, April 2012)*

1.6 Structure

The remainder of this report is structured as follows:

- *Chapter 2: Option Development and Appraisal Stage*
- *Chapter 3: Options Workshop*
- *Chapter 4: Option Identification and Early Sifting*
- *Chapter 5: Option Appraisal Tool*
- *Chapter 6: Option Appraisal*
- *Chapter 7: A570 Ormskirk Bypass*
- *Chapter 8: Alternative Strategy*
- *Chapter 9: SWOT Analysis*
- *Chapter 10: Summary and Conclusions*

2 Option Development, Appraisal and Strategy Methodology

2.1 Introduction

The option development and appraisal stage forms a key phase in the development of the overall strategy. It includes the identification of potential options aimed at alleviating the underlying problems and issues and provides an opportunity to appraise potential options against the LTP transport priorities and the objectives of the M58 to Southport Corridor Study.

Following discussions with the County Council, the strategy development stage (Stage 3) has been amalgamated into the option development and appraisal stage (Stage 2) in order to form a more streamlined process. The key elements of the updated Stage 2 methodology are shown in Figure 2-A and discussed below.

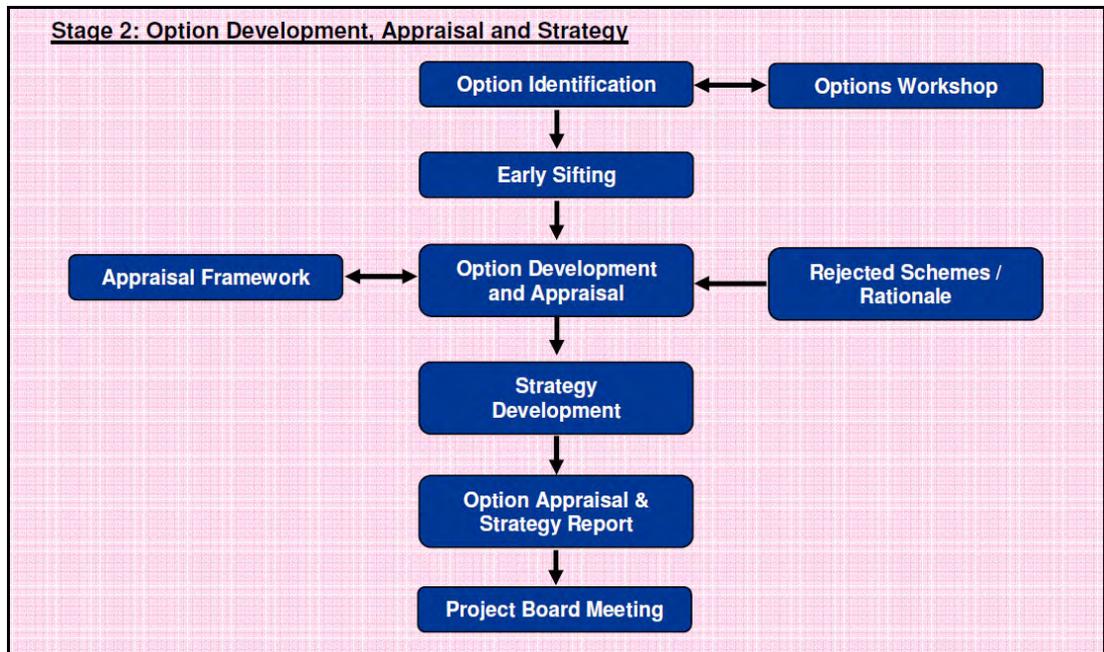


Figure 2-A: Option Development, Appraisal and Strategy Methodology

2.2 Option Identification

This stage in the process included discussions with the County Council and West Lancashire Borough Council Officers and key stakeholders at an Options Workshop. This ensured that a range of views were captured from officers with significant local knowledge, expertise and experience. It included consideration of both new and historic proposals that have not been progressed in the past.

The main aim of the Options Workshop was to facilitate the agreement of a set of study objectives to be used as the framework for the identification and development of potential intervention schemes (referred to as options throughout this report). It also provided an opportunity to discuss the types of options to be considered further as part of the study. The format and findings of the Options Workshop are discussed in detail in chapter 3 of this report.

In line with best practice contained within Department for Transport (DfT) guidance, a wide range of potential options across different modes of transport have been identified. Full details of the option identification stage are included in chapter 4.

2.3 Early Sifting

The early sifting exercise ensured that all potential options taken forward for consideration are deliverable options which contribute to the objectives of the study. Potential options which target problems that have not been raised as a significant concern within the corridor have not been considered further. The early sifting process therefore ensures that time and resources are not spent on developing options which cannot be delivered or are unlikely to be prioritised as part of the strategy. The early sifting process is discussed in more detail in section 4.4 of this report

2.4 Option Development and Appraisal

Following the early sifting exercise, the remaining options were taken forward for further consideration as part of the option development and appraisal stage.

At this stage, all potential options are considered as concepts only. Site investigation and detailed design work were not undertaken as part of this study. This work would need to be undertaken once potential solutions are prioritised for delivery.

A bespoke option appraisal tool was developed in order to assess the likely impact of the proposed options. The appraisal tool is based on previous experience on similar studies and uses an approach that is 'objective-led' and 'problem-driven' in line with best practice guidance on scheme appraisal. Full details on the option appraisal tool are documented in chapter 5 of this report.

Analysis of the option appraisal results is included within chapter 6 of this report.

A small number of options were rejected during the option appraisal process based upon feasibility and deliverability issues. The rationale for any such decisions has been recorded within the option appraisal tool and is discussed in more detail in section 6.2 of this report.

2.5 Strategy Development

In line with the project brief, the strategy development stage considers whether there are alternative (lower cost) measures that could be implemented to mitigate identified problems and issues and potentially remove the need for a bypass of Ormskirk.

Chapter 7 presents a factual account of the likely benefits and the deliverability of the A570 Ormskirk bypass (remitted scheme), based upon the evidence and analysis which has been collated as part of the M58 to Southport Corridor Study.

The methodology used to develop a potential alternative (lower cost) strategy for the M58 to Southport Corridor is discussed in chapter 8.

Dependent upon the type of strategy being recommended as part of the M58 to Southport Corridor Study, the original study methodology included the possibility to undertake strategy testing using the Ormskirk SATURN model. However, given the

multi-modal nature of the alternative strategy, it was not possible to test the alternative strategy using the existing Ormskirk SATURN model.

A Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis of both the A570 Ormskirk bypass and the alternative strategy has been undertaken in chapter 9 in order to help analyse the merits and challenges of both strategies.

2.6 Option Appraisal and Strategy Report

This report represents the final stage of the M58 to Southport Corridor Study. It presents the findings of the option development and appraisal stage as well as discussing the strategy development process.

The findings of this report will be used to inform a project board meeting, which for the purposes of this study has been identified as the *LTP Implementation Monitoring Group*.

3 Options Workshop

3.1 Introduction

Following the data collection and problem identification phase, the next stage in the process was to define the overarching objectives of the study going forward. The study objectives will then be used as the framework for the development of potential options.

The main aim of the Options Workshop was to facilitate the agreement of a set of study objectives and discuss the potential types of options to be considered further as part of the study. The Options Workshop was held at County Hall on Thursday 22nd March 2012 and attended by key stakeholders.

The aim of this chapter is to summarise the workshop purpose, attendees, agenda and outline the study objectives and options which were identified and agreed.

3.2 Workshop Purpose

The purpose of the Options Workshop was to:

- *Agree the study objectives*
- *Explore the types of options to be considered*
- *Define the scale of identified issues*
- *Challenge perceptions based upon evidence and data collection*

The Options Workshop also provided an opportunity to utilise the local knowledge and experience of the key stakeholders and to gather their thoughts on potential options that should be considered as part of the study.

3.3 Attendees

The Options Workshop was facilitated by Jacobs staff and attended by a number of Lancashire County Council (LCC) Officers, West Lancashire Borough Council Officers and key stakeholders. A list of attendees is provided below:

- *Stephen Birch* (Sefton Council: Transport Team Lead)
- *Julia Dickinson* (Edge Hill University: Environment and Sustainability)
- *Barry Dobson* (Arriva)
- *Chris Anslow* (LCC: Public Transport)
- *Simon Emery* (LCC: Lancashire County Developments Limited)
- *Louise Nurser* (LCC: Planning Manager)
- *Martin Porter* (LCC: Transport & Strategic Highways)
- *Richard Askew* (LCC: Strategy and Policy)
- *Dave Colbert* (LCC: Project Sponsor)
- *Helen Norman* (LCC: Strategy and Policy)
- *Mike Cammock* (Jacobs Project Manager)
- *Peter Hibbert* (Jacobs Assistant Project Manager)
- *Ian Gill* (West Lancashire Borough Council: Planning)
- *Gillian Whitfield* (West Lancashire Borough Council: Planning)

In addition, representatives from the following organisations were invited but were unable to attend:

- *Highways Agency (HA)*
- *Confederation of Passenger Transport (CPT)*
- *Freight Transport Association (FTA)*
- *National Health Service (NHS)*
- *Lancashire Police*

The notes from the Options Workshop were circulated to all those who were invited. A copy of the notes from the Options Workshop is included in **Appendix A**.

3.4 Meeting Agenda

The agenda used to structure discussions at the Options Workshop was as follows:

1. Introductions
2. Study Background / Progress to Date
3. Development Proposals
4. Data Collection Exercise
5. Study Objectives
6. Options Discussion
7. Next Steps

An overview of the development proposals in the study area was provided by West Lancashire Borough Council.

Jacobs provided a summary of the data collection exercise which has been undertaken as part of the M58 to Southport Corridor Study. This included a review of the Ormskirk SATURN Model.

The study objectives section formed the majority of the discussions at the Options Workshop.

3.5 Study Objectives

In advance of the Options Workshop, the knowledge gained through the data collection and problem identification exercise was used to draft a set of preliminary study objectives for discussion and agreement at the workshop.

The following sources of evidence were used to define the preliminary study objectives:

- *Key observations from the data collection exercise.*
- *Problems and issues raised at the Officer Meeting and the Problems & Issues Workshop.*
- *Options suggested at the Officer Meeting and the Problems & Issues Workshop.*
- *Schemes identified in previous studies.*

The key observations, data analysis, stakeholder views and local knowledge were collated into a single database in order to identify common themes between the different sources of evidence. This process is illustrated in Figure 3-A.

- **SO1) Ensure efficient management of seasonal traffic and planned events to limit impact upon the M58 to Southport corridor and the local road network.**

Justification: Overall traffic volumes in the summer are lower because of university holidays. However, planned events have the ability to cause significant disruption on the M58 to Southport corridor. A study objective has been adopted to ensure that the A570 is able to accommodate the additional traffic generated by seasonal traffic and the planned events held throughout the year.

- **SO2) Improve the management of traffic and transport related to Edge Hill University.**

Justification: Edge Hill University is one of the major trip generators in Ormskirk. Traffic accessing Edge Hill University is known to cause congestion on the A570 on a regular basis. In addition, Fresher's week generates a large volume of traffic which has a significant impact upon the local highway network. Therefore a study objective has been adopted to cover traffic and transport issues at the university.

- **SO3) Maximise the effectiveness of the Ormskirk town centre loop.**

Justification: The Ormskirk town centre loop is integral to the operation of the M58 to Southport corridor. Congestion on the Ormskirk town centre loop is known to be an issue during peak periods and school starting / finishing times. Therefore this study objective is of significant importance.

- **SO4) Encourage greater use of walking and cycling for local trips.**

Justification: The Ormskirk town centre loop has been identified as being difficult for pedestrians to cross at certain locations. In addition, there are limited facilities for cyclists wishing to cycle to, from and around Ormskirk. If successful, improvements to walking and cycling facilities may contribute to alleviating congestion within the major settlements of the study area.

- **SO5) Reduce the impact of Heavy Goods Vehicles within Ormskirk and on the surrounding local road network.**

Justification: There is a HGV issue within Ormskirk and on the surrounding highway network. Reducing the impact of HGVs within Ormskirk could make the town centre more attractive for both local residents and visitors and especially for pedestrians and cyclists.

- **SO6) Ensure transport infrastructure and services in the study area do not constrain future development.**

Justification: A number of significant development sites have been identified in the M58 to Southport corridor study area. It is important that potential improvement options in the study area consider their impact upon proposed and future developments. Therefore a study objective has been included to ensure that all options which are progressed do not constrain future development.

- ***S07) Maximise the effectiveness of the public transport network and facilities within the study area.***

Justification: The data collection and problem identification stage highlighted several opportunities which exist to improve public transport facilities in the M58 to Southport corridor study area. Public transport improvements could encourage more people to use public transport, thus alleviating congestion on the M58 to Southport corridor.

The agreed study objectives have been used in conjunction with the seven priorities for transport set out in Lancashire County Council's LTP, in order to inform the option development and appraisal stage of the M58 to Southport Corridor Study. This is discussed in more detail in the following chapters of this report.

4.1 Introduction

Following identification of the problems and issues within the study area and the agreement of the seven study objectives, the next stage in the process was to identify a range of potential options aimed at improving the current situation.

The purpose of this chapter is to summarise the methodology adopted as part of the option identification and early sifting stage and is structured as follows:

- *Option Identification*
- *Potential Rail Options*
- *Early Sifting*

4.2 Option Identification

Department for Transport (DfT) guidance on the development of a business case (*The Transport Business Case, April 2011*) describes how a wide range of potential options should be considered in order to ensure that the most appropriate solution to an identified problem is pursued. Therefore, in line with best practice DfT guidance, a long list of potential options was generated with an unbiased view of historic proposals and local aspirations.

The following sources were used to identify potential options to be considered as part of the study:

- *Options discussed at the following events which have been organised as part of the M58 to Southport Corridor Study:*
 - *Officer Meeting (29/11/11)*
 - *Problems & Issues Workshop (20/01/12)*
 - *Options Workshop (22/03/12)*
- *Options discussed in previous studies. This was important to ensure that this study takes account of the findings of previous studies which have been undertaken.*
- *New options which have emerged as a result of the findings of the data collection and problem identification stage of the M58 to Southport Corridor Study.*

This process resulted in the identification of 111 initial options, however some of these options were duplicated as they were raised through more than one of the above sources.

At this stage in the process, the potential options were considered as concepts only. Detailed investigations into the exact scope and locations were not undertaken.

4.3 Potential Rail Options

A number of the initial options identified as part of the Option Identification process are rail options. The rail options which have been identified are listed below.

- **Improving Rail Connections at Burscough** - *Burscough currently has two railway stations, Burscough Bridge (on the Wigan to Southport Line) and Burscough Junction (on the Ormskirk to Preston Line). However, there is no connection between the two stations in Burscough. Therefore, any passengers transferring between the two lines (e.g. passengers travelling between Ormskirk and Southport) have to walk half a mile between the two stations. Several potential improvement options exist:*
 - *Reinstatement of the Southwest Burscough Curve – thus providing a direct rail link between Ormskirk and Southport.*
 - *Reinstatement of the Northwest Burscough Curve – thus providing a direct rail link between Southport and Preston.*
 - *Construction of a new Southeast Burscough Curve – thus providing a direct rail link between Ormskirk and Wigan / Manchester.*
 - *Electrification of the railway line between Ormskirk and Burscough – to improve service frequency between Ormskirk and Burscough.*
- **Skelmersdale Rail Link** - *Skelmersdale does not have a railway station, thus limiting residents' access to the national rail network. The nearest railway station to Skelmersdale is at Upholland, approximately 2-3 miles to the southeast of Skelmersdale. The Skelmersdale Rail Link option would involve the creation of a new rail spur and a railway station at Skelmersdale.*

The reinstatement of the southwest Burscough Curve option would provide a direct rail link between Ormskirk and Southport, thus improving rail journey times between the two towns. Consequently, people who currently commute between Ormskirk and Southport by road are presented with a more attractive rail option, which may act as an incentive to switch modes to rail.

The reinstatement of the northwest Burscough Curve option would improve access between Southport and Preston, however the impact on the M58 to Southport corridor would be limited as road users wishing to travel between Southport and Preston would not use the A570.

Construction of a new southeast Burscough Curve would improve rail access between Ormskirk and Manchester. Currently, rail users undertaking this journey have to change at either Preston, Liverpool or Burscough, and travel times are in excess of 100 minutes. The construction of a new southeast Burscough Curve would enable a direct rail service between Ormskirk and Manchester which would have benefits for a wide area and therefore may be worthy of further consideration. However, the impact of this rail option on the M58 to Southport Corridor is not expected to be as great as the reinstatement of the southwest Burscough Curve option.

Electrification of the railway line between Ormskirk and Burscough would enable a more frequent train service. In addition, rail commuters between Burscough and Liverpool would no longer need to change trains at Ormskirk railway station. The

electrification of the railway line between Ormskirk and Burscough would therefore improve the attractiveness of rail travel for people who are travelling between Burscough and Liverpool. However, the impact on the M58 to Southport corridor is expected to be more limited.

The Skelmersdale rail link would greatly improve the attractiveness of rail travel for residents of Skelmersdale, particularly in terms of accessing jobs and services in Liverpool. However, the Skelmersdale rail link is located towards the periphery of the M58 to Southport corridor study area and it would connect to the Wigan to Kirkby railway line. Therefore, the Skelmersdale rail link option would primarily improve rail access to Liverpool or Wigan and consequently this option is not expected to have a significant impact upon the M58 to Southport corridor.

Further detail on the impact each of the potential rail options is likely to have on the M58 to Southport corridor is provided in **Appendix B**.

It is concluded that of the potential Burscough Curve rail options which have been considered, the reinstatement of the southwest Burscough Curve would have the most significant impact upon the M58 to Southport corridor. Therefore, the northwest Burscough Curve and the southeast Burscough Curve options have not been considered further.

The other potential rail options are unlikely to have a significant impact upon the M58 to Southport corridor. However, it is recognised that they could provide significant benefits in a more general context and as such may form priorities for delivery as part of wider strategies. Therefore, for comparative purposes, in addition to the southwest Burscough Curve, the following two potential rail options have been progressed to the option appraisal stage of the study:

- *Electrification of the railway line between Ormskirk and Burscough*
- *Skelmersdale Rail Link*

The *LTP Implementation Plan 2012/13 - 2014/15* states that the County Council intend to work with West Lancashire Borough Council, Merseytravel, Northern Rail and Network Rail by providing a financial contribution towards an initial feasibility study on the prospects for a new rail spur and station to serve Skelmersdale.

4.4 Early Sifting

The key emphasis of this study is on the strategic issues affecting the M58 to Southport corridor. It is therefore important that this study focuses on potential options which directly affect the M58 to Southport corridor.

The aim of the early sifting exercise is to filter out any options that clearly do not contribute to the objectives of the study. This ensures that time and effort is spent developing options that are driven by the identified problems and issues and have the potential to deliver the best results for the corridor.

For audit trail purposes, an early sifting spreadsheet was developed to record which of the initial options should be taken forward for further consideration and those which will not be considered further along with a justification for this decision. A copy of the early sifting spreadsheet is included as **Appendix C**.

The early sifting exercise resulted in a total of 47 potential options to be taken forward for further consideration. The most common reasons for options to be discounted from the study were:

- *Not considered relevant to the study objectives*
- *Does not target a strategic corridor issue*
- *Not driven by identified problems and issues*

The 47 options that have been identified for further consideration as part of the M58 to Southport Corridor Study can be categorised under the following general headings:

- *7 x New Infrastructure options*
- *7 x Non-Motorised User (NMU) options*
- *20 x Traffic Management options*
- *13 x Public Transport options*

5 Option Appraisal Tool

5.1 Introduction

The Early Sifting exercise resulted in a focused list of 47 potential options to be taken forward for further consideration as part of the study.

The next stage in the process was to undertake an appraisal of each of the options put forward. This has been achieved through the development of a bespoke option appraisal tool.

The option appraisal tool has been developed to an appropriate level of detail for the M58 to Southport Corridor Study. The tool is based upon the underlying principles set out within best practice DfT Guidance and the DfT’s Early Assessment and Sifting Tool (EAST).

Option Details

Option Number: PRENM-01
 Option Description: Improve pedestrian crossing facilities on Ormskirk town centre loop
 Option Aim: Improve pedestrian safety and reduce severance for pedestrians accessing Ormskirk town centre. Two places in particular where it is difficult for pedestrians (especially the elderly) to cross are opposite Ormskirk Parish Church and near the railway station.
 Option Scheme Type: Non-Motorist

Option Filtering

Deliverability: Deliverable
 Practical Feasibility: Feasible
 Cost: +200k
 Perceived Value: Likely to deliver value for money

Further Appraisal Required: YES
 Reason for Decision: Strong support from the Officer Group for this scheme at the Problems & Issues workshop and the Options workshop. Accident records confirm there is a problem.

Option Appraisal

Contribution towards the LTP Transport Priorities		Weighting Factor	Score
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+2
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+2
6	Maintaining assets	1	Feasible
7	Reducing carbon emissions	1	+1
Overall Performance against the LTP Transport Priorities (2 weighting factor applied to the highest priority LTP Transport Priorities)			+8

Contribution towards the Study Objectives		Weighting Factor	Score
1	Ensure efficient management of seasonal traffic and planned events to limit impact upon the A570 corridor and the local road network.	2	Neutral
2	Improve the management of traffic and transport related to Edge Hill University.	2	Neutral
3	Maximise the effectiveness of the Ormskirk town centre loop.	2	Neutral
4	Encourage greater use of walking and cycling for local trips.	2	+2
5	Reduce the impact of Heavy Goods Vehicles within Ormskirk and on the surrounding local road network.	2	+1
6	Ensure transport infrastructure and services in the study area do not constrain future development.	2	Neutral
7	Maximise the effectiveness of the public transport network and facilities within the study area.	2	+1
Overall Performance against the Study Objectives (2 weighting factor applied to all of the Study Objectives)			+8
Overall Appraisal Score			+16

The option appraisal tool has been developed in conjunction with the County Council to be consistent with the County Council’s Scheme Prioritisation System (SPS). The tool provides a predominantly quantitative appraisal of each of the options put forward and will be used as the basis for selecting and prioritising the most appropriate options going forward.

The option appraisal tool is discussed in more detail under the following headings which make up each section of the appraisal tool:

- Options Details
- Option Filtering
- Scoring System
- Contribution towards LTP transport priorities
- LTP transport priorities weighting factors
- Contribution towards study objectives
- Study objectives weighting factors

5.2 Option details

The purpose of the 'Option Details' section is to provide a brief overview of the option that is being assessed.

The 'Option Details' section requires an 'Option Description' to be entered as well as a short explanation of the 'Option Aim'. In addition, the 'Option Scheme Type' (e.g. a network improvement scheme, public transport scheme etc.) has to be selected.

Figure 5-A shows the 'Option Details' section of the option appraisal tool.

Option Details	
Option Number:	PRE/
Option Description:	
Option Aim:	
Option Scheme Type:	

Figure 5-A: Option Details

5.3 Option Filtering

The purpose of the 'Option Filtering' section is to ensure that each option which is being assessed is viable for further consideration as part of the M58 to Southport Corridor Study.

The 'Option Filtering' exercise acts as an additional qualifying criteria to the early sifting exercise and ensures that options are physically and practically deliverable and as such warrant further consideration.

The 'Option Filtering' section asks the assessor to answer questions on the following broad criteria:

- Deliverability (e.g. political, planning, timescale or third party issues).
- Practical Feasibility (e.g. physical constraints, land availability and design standards).
- Cost (Estimated option cost from the broad cost ranges provided. Detailed cost estimates are not provided).
- Perceived Value (Is the option likely to provide value for money? Answers to be based upon experience of similar types of options delivered elsewhere).

The purpose of the cost criteria is to provide an indication of the likely scale of each option. It should be noted that none of the options considered have been discounted at this stage based upon cost grounds alone.

Each question in the 'Option Filtering' section is assessed based upon the criteria in Figure 5-B.

<u>Deliverability</u>	<u>Feasibility</u>	<u>Cost</u>	<u>Perceived Value</u>
Very difficult to deliver	Not Feasible	>£5m (major scheme)	Not likely to deliver value for money
Deliverable, but with challenges	Potential Issues	£2m - £5m	May deliver value for money
Deliverable	Feasible	£250k - £2m	Likely to deliver value for money
		<£250k	

Figure 5-B: Option Filtering Criteria

Figure 5-C shows the 'Option Filtering' section of the option appraisal tool.

The screenshot shows a form titled 'Option Filtering'. It contains four criteria, each with a dropdown menu: Deliverability, Practical Feasibility, Cost, and Perceived Value. Below these are three text input fields: 'Further Appraisal Required:', 'Judgement Decision For Further Appraisal:', and 'Reason for Decision:'.

Figure 5-C: Option Filtering

Options which satisfy all four criteria were progressed to the next stage of the option appraisal tool.

Where an option had a mixed score against one or more of the criteria (e.g. due to potential issues such as uncertainty regarding feasibility), a judgement decision was made and justification given as to whether or not there was merit in appraising that option further.

Any options which clearly do not achieve one or more of the above criteria were discounted from future consideration within this study. Adequate justification for this decision was recorded to provide a robust audit trail of the process.

5.4 Scoring System

Each option is appraised against how well it contributes to the LTP transport priorities and the study objectives. This is achieved using a five point scale, as illustrated in Figure 5-D.

	<i>+2: Large Beneficial Impact</i>
	<i>+1: Beneficial Impact</i>
	<i>0: No Impact</i>
	<i>-1: Adverse Impact</i>
	<i>-2: Large Adverse Impact</i>

Figure 5-D: Scoring System

Knowledge gained from the extensive data collection process which has been undertaken as part of the M58 to Southport Corridor Study has been used to inform the scoring process. In addition, the scoring of each option has been challenged through discussions between Jacobs and the County Council to ensure that scores are both representative and consistent.

5.5 Contribution Towards LTP Transport Priorities

The purpose of this section is to appraise each option against its potential contribution towards each of the seven LTP transport priorities.

Figure 5-E shows the 'Contribution towards the LTP Transport Priorities' section of the option appraisal tool.

Option Appraisal		
Contribution towards the LTP Transport Priorities		Weighting Factor
1	Improving access into areas of economic growth and regeneration	2 <input type="text"/>
2	Providing better access to education and employment	2 <input type="text"/>
3	Improving people's quality of life and well being	1 <input type="text"/>
4	Improving safety of streets for most vulnerable residents	1 <input type="text"/>
5	Providing safe, reliable, convenient and affordable alternatives to the car	1 <input type="text"/>
6	Maintaining assets	1 <input type="text"/>
7	Reducing carbon emissions	1 <input type="text"/>
Overall Performance against the LTP Transport Priorities		<input type="text"/>
<small>(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)</small>		

Figure 5-E: Appraisal Against LTP Transport Priorities

5.5.1 LTP Transport Priorities Weighting Factors

The option appraisal tool incorporates a weighting factors feature, which enables the contribution towards certain objectives to be prioritised higher than others.

The *Lancashire LTP 2011 - 2021: A Strategy for Lancashire (Lancashire County Council, May 2011)* describes how the goals and priorities which have been developed will deliver tangible improvements over the life of the strategy. In the early years of the strategy, the County Council will respond to three of these priorities as a matter of urgency and importance. These key drivers - namely, economic growth, child safety, and the maintenance of our transport asset - will be the top priorities.

The option appraisal tool therefore applies a weighting factor of *2 to the LTP transport priorities listed below:

1. *Improving access into areas of economic growth and regeneration.*
2. *Providing better access to education and employment.*

The maximum appraisal score which can be achieved against the LTP transport priorities is therefore eighteen, as shown below:

$$\begin{aligned} \text{Maximum LTP Transport Priorities Score} &= (5 \times 2) + (2 \times 2) * 2 \\ &= 18 \end{aligned}$$

5.6 Contribution Towards Study Objectives

The purpose of this section is to appraise each option against its potential contribution towards each of the seven study objectives.

Figure 5-F shows the ‘Contribution towards the Study Objectives’ section of the option appraisal tool.

Contribution towards the Study Objectives		Weighting Factor	
1	Ensure efficient management of seasonal traffic and planned events to limit impact upon the A570 corridor and the local road network.	2	<input type="text"/>
2	Improve the management of traffic and transport related to Edge Hill University.	2	<input type="text"/>
3	Maximise the effectiveness of the Ormskirk town centre loop.	2	<input type="text"/>
4	Encourage greater use of walking and cycling for local trips.	2	<input type="text"/>
5	Reduce the impact of Heavy Goods Vehicles within Ormskirk and on the surrounding local road network	2	<input type="text"/>
6	Ensure transport infrastructure and services in the study area do not constrain future development.	2	<input type="text"/>
7	Maximise the effectiveness of the public transport network and facilities within the study area	2	<input type="text"/>
Overall Performance against the Study Objectives (*2 weighting factor applied to all of the Study Objectives)			<input type="text"/>
Overall Appraisal Score			<input type="text"/>

Figure 5-F: Appraisal Against Study Objectives

5.6.1 Study Objectives Weighting Factors

The study objectives which have been derived as part of the M58 to Southport Corridor Study are more targeted at the problems and issues in the study area than the LTP transport priorities. Although it is important that each option demonstrates a positive contribution towards the LTP transport priorities, it is fundamental that an option also contributes significantly towards the study objectives, which are the key focus of the M58 to Southport Corridor Study.

Consequently, a weighting factor has also been applied to the study objectives. In order to ensure that certain study objectives are not favoured over others, a consistent *2 weighting factor has been applied to all of the study objectives.

$$\begin{aligned}
 \text{Maximum Study Objective Score} &= (7 \times 2) * 2 \\
 &= 28
 \end{aligned}$$

5.7 Overall Appraisal Score

The option appraisal tool results in an overall appraisal score which combines both the appraisal against the LTP transport priorities and the appraisal against the study objectives.

The maximum overall appraisal score that can be achieved by any potential option is 46. Table 5-A provides a summary of each element of the overall appraisal score.

	Weighting Factor	Max Score
LTP Transport Priority 1	2	4
LTP Transport Priority 2	2	4
LTP Transport Priority 3	1	2
LTP Transport Priority 4	1	2
LTP Transport Priority 5	1	2
LTP Transport Priority 6	1	2
LTP Transport Priority 7	1	2
Sub Total		18
Study Objective 1	2	4
Study Objective 2	2	4
Study Objective 3	2	4
Study Objective 4	2	4
Study Objective 5	2	4
Study Objective 6	2	4
Study Objective 7	2	4
Sub Total		28
Maximum Overall Appraisal Score		46

Table 5-A Maximum Overall Appraisal Score

6.1 Introduction

This chapter summarises the results of the option appraisal process and is structured as follows:

- *Option Filtering*
- *Appraisal Results*
- *Appraisal Summary*

A complete set of appraisal worksheets for each of the options which have been appraised is included in **Appendix D**. The appraisal worksheets also include a more detailed description of each option.

A plan showing the location of all 47 options which have been appraised is included in **Appendix E**.

6.2 Option Filtering

Of the 47 potential options which were taken forward to the option appraisal stage, 3 options did not make it past the option filtering section. These 3 options are listed below along with a brief explanation of why they have not been progressed any further as part of the M58 to Southport Corridor Study.

- **NI-04: A570 Mini East-West Bypass**
Reason: The aim of this option was to create a mini-bypass around Ormskirk, similar to how the A59 (which runs north-south) bypasses the centre of Ormskirk. However, the A570 mini east-west bypass is not considered to be a feasible option due to physical constraints, land availability and potential environmental impact.
- **NI-06: Widening of the A570 Southport Road by the Ormskirk Parish Church**
Reason: The A570 Southport Road narrows as it passes Ormskirk Parish Church, making it difficult for vehicles / HGVs to pass each other which can result in congestion. However, in order to widen the A570 Southport Road, property would have to be demolished. Therefore, this option is not considered feasible due to physical constraints, land availability and potential environmental impact. In addition, there are potential heritage issues related to relocating the church walls in order to accommodate a wider road.
- **PT-12: Integrated ticketing / smart card for bus and rail services**
Reason: This option would enable train passengers to use buses on the same ticket to reach their final destination. However, for this option to be successful it would need to cover a large area and be part of a wider strategy. Therefore, it is unlikely that this option could be delivered as a local scheme. Consequently, this option has not been considered further as part of this study. However, it should be noted that the County Council is already committed to supporting smartcard travel concessionary schemes, through its involvement in the NoW card partnership. The NoW card aims to encourage greater use of public transport through interoperable ticketing, better integration and simplified discounts and fare structures.

6.3 Appraisal Results

The remaining 44 options have been appraised as part of the M58 to Southport Corridor Study using the option appraisal tool. The results of the option appraisal process are summarised in Table 6-A.

The maximum overall appraisal score that can be achieved by any potential option is 46, as presented in Table 5-A.

The following abbreviations have been used in the reference column:

- *NM* = Non Motorised User Option
- *NI* = Network Improvement Option
- *PT* = Public Transport Option
- *TM* = Traffic Management Option

Ref.	Description	Study Obj. (/28)	LTP (/18)	Total (/46)	Estimated Cost
NM-01	Improve pedestrian crossing facilities on Ormskirk town centre loop	8	8	16	<£250k
NM-02	** Improve the link between Ormskirk bus and railway station	10	6	16	£250k - £2m
NM-03	** Improve pedestrian & cycle links between Ormskirk town centre and the university	14	14	28	£250k - £2m
NM-04	New off-road cycle route between Skelmersdale and Ormskirk	4	5	9	£2m - £5m
NM-05	On-road cycle path linking Ormskirk to Burscough	4	9	13	£250k - £2m
NM-06	New cycle lanes to the south-west of the town centre	6	7	13	£250k - £2m
NM-07	Bike hire scheme	6	2	8	<£250k
NI-01	A570 Ormskirk Bypass	20	2	22	>£5m
NI-02	The 'Ormskirk A570 Park Road to A59 County Road Link' scheme	6	1	7	>£5m
NI-03	Second Entrance to Edge Hill University	10	7	17	£250k - £2m
NI-05	A59 / A570 signalised junction improvements	8	3	11	£250k - £2m
NI-07	Junction Improvements at the existing Edge Hill University entrance	10	5	15	£250k - £2m
PT-01	Improve school bus facilities	12	12	24	<£250k
PT-02	Electrification of the railway line to the north of Ormskirk	8	12	20	>£5m
PT-03	Introduction of bus priority measures on the A570 / A577.	10	8	18	£2m - £5m
PT-04	** Refurbishment to Ormskirk bus station	10	6	16	£2m - £5m
PT-05	Providing better travel planning information	12	6	18	<£250k
PT-06	New train station at Skelmersdale	8	12	20	>£5m
PT-07	New Park & Ride site close to the M58 motorway (Junction 3)	10	6	16	>£5m
PT-08	Reinstatement of the South West Burscough Curve.	8	12	20	>£5m
PT-09	Extend Ormskirk Railway Station Car Park	2	1	3	<£250k
PT-10	Improvements to Kew Park and Ride Facility	6	7	13	£2m - £5m
PT-11	A570 Bus Corridor Improvements	12	8	20	£250k - £2m
PT-13	Provide additional car parking at railway stations in the study area	10	8	18	£250k - £2m
TM-01	Update Route Planner information	10	3	13	<£250k

Ref.	Description	Study Obj. (/28)	LTP (/18)	Total (/46)	Estimated Cost
TM-02	Use the existing Variable Message Signs (VMS) on the M6 Motorway to sign traffic to Southport on alternative routes to the A570	8	5	13	<£250k
TM-03	Better manage the signals at Edge Hill university	8	7	15	<£250k
TM-04	Change signing to Ormskirk (on the A570)	10	3	13	<£250k
TM-05	Change signing to Ormskirk & Southport (on the A580)	8	4	12	<£250k
TM-06	Special events traffic management strategy	12	8	20	£250k - £2m
TM-07	Improve the traffic management of Ormskirk market	6	6	12	<£250k
TM-08	Ormskirk car parking management system	10	5	15	£250k - £2m
TM-09	** Modernise the SCOOT system for Ormskirk town centre	10	8	18	£250k - £2m
TM-10	Ban the right turn out of Morrisons and left turn out of the retail park	8	5	13	£250k - £2m
TM-11	Routing agreements with haulage companies and advisory HGV routing signs	8	2	10	<£250k
TM-12	De-prime the A570 so that its no longer part of the PRN	8	1	9	<£250k
TM-13	Rising bollards in Ormskirk town centre.	6	3	9	£250k - £2m
TM-14	Installation of MOVA at signalised junctions along the A570.	6	6	12	<£250k
TM-15	Introduce delivery time restrictions in Ormskirk	8	4	12	<£250k
TM-16	Part time signals at Junction 27 of the M6 Motorway	2	4	6	£250k - £2m
TM-17	Additional car parking at Edge Hill University	10	2	12	£250k - £2m
TM-18	A570 Derby Street / Stanley Street junction improvements	12	6	18	<£250k
TM-19	Rationalise the Traffic Regulation Orders in Ormskirk	8	5	13	<£250k
TM-20	Promote and further develop the existing 'Shared Wheels' car sharing scheme	10	7	17	<£250k
**Option already included in the Lancashire LTP: Implementation Plan 2012/13 - 2014/15 (LCC, Aug. 2012)					

Table 6-A Option Appraisal Results

The results of the option appraisal process are presented graphically in Figure 6-A.

The overall appraisal score which each option achieved is split by it's contribution towards both the study objectives (blue bar) and the LTP transport priorities (green bar).

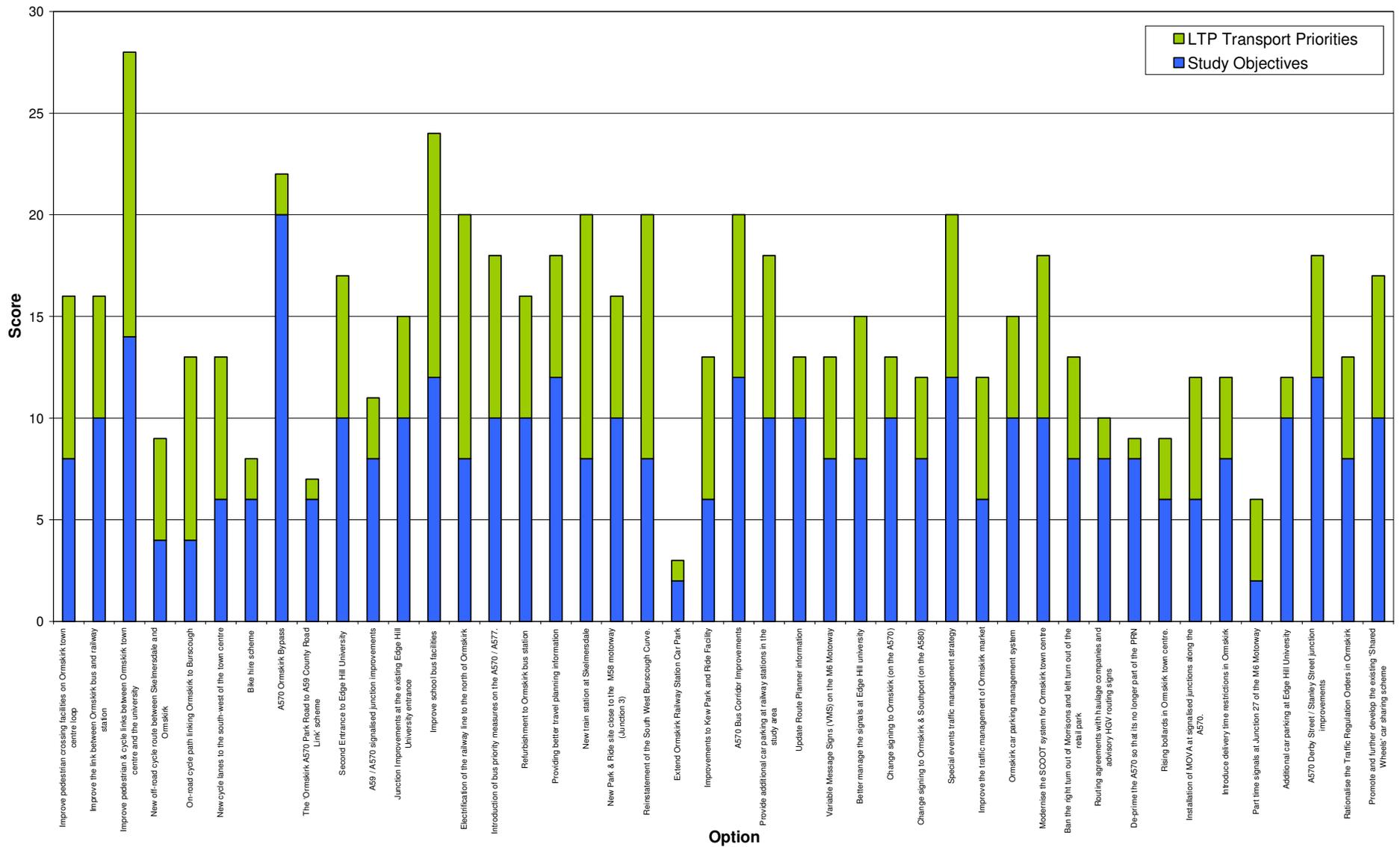


Figure 6-A: Option Appraisal Results

6.4 Appraisal Summary

It is clear from Table 6-A and Figure 6-A that all of the options under consideration provide a positive contribution towards both the study objectives and the LTP transport priorities.

Table 6-B provides a high level summary of the appraisal scores by option type. The maximum overall score which an option can score is 46.

Option type	Overall Score			
	≤10	10-15	16-20	≥20
Non Motorised	2	2	2	1
Network Improvement	1	2	1	1
Public Transport	1	1	9	1
Traffic Management	4	12	4	0

Table 6-B Appraisal Score Summary

Three options scored in excess of 20 points. These three options were:

- *NM-03: Improve pedestrian & cycle links between Ormskirk town centre and the university (28 points)*
- *PT-01: Improve school bus facilities (24 points)*
- *NI-01: A570 Ormskirk Bypass (22 points)*

A significant number of public transport options received a high overall score (10 of the 12 public transport options which were appraised scored 16 or greater). This is primarily due to the fact that they score strongly against the LTP transport priorities.

All three of the potential rail options which have been appraised scored strongly against the LTP objectives but not as well against the study objectives. However, as discussed in section 4.3, two of these rail options (*Electrification of the railway line between Ormskirk and Burscough* and the *Skelmersdale Rail Link*) are unlikely to have a significant impact upon the M58 to Southport corridor.

The A570 Ormskirk bypass achieved a very high appraisal score in comparison to many other options under consideration. The bypass achieved an appraisal score of 20 out of a possible 28 against the study objectives. This is by far the highest appraisal score obtained against the study objectives. In comparison the second highest study objective score is 14 (Option NM-03). The A570 Ormskirk bypass therefore demonstrates a very strong fit with the objectives of the study and is consequently the option likely to provide the most significant contribution towards solving the problems and issues currently experienced along the M58 to Southport corridor. Conversely, the A570 Ormskirk bypass only achieves an appraisal score of 2 against the LTP transport priorities, thus reflecting a weak strategic fit with the overarching transport priorities of the County Council.

However, the option appraisal process has shown that a number of alternative options also exist which provide a strong positive contribution to both the study objectives and the LTP transport priorities. Consequently, a strategy containing a combination of these alternative options has the potential to provide a significant collective benefit to the M58 to Southport corridor in terms of providing relief to the existing problems and issues.

There are therefore two potential strategies for further consideration as part of the M58 to Southport Corridor Study:

- *A570 Ormskirk Bypass (Remitted Scheme)*
- *Alternative Strategy – A Package of Smaller Scale Options*

Chapter 7 of this report provides a summary of the evidence collated and the analysis which has been undertaken on the A570 Ormskirk bypass.

Chapter 8 discusses the development of an alternative strategy consisting of a package of options aimed at providing relief to identified problems and issues.

The comparison of the two potential strategies will show whether or not a package of alternative options exists which could remove the need for the A570 Ormskirk Bypass.

7.1 Introduction

The purpose of this chapter is to review the evidence and analysis that has been collated on the A570 Ormskirk bypass as part of the development of the M58 to Southport Corridor Study. It provides a summary of the likely benefits of an A570 Ormskirk bypass as well as presenting potential funding and deliverability challenges which might be encountered.

The remainder of this chapter is structured as follows:

- *Bypass Appraisal*
- *Evidence Review*
- *Deliverability*
- *Conclusion*

7.2 Bypass Appraisal

The A570 Ormskirk bypass scheme consists of approximately 8km of 10m wide single carriageway (WS2), which bypasses the town of Ormskirk to the north. The preferred scheme includes 4 new roundabout junctions along its length that link to existing roads around Ormskirk.

The A570 Ormskirk bypass received an overall option appraisal score of 22 as shown in Table 7-A.

Ref	Description	Study Obj (/ 28)	LTP (/ 18)	Total (/ 46)	Estimated Cost
NI-01	A570 Ormskirk Bypass	20	2	22	>£5m (major scheme)

Table 7-A Bypass Appraisal

The overall option appraisal score of 22 is the third highest out of all the options which have been appraised. However, the overall option appraisal score is composed almost entirely of the option’s contribution towards the study objectives.

The study objective score of 20 is the highest out of all of the options which have been appraised thus demonstrating a significant contribution to alleviating the identified problems and issues along the corridor. The A570 Ormskirk bypass scores positively against all of the study objectives, with the exception of study objective 7 which relates to maximising the effectiveness of the public transport network and facilities within the study area.

In contrast, the LTP transport priority score of 2 is amongst the lowest out of all of the options which have been appraised. This suggests that the A570 Ormskirk bypass demonstrates a poor strategic fit with the County Council’s overarching priorities for transport.

7.3 Evidence Review

7.3.1 Ormskirk SATURN Model Review

In 2005, a SATURN Model¹ was developed in order to test the impact of an A570 Ormskirk bypass road scheme. By defining a cordon around Ormskirk, the SATURN model has been used to provide a good indication of where people who pass through Ormskirk are travelling to and from. The analysis of the SATURN model revealed the following key points:

- Sector to sector analysis of the SATURN Model revealed that the majority of the trips in Ormskirk either start or finish in Ormskirk. It is therefore unlikely that these trips would divert onto a potential bypass of Ormskirk. The results of the 2005 Base Model PM Peak sector to sector analysis are summarised in Table 7-B.

Trip Description	Cumulative Number of Trips (PCUs)	Percentage of all trips
Trips starting or finishing in Ormskirk (e.g. trips between Ormskirk and Southport), excluding internal Ormskirk trips within the Ormskirk Cordon as shown in Figure 7-A below.	4,973	58%
Trips starting or finishing in Ormskirk (e.g. trips between Ormskirk and Southport), including internal Ormskirk trips within the Ormskirk Cordon as shown in Figure 7-A below (e.g. trips between east Ormskirk and central Ormskirk).	6,198	73%
Total number of trips passing through the Ormskirk cordon (e.g. trips between the M58 motorway and Southport).	8,546	100%
PCUs = Passenger Car Units (Car = 1 PCU, Medium Goods Vehicle = 1.2 PCU, Heavy Goods Vehicle = 2.2 PCU)		

Table 7-B Sector to Sector Analysis results

Figure 7-A shows the extent of the cordon which was set up in SATURN to investigate the origin and destination of trips which pass through Ormskirk.

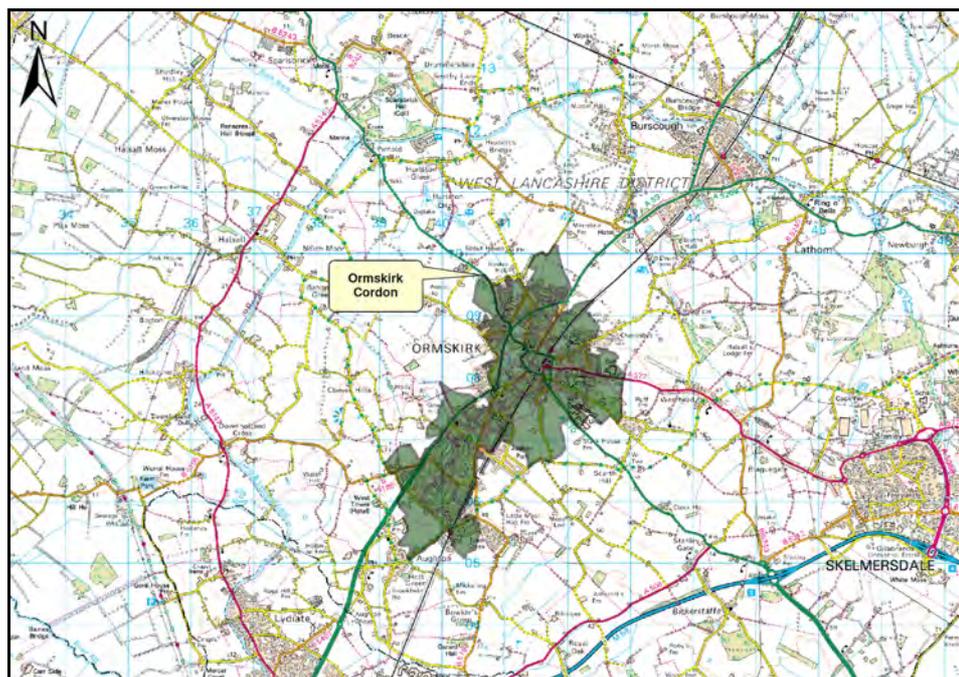


Figure 7-A: Ormskirk Cordon Plan

1 Faber Maunsell (2005)
09_08_2012_ M58 to Southport - Stage 2 Report (FINAL).doc

- *Analysis of traffic flows collected from automatic traffic count (ATC) sites revealed that traffic flows have remained fairly constant in recent years.*
- *The traffic flows forecasted to use the A570 Ormskirk bypass indicate that the bypass is expected to operate below theoretical capacity in the peak periods in the design year (2027). However, it should be noted that the analysis which has been undertaken on the SATURN Base Model does not consider:*
 - *Seasonal variations in traffic flows.*
 - *Atypical events.*
 - *Tourists travelling in the Inter-peak period.*
- *Analysis of traffic flows in Ormskirk town centre revealed that the A570 Ormskirk bypass would reduce traffic on most sections of the A570 town centre loop (for example the A570 Park Road and the A570 Stanley Street). However, traffic flows on some other roads in Ormskirk town centre (for example the A59 County Road and the A577 Wigan Road) would actually increase as a result of reassignment of some local trips to use parts of the A570 Ormskirk Bypass.*
- *Analysis of journey time survey results for Ormskirk town centre loop showed that the Inter-peak period (10:00 to 16:00, average hour) has the longest journey time, followed by the PM peak (17:00 - 18:00) and then the AM peak (08:00 to 09:00). However, the town centre loop journey times for all three time periods are only separated by approximately one minute. Table 7-C contains the results of the journey time surveys for each time period, as well as the average speed.*

Route	Distance (miles)	Time (secs)			Average Speed (mph)		
		AM	IP	PM	AM	IP	PM
Town Centre Loop (clockwise)	0.89	228	291	267	14.1	11.0	12.0

Table 7-C Journey Time Survey Results

7.3.2 Stage 1 Report Review

The Stage 1: Data Collection and Problem Identification Report for the study revealed the following key points regarding the current road network, proposed schemes, existing congestion and traffic patterns. The impact these key points could have on the success of a bypass scheme would need to be considered if the A570 Ormskirk bypass strategy were to be progressed.

- *In addition to the A570, there are four alternative routes to Southport for road users travelling northbound on the motorway network, which is reflected in the strategic signing.*
- *Sefton Metropolitan Borough Council's proposed Thornton to Switch Island Link scheme intends to reduce congestion on the local highway network and improve highway access between the northwest's motorway system and Southport. Subsequently, the Thornton to Switch Island Link could improve the attractiveness of some of the alternative routes to Southport.*
- *The 'Strat-e-gis' congestion software package has been used to analyse which parts of the A570 and the surrounding road network regularly suffer*

from congestion. The Strat-e-gis data revealed that there is some congestion present in Ormskirk; however journey time survey analysis of the Ormskirk town centre loop suggested that the congestion was not excessive when compared with comparable town centres. The average speeds experienced in other town centres in Lancashire are shown in Table 7-D.

Town	Average Speed (mph)		
	AM	IP	PM
Ormskirk	14.1	11.0	12.0
Clitheroe	13.8	12.0	12.3
Poulton-le-Fylde	11.8	11.1	8.7

Source: Lancashire County Council

Table 7-D Comparison of Town Centre Speeds

- Analysis of traffic data from three ATC sites on the A570 revealed that the monthly average weekday traffic flows can vary by up to 14% across the year. Daily traffic flows were shown to peak between September to December and in February and March. One of the main reasons for the seasonal variation in traffic flows in Ormskirk is the term dates of Edge Hill University. The peak in traffic flows in September and October coincides with Fresher’s week, whilst the lower traffic flows in the summer months are in part due to the fact that the students at Edge Hill University are on holiday. Edge Hill University is one of the main trip generators in Ormskirk, however a bypass of Ormskirk is unlikely to remove the majority of the university traffic from the A570.
- Analysis of the volume and direction of trips emanating from Edge Hill University in the SATURN Model PM peak indicates that in a ‘typical week’ the university generates 28% of the total number of trips on the A570 heading towards Ormskirk town centre from the direction of the M58 motorway.
- In order to investigate how traffic flows vary on individual days in summer months when visitors are likely to be attracted to Southport, traffic flows from August 2011 have been analysed. The analysis of the August 2011 traffic flows on the A570 showed that the weekday traffic flows are relatively constant, with no dates in August 2011 standing out as having significantly higher traffic flows. Weekend traffic flows were noticeably lower (up to 48%) than the weekday traffic flows at all three sites on the A570. Therefore, for the month investigated, the impact of weekend tourism on traffic volumes does not generate traffic volumes as high as those experienced on weekdays.
- It should also be noted that the County Council has documented intent to deliver a number of localised improvement schemes as part of the LTP. These schemes could help to improve the existing situation on the A570 and in particular the town centre loop. Of particular note is the intention to modernise of the SCOOT system for Ormskirk town centre. This scheme could include the coordination of traffic signals and the optimisation of signal timings to better manage traffic flow and relieve congestion. In addition, a planning application has already been submitted for a second entrance to Edge Hill University. This proposal could have a significant impact upon the operation of traffic accessing the university and thus provide additional benefits that the bypass could not.

7.4 Deliverability

Given the scale and likely cost of the A570 Ormskirk Bypass, there are a number of significant challenges regarding deliverability. These issues are discussed below:

- *The business case for the scheme must be robust and the investigation of a range of alternative lower cost options should be considered prior to the promotion of a major infrastructure scheme of this size. Based on the option development and appraisal process undertaken as part of this study, it is clear that alternative smaller scale options do exist. In addition, the LTP Implementation Plan 2012/13 - 2014/15 includes some of these alternative options. There is therefore already a commitment on behalf of the County Council to improve the current situation.*
- *A commitment to progress a potential bypass scheme would require significant development and design work, which is likely to involve a mix of County Council resources and specialist consultants. Specific tasks could include:*
 - *Review and update traffic modelling*
 - *Detailed appraisal of scheme benefits*
 - *Appraisal of environmental impacts*
 - *Derivation of detailed scheme cost estimates*
 - *Development of Business Case*
 - *Preliminary design / detailed design*
 - *Planning approval*
 - *Extensive public consultation*
 - *Public Inquiry*
 - *Compulsory Purchase Orders (CPO)*
 - *Side Road Orders*
 - *Statutory Undertakers*
 - *Statutory Bodies (e.g. Environmental Agency, English Heritage)*
- *All of these tasks would require a significant commitment from the County Council in terms of allocating specialist resources and substantial financial investment.*
- *Major highway schemes should seek to demonstrate high Value for Money (VfM) to the public purse. DfT guidance on Local Authority Major Schemes generally assumes that scheme benefits must outweigh the capital costs by a ratio of greater than 2:1 to demonstrate high VfM. Atypical traffic conditions which result in the identified problems and issues in the study area would not normally be captured in standard major scheme economic cost benefit analysis. As such the benefits of the proposed bypass may not be as high as expected.*
- *The scheme would need to emerge as a priority for funding through the devolved local major transport scheme process. The A570 Ormskirk bypass would be assessed against other major schemes and therefore the opportunity cost of not pursuing other major schemes would need to be considered, particularly given that the A570 Ormskirk bypass scheme does not fit well with the County Council's LTP transport priorities.*
- *Risk of local opposition. Significant additional consultation would be required.*

- *Timescales for delivery. Typically local authority major schemes can take between 5-10 years to deliver from development / design to scheme opening.*
- *Likely cost of the A570 Ormskirk bypass. There are therefore funding availability challenges, including central government and local authority contributions. In 2007, the cost of the A570 Ormskirk bypass scheme was estimated at £37.8million. However it should be noted that this preliminary cost estimate did not include supervision costs and that the scheme did not progress to the stage where the finances had to be approved. In addition, the cost of construction is likely to have increased in recent years in line with inflation trends reported in the construction material price indices.*
- *Continuing to protect the line of the A570 Ormskirk bypass risks exposing the County Council to ongoing blight.*

7.5 The ‘Ormskirk A570 Park Road to A59 County Road Link’ Option

One option which has been suggested previously as an alternative to the A570 Ormskirk bypass is the ‘Ormskirk A570 Park Road to A59 County Road Link’ (Option NI-02). This would provide an alternative route from the west side of Ormskirk town centre to the A59, primarily relieving the A570 Southport Road southeast of its junction with the A59 County Road.

The ‘Ormskirk A570 Park Road to A59 County Road Link’ scored very low against the LTP transport priorities and the study objectives, reflecting the fact that it would contribute little to the resolution of the strategic problems and issues which have been identified in the M58 to Southport corridor study area. This option would not remove traffic from Ormskirk town centre, it would merely redistribute it. Furthermore, the modification or creation of new junctions on the A59 County Road may create additional delay for vehicles travelling on the A59. Consequently, the ‘Ormskirk A570 Park Road to A59 County Road Link’ is not considered to be a viable option and therefore will not be included in the alternative strategy.

7.6 Conclusion

The A570 Ormskirk bypass contributes well towards the study objectives, but very poorly towards the LTP transport priorities. The A570 Ormskirk bypass could therefore provide a significant contribution to the objectives of the study and in doing so may help to alleviate many of the identified problems and issues.

However, given the scale and likely cost of the A570 Ormskirk bypass, there are a number of significant challenges regarding deliverability.

8.1 Introduction

DfT guidance on the development of a business case (*The Transport Business Case, April 2011*) describes how a wide range of potential options should be considered in order to ensure that the most appropriate solution to an identified problem is pursued. If lower cost, smaller scale alternative options which could be implemented to resolve the current issues on the network have not been fully explored, then it may be difficult to justify a major scheme as a funding priority.

It is recognised that the devolution of Local Authority major transport scheme funding from central Government to Local Transport Bodies may change the mechanics of the historic Local Authority major transport scheme process. However, it is considered that any framework put in place by Local Transport Bodies across the country will still follow adopted best practice that has been promoted by the DfT and the Treasury over a significant number of years.

Based on the option development and appraisal process undertaken as part of this study, it is clear that there are a number of potential options that could deliver benefits to the M58 to Southport corridor.

It is therefore envisaged that a carefully planned package of measures which deliver a range of benefits individually, could be brought together in a single strategy to mitigate many of the problems and issues currently experienced by both local highway users and people passing through the M58 to Southport corridor.

The remainder of this chapter is structured as follows:

- *Alternative Strategy Development*
- *Alternative Strategy*
- *Potential Funding Sources*

8.2 Alternative Strategy Development

This study has highlighted that the range of problems experienced on the M58 to Southport corridor is diverse. This conclusion is reflected in the seven study objectives that have been formulated, which cover a range of issues across different modes, including public transport, walking and cycling.

The alternative strategy will bring together a range of complementary options that when combined could provide a significant benefit to the M58 to Southport corridor but at a lower cost and in a shorter time frame than the A570 Ormskirk bypass.

Further analysis of the option appraisal results has been undertaken in order to identify options that could provide the highest overall benefit to the corridor.

8.2.1 Prioritisation Criteria

Given the range of issues experienced along the M58 to Southport Corridor, it is important that the alternative strategy delivers the widest possible benefit across the full range of issues.

To ensure that the most appropriate options are prioritised for the alternative strategy, a set of prioritisation criteria have been derived in order to create a short list of potential options that will form the alternative strategy.

Table 8-A outlines the prioritisation criteria which have been used. Options must satisfy all five of the prioritisation criteria in order to be considered as part of the alternative strategy for the M58 to Southport Corridor.

Ref	Prioritisation Criteria
1	Option provides a large beneficial contribution to one or more of the Study Objectives or LTP transport priorities. Prioritisation Criteria One ensures that options are focussed on specific issues.
2	Option provides a positive contribution to a number of LTP transport priorities (≥ 2). Prioritisation Criteria Two ensures a robust policy fit with the overarching transport priorities of the County Council.
3	Option provides a positive contribution to a number of study objectives (≥ 2). Prioritisation Criteria Three ensures that options also deliver wider benefits to the corridor thus maximising potential Value for Money.
4	Option achieves an appraisal score of ≥ 4 against both the LTP transport priorities and the study objectives. Prioritisation Criteria Four acts as a minimum threshold below which potential benefits to the corridor are likely to be marginal.
5	Option must be affordable within the Local Transport Plan period, 2011 - 2021. Prioritisation Criteria Five ensures that lower cost options are pursued

Table 8-A: Prioritisation Criteria

All 44 of the options which were appraised using the option appraisal tool have been assessed against the above prioritisation criteria. Further details on this process and the subsequent results are included in **Appendix F**.

8.2.2 Short List

A total of 19 options satisfied all five of the prioritisation criteria and consequently have formed the short list of options for the alternative strategy. Table 8-B presents the short list of options for the alternative strategy.

Ref	Option	Prioritisation Criteria				
		1	2	3	4	5
NM-01	Improve pedestrian crossing facilities on Ormskirk town centre loop	✓	✓	✓	✓	<£250k
NM-02	Improve the link between Ormskirk bus and railway station	✓	✓	✓	✓	£250k - £2m
NM-03	Improve pedestrian & cycle links between Ormskirk town centre and the university	✓	✓	✓	✓	£250k - £2m
NM-06	New cycle lanes to the south-west of the town centre	✓	✓	✓	✓	£250k - £2m
NI-03	Second Entrance to Edge Hill University	✓	✓	✓	✓	£250k - £2m
NI-07	Junction Improvements at the existing Edge Hill University entrance	✓	✓	✓	✓	£250k - £2m
PT-01	Improve school bus facilities	✓	✓	✓	✓	<£250k
PT-05	Providing better travel planning information	✓	✓	✓	✓	<£250k
PT-11	A570 Bus Corridor Improvements	✓	✓	✓	✓	£250k - £2m
PT-13	Provide additional car parking at railway stations in the study area	✓	✓	✓	✓	£250k - £2m
TM-02	Use the existing VMS on the M6 Motorway to sign traffic to Southport on alternative routes to the A570	✓	✓	✓	✓	<£250k
TM-03	Better manage the signals at Edge Hill university	✓	✓	✓	✓	<£250k
TM-06	Special events traffic management strategy	✓	✓	✓	✓	£250k - £2m
TM-08	Ormskirk car parking management system	✓	✓	✓	✓	£250k - £2m
TM-09	Modernise the SCOOT system for Ormskirk town centre	✓	✓	✓	✓	£250k - £2m
TM-10	Ban the right turn out of Morrisons and left turn out of the retail park	✓	✓	✓	✓	£250k - £2m
TM-15	Introduce delivery time restrictions in Ormskirk	✓	✓	✓	✓	<£250k
TM-18	A570 Derby Street / Stanley Street junction improvements	✓	✓	✓	✓	<£250k
TM-20	Promote and further develop the existing 'Shared Wheels' car sharing scheme	✓	✓	✓	✓	<£250k

Table 8-B: Alternative Strategy Short List

8.2.3 Discounted Options

As detailed previously, the aim of the alternative strategy is to bring together a range of complementary alternative options that when combined could provide a significant benefit to the M58 to Southport corridor but at a lower cost and in a shorter time frame than the A570 Ormskirk Bypass.

A review of all of the options on the alternative strategy short list has been undertaken to ensure that each option on the short list could provide a significant contribution to the M58 to Southport corridor. Consequently a number of options have been discounted from the alternative strategy short list.

Table 8-C details which options have been discounted from the alternative strategy short list and the reason why they were discounted.

Ref	Option	Reason Discounted
NM-06	New cycle lanes to the south-west of the town centre	This option targets movements between Ormskirk town centre and the area to the south west of the town centre. Consequently this option is unlikely to deliver significant benefits to the M58 to Southport corridor.
NI-07	Junction Improvements at the existing Edge Hill University entrance	This option is dependent upon the outcome of the Second Entrance to Edge Hill University scheme (Option NI-03) which already has a planning application submitted. In addition Option NI-03 achieves a higher appraisal score.
PT-05	Providing better travel planning information	The majority of people travelling on the M58 to Southport corridor know which route they want to take and therefore the impact of this option is expected to be limited.
PT-11	A570 Bus Corridor Improvements	The quality of bus services on the A570 is not thought to be an underlying issue affecting the performance of the M58 to Southport corridor.
TM-02	Use the existing VMS on the M6 Motorway to sign traffic to Southport on alternative routes to the A570	This option would be difficult for the County Council to deliver as it would be on the Highways Agency network and would therefore require their co-operation and agreement. In addition, VMS is not typically used for this purpose as this is the role of strategic signing.
TM-03	Better manage the signals at Edge Hill university	This option is dependent upon the outcome of the Second Entrance to Edge Hill University scheme (Option NI-03) which already has a planning application submitted. In addition Option NI-03 achieves a higher appraisal score.
TM-08	Ormskirk car parking management system	Car parking in Ormskirk is not considered to be a key issue affecting the performance of the M58 to Southport corridor.
TM-10	Ban the right turn out of Morrisons and left turn out of the retail park	This option would require extensive modelling work to determine whether or not it would be beneficial to the M58 to Southport corridor. In addition, this option is unlikely to be popular with the businesses concerned.
TM-15	Introduce delivery time restrictions in Ormskirk	The impact of this option is expected to be limited and it is likely to be unpopular with local businesses.
TM-20	Promote and further develop the existing 'Shared Wheels' car sharing scheme	The car sharing scheme in question is already operational. Attracting additional people to use the scheme is likely to be difficult.

Table 8-C: Discounted Options

8.3 Alternative Strategy

The remaining options which satisfy all five of the designated prioritisation criteria and are considered likely to provide a significant positive contribution to the M58 to Southport corridor have formed the alternative strategy.

Table 8-D outlines the options which comprise the alternative strategy.

Options within the alternative strategy have been ranked based upon their overall appraisal score. If two options received the same overall appraisal score, then the option which scored better against the study objectives has been ranked higher.

Ref	Option	Appraisal Score	Estimated Cost
NM-03	Improve pedestrian & cycle links between Ormskirk town centre and the university	28	£250k - £2m
PT-01	Improve school bus facilities	24	<£250k
TM-06	Special events traffic management strategy	20	£250k - £2m
TM-18	A570 Derby Street / Stanley Street junction improvements	18	<£250k
TM-09	Modernise the SCOOT system for Ormskirk town centre	18	£250k - £2m
PT-13	Provide additional car parking at railway stations in the study area	18	£250k - £2m
NI-03	Second Entrance to Edge Hill University	17	£250k - £2m
NM-02	Improve the link between Ormskirk bus and railway station	16	£250k - £2m
NM-01	Improve pedestrian crossing facilities on Ormskirk town centre loop	16	<£250k

Table 8-D: Alternative Strategy

Detailed cost estimates have not been calculated as part of this study. However, based upon the estimated cost ranges of each option provided in Table 8-D, the alternative strategy is estimated to cost a maximum of £12.75m.

Table 8-E provides a high level summary of the contribution the alternative strategy provides towards both the LTP transport priorities and the study objectives.

Alternative Strategy		LTP Priorities							Study Objectives						
Ref	Option	1	2	3	4	5	6	7	1	2	3	4	5	6	7
NM-03	Improve pedestrian & cycle links between Ormskirk and the university	+	+	+	+	+	+	+	+	+	+	+	+	+	+
PT-01	Improve school bus facilities	+	+	+	+	+	+	+	+	+	+	+	+	+	+
TM-06	Special events traffic management strategy	+	+	+	+	+	+	+	+	+	+	+	+	+	+
TM-18	A570 Derby Street / Stanley Street junction improvements	+	+	+	+	+	+	+	+	+	+	+	+	+	+
TM-09	Modernise the SCOOT system for Ormskirk town centre	+	+	+	+	+	+	+	+	+	+	+	+	+	+
PT-13	Provide additional car parking at railway stations in the study area	+	+	+	+	+	+	+	+	+	+	+	+	+	+
NI-03	Second Entrance to Edge Hill University	+	+	+	+	+	+	+	+	+	+	+	+	+	+
NM-02	Improve the link between Ormskirk bus and railway station	+	+	+	+	+	-	+	+	+	+	+	+	+	+
NM-01	Improve pedestrian crossing facilities on Ormskirk town centre loop	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Key

	Large Beneficial Impact (+2)
	Beneficial Impact (+1)
	No Impact (0)
	Adverse Impact (-1)
	Large Adverse Impact (-2)

Table 8-E: Alternative Strategy Analysis

Table 8-E shows that the alternative strategy would provide a significant collective benefit against both the LTP transport priorities and the study objectives. Consequently, the alternative strategy would help to mitigate many of the existing problems and issues experienced on the M58 to Southport corridor.

8.4 Potential Funding Sources

The alternative strategy which has been developed must be both affordable and deliverable within the Local Transport Plan period 2011-2021.

Table 8-E provides a high level summary of the potential funding sources which could be made available for the delivery of the options within the alternative strategy.

Ref	Option	Funding Source	
		LTP	Developer
NM-03	Improve pedestrian & cycle links between Ormskirk town centre and the university	✓*	
PT-01	Improve school bus facilities	✓	
TM-06	Special events traffic management strategy	✓	
TM-18	A570 Derby Street / Stanley Street junction improvements	✓	
TM-09	Modernise the SCOOT system for Ormskirk town centre	✓*	
PT-13	Provide additional car parking at railway stations in the study area	✓	
NI-03	Second Entrance to Edge Hill University	✓	✓
NM-02	Improve the link between Ormskirk bus and railway station	✓*	
NM-01	Improve pedestrian crossing facilities on Ormskirk town centre loop	✓	
LTP: Local Transport Plan Developer: Developer Contributions via Section 106 Agreements / CIL ✓* - Option already included in the <i>Lancashire LTP: Implementation Plan 2011/12 - 2013/14</i>			

Table 8-F Potential Funding Mechanisms

One source of funding is through the County Council’s LTP process, which includes the integrated transport block allocation the County Council receives from central government.

If introduced through the Local Plan process, the use of private sector funding collected through a Community Infrastructure Levy (CIL) could also be used to support the delivery of any of the options within the alternative strategy. It should be noted that, as with Section 106 contributions, CIL funding would be collected by the Local Planning Authority and as such will be subject to competing departmental demands to support a wide variety of infrastructure improvements, not just those associated with the transport network.

It should be noted that three of the nine options which have been included in the alternative strategy are already included in the *Lancashire LTP: Implementation Plan 2012/13 - 2014/15 (Lancashire County Council, August 2012)*. Therefore funding for these three options has already been allocated.

9.1 Introduction

Based upon the evidence collated and the analysis conducted as part of the M58 to Southport Corridor Study, there are two potential strategies which could be implemented to mitigate the identified problems and issues on the M58 to Southport corridor. These are:

- *A570 Ormskirk Bypass*
- *Alternative Strategy*

This chapter presents a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis of both strategies to allow a clear comparison and thus facilitate the decision making process on which strategy should be pursued by the County Council. A SWOT analysis is a strategic planning method which can be used to help inform a decision making process.

9.2 A570 Ormskirk Bypass

In order to comprehensively evaluate the A570 Ormskirk bypass scheme, a SWOT analysis has been undertaken.

Table 9-A provides a summary of the SWOT analysis which has been undertaken on the A570 Ormskirk Bypass.

Strengths	Weaknesses
<ul style="list-style-type: none"> • The bypass scheme scores strongly against the study objectives. • The bypass scheme could reduce congestion in Ormskirk town centre. • The bypass would improve access to Southport. 	<ul style="list-style-type: none"> • The bypass scheme scores poorly against the LTP transport priorities and therefore provides a poor strategic fit with the County Council's overarching priorities for transport. • Sector to sector analysis of the SATURN Model has revealed that the majority of the trips in Ormskirk are either starting or finishing in Ormskirk. It is therefore unlikely that these trips would divert onto a potential bypass of Ormskirk. • The traffic flows forecasted to use the A570 Ormskirk bypass indicate that the bypass is expected to be operating below capacity in the peak periods in the design year (2027). • Comparison of average speeds experienced in other town centres in Lancashire revealed that congestion in Ormskirk was not excessive. • Edge Hill University is one of the main trip generators in Ormskirk, however the bypass would not remove the majority of the traffic accessing the university from the A570. • Environmental impacts. • The bypass would create an additional future maintenance liability for the County Council.
Opportunities	Threats
<ul style="list-style-type: none"> • The bypass may facilitate economic growth in the study area through improving accessibility to and from the national motorway network and within the study area. 	<ul style="list-style-type: none"> • Alternative lower cost measures, which could go a long way towards resolving many of the identified problems, have not been exhausted. • Small scale improvement options have already been included in the <i>Lancashire LTP: Implementation Plan 2012/13 - 2014/15 (Lancashire County Council, August 2012)</i>. There is therefore already a commitment in place to improve the current situation. • Significant development and design costs. • Planning approval. • Public Consultation. • Public Inquiry. • Compulsory Purchase Orders. • Side Road Orders. • Statutory Undertakers. • Statutory Bodies. • Major highway schemes should seek to demonstrate high Value for Money to the public purse. • The scheme would need to emerge as a priority for funding through the devolved local major transport scheme process. • The A570 Ormskirk bypass will be assessed against other major schemes and therefore the opportunity cost of not pursuing other major schemes should be considered. • Risk of local opposition. • Timescales for delivery. • Funding availability. • Political acceptability

Table 9-A A570 Ormskirk Bypass SWOT Analysis

The SWOT analysis has demonstrated that the A570 Ormskirk bypass scheme has a number of weaknesses and therefore the scheme wouldn't necessarily solve all of the problems and issues which are currently experienced in the M58 to Southport corridor study area.

In addition, the SWOT analysis has reaffirmed that there are a significant number of threats to the deliverability of the A570 Ormskirk bypass scheme, including funding availability and timescale challenges.

9.3 Alternative Strategy

A SWOT analysis has also been undertaken on the alternative strategy. A summary is provided in Table 9-B.

Strengths	Weaknesses
<ul style="list-style-type: none"> • The alternative strategy could mitigate many of the problems and issues within the M58 to Southport corridor. • The alternative strategy contributes strongly towards the LTP transport priorities and therefore provides a good strategic fit with the County Council's overarching priorities for transport. • Relatively low cost. • Relatively short implementation timescale. • Three options in the alternative strategy have already been identified for delivery in the <i>Lancashire LTP: Implementation Plan 2012/13 - 2014/15 (Lancashire County Council, August 2012)</i>. 	<ul style="list-style-type: none"> • The alternative strategy may not deliver the same scale of benefits as the A570 Ormskirk bypass for traffic passing through Ormskirk. • Difficult to assess the collective impact of the alternative strategy.
Opportunities	Threats
<ul style="list-style-type: none"> • Options could be implemented as and when funding becomes available. • Relatively simple delivery strategy. 	<ul style="list-style-type: none"> • Individual options may not emerge as an LTP funding priority through the County Council's scheme prioritisation system. • The alternative strategy may not get delivered in its entirety. • Risk of local opposition. • Political acceptability

Table 9-B Alternative Strategy SWOT Analysis

The SWOT analysis has shown that the alternative strategy has a number of strengths, including the ability to mitigate many of the problems and issues within the M58 to Southport corridor.

In addition, the SWOT analysis has highlighted that the alternative strategy could be both affordable and deliverable within the Local Transport Plan period 2011-2021, subject to individual options emerging as an LTP funding priority through the County Council's scheme prioritisation system.

10.1 Summary

The M58 to Southport Corridor Study has been broken down into three key stages:

- *Stage 0: Inception*
- *Stage 1: Data Collection and Problem Identification*
- *Stage 2: Option Development and Appraisal*

This Stage 2 Report summarises the findings of the option development and appraisal stage (Stage 2) and also covers the strategy development process employed as part of the M58 to Southport Corridor Study.

The option development and appraisal process has focused on the strategic issues affecting the M58 to Southport corridor and the associated issues affecting the surrounding transport network.

An Options Workshop was held to facilitate the agreement of a set of study objectives and discuss the potential types of options to be considered further as part of the study. The Options Workshop was held at County Hall on Thursday 22nd March 2012 and attended by key stakeholders.

The following sources were used to identify a list of 111 initial options to be considered as part of the M58 to Southport Corridor Study:

- *Options discussed at the workshops which have been organised as part of the M58 to Southport Corridor Study.*
- *Options discussed in previous studies which have been undertaken.*
- *New options which have emerged as a result of the findings of the data collection and problem identification stage of this study.*

An early sifting spreadsheet was developed to record which options should be taken forward for further consideration and those that should not. For audit trail purposes, the spreadsheet also included a justification for options that were not taken forward. The early sifting exercise resulted in a total of 47 potential options being taken forward for further consideration.

A bespoke option appraisal tool has been developed as part of the M58 to Southport Corridor Study, which was used to appraise each of the 47 options put forward. Options have been appraised against their potential contribution towards each of the seven LTP transport priorities and the seven M58 to Southport corridor study objectives.

10.2 Conclusions

The option appraisal process has shown that a number of alternative options exist which provide a strong positive contribution to both the study objectives and the LTP transport priorities. Consequently, a strategy containing a combination of these alternative options has the potential to provide a collective benefit to the M58 to Southport corridor in terms of mitigating the existing problems and issues.

Two potential strategies have therefore been considered in detail as part of the M58 to Southport Corridor Study. They are:

- *A570 Ormskirk Bypass (Remitted Scheme)*
- *Alternative Strategy – A Package of Smaller Scale Options*

In order to comprehensively evaluate the two strategies, a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis has been undertaken on each strategy.

The A570 Ormskirk bypass contributes well towards the study objectives, but very poorly towards the LTP transport priorities. The A570 Ormskirk bypass could therefore provide a significant contribution to the objectives of the study and in doing so may help to alleviate many of the identified problems and issues. However, given the scale and likely cost of the A570 Ormskirk bypass, there are a number of significant challenges regarding funding and deliverability.

The A570 Ormskirk bypass would be assessed against other major schemes as part of the devolved local major transport scheme process and therefore the opportunity cost of not pursuing other major schemes would need to be considered, particularly given that the A570 Ormskirk bypass scheme does not fit well with the County Council’s LTP transport priorities.

Based upon the evidence presented, it is considered that there are a number of alternative options which could be implemented in parallel to mitigate many of the problems and issues experienced within Ormskirk and the surrounding area. The alternative strategy which has been developed through the use of a set of prioritisation criteria comprises options which provide the most benefit across the full range of issues that have been identified on the M58 to Southport corridor.

Table 10-A outlines the options which comprise the alternative strategy.

Ref	Option
NM-03	Improve pedestrian & cycle links between Ormskirk town centre and the university
PT-01	Improve school bus facilities
TM-06	Special events traffic management strategy
TM-18	A570 Derby Street / Stanley Street junction improvements
TM-09	Modernise the SCOOT system for Ormskirk town centre
PT-13	Provide additional car parking at railway stations in the study area
NI-03	Second Entrance to Edge Hill University
NM-02	Improve the link between Ormskirk bus and railway station
NM-01	Improve pedestrian crossing facilities on Ormskirk town centre loop

Table 10-A: Alternative Strategy

The rationale for this study was to understand whether there are alternative (lower cost) measures that the County Council could implement to mitigate the identified problems and issues on the M58 to Southport corridor.

It is concluded that there is a potential alternative strategy which could be delivered at a much lower cost, which still mitigates the problems and issues on the M58 to Southport corridor.