

## **M58 to Southport Corridor Study**

### **Stage 1: Data Collection and Problem Identification Report**




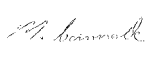

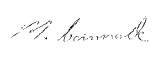
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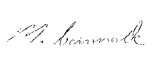

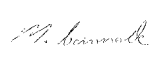
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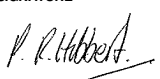

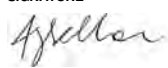
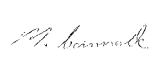
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## Contents

### Executive Summary

<b>1</b>	<b>Introduction</b>	<b>1</b>
1.1	Background	1
1.2	Methodology	2
1.3	Report Purpose	3
1.4	Sources of Information	3
1.5	Structure	3
<b>2</b>	<b>Study Area</b>	<b>4</b>
2.1	Introduction	4
2.2	Study Area	4
<b>3</b>	<b>Data Collection and Problem Identification Stage</b>	<b>6</b>
3.1	Introduction	6
3.2	Data Collection and Analysis	6
3.3	Problems and Issues Workshop	7
3.4	Existing / Future Problems and Objectives	7
3.5	Project Board Meeting	7
<b>4</b>	<b>Previous Studies</b>	<b>8</b>
4.1	Introduction	8
4.2	A570 Ormskirk Bypass Study (Faber Maunsell, 2005)	8
4.3	Ormskirk A570 Park Road to A59 County Road Link - Pre-feasibility Study (Faber Maunsell, July 2005)	9
4.4	A570 Ormskirk Bypass Study Area - Wider Transport Review (Mouchel, July 2008)	9
4.5	Ormskirk - Evaluation of Smaller Scale Schemes (Mouchel, August 2011)	9
<b>5</b>	<b>Strategic Road Network</b>	<b>11</b>
5.1	Introduction	11
5.2	Alternative Routes to Southport	11
5.3	Southport Signing	12
5.4	Thornton to Switch Island Link	13
<b>6</b>	<b>Ormskirk SATURN Model Review</b>	<b>16</b>
6.1	Introduction	16
6.2	Model Background	16
6.3	Traffic Flows	17
6.4	Strategic Traffic Movements	17
6.5	Edge Hill University	18
<b>7</b>	<b>Congestion Issues</b>	<b>19</b>
7.1	Introduction	19

7.2	Congestion	19
7.3	Site Visit Observations	22
7.4	Seasonal Variations	22
7.5	Air Quality Management Areas	25
<b>8</b>	<b>Accident Data Analysis</b>	<b>27</b>
8.1	Introduction	27
8.2	Study Area Accidents	27
8.3	A570 Accidents	28
8.4	A570 Accident Rate	30
8.5	Ormskirk Town Centre Analysis	32
8.6	Road Safety Schemes	33
8.7	Summary of Accident Data Analysis	34
<b>9</b>	<b>Public Transport</b>	<b>35</b>
9.1	Introduction	35
9.2	Bus Services	35
9.3	Rail Services	36
9.4	Summary	37
<b>10</b>	<b>Future Development and Transport Proposals</b>	<b>38</b>
10.1	Introduction	38
10.2	Preferred Options Review	38
10.3	Development in Southport	39
10.4	LTP Schemes	40
<b>11</b>	<b>Problems and Issues Workshop</b>	<b>42</b>
11.1	Introduction	42
11.2	Workshop Purpose	42
11.3	Attendees	42
11.4	Meeting Agenda	43
11.5	Problems and Issues	43
<b>12</b>	<b>Existing / Future Problems and Study Objectives</b>	<b>51</b>
12.1	Introduction	51
12.2	Study Objectives	51
12.3	LTP Priorities	53
<b>13</b>	<b>Next Steps</b>	<b>54</b>
13.1	Introduction	54
13.2	Option Identification	54
13.3	Early Sifting	54
13.4	Option Development and Appraisal	55
13.5	Stage 2 Report	55
<b>14</b>	<b>Summary and Conclusions</b>	<b>56</b>
14.1	Summary	56
14.2	Conclusions	56

Table 5-A: Alternative Routes	12
Table 6-A: Sector to Sector Analysis Results	17
Table 7-A: Link Speed Plots Observations	20
Table 8-A: Study Area Accidents (2006-2010)	27
Table 8-B: A570 Accidents (2006-2010)	28
Table 8-C: A570 Accidents (2006-2010) split into sections	29
Table 8-D: Summary of Predicted and Observed A570 Accident Numbers (2006-2010)	30
Table 8-E: Summary of Predicted and Observed A570 Accident split by section (2006-2010)	31
Table 9-A: Ormskirk and Southport Rail Services	37
Table 10-A: Housing and Employment Targets	38
Table 11-A: Workshop Problems and Issues	48
Figure 1: Methodology Key Stages	2
Figure 2: Study Area	4
Figure 3: Data Collection and Problem Identification Stage	6
Figure 4: Alternative Routes	11
Figure 5: Southport Signing	13
Figure 6: Thornton to Switch Island Link Location Plan	14
Figure 7: A570 ATC Sites	22
Figure 8: A570 Annual Weekday Traffic Flow Profiles	23
Figure 9: A570 August 2011 Daily Traffic Flows	24
Figure 10: Moor Street AQMA	25
Figure 11: Accident Analysis on the Ormskirk Town Centre Loop (2006-2010)	32
Figure 12: Problems and Issues Location Plan	49
Figure 13: Derivation of Study Objectives	52
Figure 14: Data Collection and Problem Identification Stage	54
Appendix A	Sector to Sector Analysis
Appendix B	Link Speed Plots
Appendix C	Comparison of Town Centre Speeds
Appendix D	Study Area Accident Plots
Appendix E	A570 Accident Plots
Appendix F	Accident Rate Calculation
Appendix G	Bus Routes
Appendix H	Rail Network
Appendix I	Proposed Developments
Appendix J	LTP Schemes



## 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 Data Collection and Problem Identification Stage (Stage 1) of the M58 to Southport Corridor Study.

The data collection and analysis process has focused on the strategic issues affecting the M58 to Southport corridor and the associated issues affecting the surrounding transport network.

A wide range of different types of data have been collected, analysed and presented using the Geographical Information System (GIS) software ArcGIS. The GIS database which has been compiled has enabled an efficient and comprehensive analysis of the M58 to Southport corridor as well as the associated impacts on the surrounding transport network.

A review has been undertaken of the Ormskirk SATURN Model which was developed in 2005 to investigate the impact of a potential bypass of Ormskirk. In summary, the review examined survey data, model validation, traffic flows, trip movement analysis, forecasted traffic flows on the proposed bypass and analysis of journey times in Ormskirk town centre. A technical paper outlining the conclusions of this review has been produced (*Ormskirk SATURN Model Review, Jacobs, February 2012*) and is available upon request from the County Council.

Previous studies undertaken by the County Council and West Lancashire Borough Council to investigate the issues surrounding Ormskirk have been reviewed and summarised. The conclusions drawn in this Stage 1 Report build upon the findings of the previous studies which have been undertaken.

A Problems and Issues Workshop, attended by key stakeholders in the study area, was held on the 20<sup>th</sup> January 2012 at Lancashire County Hall. The workshop provided an opportunity to discuss initial data collection findings with a wider audience and seek the views and opinions on the key problems and issues affecting the M58 to Southport study area. This approach has ensured that there is a robust audit trail in place to inform the objectives of the study and support any future decision making processes.

The key problems in the M58 to Southport Corridor study area, identified during the Data Collection and Problem Identification Stage, can be categorised under the following headings:

- *Strategic Road Network Issues*

- *Signing Strategy*
- *Congestion Issues*
- *Environmental Issues*
- *Accident History*
- *Pedestrian and Cycling Facilities*
- *Public Transport Services*
- *Development Pressures*

The key observations, data analysis, stakeholder views and local knowledge were collated into a single database in order to identify common themes. This process resulted in the identification of the following seven study objectives.

1. *Ensure efficient management of seasonal traffic and planned events to limit impact upon the A570 corridor and the local road network.*
2. *Improve the management of traffic and transport related to Edge Hill University.*
3. *Maximise the effectiveness of the Ormskirk town centre loop.*
4. *Encourage greater use of walking and cycling for local trips.*
5. *Reduce the impact of Heavy Goods Vehicles within Ormskirk and on the surrounding local road network.*
6. *Ensure transport infrastructure and services in the study area do not constrain future development.*
7. *Maximise the effectiveness of the public transport network and facilities within the study area.*

In addition to these specific study objectives, Lancashire County Council's LTP priorities for transport will be used to inform the development and appraisal of potential options.



## 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 2011/12 - 2013/14 (Lancashire County Council, October 2011)*.

## 1.2 Methodology

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

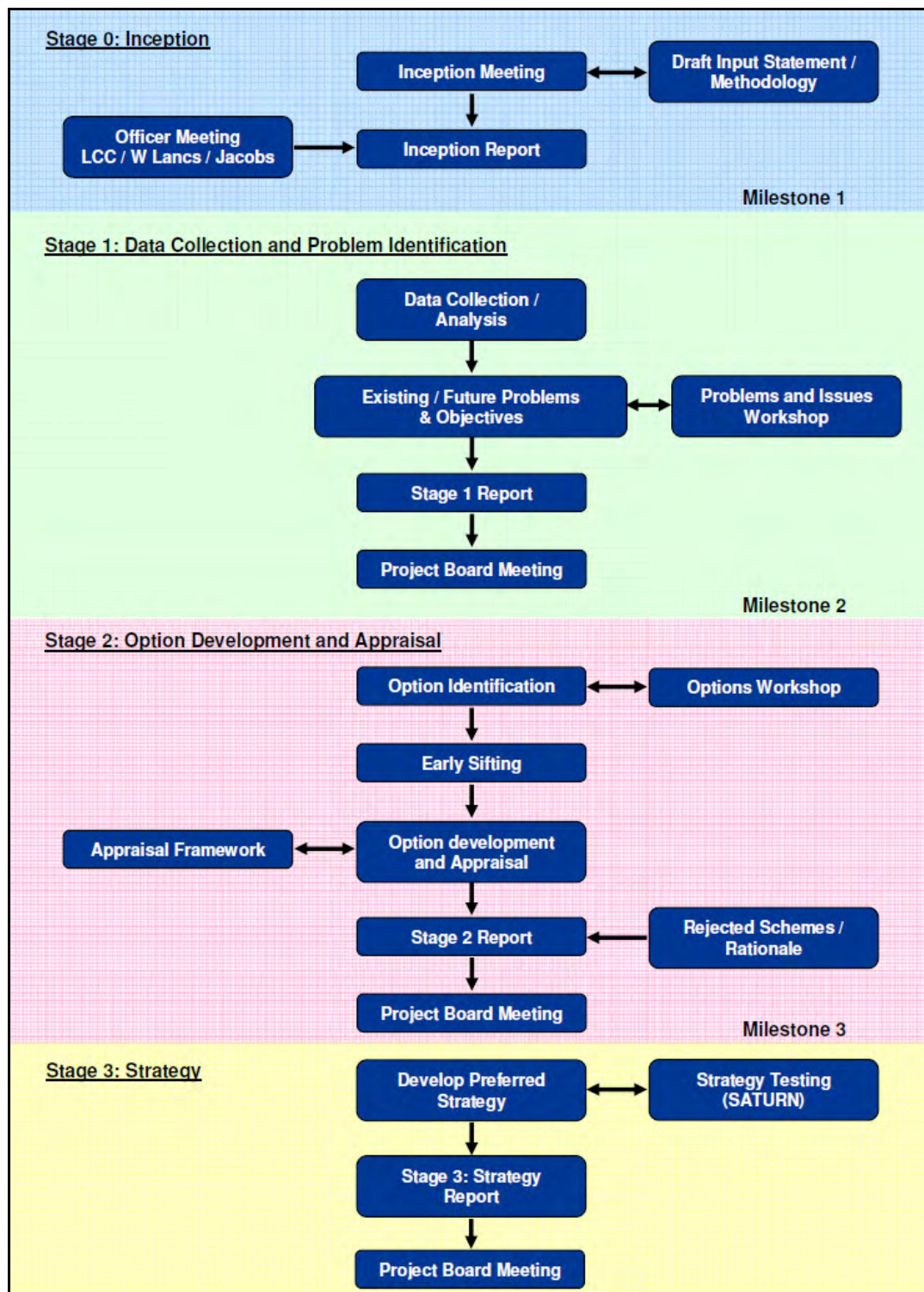


Figure 1: Methodology Key Stages

### 1.3 Report Purpose

The purpose of this report is to summarise the outcome of the Data Collection and Problem Identification Stage (Stage 1) of the M58 to Southport Corridor Study.

### 1.4 Sources of Information

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

- *A570 Ormskirk Bypass Phase 1 - Forecasting Report (Faber Maunsell, July 2005)*
- *Ormskirk A570 Park Road to A59 County Road Link – Pre-feasibility Study (Faber Maunsell, July 2005)*
- *Thornton to Switch Island Link Business Case Submission (Sefton Council, November 2007)*
- *A570 Ormskirk Bypass Study Area - Wider Transport Review (Mouchel, July 2008)*
- *Air Quality Action Plan for West Lancashire Borough Council (WLBC, March 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 2011/12 - 2013/14 (Lancashire County Council, October 2011)*
- *The Third Local Transport Plan for Merseyside (Merseyside Transport Partnership, 2011)*
- *M58 to Southport Corridor Study: Inception Report (Jacobs, December 2011)*
- *West Lancashire Local Plan 2012 - 2027: Preferred Options (West Lancashire Borough Council, January 2012)*
- *M58 to Southport Corridor Study: Ormskirk SATURN Model Review (Jacobs, February 2012)*

### 1.5 Structure

The remainder of this report is structured as follows:

- *Chapter 2: Study Area*
- *Chapter 3: Data Collection and Problem Identification Stage*
- *Chapter 4: Previous Studies*
- *Chapter 5: Strategic Road Network*
- *Chapter 6: Ormskirk SATURN Model Review*
- *Chapter 7: Congestion Issues*
- *Chapter 8: Accident Analysis*
- *Chapter 9: Public Transport*
- *Chapter 10: Future Development and Transport Proposals*
- *Chapter 11: Problems and Issues Workshop*
- *Chapter 12: Existing / Future Problems and Study Objectives*
- *Chapter 13: Next Steps*
- *Chapter 14: Summary and Conclusions*



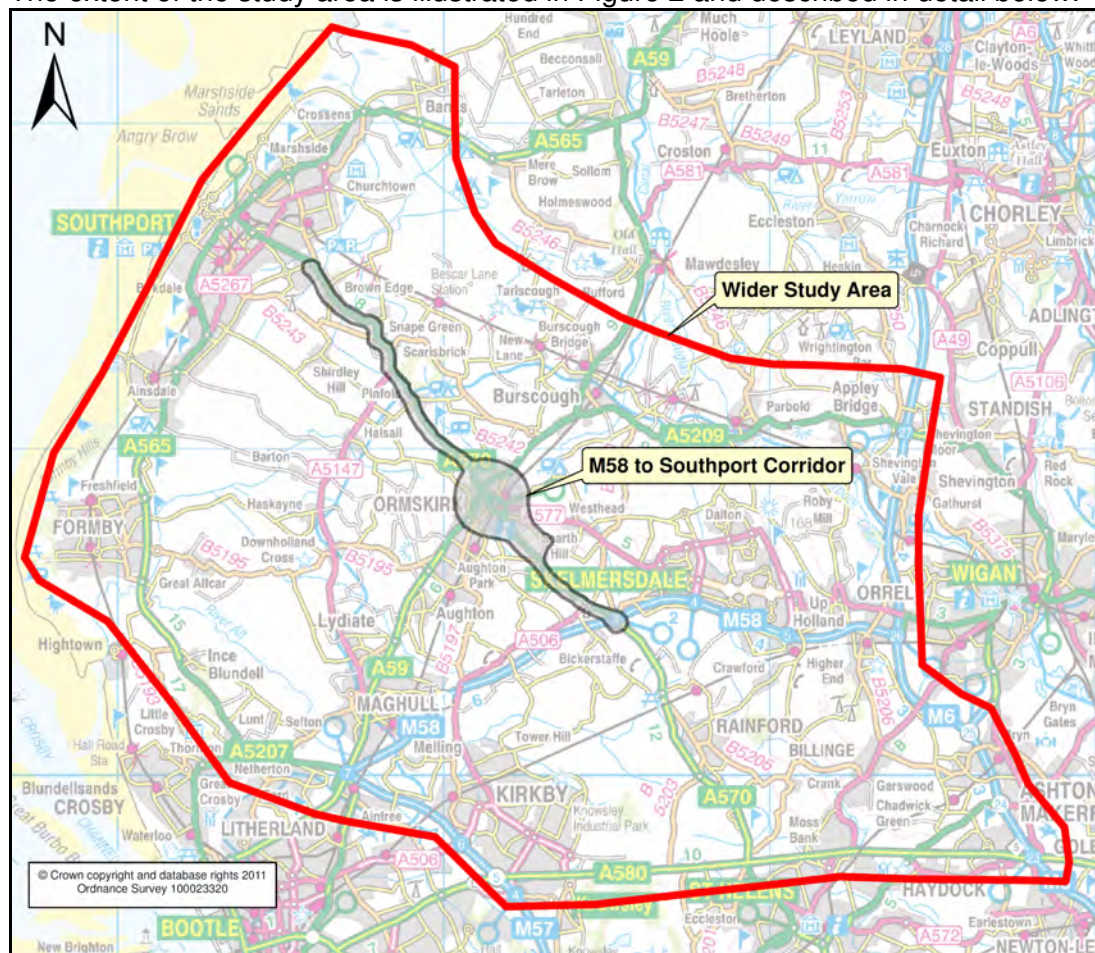
## 2.1 Introduction

This chapter of the report sets out the extent of the study area to be considered as part of the development of the M58 to Southport Corridor Study and summarises some of the key issues identified within the County Council's outline brief.

## 2.2 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 2 and described in detail below.



**Figure 2: Study Area**

The A570 links the M58 at Junction 3 (west of Skelmersdale) with Ormskirk and Southport. It is a single carriageway road, the alignment of which is sub-standard in places with limited opportunities for safe overtaking.

The market town of Ormskirk lies at the intersection of the A570 and the A59, the latter linking the Switch Island junction north of Liverpool with Preston. Issues of road safety, noise, air quality and severance arise from the conflict between traffic and the needs of the local community.

The A570 follows a narrow and winding one-way system through the town centre, with almost continuous residential or commercial frontage development; many properties have direct access from the road. This gyratory encircles the commercial and retail core, effectively forming a barrier between residential and shopping areas. Congestion and delays affect all road users and there is reported to be conflict between pedestrians and vehicles, and between local and through traffic. This is likely to result in an increased use of alternative local routes by traffic travelling between Southport and the motorway network, including the A5209 between the M6 and Burscough and the B5242 between Burscough and the A570 at Scarisbrick.

Between Ormskirk and Southport, the A570 passes through the villages of Pinfold and Scarisbrick where residential and commercial properties flank the road, all having direct access.

The M58 motorway runs in a westerly direction from the M6 motorway at Orrell, past Skelmersdale, to the Switch Island junction south of Maghull. The M58 / M6 motorway junction at Orrell (Junction 26) is a sub-standard interchange forming the eastern terminus of the M58. The current layout has a poor accident record and the junction experiences heavy peak hour congestion which can also affect main line traffic flows on the M6. The M58 is principally a dual three lane motorway with traffic flows well within the capacity of the road.

Beyond Switch Island, the A5207 provides a link to the A565 north of Crosby, the A565 continuing to Southport via Formby and providing an alternative but longer and less direct route than the A570 through Ormskirk. In fact, there are several ways of reaching Southport from the motorway network and strategic signing reflects these alternatives. In addition to the M58, Southport is signed from the M6 via the M62 and M57 to the Switch Island junction and via the A580 from Junction 23 at Haydock.

The A580 East Lancashire Road provides a high standard alternative to the M62 for traffic movements between Liverpool, the M6 and Manchester. Between the M57 at Junctions 4/5 and the M60 at Junction 14 near Worsley, the A580 route was formerly part of the National Trunk Road Network. The Liverpool city region route hierarchy, outlined in the *Third Local Transport Plan for Merseyside (Merseyside Transport Partnership, 2011)*, categorises the A580 as part of the strategic freight route network.

North of the A580, the A570 was formerly part of the National Trunk Road Network, linking St Helens with Skelmersdale. The dual two lane all-purpose road, which bypasses the village of Rainford to the west, provides an alternative route to the M57 and M6 motorways for north-south traffic movements.

The A565 links Liverpool City Centre with Bootle, Crosby and Southport. The length of the A565 between the Liverpool / Sefton boundary in Bootle and the coastal road at Ainsdale use to be part of the National Trunk Road Network. Parts of the A565 have been categorised within the Liverpool city region route hierarchy as a strategic route for general traffic, public transport and the movement of freight.

The A5036 links the nationally significant Port of Liverpool directly with the motorway network (M57/M58) at the complex traffic signal controlled Switch Island Junction south of Maghull. Liverpool is by far the most dominant port in the North West and is a key element in the Merseyside economy. Consequently, the A5036 is a key route which is part of the Trans-European Road Network.



## 3

## Data Collection and Problem Identification Stage

## 3.1 Introduction

The Data Collection and Problem Identification Stage forms a key phase in the development of the overall strategy. It has provided an opportunity to gain a greater understanding of the current situation and helped to quantify and validate historic perceptions.

The key elements of the Data Collection and Problem Identification Stage are shown in Figure 3 and discussed below.

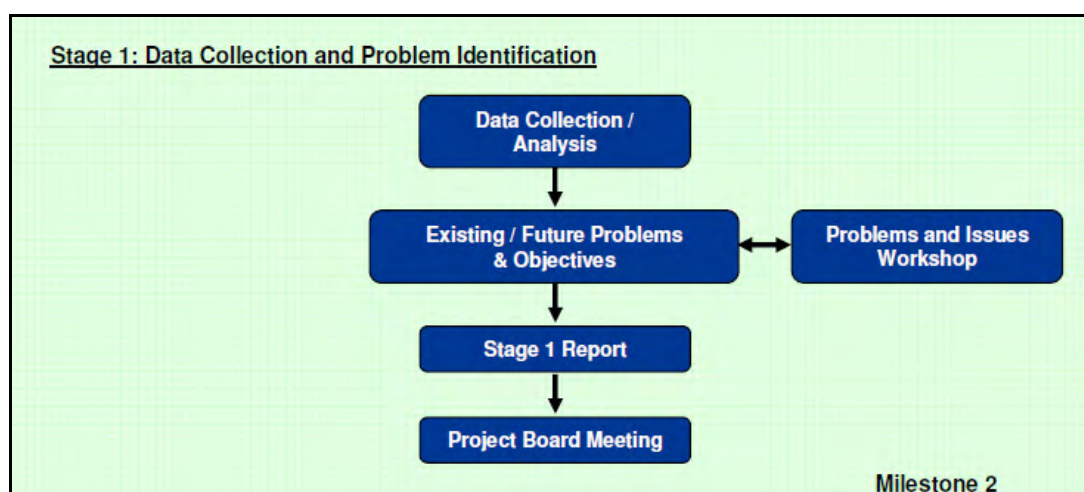


Figure 3: Data Collection and Problem Identification Stage

## 3.2 Data Collection and Analysis

One of the key issues identified within the County Council's *LTP Implementation Plan 2011/12 -2013/14 (Lancashire County Council, October 2011)* is that Ormskirk suffers from significant congestion due to the high levels of traffic within the town. This is as a result of the interaction of local traffic with through traffic on the A570 and the A59.

The focus of the data collection process has been on the strategic issues affecting the M58 to Southport corridor and the associated issues affecting the surrounding transport network, rather than the micro level issues at individual locations. In addition, consideration has been given to key public transport links both within the study area and with the North-West.

A wide range of different types of data have been collected, analysed and presented using the Geographical Information System (GIS) software ArcGIS. The GIS database which has been compiled has enabled an efficient and comprehensive analysis of the M58 to Southport corridor as well as the associated impacts on the surrounding transport network.

In addition, a key piece of work undertaken as part of the data collection and analysis process was a review of the Ormskirk SATURN Model.

The data collection and analysis work which has been undertaken is discussed in more detail the following chapters of this report:



- *Chapter 5: Strategic Road Network*
- *Chapter 6: Ormskirk SATURN Model Review*
- *Chapter 7: Congestion Issues*
- *Chapter 8: Accident Analysis*
- *Chapter 9: Public Transport*
- *Chapter 10: Future Development and Transport Proposals*

### 3.3 Problems and Issues Workshop

The Problems and Issues Workshop provided an opportunity to discuss the initial data collection findings with the County Council and West Lancashire Borough Council Officers and a wider audience of key stakeholders (including Sefton Council and the Highways Agency). The workshop also enabled further views and opinions to be sought on the key problems and issues affecting the M58 to Southport corridor.

The Problems and Issues Workshop was also used to gather information on both historic proposals not already identified and any early views on potential proposals to be considered.

The list of stakeholders invited to attend the Problems and Issues Workshop was identified through liaison with the County Council. The workshop was held on the 20<sup>th</sup> January 2012 at County Hall. The format and findings of the workshop are discussed in detail in Chapter 11 of this report.

### 3.4 Existing / Future Problems and Objectives

The existing and future problems have been defined based upon the knowledge gained through the data collection exercise and discussions with County Council Officers and key stakeholders at the Problems and Issues Workshop. This approach has ensured that there is a robust audit trail in place to support any future decision making processes.

The objectives of the M58 to Southport study will therefore be targeted towards resolving the existing and future problems that have been identified.

The existing and future problems and objectives are summarised in Chapter 12 of this report.

### 3.5 Project Board Meeting

The Data Collection and Problem Identification Stage will culminate in a Project Board Meeting, which will be informed by this Stage 1 Report.

The Project Board will be independent of the day to day governance of the M58 to Southport Corridor study and will consist of senior County Council Officers. The role of the Project Board Meeting will be to ensure that the study is being driven forward in line with the County Council's overarching aims and objectives and to make any key project decisions if required. The *LTP Implementation Monitoring Group* will act as the project board for the study.

A milestone review will also be undertaken to enable the delivery team to evaluate progress and agree the way forward before proceeding to the next stage.

## 4

## Previous Studies

**4.1 Introduction**

Where relevant, the M58 to Southport Corridor Study makes use of information obtained from previous studies. This ensures that best use is made of available data and the study does not replicate existing work undertaken as part of other recent County Council studies. It also ensures that best use is made of the funding allocated within the *LTP Implementation Plan 2011/12 - 2013/14 (Lancashire County Council, October 2011)*.

The previous studies have been reviewed in order to inform the subsequent analysis in this report. This chapter of the report briefly summarises the following studies which have been undertaken by the County Council and West Lancashire Borough Council (BC) to investigate the issues in and around Ormskirk.

**4.2 A570 Ormskirk Bypass Study (Faber Maunsell, 2005)**

In 2005, the County Council commissioned the Ormskirk SATURN Model to assess options for an A570 Ormskirk bypass. This resulted in the production of the following reports:

- *Survey Report (March 2005)*
- *Forecasting Report (July 2005)*
- *Local Model Validation Report (June 2005)*
- *Preferred Scheme Option Testing (July 2007)*

The A570 Ormskirk Bypass Study reported that the proposed bypass scheme would significantly reduce congestion and journey times in Ormskirk as well as reducing 'rat-running' along less appropriate minor roads.

The Forecasting Report states that in the 2012 PM Peak, the proposed bypass scheme would remove approximately 45% of traffic from the A570 through Stanley Gate and approximately 49% of traffic from the A570 just to the south of Ormskirk town centre. In the town centre itself, large reductions in traffic flows occur on Derby Street West and Stanley Street (42% one-way), Park Road East (31%) and Aughton Street (18%).

However, there would be delays at junctions on the A570 to the north of the proposed bypass and where the proposed bypass would intersect the A59 and the B5312. In addition, Dark Lane, currently a relatively minor road into Ormskirk from a North-Easterly direction, would experience a large increase in flow as traffic leaves the east side of Ormskirk and travels onto the proposed bypass.

Further work resulted in a revised bypass scheme which consists of approximately 8km of new wide single carriageway, with 4 new roundabout junctions along its length that link to several existing roads around Ormskirk. The revised bypass scheme does not have a junction at the north end of Dark Lane and therefore traffic volumes on Dark Lane remain relatively similar.

The A570 Ormskirk Bypass Study did not undertake economic analysis of the proposed bypass scheme



#### **4.3 Ormskirk A570 Park Road to A59 County Road Link - Pre-feasibility Study (Faber Maunsell, July 2005)**

The Ormskirk SATURN Model was also used to test the feasibility of a link road through Coronation Park between the A570 and the A59. This link road was assessed as a lower cost alternative to the A570 Ormskirk Bypass.

The Pre-feasibility Study Report briefly describes the development of the link road model network and the results of the modelling undertaken.

The report concluded that a link road through the park could generally improve journey times in Ormskirk, with the most significant benefit being to northwest-bound through traffic on the A570, which would have a choice of using the existing route or the new link road. However, there would be an increase delays along the A59 at the western end of the link road.

#### **4.4 A570 Ormskirk Bypass Study Area - Wider Transport Review (Mouchel, July 2008)**

This report provides the output from a comprehensive review of the transport and accessibility issues in the Ormskirk area in order to provide a basis against which the potential benefits and impacts of the Ormskirk Bypass could be assessed. The report specifically reviewed the A570 corridor, which passes through Ormskirk but also the interaction between the town and the surrounding areas of West Lancashire, Sefton and the North West.

The information and data covered within this report includes the following:

- *National, Regional and Local Policy Review*
- *Socio-economic overview*
- *Existing transport and access networks*
- *Accessibility*
- *Travel patterns*
- *Environmental Issues*
- *Consultation outputs*

One of the outputs from the Wider Transport Review was a series of strengths, weaknesses, opportunities and threats relating to all aspects of the transport network in Ormskirk and also the surrounding area of West Lancashire.

A key conclusion of the report is that increasing commuter and tourist traffic passing through Ormskirk town centre, combined with the popularity of the car for travel in the area, has had a detrimental effect on the transport network. Furthermore, walking and cycle routes in Ormskirk are relatively poor, a fact which is confirmed by the high accident rates in the town involving pedestrians and cyclists.

#### **4.5 Ormskirk - Evaluation of Smaller Scale Schemes (Mouchel, August 2011)**

During the period that the proposed A570 Ormskirk Bypass was under consideration, a series of consultation exercises took place with the residents of West Lancashire and Southport. As a result of these consultation exercises, numerous suggestions and ideas emerged for alternatives to the bypass that could provide solutions to Ormskirk's transport related problems.

The Evaluation of Smaller Scale Schemes Report presents the findings of a matrix-based assessment of the suggested improvement proposals in Ormskirk and is intended to enable a broad comparison and analysis of each option against a range of scoring criteria. A total of 48 schemes were assessed, covering a range of measures, including traditional highway junction improvements, heavy rail investment, park and ride, quality bus corridors, personalised travel planning, pedestrian and cycling enhancements and numerous traffic management measures.

This approach resulted in the identification of a set of potential measures to be given further consideration. The report recommends that the prioritisation of schemes and availability of funding should be managed as part of the Local Transport Plan Implementation Plan process.

### 5.1 Introduction

Congestion on the A570 in Ormskirk could force strategic traffic accessing Southport from the motorway network to consider using alternative routes within the wider area.

The purpose of this chapter is to examine the alternative routes which exist between the motorway network and Southport, in order to gain a better understanding of how the A570 interacts with the wider strategic road network.

The remainder of this chapter is structured as follows:

- *Alternative Routes to Southport*
- *Southport Signing*
- *Thornton to Switch Island Link*

### 5.2 Alternative Routes to Southport

In addition to the A570, there are four alternative routes to Southport for road users travelling northbound on the motorway network, which are illustrated in Figure 4. Southbound motorway traffic is unlikely to use the A570 to access Southport and therefore alternative southbound routes have not been considered.

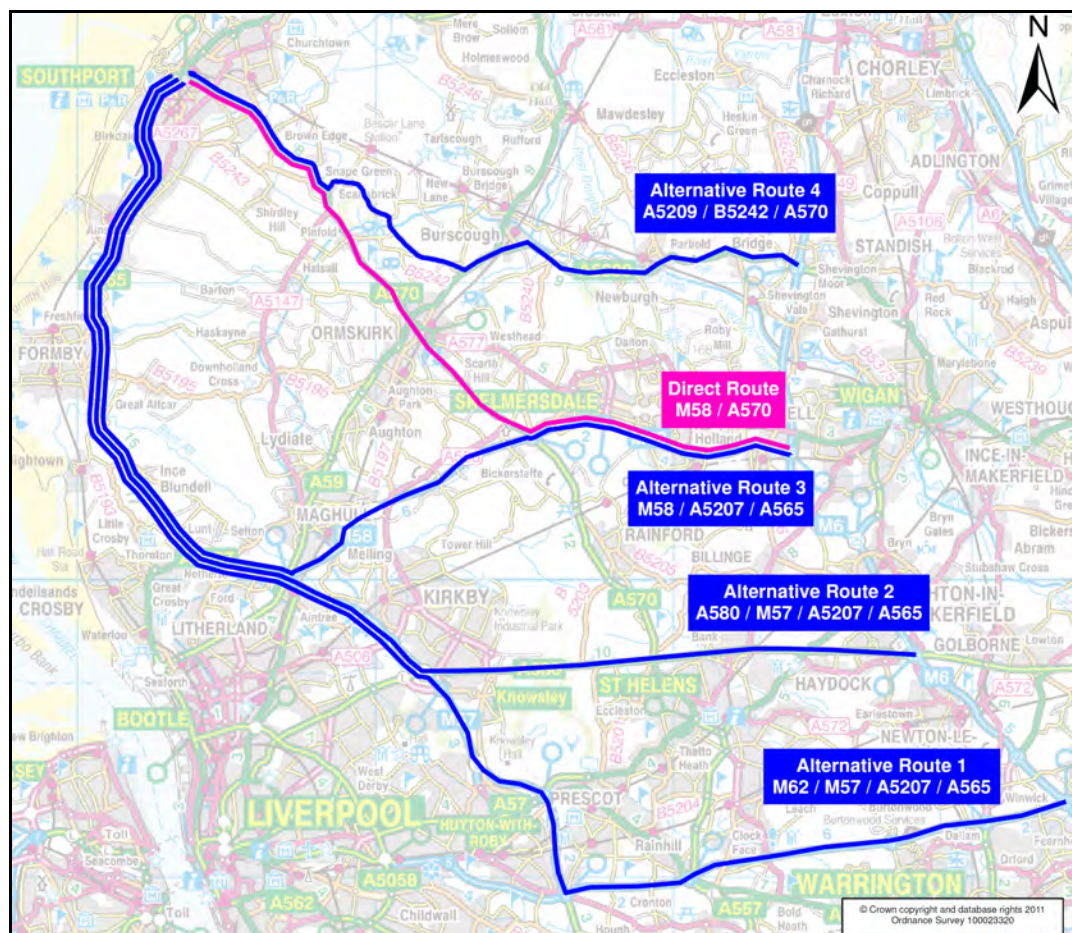


Figure 4: Alternative Routes

The first alternative route to Southport signed for traffic travelling northbound on the M6 motorway is the M62 motorway (Junction 21A).

Another potential variation to alternative Route 2 is to exit the A580 at the A580 / A570 junction and then use the A570 (which is signposted to Ormskirk and Southport) to access Southport.

It should be noted that the section of alternative route 4 (A5209 / B5242) between the M6 and Burscough is part of the Primary Route Network, however this route does contain some sections which are difficult for HGVs to negotiate. For example, the narrow bridge and steep gradients on the A5209 close to the village of Parbold. In addition, HGVs currently use the narrow rural roads (e.g. Cobb's Brow Lane) to access Skelmersdale from the A5209.

The distance and approximate journey times of each of the routes shown in Figure 4 is summarised in Table 5-A.

For consistency, Junction 21A of the M6 Motorway has been used as the starting point for measuring the distance and journey times of all the routes.

Route (see Figure 4)	Roads	Distance (From M6 J21A to Southport)	Journey Time (assuming no congestion)*
Direct Route	M58 / A570	27.1 miles	40 mins
Alternative Route 1	M62 / M57 / A5207 / A565	35.6 miles	53 mins
Alternative Route 2	A580 / M57 / A5207 / A565	33.0 miles	59 mins
Alternative Route 3	M58 / A5207 / A565	36.2 miles	56 mins
Alternative Route 4	A5209 / B5242 / A570	29.7 miles	47 mins

\*Source = Google Maps

**Table 5-A: Alternative Routes**

All four of the alternative routes are longer in distance than the A570 route, and journey times between Junction 21A of the M6 Motorway and Southport are estimated to be between 7 and 19 minutes longer (assuming free flow conditions on all routes). The longest alternative route (Alternative Route 3) is 9.1 miles (34%) further than the direct A570 route.

### Key Observation

*Alternative routes to Southport from the motorway network are less direct and take longer than the more direct A570 route (assuming free flow conditions on all routes).*

## 5.3 Southport Signing

Signing to Southport from the strategic road network reflects the fact that there are several alternative routes for traffic travelling from the motorway network.

Southport is signed from the M6 motorway at the following junctions:

- M6 Junction 21A - Alternative Route 1 (via the M62 / M57 / A5207 / A565).
- M6 Junction 23 - Alternative Route 2 (via the A580 / M57 / A5207 / A565).
- M6 Junction 26 - Direct Route (via the M58 / A570).

Figure 5 illustrates the signing to Southport from the M6 Motorway.





Source: Google Maps © 2012 Google

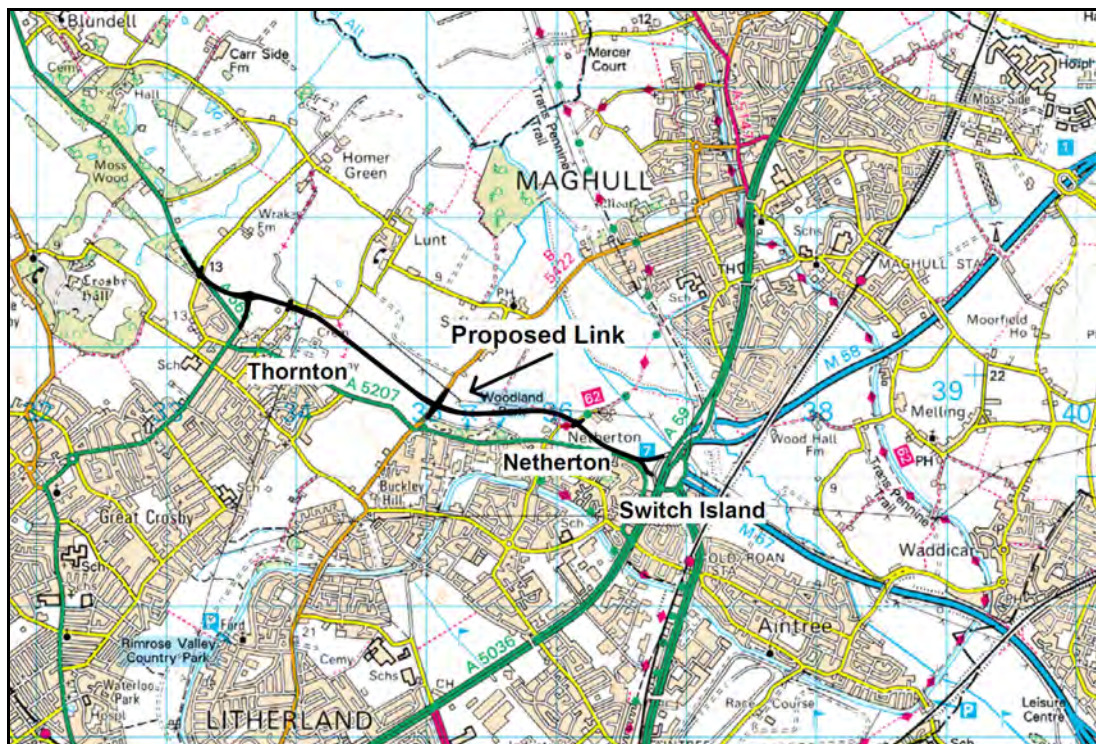
**Figure 5: Southport Signing**

## 5.4 Thornton to Switch Island Link

Currently, there is no direct connection between the Switch Island junction (where the M57 and the M58 motorways terminate) and the A5207. Traffic movements between the two are required to use the A5036 trunk road for a distance of around 400 metres, resulting in congestion and delay for road users.

Sefton Metropolitan Borough Council proposes to construct a new link road direct from the Switch Island junction to the A565 at Thornton. The scheme is in the Department for Transport's supported pool with funding now approved. Sefton Metropolitan Borough Council aims to start construction in the spring of 2013, with the road open to traffic 12 months later.

Figure 6 shows the location and proposed alignment of the Thornton to Switch Island Link.



Source: Thornton to Switch Island Link Business Case

**Figure 6: Thornton to Switch Island Link Location Plan**

The *Thornton to Switch Island Link Business Case Submission* (Sefton Council, 2007) describes how the proposed link scheme is intended to reduce congestion on the local highway network and so deliver important benefits in terms of regional strategic objectives and significant environmental improvements for local people. It will do this primarily through a transfer of strategic 'through' traffic from the existing highway network to the new link.

The published scheme objectives for the Thornton to Switch Island Link are:

- *Relieve congestion on the local highway network in the Thornton to Switch Island corridor, with resulting improvements in local environmental quality for the local communities of Netherton, Thornton and Sefton villages.*
- *Provide improvements to local access, safety, public transport, walking and cycling along the existing highway network in the Thornton to Switch Island corridor.*
- *Improve highway access between the northwest's motorway system and Southport to contribute to the development of Southport.*
- *Improve access to the Atlantic Gateway Strategic Investment Area development sites in the Netherton area of Merseyside.*
- *Contribute to the Port of Liverpool – Strategic Access Plan by providing more reliable journey times on part of the A5036 and reduced delays to other strategic traffic.*

Alternative Routes 1, 2 and 3 (outlined in Figure 4) all pass through the congested Switch Island junction and therefore currently experience delays. Once completed, the Thornton to Switch Island Link should improve the attractiveness of Alternative Routes 1, 2 and 3.

Once the scheme opens, consideration should be given to the strategic signing strategy for Southport as the Thornton to Switch Island Link has the potential to impact traffic volumes on the A570 corridor.

Furthermore, there are proposals to significantly expand the deep sea container capacity at the Port of Liverpool, this will result in additional pressure on the local highway network.

**Key Observation**

*The strategic signing strategy provides three alternative routes to the A570 which can be used to access Southport when travelling northbound on the motorway network. However, all three of these alternative routes pass through the congested Switch Island junction.*

*An objective of the proposed Thornton to Switch Island Link scheme is to reduce congestion on the local highway network, therefore improving the attractiveness of the three alternative routes which pass through the Switch Island junction.*

**Key Observation**

*The proposed Thornton to Switch Island Link also aims to improve highway access between the northwest's motorway system and Southport to contribute to the development of Southport.*

**Key Observation**

*Potential opportunities exist to better utilise strategic signing in order to benefit the A570.*

## 6

## Ormskirk SATURN Model Review

### 6.1 Introduction

In 2005, Faber Maunsell developed a traffic model using the SATURN software package in order to test the impacts of a potential A570 Ormskirk bypass.

As part of the data collection and analysis process of the M58 to Southport Corridor Study, a review of the Ormskirk SATURN model was undertaken in order to provide quantified evidence of the strategic traffic movements in and around Ormskirk. The model review examined:

- *Survey data obtained*
- *Model validation on the A570*
- *Comparison of modelled traffic flows with current traffic flows*
- *Trip movement (sector to sector) analysis*
- *Forecast traffic flows on the proposed bypass*
- *Ormskirk town centre journey time analysis*
- *Major trip generators*

A comparison of modelled traffic flows on the A570 revealed that flows in the PM peak model are marginally higher than the AM peak model. Therefore, the review of the Ormskirk SATURN model focused upon the PM peak model.

A technical paper outlining the conclusions of this review has been produced (*Ormskirk SATURN Model Review, Jacobs, February 2012*) and is available upon request from the County Council. The key findings of the review are summarised below.

### 6.2 Model Background

Road Side Interviews (RSI) were carried out around Ormskirk between 2002-2004, during which driver's origin, destination and journey purpose, as well as the vehicle type and time of trip, were recorded. The RSI data was then used in conjunction with traffic counts to form the origin and destination trip matrix within the traffic Base Model. Most of the RSI sites are located on the radial routes into and out of Ormskirk. The model should therefore be able to provide a good indication of where people who pass through Ormskirk are travelling to and from.

Investigation into the traffic flow validation of the model revealed that individual flows and the screenline totals meet and surpass the required validation criteria in the PM peak. Further investigation into the traffic flows on the A570 revealed that the modelled flows meet and surpass the required validation criteria in the PM peak.

Cumulative journey times were recorded at various timing points along five different routes, in order to ascertain which parts of the route experience the most delay. Between three and six runs of each route, in each direction, were undertaken during the AM peak, Inter-peak and PM peak periods. Modelled and observed journey times also compare well, with all routes experiencing a difference between modelled and observed journey times of less than 10%, thus surpassing DMRB criteria. The similarity of the modelled and observed journey time versus distance plots for the A570 route indicates that the model replicates the observed journey times well both on a section-by-section basis as well as across the whole A570 route.





### 6.3 Traffic Flows

Traffic flows from 2011 were collected from automatic traffic count (ATC) sites around Ormskirk and compared with the 2005 SATURN Base Model flows. The 2011 ATC Flows were actually lower at six of the seven sites investigated, thus suggesting that traffic volumes have actually decreased slightly in recent years. Further analysis of annual traffic volumes showed that they have remained fairly constant in the seven years between 2005 and 2011.

#### **Key Observation**

*Traffic volumes between 2005 and 2011 have remained fairly constant.*

### 6.4 Strategic Traffic Movements

The Ormskirk SATURN Model was used to gain a greater understanding of the volume of strategic traffic movements which pass through Ormskirk.

Sector to sector analysis was undertaken using the 2005 Base PM peak SATURN Model. This involved setting up a cordon around Ormskirk in order to analyse the origin and destination of all the trips which start, finish or pass through Ormskirk.

The zones in the model outside of the Ormskirk cordon were aggregated into 10 sectors of interest. SATURN was used to export an origin and destination trip matrix in order to analyse the volume of trips between each of the sectors of interest.

The results of the PM peak sector to sector analysis are summarised in Table 6-A and presented diagrammatically in **Appendix A**.

Trip Description	Number of Trips (PCUs)	Percentage of all trips
Total number of trips passing through the Ormskirk cordon	8,546	N/A
Trips starting or finishing in Ormskirk (including internal Ormskirk trips which pass through the Ormskirk Cordon)	6,198	73%
Trips starting or finishing in Ormskirk (excluding internal Ormskirk trips which pass through the Ormskirk Cordon)	4,973	58%

PCUs = Passenger Car Units (Car = 1 PCU, Medium Goods Vehicle = 1.2 PCU, Heavy Goods Vehicle = 2.2 PCU)

**Table 6-A: Sector to Sector Analysis Results**

Table 6-A shows that the majority of the trips which pass through the Ormskirk cordon either start or finish in Ormskirk.

**Appendix A** also contains a trip matrix which shows the number of trips between each of the 11 sectors (including the Ormskirk sector). Excluding the trips which either start or finish in Ormskirk, the only other significant trip movements which pass through the Ormskirk cordon are between:

- A570 Northwest to / from A570 Southeast = 580 trips maximum (i.e. 202 + part of 378 trips)
- A59 Southwest to / from A59 Northeast trips = 393 trips maximum (i.e 283 + part of 110 trips)



In conclusion, the sector to sector analysis results show that the majority of trips which pass through the Ormskirk cordon either start or finish in Ormskirk.

**Key Observation**

*Sector to sector analysis of the SATURN Model revealed that the majority of trips which pass through the Ormskirk cordon either start or finish in Ormskirk.*

## 6.5 Edge Hill University

Edge Hill University is located to the south-east of Ormskirk, approximately half a mile from Ormskirk town centre. The university has over 24,000 students and 3,000 staff, making it one of the largest employers in the local area. Edge Hill University therefore has the potential to cause a notable impact upon traffic issues within the study area.

In order to minimise impact on the local transport infrastructure and environment, Edge Hill University has developed a travel plan to benefit the staff, students and the wider community. Edge Hill University is currently in the process of developing an updated travel plan.

The first week of each academic year, 'fresher's week', sees the arrival of large numbers of students at Edge Hill University, leading to additional pressures on the A570 and the road network in and around Ormskirk town centre.

Traffic surveys have been undertaken at the entrance to Edge Hill University over seven week days in September / October 2011 (fresher's week), between the hours of 8:00-9:00 AM. The traffic surveys revealed that the university is responsible for generating over half of the traffic travelling in both directions on the A570.

The Ormskirk SATURN model was used to gain a greater understanding of how the traffic generated by Edge Hill University impacts upon the wider highway network during normal conditions (i.e. not fresher's week).

The PM peak SATURN Base Model indicates that in a 'typical week', the university generates 28% of the total number of trips heading towards Ormskirk town centre on the A570.

The select link analysis function within SATURN allows the origin and destination of trips on any given link in the SATURN model to be investigated. Select link analysis revealed that traffic from Edge Hill University disperses relatively evenly in all directions once it reaches Ormskirk town centre.

**Key Observation**

*Edge Hill University generates a significant proportion of the traffic on the A570, especially during fresher's week.*

## 7

## Congestion Issues

## 7.1 Introduction

One of the main priorities of the M58 to Southport Corridor Study is to understand the extent of any congestion issues on the A570 and the surrounding road network.

In order to do this, the 'Strat-e-gis' congestion software package, which allows the analysis of traffic data supplied by Trafficmaster plc, has been used to analyse which parts of the road network regularly suffer from congestion.

In addition, annual ATC data has been analysed to look for seasonal variations in traffic volumes.

Research has also been undertaken to identify any Air Quality Management Areas in the M58 to Southport study area.

The remainder of this chapter is structured as follows:

- *Congestion*
- *Seasonal Variations*
- *Air Quality Management Areas*

## 7.2 Congestion

Congestion on the road network has been analysed using the Strat-e-gis congestion package. **Appendix B** contains several plots showing the average link speed on all of the strategic roads in the study area. To enable a complete comparison, data from June 2010 (a neutral month) and August 2010 (a holiday month) has been collected for Weekdays, Saturdays and Sundays in both the AM (08:00-09:00) and PM (17:00-18:00) peak periods.

Traffic data from 2010 has been used as this was the most recent complete year of data available at the time of writing. In addition, Friday data has been excluded from the weekday data as traffic flows on Fridays are often lower, due to some people finishing work earlier and are therefore often not representative of the other weekdays.

Table 7-A summarises the key observations shown in the link speed plots in **Appendix B**.

Day	June 2010	August 2010
Weekday (Mon-Thur)	<p>As expected the lowest speeds occur within key built up areas such as Ormskirk town centre, Southport, Burscough, Maghull and Netherton.</p> <p>Little variation between the AM and PM peak periods.</p> <p>No major issues present on the A570 corridor outside of Ormskirk and Southport or on other key roads within the study area.</p>	Similar patterns to June 2010.
Saturday	<p>Link speeds in Ormskirk and Southport are higher than on the weekdays.</p> <p>Links speeds in Ormskirk and Southport are lower in the PM peak than the AM peak.</p> <p>No major issues present on the A570 corridor outside of Ormskirk and Southport or on other key roads within the study area.</p>	Similar patterns to June 2010.
Sunday	<p>Link speeds in Ormskirk and Southport are higher than on the weekdays and Saturdays.</p> <p>Links speeds in Ormskirk and Southport are lower in the PM peak than the AM peak.</p> <p>No major issues present on the A570 corridor outside of Ormskirk and Southport or on other key roads within the study area.</p>	In comparison to June 2010, link speeds on a few sections of the A570 between Ormskirk and Southport are slower in the PM peak.

**Table 7-A: Link Speed Plots Observations**

In summary, the link speed plots in **Appendix B** show that:

- *The towns of Ormskirk and Southport contain the most links that exhibit slower average speeds.*
- *The majority of the links on the A570 corridor (outside of Ormskirk and Southport) have an average speed of 30-50mph, therefore suggesting that congestion is not an issue.*
- *Links Speeds on the A570 are higher at weekends.*
- *There is little variation between the AM and PM Peak.*
- *The motorway network (e.g. M6 and M58) appears to flow well, with the majority of links experiencing average speeds of >50mph.*

The Strat-e-gis congestion package splits the Ormskirk town centre loop into several links, the majority of which have an average speed of less than 20mph during the weekday peak periods. Further analysis of the Ormskirk town centre loop was undertaken as part of the *Ormskirk SATURN Model Review (Jacobs, February 2012)*. This analysis involved examining journey time survey data to get a more accurate impression of congestion in Ormskirk's town centre.

The journey time survey analysis revealed that it took approximately 4 minutes and 27 seconds to drive around the town centre loop in the PM peak, which equates to an average speed of 12.0mph. Given the layout of the town centre loop and the number of junctions along its length, an average speed of 12.0mph does not appear

unreasonable. If a maximum link speed of 30mph was assumed (the designated speed limit) then it would take 1 minute 27 seconds to complete the loop. However, an average speed of 30mph is considered to be unrealistic due to the physical constraints along the route. Therefore the likely delay due to congestion would be significantly less than three minutes.

The Ormskirk town centre journey time survey results show that the Inter-peak period has the longest journey time, followed by the PM peak and then the AM peak. This could be due to the impact of school finishing times on traffic conditions in the Inter-peak period. However, the town centre loop journey times for all three time periods are similar and only separated by approximately one minute.

For comparison, the average speeds experienced in other town centres in Lancashire have been investigated using the Strat-e-gis database. The routes investigated are shown in Appendix C and the comparative town centre speeds are summarised in Table 7-B below.

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-B: Comparison of Town Centre Speeds**

Table 7-B shows that the average speeds experienced in Ormskirk are higher than both of the other towns investigated in the AM Peak and one of the towns in the PM peak. In summary, the comparison of town centre speeds reveals that other towns in Lancashire experience slower average speeds than Ormskirk.

The *Ormskirk SATURN Model Review (Jacobs, February 2012)* also examined annual traffic flows at several sites around Ormskirk, in order to gain an understanding of how traffic volumes have changed over recent years. This analysis revealed that traffic volumes have remained broadly similar in the seven years between 2005 and 2011.

### **Key Observation**

*The lowest speeds occur within key built up areas such as Ormskirk town centre, Southport, Burscough, Maghull and Netherton.*

*Journey time survey analysis showed that an average speed of 12.0mph was experienced on the Ormskirk town centre loop in the PM peak. Comparison of average town centre speeds revealed that other towns in Lancashire experience slower average speeds than Ormskirk.*

*The majority of the links on the A570 corridor (outside of Ormskirk and Southport) have an average speed of 30-50mph, therefore suggesting that congestion is not a common issue.*

*Traffic volumes around Ormskirk have remained broadly similar in the seven years between 2005 and 2011.*



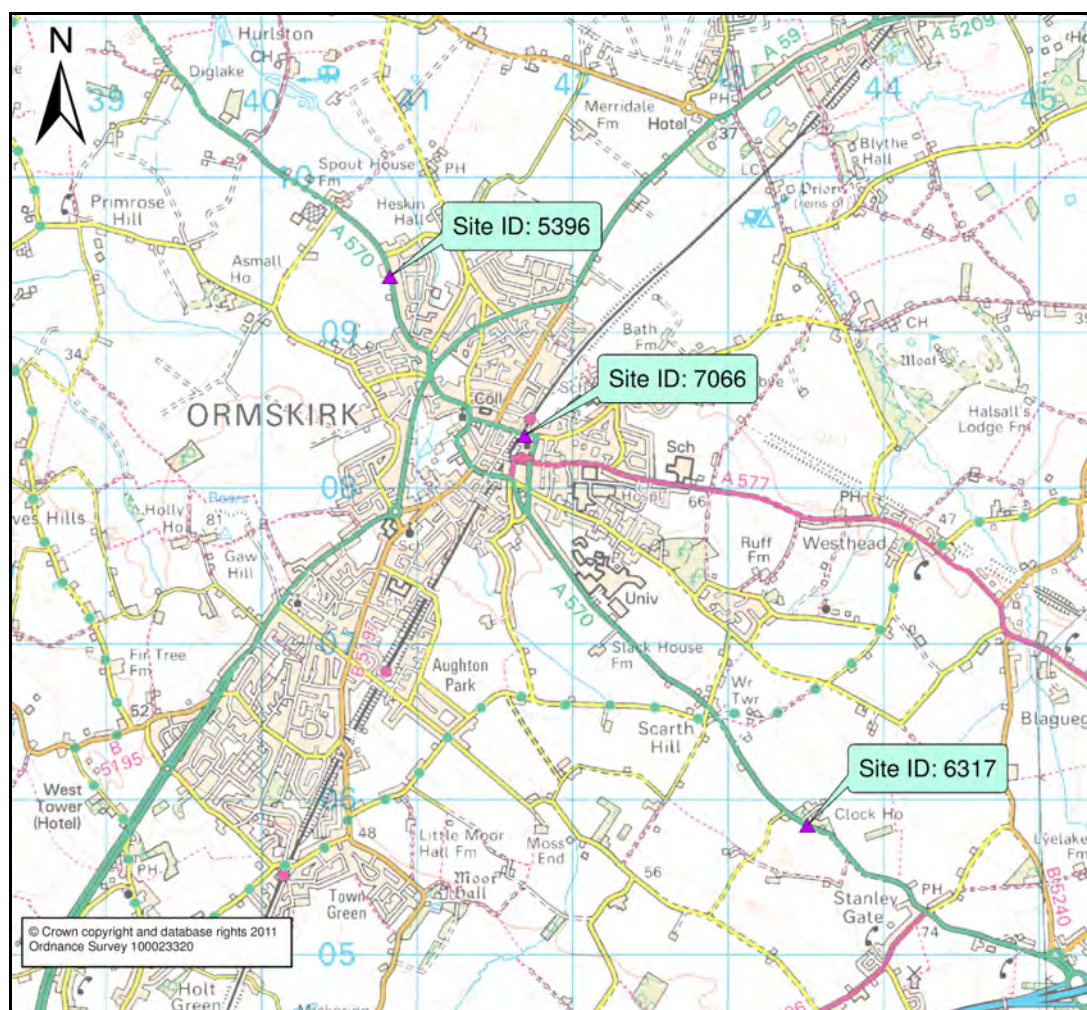
### 7.3 Site Visit Observations

A site visit to Ormskirk town centre and the surrounding study area was carried out by Jacobs staff on Monday 12<sup>th</sup> March 2012 between 10:00-18:00. The following key observations were made:

- *In the PM peak, there was a considerable amount of traffic, however the Ormskirk town centre loop continued to operate without significant delay.*
- *The most significant congestion was observed when schools finished (approximately 16:00), in particular around Saint Bede's Catholic High School.*
- *A significant number of HGVs were present on the Ormskirk town centre loop, especially between 10:00-12:00.*
- *The signals at the Stanley Street / Moor Street junction do not appear to link well with the signals at the Moor Street / St Helens Road junction.*
- *There was no significant delay present at any of the junctions along the A570 outside of Ormskirk, including at Edge Hill University.*

### 7.4 Seasonal Variations

In order to investigate the seasonal variation in traffic flow on the A570, traffic data was collected from three ATC sites on the A570. The location of the three sites is shown in Figure 7.



**Figure 7: A570 ATC Sites**

The 2011 weekday average flows (07:00 - 19:00) have been extracted from the three ATC sites and plotted on the graph in Figure 8.

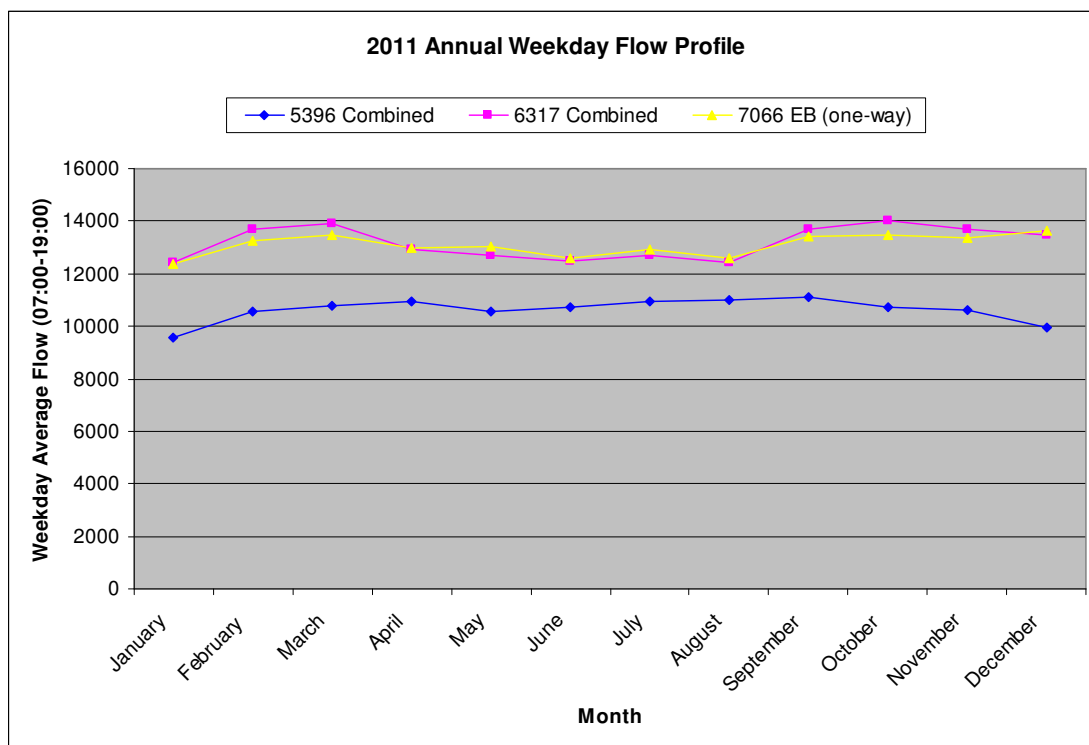


Figure 8: A570 Annual Weekday Traffic Flow Profiles

Figure 8 shows that there is variation in the monthly average weekday traffic flows at the three sites analysed on the A570. Traffic flows peak between September to December and in February and March. Monthly average weekday traffic flows can vary by up to 14% across the year.

#### Key Observation

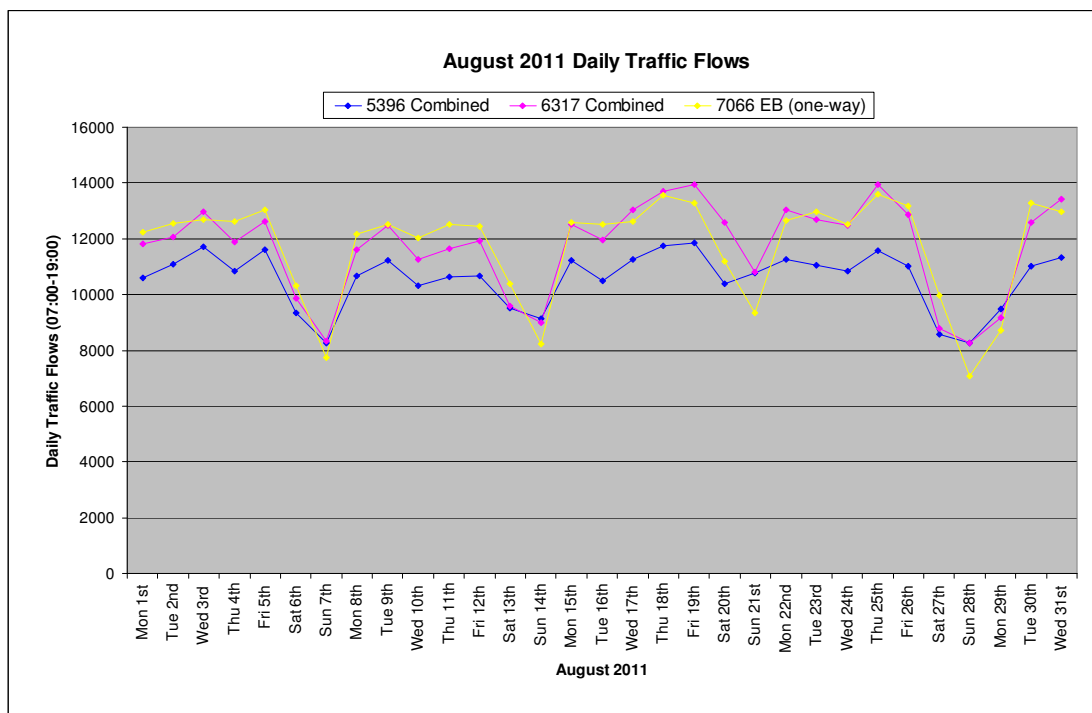
*Analysis of seasonal variations in traffic flows show that monthly average weekday traffic flows can vary by up to 14% across the year.*

One of the main reasons for the seasonal variation in traffic flows in Ormskirk is the term dates of Edge Hill University, which is one of the main trip generators in Ormskirk. 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 Edge Hill University is on holiday.

#### Key Observation

*Edge Hill University has a significant impact upon the volume of traffic on the local highway network.*

However, it is acknowledged that traffic flows on the A570 maybe higher on individual days in summer months when the weather is good. In particular, when there are special events planned in Southport (e.g. Southport Air Show). In order to investigate whether there are days in the summer where traffic flows on the A570 are significantly higher than the rest of the year, daily traffic flows for August 2011 (07:00 - 19:00), a recognised holiday month, have been extracted from the same three ATC sites and plotted on the graph in Figure 9.



**Figure 9: A570 August 2011 Daily Traffic Flows**

Figure 9 shows that the weekday daily traffic flows for August 2011 are relatively constant, with no dates in August 2011 standing out as having significantly higher traffic flows.

Weekend daily traffic flows in August 2011 are noticeably lower at all three sites. Daily traffic flows on Saturdays can be up to 37% lower than the weekday flows and daily traffic flows on Sundays can be up to 48% lower than the weekday flows. Therefore, the impact of weekend tourism on traffic volumes does not normally generate traffic volumes as high as those experienced on weekdays.

Traffic flows on the town centre loop (Site 7066) show the most significant variations between weekend and weekday traffic flows.

The findings of the daily variation in traffic flows analysis are consistent with the congestion analysis described in Section 7.2 of this report, which revealed that link speeds on the A570 were higher at weekends.

### **Key Observation**

*There is a significant variation in weekday and weekend daily traffic flows on the A570. Weekend daily traffic flows on the A570 are up to 48% lower than the weekday daily traffic flows.*



## 7.5 Air Quality Management Areas

Congestion on the road network impacts on air quality. If an area is identified as being at risk of exceeding an air quality objective, the local authority must declare an Air Quality Management Area (AQMA) and take action to reduce the air pollution in that area.

West Lancashire BC's *Local Air Quality Management Progress Report* for 2007 indicated that the Moor Street area of Ormskirk (which is in close proximity to Ormskirk's Bus Station) was likely to exceed the annual air quality objective for nitrogen dioxide. A detailed assessment was completed in August 2009. This concluded that the Moor Street area, and the adjoining southern end of Stanley Street, exceeded the air quality objective for nitrogen dioxide and that an AQMA should be declared. This was done on 20<sup>th</sup> January 2010.

Figure 10 shows the extent of the Moor Street AQMA, which consists of a mixture of residential and retail land use.

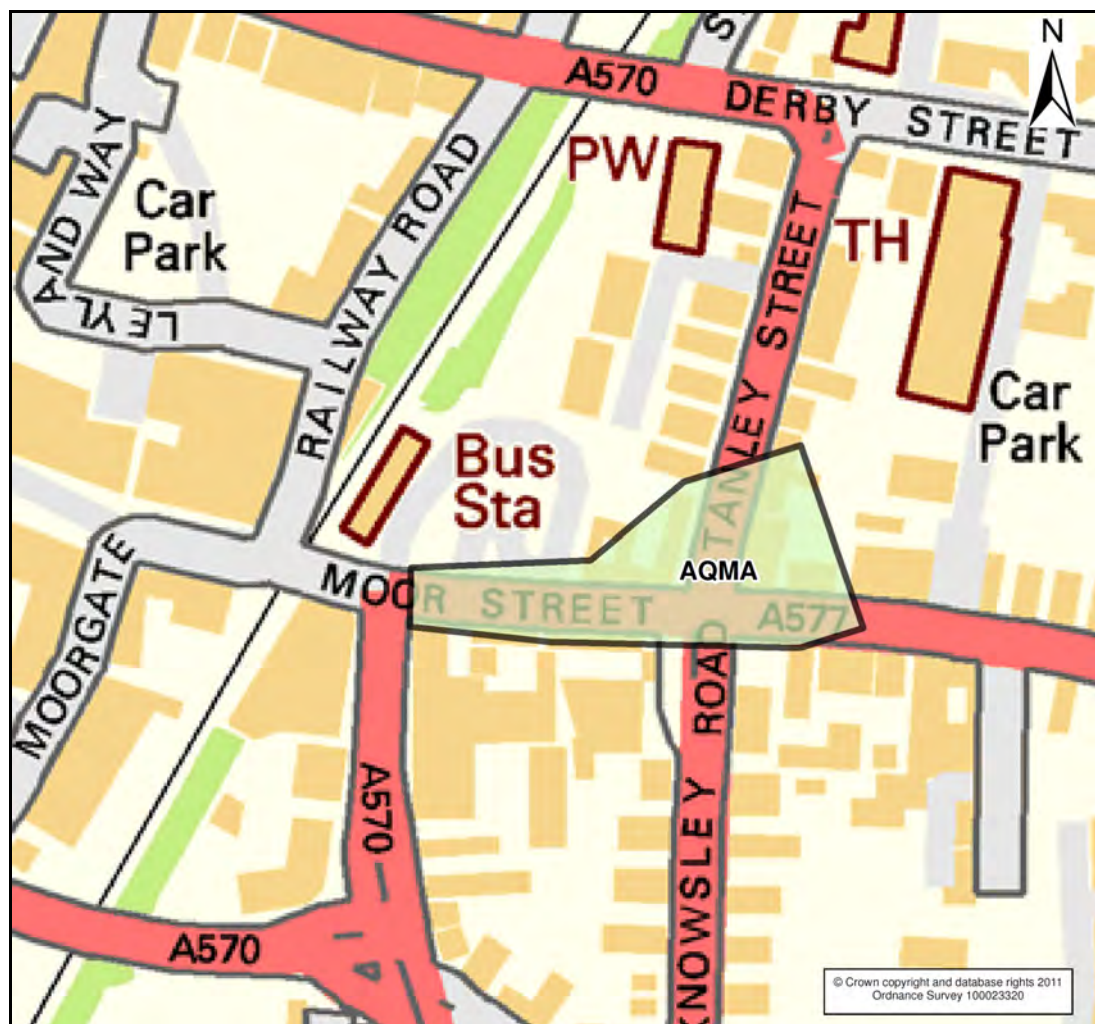


Figure 10: Moor Street AQMA

A further assessment of the Moor Street AQMA was completed in February 2010. This concluded that road traffic is the main contributor to the overall pollutant levels in the AQMA.

An Air Quality Action Plan for West Lancashire BC was developed in March 2011. This Action Plan identified and assessed actions for improving the local air quality within the Moor Street AQMA. The following measures were identified:

- *Older buses replaced by new cleaner vehicles.*
- *Review possible redesign of road layout and access / one way only Moor Street.*
- *Review access for Railway Road.*
- *Review local business travel plans.*
- *Review the traffic signals SCOOT system on Moor Street and all junctions associated with the AQMA.*
- *Review car park strategy for town centre.*
- *Review / relaunch West Lancashire Borough Council's car share scheme / cycle to work scheme.*

**Key Observation**

*An AQMA on Moor Street (near to Ormskirk's Bus Station) has been declared due to the high traffic volumes and poor air quality in that area.*

Therefore, any suggested improvement schemes for Ormskirk town centre should not have a detrimental impact on the Moor Street AQMA.



## 8

## Accident Data Analysis

### 8.1 Introduction

The purpose of this chapter is to analyse accident data within the M58 to Southport Corridor study area in order to identify any areas of particular concern that should be considered further as part of this study.

The accident analysis in this chapter is discussed under the following sub headings:

- *Study Area Accidents*
- *A570 Accidents*
- *A570 Accident Rate*
- *Ormskirk Town Centre Analysis*
- *Road Safety Schemes*
- *Summary of Accident Data Analysis*

### 8.2 Study Area Accidents

Personal Injury Accident (PIA) data for Lancashire has been obtained from the STATS 19 accident database. This database is collected from police records and details all reported accidents in the UK in which a person has been injured or killed. Following common practice, accident data has been collected for the most recent complete five year period, which at the time of writing was from 2006 to 2010.

Table 8-A provides a summary of all the recorded accidents within the study area over the five year period from 2006 to 2010, split by severity. Slight accidents are defined as those in which a casualty only requires roadside attention (e.g. cuts and bruises). Serious injuries are defined as those in which a casualty is detained in hospital or sustains serious injuries (e.g. fractures or internal injuries). Fatal accidents are defined as those in which a casualty sustains injuries which cause death in less than thirty days after the accident.

Year	Number of Accidents			Total
	Slight	Serious	Fatal	
2006	244	82	6	332
2007	292	65	3	360
2008	255	64	5	324
2009	223	60	2	285
2010	230	62	5	297
<b>Total</b>	<b>1244</b>	<b>333</b>	<b>21</b>	<b>1598</b>

**Table 8-A: Study Area Accidents (2006-2010)**

During the period 2006 to 2010, there was a total of 1598 PIAs recorded within the study area. It should be acknowledged that each accident could involve multiple casualties. Since 2006, there has been no clear trend in the total number of accidents, however 2006 experienced the highest number of serious and fatal accidents in the five year period investigated.

It is possible that there may have been other damage only accidents that were unreported and are as such not included in these figures.

Accident plots showing the location of all the accidents that have occurred in the study area, split by the year in which the accident occurred and by severity of the accident, are included in **Appendix D**.

The study area accident plots show that there is a high concentration of slight and serious accidents in Skelmersdale. In addition, a fatal accident has occurred in Skelmersdale in each of the five years which have been investigated.

Skelmersdale suffers from pockets of significant deprivation. Department for Transport (DfT) Transport Appraisal Guidance (TAG Unit 2.1.3) recognises that a clear link exists between pedestrian accidents and social class. It also highlights that deprived communities can often be the hardest hit by the impacts of traffic, including the number of accidents occurring. The positive correlation between road accidents and deprivation has also been highlighted in the DfT's Road Casualties in Great Britain (RCGB) reports.

### 8.3 A570 Accidents

In addition to the study area accident data presented above, further analysis has been undertaken with a focus upon the A570 corridor in order to better understand any accident issues along its length.

Table 8-B provides a summary of all the reported accidents which occurred on the A570 in between the M58 Junction 3 and the B5276 roundabout near Southport, over the five year period from 2006 to 2010.

Year	Number of Accidents			Total
	Slight	Serious	Fatal	
2006	38	9	1	48
2007	36	7	1	44
2008	30	6	0	36
2009	38	6	0	44
2010	35	3	0	38
<b>Total</b>	<b>177</b>	<b>31</b>	<b>2</b>	<b>210</b>

**Table 8-B: A570 Accidents (2006-2010)**

During the period 2006 to 2010, there was a total of 210 PIAs recorded on the A570 between the M58 junction and the B5276 roundabout near Southport. Since 2006, the overall total number of accidents has remained relatively constant, however the number of serious and fatal accidents occurring each year has decreased.

Accident plots showing the location of all the accidents that have occurred on the A570, split by the year in which the accident occurred and by severity, are included in **Appendix E**.

To enable a more detailed analysis of accidents on the A570, it has been split into four sections based upon speed limits and road type. The four sections are as follows:

- *Section 1: M58 Junction 3 to Ormskirk.*
- *Section 2: Ormskirk town centre loop.*
- *Section 3: Ormskirk to Pinfold.*
- *Section 4: Pinfold to the outskirts of Southport (B5276 roundabout).*



The number of accidents occurring between 2006 and 2010 on each of the four sections is shown in Table 8-C and discussed below.

Section	Location	Severity of Accidents			Total
		Slight	Serious	Fatal	
1	M58 Junction 3 to Ormskirk	26	1	0	27
2	Ormskirk town centre loop	64	11	0	75
3	Ormskirk to Pinfold	43	7	0	50
4	Pinfold to the outskirts of Southport	44	12	2	58

**Table 8-C: A570 Accidents (2006-2010) split into sections**

### **Section 1: M58 Junction 3 to Ormskirk**

Relatively few slight accidents (15%) and only one serious accident have occurred on this section of the A570 to the southeast of Ormskirk. The one serious accident occurred in 2007 between the junctions with the B5240 and the A506. Between 2006 and 2010, the total number of accidents on this section of the A570 has remained relatively constant. In summary, this section of the A570 does not appear to have a serious safety problem.

### **Section 2: Ormskirk town centre loop**

A significant proportion of the slight accidents (36%) and the serious accidents (35%) on the A570 occurred on the Ormskirk town centre loop. Between 2006 and 2010, the total number of accidents on the Ormskirk town centre loop has varied. Three serious accidents have occurred at the A570 Park Road / Aughton Street junction. Seven of the eleven serious accidents on the Ormskirk town centre loop involved pedestrians. Further analysis of the type of accidents occurring in Ormskirk town centre (e.g. whether the accident involved a pedestrian, cyclist or a vehicle) is set out in Section 8.5 of this report.

### **Section 3: Ormskirk to Pinfold**

A proportional number of the slight accidents (24%) and the serious accidents (23%) on the A570 occurred between Ormskirk and Pinfold. Between 2006 and 2010, the number of slight and serious accidents on this section of the A570 has decreased.

### **Section 4: Pinfold to the outskirts of Southport (B5276 roundabout)**

The section of the A570 between Pinfold and the outskirts of Southport has experienced a relative number of the slight accidents (25%) and a significant proportion (39%) of the serious accidents. Between 2006 and 2010, the total number of accidents on this section of the A570 has remained relatively constant.

Both of the fatal accidents which have occurred on the A570 between 2006 and 2010 (and one of the serious accidents) happened at, or in close proximity to, the signalised junction of the A570 Southport Road and the B5242 Bescar Brow Lane, in the village of Scarisbrick. Both of the fatal accidents involved pedestrians, where as the serious accident involved a motorcycle. However, given the exact locations of the two fatal accidents are different, the cause would appear unrelated. No specific measures have been introduced at this junction since the fatal accidents occurred.





### Key Observation

*A significant proportion of the slight and serious accidents which have occurred on the A570 happened on the Ormskirk town centre loop.*

*Two fatal accidents occurred at, or in close proximity to, the signalised junction of the A570 Southport Road and the B5242 Bescar Brow Lane, in the village of Scarisbrick.*

## 8.4 A570 Accident Rate

In order to investigate whether the number of accidents occurring on the A570 is above or below the national average for the road type, the number of accidents that have been observed on the A570 over the five year period from 2006 to 2010 have been compared to estimates calculated using published national accident rates.

National accident rates, based upon historic accident statistics, were extracted from the Department for Transport's industry standard software package COBA. One element of COBA is that it is used to forecast changes in the number of accidents and casualties as a result of transport interventions. It is also used to estimate a monetary value attributed with estimated changes in accident numbers.

Accident rates vary depending upon the type of road, the number of junctions present and the speed limit. The A570 was therefore split into sections for the purposes of the accident rate calculation.

A summary of the number of observed and predicted accidents on the A570 from 2006 to 2010 is given in Table 8-D. Full details of the accident rate calculation which has been undertaken is included in **Appendix F**.

	Total Accidents	Fatal Accidents	Serious Accidents	Slight Accidents
Predicted	234	3	28	203
Observed	210	2	31	177

**Table 8-D: Summary of Predicted and Observed A570 Accident Numbers (2006-2010)**

The A570 accident rate calculation shows that the number of observed accidents on the A570 between 2006 and 2010 is slightly lower than the number of accidents predicted to occur based upon national accident rates for the corresponding road types. Therefore, the evidence suggests that the A570 does not have an above average accident problem.

In order to enable a more detailed analysis of whether or not there are sections on the A570 where significantly more accidents are being observed than predicted, the A570 corridor has been split into four sections, as per the accident analysis in Section 8.3 of this report.

The number of predicted and observed accidents occurring on each of the four sections is shown in Table 8-E and discussed below.

Section	Location	Predicted	Observed
1	M58 Junction 3 to Ormskirk	49	27
2	Ormskirk town centre loop	43	75
3	Ormskirk to Pinfold	39	50
4	Pinfold to the outskirts of Southport	103	58

**Table 8-E: Summary of Predicted and Observed A570 Accident split by section (2006-2010)**

#### **Section 1: M58 Junction 3 to Ormskirk**

The section of the A570 between the M58 Junction 3 and Ormskirk has experienced slightly less accidents than were predicted to occur based upon national accident rates.

#### **Section 2: Ormskirk town centre loop**

The Ormskirk town centre loop has experienced significantly more accidents than were predicted to occur based upon national accident rates.

#### **Section 3: Ormskirk to Pinfold**

The section of the A570 between Ormskirk and Pinfold has experienced slightly more accidents than were predicted to occur based upon national accident rates.

#### **Section 4: Pinfold to the outskirts of Southport (B5276 roundabout)**

The section of the A570 between Pinfold and the outskirts of Southport has experienced significantly less accidents than were predicted to occur based upon national accident rates.

#### **Key Observation**

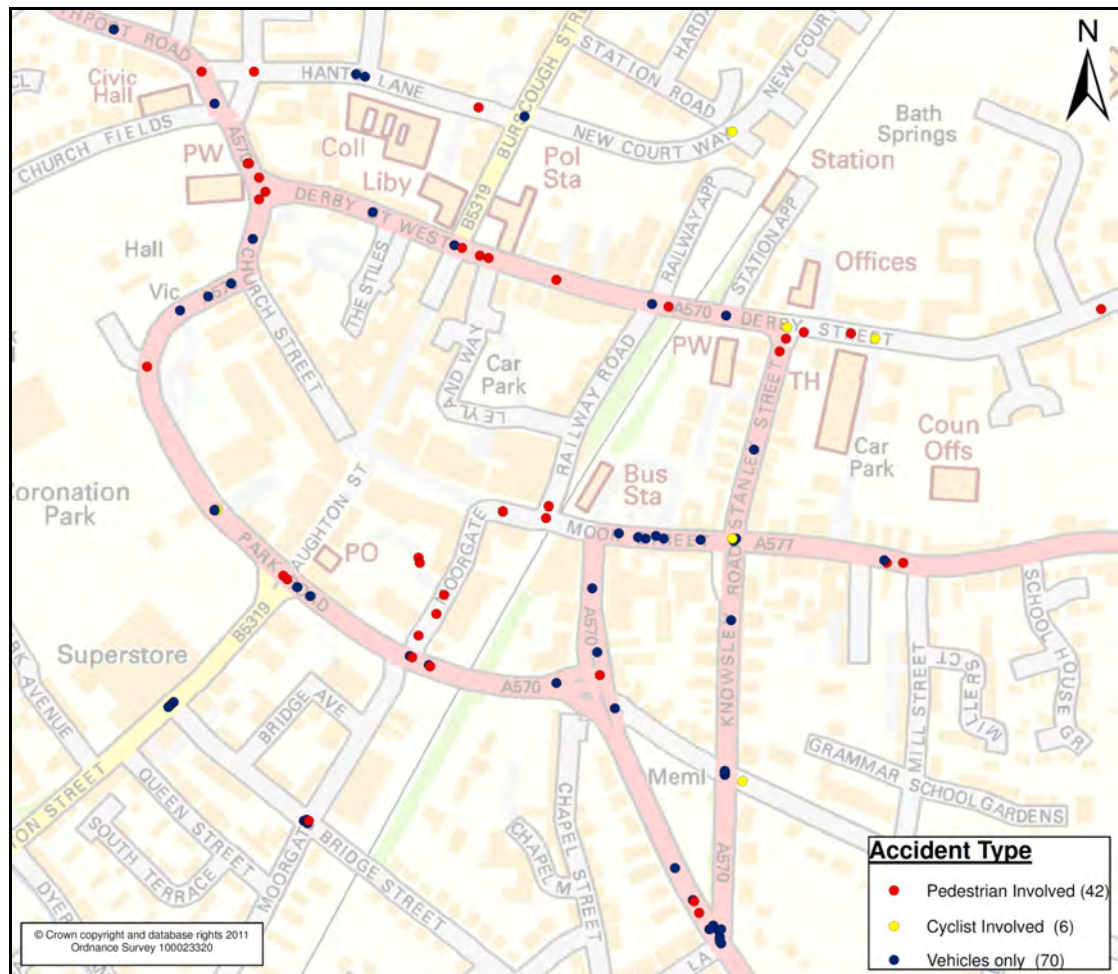
*The A570 accident rate analysis suggests that the A570 overall does not have an above average accident problem.*

*However, the Ormskirk town centre loop has experienced significantly more accidents than were predicted to occur based upon national accident rates.*

## 8.5 Ormskirk Town Centre Analysis

A discussion with local Council Officers and stakeholders has revealed that conflict between pedestrians and vehicles (in particular HGVs) on the Ormskirk town centre loop causes safety concerns for local people.

Figure 11 shows the location of all the accidents which have occurred on the Ormskirk town centre loop between 2006 and 2010.



**Figure 11: Accident Analysis on the Ormskirk Town Centre Loop (2006-2010)**

Figure 11 shows that a significant proportion of the total number of accidents which occurred on the Ormskirk town centre loop between 2006 and 2010 involved pedestrians (36%), whilst cyclists were involved in 5% of all reported PIAs.

Analysis of the 2006 to 2010 accident reports for Ormskirk town centre revealed that six of the 118 accidents (5%) involved a Heavy Goods Vehicle (>7.5T). Of these six accidents involving a HGV, two involved a pedestrian as well.

As expected, a large proportion of the accidents in Ormskirk town centre occurred in close proximity to junctions, where there are numerous conflict points between pedestrians / vehicles and vehicles / vehicles.

Two locations that particularly stand out regarding multiple pedestrian PIAs are:

- *Moorgate (to the south of the pedestrianised section)*



- *Opposite Ormskirk Parish Church (A570 Southport Road / A570 Derby Street West junction)*

The lack of pedestrian crossing facilities close to Ormskirk Parish Church makes crossing the Ormskirk town centre loop at this location difficult.

All of the recorded PIAs involving cyclists occurred at junctions. However, it is recognised that there may have been additional minor accidents involving cyclists that were not reported and are as such not included in these figures.

Two locations that particularly stand out regarding multiple vehicle PIAs are:

- *Moor Street*
- *A570 St Helens Road / A570 Knowsley Street junction*

### **Key Observation**

*A significant proportion of the total number of accidents which occurred on the Ormskirk town centre loop between 2006 and 2010 involved pedestrians (36%), whilst cyclists were involved in 5% of all reported PIAs.*

*Analysis of the 2006 to 2010 accident reports for Ormskirk town centre revealed that six of the 118 accidents (5%) involved a Heavy Goods Vehicle (>7.5T). Of these six accidents involving a HGV, two involved a pedestrian as well.*

*The lack of pedestrian crossing facilities close to Ormskirk Parish Church makes crossing the Ormskirk town centre loop at this location difficult.*

## **8.6 Road Safety Schemes**

The County Council is part of the *Lancashire Partnership for Road Safety* which is a multi-agency partnership committed to reducing the numbers of deaths and injuries on Lancashire's roads. The partnership concentrates on the three primary causes of death on our roads:

- *Speeding.*
- *Drink Driving.*
- *Not wearing seat belts / child restraints.*

The partnership's priority is to change the behaviour of drivers through education, training and on-going publicity campaigns. The '*Wasted Lives*' programme and the '*RideSafe BackSafe*' programme are two initiatives which are currently being publicised across the county.

The '*Wasted Lives*' programme is a one day course delivered free by experienced *Lancashire Partnership for Road Safety* facilitators. The course challenges new and soon to be young drivers' attitudes to the risks associated with driving.

The '*RideSafe BackSafe*' programme is run by bikers, for bikers, and was created following a significant increase in the number of motorcyclists who have died or suffered serious injuries on Lancashire's roads. The programme promotes further training to all bikers to improve their riding and also emphasises the reasons why protective clothing should be worn at all times.

## 8.7 Summary of Accident Data Analysis

During the period 2006 to 2010, there was a total of 210 PIAs recorded on the A570 between the M58 junction and the B5276 roundabout near Southport. Since 2006, the overall total number of accidents has remained relatively constant, however the number of serious and fatal accidents occurring each year has decreased.

The A570 accident rate analysis suggests that the A570 overall does not have an above average accident problem. However, the Ormskirk town centre loop has experienced significantly more accidents than were predicted to occur based upon national accident rates.

A significant proportion of the slight accidents (36%) and the serious accidents (35%) on the A570 occurred on the Ormskirk town centre loop.

A significant proportion of the total number of accidents which occurred on the Ormskirk town centre loop between 2006 and 2010 involved pedestrians (36%), whilst cyclists were involved in 5% of all reported PIAs.

Analysis of the 2006 to 2010 accident reports for Ormskirk town centre revealed that six of the 118 accidents (5%) involved a Heavy Goods Vehicle (>7.5T). Of these six accidents involving a HGV, two involved a pedestrian as well.

### 9.1 Introduction

In order to understand the full extent of any congestion or accessibility issues in the M58 to Southport Corridor study area, it is important to consider the public transport options that are available to the people living in the study area.

The purpose of this chapter is to outline the bus and rail services that are available in the M58 to Southport Corridor study area.

### 9.2 Bus Services

Using information obtained from the County Council, all of the bus routes and bus stations in the study area have been plotted using GIS software.

A plan outlining all of the bus routes and bus stations in the study area is included in **Appendix G**.

The plan shows that the majority of the study area is well connected in terms of bus routes, with all of the major towns being linked.

Ormskirk bus station is located in the centre of Ormskirk, just off Moor Street. The *LTP Implementation Plan 2011/12 - 2013/14 (Lancashire County Council, October 2011)* includes a package of measures to improve facilities at Ormskirk bus station. These measures will contribute towards enhancing public transport accessibility in the town centre and thus help to promote public transport as a viable alternative to the private car.

The frequency of bus services in the study area varies dependent upon location and the demand for a bus route. Looking specifically at the A570 corridor, Monday - Saturday there is a bus service every fifteen minutes between Skelmersdale and Ormskirk and a half hourly bus service between Skelmersdale and Southport. On Sundays, only a half hourly bus service between Skelmersdale and Southport.

For the past five years, Edge Hill University has operated a shuttle bus service (the 'Edge Link') between the university and Ormskirk town centre, throughout the year, which is very well used during term time. The service runs every 15 minutes between 08:00- 21:00 on weekdays and 08:00 -18:00 on Saturdays and is free for students and staff. Other members of the public can use the shuttle bus subject to paying a fare.

Further details on the university shuttle bus service, as well as the opinions of a local bus operator representative on bus services in the study area, are included in a review of the Problems and Issues Workshop contained in Chapter 11 of this report.

#### **Key Observation**

*The majority of the study area is well connected in terms of bus routes, with all of the major towns being linked.*

*The 'Edge Link' provides a valuable shuttle bus service between Ormskirk town centre and Edge Hill University.*

### 9.3 Rail Services

A plan showing all of the railway lines and railway stations in the M58 to Southport Corridor study area is included in **Appendix H**.

The plan shows that there are six rail lines in the study area, which are operated by two providers, Northern Rail and Merseyrail. The rail lines are:

- *Wigan to Kirkby Line* (Northern Rail)
- *Manchester to Southport Line* (Northern Rail)
- *Ormskirk to Preston Line* (Northern Rail)
- *Liverpool Central to Ormskirk Line* (Merseyrail)
- *Liverpool Central to Kirkby Line* (Merseyrail)
- *Liverpool Central to Southport Line* (Merseyrail)

The *LTP Implementation Plan 2011/12 - 2013/14* (Lancashire County Council, October 2011) highlights the fact that although West Lancashire is well served by railway stations (with the exception of Skelmersdale), the disjointed rail network means that journey opportunities are limited. For example, it is not possible to travel directly between Ormskirk and Southport, or between Southport and Preston.

The County Council intend to work with West Lancashire BC, 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.

Burscough currently has two railway stations, Burscough Bridge (on the Manchester 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.

At Ormskirk and Kirkby railway stations the single rail track is divided by a large buffer stop, which separates the third rail electrified Merseyrail trains from the diesel run Northern Rail services. Rail passengers wishing to continue their journeys at either Ormskirk or Kirkby railway stations have to disembark and walk along the platform in order to move between trains.

Discussions with West Lancashire BC Officers have revealed that car parks at many of the railway stations in the study area (e.g. Ormskirk, Maghull and Town Green) are often full.

The frequency of the rail services from Ormskirk and Southport railway stations to other major settlements within close proximity to the study area is summarised in Table 9-A.

<i>Origin</i>	<i>Destination</i>	<i>Approximate Journey Time</i>	<i>Number of Changes (minimum)</i>	<i>Service Frequency (peak hour)</i>
<i>Ormskirk</i>	<i>Southport</i>	<i>50 mins</i>	<i>1 + walk</i>	<i>70 mins</i>
<i>Ormskirk</i>	<i>Preston</i>	<i>30 mins</i>	<i>0</i>	<i>70 mins</i>
<i>Ormskirk</i>	<i>Liverpool</i>	<i>30 mins</i>	<i>0</i>	<i>15 mins</i>
<i>Ormskirk</i>	<i>Manchester</i>	<i>100 mins</i>	<i>1 (via Preston)</i>	<i>70 mins</i>
<i>Southport</i>	<i>Ormskirk</i>	<i>50 mins</i>	<i>1 + walk</i>	<i>70 mins</i>
<i>Southport</i>	<i>Preston</i>	<i>75 mins</i>	<i>1 + walk</i>	<i>30 mins</i>
<i>Southport</i>	<i>Liverpool</i>	<i>45 mins</i>	<i>0</i>	<i>15 mins</i>
<i>Southport</i>	<i>Manchester</i>	<i>70 mins</i>	<i>0</i>	<i>30 mins</i>

Source: National Rail

**Table 9-A: Ormskirk and Southport Rail Services**

### **Key Observation**

*Ormskirk is relatively well connected with other towns and cities on the rail network when travelling north or south from Ormskirk (e.g. to Preston or Liverpool).*

*There is no connection between the two stations in Burscough. Therefore, any passengers transferring between the two lines, when travelling east or west from Ormskirk (e.g. to Southport or Manchester) have to walk half a mile between the stations.*

*There is no train station in Skelmersdale, thus limiting residents' access to the national rail network.*

## **9.4 Summary**

In summary, public transport provision in the M58 to Southport Corridor study area appears to be fairly comprehensive.

An extensive range of bus services operate throughout the study area and the planned improvements to Ormskirk bus station should further enhance the attractiveness of bus services in Ormskirk.

There is a wide range of rail services serving the majority of the settlements in the study area. However, the lack of a railway station in Skelmersdale and no connection between the two stations in Burscough are two major issues with the study area's rail network.

Overall, public transport could provide a viable alternative to the car for many trips and thus could reduce traffic and congestion in Ormskirk town centre.





### 10.1 Introduction

In January 2012, West Lancashire BC released its, '*West Lancashire Local Plan 2012 - 2027: Preferred Options*' report. This document, which is currently under consultation, provides the preferred development options which the Council wish to pursue within the Local Plan period.

The consultation process will result in the production of a 2012 - 2027 Development Plan document.

Future development within the borough of West Lancashire over the next 15 years will be guided by the plans and policies within the Development Plan document.

The purpose of this chapter is to provide a review of the '*West Lancashire Local Plan 2012 - 2027: Preferred Options*' document in order to summarise the potential future development in the M58 to Southport Corridor study area. Lancashire County Council's LTP has also been consulted in order to identify any proposed schemes in the M58 to Southport Corridor study area.

### 10.2 Preferred Options Review

The *Ormskirk SATURN Model Review (Jacobs, February 2012)* revealed that traffic volumes around Ormskirk have remained broadly similar in the seven years between 2005 and 2011. However, any proposed development will generate traffic and is therefore likely to place additional pressures on the local road network.

**Appendix I** contains a plan summarising the location of the major developments planned for the M58 to Southport Corridor study area, which were outlined in the '*West Lancashire Local Plan 2012 - 2027: Preferred Options*' document. **Appendix I** also contains quantitative information on the following development allocations:

- *Housing Sites*
- *Employment Sites*
- *Strategic Development Sites*
- *Brownfield Developments*
- *University Extension*

**Appendix I** contains the housing and employment targets (including an allocation to be built on brownfield sites) for Ormskirk, Skelmersdale and Burscough. A summary is provided in Table 10-A.

	Development Site		
	Ormskirk	Skelmersdale	Burscough
Total Employment Land Target (ha)	0	52	13
Brownfield Employment Land Target (ha)	0	25	3
Total Housing Target (dwellings)	750	2400	850
Brownfield Housing Target (dwellings)	400	800	200

Source: West Lancashire Local Plan 2012 - 2027: Preferred Options Document (Table 4.2)

**Table 10-A: Housing and Employment Targets**



As part of the future development proposals, two strategic development sites, Skelmersdale town centre and Yew Tree Farm in Burscough have been included in the Preferred Options document. Details of a planned extension to Edge Hill University are also included.

The proposals to enhance, regenerate and redevelop Skelmersdale town centre include a new high street linking the concourse and Asda / Skelmersdale College. It is expected that approximately 3 hectares of retail floor space could be developed by 2027. Approximately 800 new homes within Skelmersdale town centre are also planned to be delivered over the Local Plan period.

The Yew Tree Farm development is located to the west of Burscough. This strategic development site should deliver approximately 500 new homes and 10 hectares of new employment land as an extension to the existing employment area. Additional land within the strategic development site has been safeguarded for a further 500 new homes and 10 hectares of new employment land in the future (post 2027). The planned extension to Edge Hill University aims to support the continued growth, development and improvement of the university and its facilities. The planned extension is into the green belt land to the south east of the campus and is of no more than 10 hectares in size. Any development would have to incorporate measures to alleviate any existing or newly created traffic and / or housing impacts.

#### **Key Observation**

*Housing and employment targets (including an allocation to be built on brownfield sites) have been set for Ormskirk, Skelmersdale and Burscough.*

*The strategic development sites proposed for Skelmersdale town centre, Yew Tree Farm in Burscough and the planned extension to Edge Hill University are likely to place additional pressures on the local road network.*

### **10.3 Development in Southport**

Proposed developments on the eastern edge of Southport have also been investigated. There are two major proposed housing developments to the east of Southport which are currently awaiting approval. In summary they are:

- *110 homes are planned for a site adjacent to Southport and Formby District Hospital.*
- *668 homes and an extra care development comprising of 126 homes and a 44 bed respite and dementia care building are planned for a site adjacent to Town Lane Kew and Birkdale Cop.*

The Southport Business Park, which is located adjacent to Town Lane Kew, is also likely to be developed over the next ten years.

The location and scale of these proposed developments in Southport are included in **Appendix I**.

#### **Key Observation**

*There are two major proposed housing developments to the East of Southport which are currently awaiting approval.*

## 10.4 LTP Schemes

The Local Transport Plan sets out Lancashire County Council's priorities and broad activities for transport and the way we travel, over the ten year period from 2011-2021.

The *LTP Implementation Plan 2011/12 - 2013/14* (Lancashire County Council, October 2011) outlines how the LTP strategy will be delivered over that three year period. The Implementation Plan identifies the following improvement schemes for the M58 to Southport Corridor study area:

- *Improvements to Ormskirk's Bus Station.*
- *Improved sustainable transport offering convenient 'Routes into Work' in Skelmersdale.*
- *Provision of a Zebra Crossing on the B5241 Junction Lane, Burscough.*
- *Pilot neighbourhood improvement works to public realm and connectivity in Skelmersdale.*
- *Completion of enhanced pedestrian routes between Ormskirk rail and bus stations, Town Centre and Edge Hill University.*
- *Travel planning pilot scheme for Skelmersdale's major employers.*
- *Travel planning review of Edge Hill University.*
- *Extend bus services in Skelmersdale through its 'Routes into Work' initiative.*
- *Ormskirk will benefit from an upgrade to the Urban Traffic Management and Control (UTMC) system.*
- *Continue to work towards the designation of the Ormskirk-Preston line as a community railway to support the improvement of rail services.*
- *Examine the case for improvements to the Kirkby-Wigan Wallgate line, including better service frequency and better timetabling.*
- *Continue to support the Burscough bus / rail interchange.*
- *Initial scheme preparation stages for a Skelmersdale Rail Link*

Part of the M58 to Southport Corridor study area also falls within the Sefton Metropolitan Borough Council catchment area. The *Third LTP for Merseyside Implementation Plan* (Merseyside Transport Partnership, 2011) for the four year period from 2011-2015 has also been consulted in order to identify any proposed improvement schemes that fall within the M58 to Southport Corridor study area. The following priorities were identified:

- *The Thornton to Switch Island Link scheme (outlined in Section 5.4) is located in the south of the M58 to Southport Corridor study area.*
- *A565 Route Management Strategy providing improvements in journey time and reliability, safety, accessibility and air quality along the A565 between Seaforth and Thornton.*

The location of all the LTP schemes in the M58 to Southport Corridor study area have been plotted on a plan contained in **Appendix J**.

Based upon the review of the LTP schemes, it is evident that a significant number of improvement schemes have been identified for the M58 to Southport Corridor study area. The majority of the improvement schemes focus upon improving public transport facilities and services within the study area. If successful, these improvement schemes may contribute to alleviating congestion within the major settlements of the study area.

**Key Observation**

*Both the Lancashire and the Merseyside LTP outline several proposed schemes in the M58 to Southport Corridor study area, which could provide significant local benefits.*

### 11.1 Introduction

In order to gain a greater understanding of the perceived problems and issues in the M58 to Southport Corridor study area, key local stakeholders were invited to a workshop held at County Hall on Friday 20<sup>th</sup> January 2012.

The aim of this chapter is to summarise the workshop purpose, attendees, agenda and outline the problems and issues which were identified and discussed.

### 11.2 Workshop Purpose

The purpose of the Problems and Issues Workshop was to brief key external stakeholders on the aim of the study, the stages involved in the study and to gain their support.

The Problems and Issues Workshop also provided an opportunity to utilise the local knowledge and experience of the key stakeholders and to gather their thoughts on the key issues affecting the area that should be considered as part of the study.

### 11.3 Attendees

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

- Kristian Marsh (Highways Agency)
- Barry Dobson (Arriva)
- Phillipa Sudlow (Confederation of Passenger Transport UK)
- Stephen Birch (Sefton Council: Transport Team Lead)
- Julia Dickinson (Edge Hill University: Environment and Sustainability)
- John McLaughlin (Lancashire Police: Traffic Management Officer)
- Chris Anslow (LCC: Public Transport)
- Vali Birang (LCC: Sustainable Transport / Road Safety)
- Simon Emery (LCC: Lancashire County Developments Limited)
- Louise Nurser (LCC: Planning Manager)
- Dave Colbert (LCC: Project Sponsor)
- Helen Norman (LCC: Strategy and Policy)
- Mike Cammock (Jacobs Project Manager)
- Peter Hibbert (Jacobs Assistant Project Manager)
- Simeon Butterworth (Jacobs Project Director)
- Ian Gill (West Lancashire BC: Planning)
- Dominic Carr (West Lancashire BC: Planning)

A representative from the Freight Transport Association (FTA) and the National Health Service (NHS) were also invited but were unable to attend.



## 11.4 Meeting Agenda

The agenda used to structure discussions at the Problems and Issues Workshop was as follows:

1. Introductions
2. Background to the study
3. Problems and issues discussion
4. Next steps

The problems and issues discussion was an open forum in which attendees described what they perceived to be the problems and issues in the study area. The range of problems and issues discussed included:

- *Congestion issues*
- *Accident issues*
- *Public Transport issues*
- *Large trip generators*
- *Development pressures*
- *Future pressures*
- *Potential schemes and measures*

Study area maps were used to prompt discussions and ensure that problems and issues in all towns, villages and routes within the study area were covered.

## 11.5 Problems and Issues

The problems and issues identified at the workshop built upon the problems and issues highlighted at an Officer Meeting held on the 29<sup>th</sup> November 2011. For full details of the findings of the Officer Meeting, please consult Table 4-A from the *M58 to Southport Corridor Study Inception Report (December 2011)*, available upon request from the County Council.

Table 11-A overleaf details the problems and issues which were identified and discussed at the Problems and Issues Workshop. Table 11-A also includes information on any schemes, historic or current, that have been proposed to address the defined problem / issue.

Table 11-A will be further developed as the study progresses and will be used as an audit trail throughout the development of the strategy to record the consideration of particular issues and the development of potential solutions.

Ref	Problems and Issues	Any Proposed Schemes (historic / current)	General Comments	Location
W1	There is a mixture of both internal traffic and through traffic within Ormskirk which has different purposes throughout the day (e.g. commuting, school run, industry, leisure and visitors) which can lead to congestion.		Journey time travel surveys conducted on Wednesday 2nd March 2005 showed a 4 to 5 minute journey time to travel around the town centre (in normal conditions in all peak periods). This was not a surprise to the workshop attendees. There was a feeling that the town centre loop operates better now than it did 3 or 4 years ago.	Ormskirk
W2	Seasonal variations in traffic flows due to visitors attributed to Southport, especially during periods of good weather and for special events. The issue is compounded due to the limited number of routes available and can therefore have a noticeable impact upon normal traffic conditions.	Consider flexible seasonal traffic management proposals. E.g. VMS signs to manage special events or holiday periods.	A suggestion was made (after the meeting) to explore sites for park and ride facilities close to the M58 which could serve Southport during seasonal periods and Edge Hill University during term time. A previous study has been undertaken looking at the potential for a park and ride site to serve Edge Hill University.	A570
W3	Limited crossing points on the one-way loop leads to severance for pedestrians trying to access the town centre. In particular crossing the one-way loop near the Parish Church is difficult.	Review of pedestrian crossings / signals on the one-way loop.		Ormskirk
W4	On street parking in Burscough can obstruct traffic flow in the town centre.		On street parking in Ormskirk is not considered a problem.	Burscough
W5	Volume of traffic generated by Edge Hill University.		See University travel plan and surveys for figures. Improvements that have been made include: Traffic management assistants on campus throughout the year during term time. Shuttle bus service from the university to the town centre has been running for five years throughout the year. Additional cycle stands have been added and the university are looking into cycle routes to the town centre. Pedestrian access to the town centre is reasonable, however pavements on Ruff Lane are narrow. There are 1800 car parking spaces at the university campus (including designated staff car parking to help separate traffic). The number of parking permits has been reduced in recent years. Criteria for permits is based upon proximity to the university / public transport links. The university are planning more travel surveys in 2012 as part of their Travel Plan update.	Ormskirk
W6	A bypass of Ormskirk would remove traffic from the town centre. Is this a good thing for businesses located in the town centre?			Ormskirk
W7	Rat-running' is present on local roads around Ormskirk.			Ormskirk

Ref	Problems and Issues	Any Proposed Schemes (historic / current)	General Comments	Location
W8	A new development is proposed at Burscough Industrial Estate causing concerns over traffic impact on local roads. West Lancashire BC believe there is sufficient capacity to accommodate.			Burscough
W9	It can sometimes be difficult to exit the M58 motorway at Junction 3 (to Skelmersdale) due to queues on the A570 extending back from the university towards the motorway.		Impact is most significant during Fresher's week. However, impact was minimised this year by issuing less parking permits.	Skelmersdale
W10	Holmeswood Coaches operate two circular bus route services in Ormskirk. The service is subsidised by Lancashire County Council, however passengers still have to pay to use it (or use with passes). The Number 75 bus runs from Ormskirk - Aughton Park Railway Station - Town Green Railway Station - Ormskirk. The Number 76 bus runs from Ormskirk - Scott Estate - Ormskirk. The services begins with the school run from 08:15 and throughout the day until 17:55. Approximately 90% of the bus service users are either school children or pass holders.			Ormskirk
W11	Delivery timings can add to the congestion issue in Ormskirk as all deliveries tend to occur at the same time.		Delivery arrangements haven't changed in line with changes to the network.	Ormskirk
W12	Congestion on the A570 between the M58 Motorway and Ormskirk is not a big issue. The only point where there maybe a hold up is at the signalised A570 / A506 (Stanley Gate Inn) junction.			A570
W13	A5209 is unsuitable for HGVs, in particular where the route passes through Newburgh and Parbold. However, the route is uncongested for cars.		This route is part of the primary route network and therefore has to be open to all traffic. New guidance on the primary route network may give the council more control.	Parbold
W14	Access to Southport from Ormskirk. There is a political and business concern because Southport has a great dependency upon visitors from further afield. Sefton Council and local businesses feel that access to Southport is of key importance.		Congestion on the A570 St Helens Road between Ormskirk and Southport. Consult Strat-e-gis database.	Southport
W15	Signing strategy for Southport. Southport is currently signed multiple ways from the M6 Motorway.		Is there potential to review the strategic signing strategy when the 'Thornton to Switch Island Scheme' is built. Potential to use VMS in the summer to sign visitors to Southport along different routes.	Southport

Ref	Problems and Issues	Any Proposed Schemes (historic / current)	General Comments	Location
W16	Burscough - no rail connection.		Business Case falls down on the fact that a scheme relies upon seasonal demand to Southport. Also schemes are dependent upon the extension of the Merseyrail link. Parking at Burscough Junction railway station is currently very limited, which could be an issue if the electrified line was extended to Burscough.	Burscough
W17	Rail stations at Ormskirk, Maghull and Town Green are full. 'Rail heading' (driving to stations further away for cheaper fares) currently exists.		West Lancashire BC currently own some land at the end of Ormskirk railway station car park, which could be used to extend the car park. (Currently cars park on this unsurfaced area).	Ormskirk
W18	Bus services experience congestion on the B5319 Aughton Street (in Ormskirk) near the fire station and Morrisons.		Local bus services are currently well used.	Ormskirk
W19	The university shuttle bus service between the university and Ormskirk is currently under used during university holidays and therefore it is proposed to cut this service during holiday periods.		However, the university shuttle bus service is very well used during term time. The service runs every 15 minutes between 08:00- 21:00 on weekdays and 08:00-18:00 on Saturdays and is free for students and staff, visitors can use the bus subject to paying a fare. Bus operator is due to switch from Cumfybus to Strawberry.	Ormskirk
W20	Issues at Ormskirk Bus Station: Access for buses to Ormskirk Bus Station - congestion close to the bus station entrance. Coaches dropping off at the bus station can create an obstruction. The left turn out of Ormskirk bus station is tight and therefore buses have to swing out across both lanes of traffic.		The <i>LTP Implementation Plan 2011/12 - 2013/14</i> includes a package of measures to improve facilities at Ormskirk bus station. Ormskirk Bus Station is due to be refurbished in the next couple of years and therefore any issues associated with the bus station will be addressed at that time. Currently the bus station is run by West Lancashire BC.	Ormskirk
W21	The footpath between Ormskirk bus station and Ormskirk railway station isn't well signed or maintained.		The footpath is owned by Network Rail. This problem will be looked into through the Ormskirk Bus station refurbishment scheme.	Ormskirk
W22	Ormskirk secondary school generates a significant volume of trips. Congestion caused by the school run on the B5319 Aughton street, close to the fire station, can be an issue.		There is a noticeable increase in traffic volumes in Ormskirk town centre during school and university term times.	Ormskirk

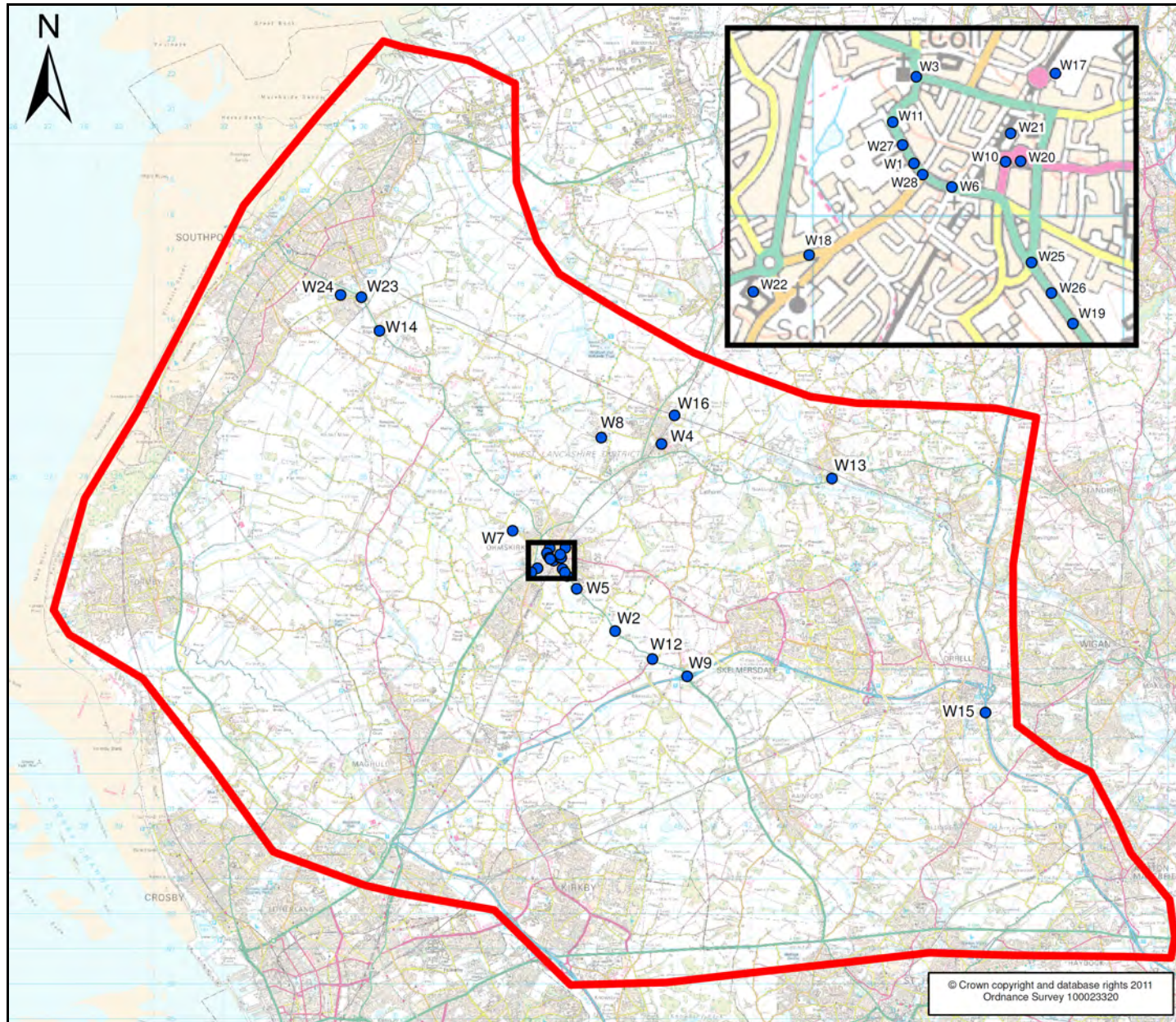
Ref	Problems and Issues	Any Proposed Schemes (historic / current)	General Comments	Location
W23	Congestion at the Kew roundabout (A570 / B5276) when travelling northwest bound on the A570 towards Southport.	Kew Park and Ride facility (near Southport) has recently reopened in the Summer of 2011. After March 31st 2012, the 600 space facility will be open at weekends and during holiday periods. This facility is located close to the end of the A570 and is aimed at intercepting traffic travelling from West Lancashire to Southport. The cost to use the bus service is £1.50, including parking. There may be some scope to exploring how this facility can be better used (e.g. Is it plausible to have a specific Edge Hill University bus travelling from the site to Edge Hill?)	Tesco, King George V College, B&Q and Homebase are all located either on / close to this roundabout, thus adding to the volume of traffic. Beyond this roundabout, traffic congestion on the A570 into Southport is okay.	Southport
W24	The location and catchment area of hospitals in the study area creates some long distance trips and trips between hospitals.		Some of the services provided by Ormskirk Hospital have now moved to Southport. The only hospital service in Skelmersdale is a drop-in centre. Therefore, people from Skelmersdale who previously attended Ormskirk now have to travel further to Southport. There is a half hourly bus service between Skelmersdale and Southport.	Skelmersdale
W25	Through traffic on the A570 has to pass through Ormskirk town centre.		The A59 acts as a mini bypass for traffic travelling north-south through Ormskirk and it generally works well. Is it possible to create a similar mini-bypass on the A570 for traffic travelling east-west?	Ormskirk
W26	A lack of cycling facilities between Ormskirk town centre and Edge Hill University.	The LTP Implementation Plan 2011/12 - 2013/14 discusses a package of measures to improve NMU facilities between the university and the town	A lack of promotion of the cycling facilities.	Ormskirk
W27	Cars turning into car parks in Ormskirk sometimes cause delays. Some of Ormskirk's car parks can be full at peak periods.		Possibility to introduce intelligent car parking signals which may be better able to manage the traffic heading into the car parks.	Ormskirk



Ref	Problems and Issues	Any Proposed Schemes (historic / current)	General Comments	Location
W28	The section of the Ormskirk town centre loop between the 'Two Saints' Retail Park and Ormskirk bus station is two way. This leads to congestion at the traffic lights of Aughton Street / Park Road (near Morrisons).		Signal timings near Morrisons could be altered to hold supermarket traffic back, thus benefiting the one-way loop. Uncertainty as to whether moving the Morrisons exit would work. The question of whether or not there are any other ways of rerouting the one-way system was raised.	Ormskirk

**Table 11-A: Workshop Problems and Issues**

Figure 12 shows the location of all the identified problems and issues, using the reference numbers from Table 11-A.



**Figure 12: Problems and Issues Location Plan**

A total of 28 problems and issues were identified in the study area at the workshop. The problems and issues covered a range of different transport modes and covered multiple areas of the study area.

Figure 12 does however show that the majority of the identified problems and issues are located either within Ormskirk town centre or along the A570 corridor.

**Key Observation**

The Problems and Issues Workshop identified a total of 28 problems and issues in the study area. The problems and issues covered a range of different transport modes and covered multiple areas of the study area.

## 12

## Existing / Future Problems and Study Objectives

**12.1 Introduction**

The existing and future problems and issues have been identified based upon the knowledge gained through the data collection exercise and discussions with the County Council and West Lancashire BC Officers and key stakeholders at the Problems and Issues Workshop.

The key problems in the M58 to Southport Corridor study area, identified during the Data Collection and Problem Identification Stage, can be categorised under the following headings:

- *Strategic Road Network Issues*
- *Signing Strategy*
- *Congestion Issues*
- *Environmental Issues*
- *Accident History*
- *Pedestrian and Cycling Facilities*
- *Public Transport Services*
- *Development Pressures*

A total of 28 more specific problems were identified at the Problems and Issues Workshop, details of which were provided in Table 11-A. These more specific problems can be grouped into one of the key problem categories outlined above.

This approach has ensured that there is a robust audit trail in place to inform the development of the study and support any future decision making processes.

The purpose of this chapter is to draw together the knowledge gained as part of the data collection exercise in order to define a focussed set of study objectives.

The study objectives along with the identified problems and issues will be used to inform the development and appraisal of potential improvement options going forward as part of the M58 to Southport Corridor Study.

**12.2 Study Objectives**

The following sources of evidence have been used to define the study objectives:

- *Key observations from the data collection exercise.*
- *Problems and issues raised at the Officer Meeting and the Problems & Issues Workshop.*
- *Schemes suggested at the Officer Meeting and the Problems & Issues Workshop.*
- *Schemes suggested 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. This process is illustrated in Figure 13.



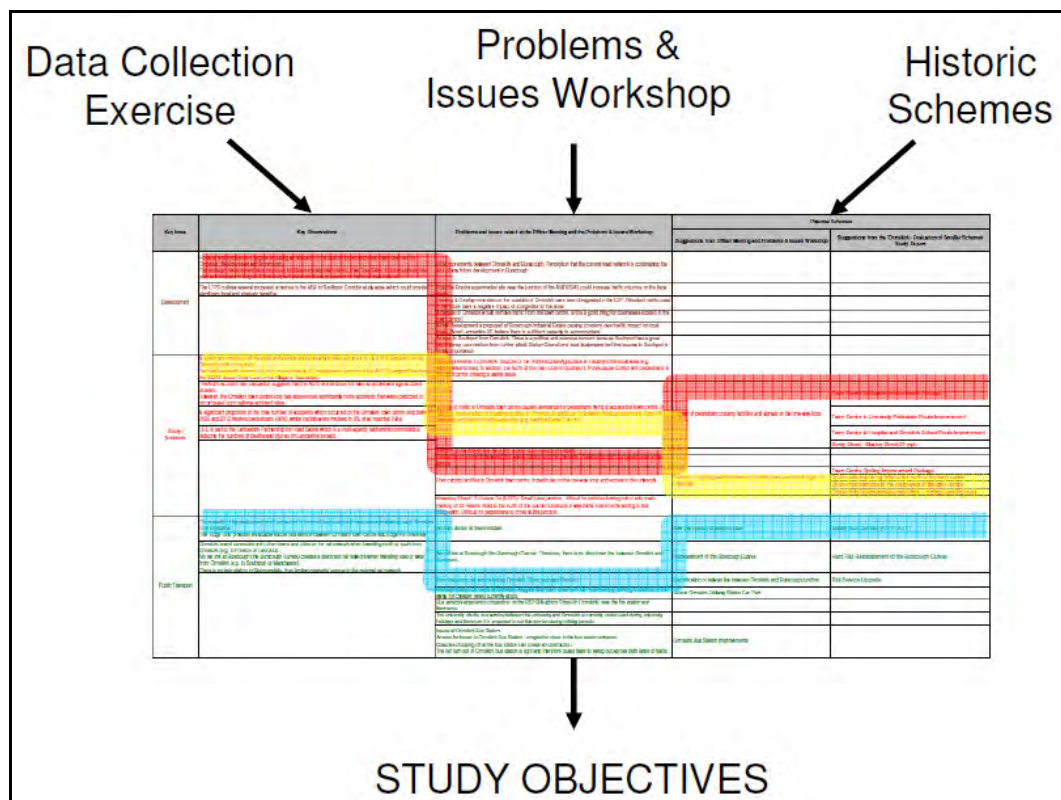


Figure 13: Derivation of Study Objectives

This process resulted in the identification of the following seven study objectives, which were discussed and confirmed at a workshop held on the 22<sup>nd</sup> March 2012. The confirmation of the study objectives will be discussed in more detail in the *M58 to Southport Corridor Study: Stage 2 Report*.

1. *Ensure efficient management of seasonal traffic and planned events to limit impact upon the A570 corridor and the local road network.*

*Reason: Overall traffic volumes in the summer are lower because of university holidays. However, planned events have the ability to cause significant disruption on the A570 corridor.*

2. *Improve the management of traffic and transport related to Edge Hill University.*

*Reason: Edge Hill University is one of the major trip generators in Ormskirk. Therefore a study objective has been adopted to cover traffic and transport issues at the university.*

3. *Maximise the effectiveness of the Ormskirk town centre loop.*

*Reason: The Ormskirk town centre loop is integral to the operation of the A570 corridor and therefore this study objective is of significant importance.*

4. *Encourage greater use of walking and cycling for local trips.*

*Reason: If successful, improvements to walking and cycling facilities may contribute to alleviating congestion within the major settlements of the study area.*



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

*Reason: There is a HGV issue within Ormskirk and on the surrounding highway network.*

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

*Reason: Any potential improvement options in the study area should consider proposed and future developments.*

7. *Maximise the effectiveness of the public transport network and facilities within the study area.*

*Reason: Public transport improvements could encourage more people to use public transport, thus alleviating congestion on the A570 corridor.*

### 12.3 LTP Priorities

In addition to the specific study objectives defined above, Lancashire County Council's LTP priorities for transport will be used to inform the development and appraisal of potential options.

The LTP priorities for transport have been informed by national transport policies, consultation feedback and specially commissioned local research. The seven LTP priorities for transport are:

- *Priority 1: Improving access to areas of economic growth and regeneration.*
- *Priority 2: Providing better access to education and employment.*
- *Priority 3: Improving people's quality of life and wellbeing.*
- *Priority 4: Improving the safety of our streets for our most vulnerable residents.*
- *Priority 5: Providing safe, reliable, convenient and affordable transport alternatives to the car.*
- *Priority 6: Maintaining our assets.*
- *Priority 7: Reducing carbon emissions and its effects.*

In the early years of the LTP strategy, three priorities will be prioritised as a matter of urgency and importance. The three key drivers will be economic growth, child safety and the maintenance of the County Council's transport assets.

## 13 Next Steps

### 13.1 Introduction

This report represents the conclusion of the Data Collection and Problem Identification Stage. A milestone review of the study will now be undertaken by the County Council.

Following the milestone review the study will move into Stage 2. The key elements of Stage 2 are illustrated in Figure 14 and discussed below.

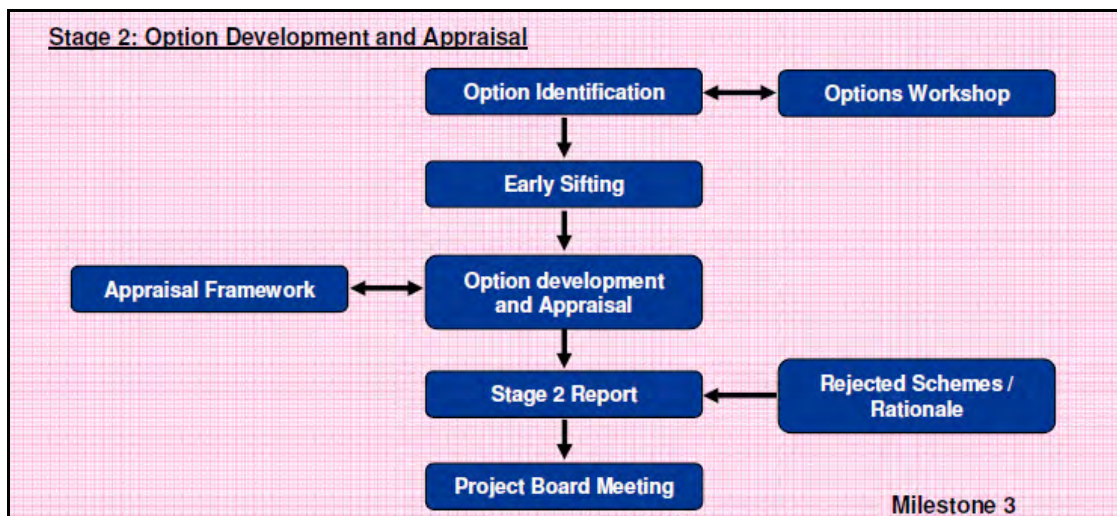


Figure 14: Data Collection and Problem Identification Stage

### 13.2 Option Identification

In line with best practice contained within DfT guidance, a range of potential solutions to the defined problems and issues will be identified.

This will include consideration of both highway infrastructure and public transport interventions aimed at resolving the identified network issues. As discussed previously, the main focus will be the M58 to Southport corridor however it will also include consideration of the strategic issues on the surrounding network.

This stage in the process will generate a list of potential interventions to be considered for further development. It will include liaison with County Council and West Lancashire BC Officers and key stakeholders at an Options Workshop to ensure that all possible solutions are captured, including historic proposals that have not been progressed in the past.

### 13.3 Early Sifting

Each option will be screened to ensure it is appropriate for further consideration as part of the study. The broad criteria on which this filtering process will focus will be:

- *Feasibility*
- *Deliverability (including political issues, planning issues, timescales and third parties)*
- *Affordability / perceived value*

A spreadsheet will be developed which can be used to assess each option based upon the agreed early sifting criteria. This exercise will be done in consultation with County Council and West Lancashire BC Officers as necessary..

All options that meet all three criteria will be added to the shortlist of options to be taken forward to the next stage of option development / appraisal. Any options that clearly do not achieve one or more of the above criteria will be discounted from future consideration within the study. Adequate justification for this decision needs to be recorded to provide a robust audit trail of the process.

Where an option has a mixed score against one or more of the criteria (e.g. due to potential issues such as uncertainty regarding feasibility) further investigation and discussions may be required to provide enough evidence on which a decision can be made. Following discussions with the County Council and West Lancashire BC Officers and consideration of the specific issues, each option will either be discounted or taken forward in the study process.

### 13.4 Option Development and Appraisal

The remaining options from this process will form a shortlist to be taken to the next stage of option development / appraisal. Each option will be developed to provide a clear outline of the proposed measures and allow a full appraisal to be undertaken.

An appraisal framework will be developed in parallel to the option development process. It will be developed to an appropriate level of detail for the study and will be based upon the underlying principles set out within best practice DfT Guidance and the DfT's Early Assessment and Sifting Tool (EAST).

The appraisal framework will also be developed in conjunction with the County Council to be consistent with the County Council's Scheme Prioritisation System. It will provide a predominantly qualitative appraisal of each of the options put forward and will be used as the basis of selecting and prioritising the most appropriate solutions and recommendations going forward.

The exact appraisal framework to be used will be agreed with the County Council, but it is anticipated that this will focus on the following themes:

- *Appraisal against LTP priorities for transport*
- *Appraisal against study objectives*

It is proposed that each option is scored on a five point scale (from -2 to +2) against all of the above, but this will be confirmed with the County Council prior to finalising the appraisal framework.

### 13.5 Stage 2 Report

Stage 2 will culminate in the production of a Stage 2 Report, which will bring together the findings of the Option Development and Appraisal stage.

The findings of the Stage 2 Report will then be discussed at a project board meeting.

A third milestone review of the study will be undertaken at the end of Stage 2.

## 14 Summary and Conclusions

### 14.1 Summary

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

- *Stage 0: Inception*
- *Stage 1: Data Collection and Problem Identification*
- *Stage 2: Option Development and Appraisal*
- *Stage 3: Strategy*

This Stage 1 Report summarises the findings of the Data Collection and Problem Identification Stage.

The data collection and analysis process has focused on the strategic issues affecting the M58 to Southport corridor and the associated issues affecting the surrounding transport network.

A review has been undertaken of the Ormskirk SATURN Model which was developed in 2005 to investigate the impact of a potential bypass of Ormskirk. In summary, the review examined survey data, model validation, traffic flows, trip movement analysis, forecasted traffic flows on the proposed bypass and analysis of journey times in Ormskirk town centre. A technical paper outlining the conclusions of this review has been produced (*Ormskirk SATURN Model Review, Jacobs, February 2012*) and is available upon request from the County Council.

A Problems and Issues Workshop, attended by key stakeholders in the study area, was held on the 20<sup>th</sup> January 2012 at Lancashire County Hall. The workshop provided an opportunity to discuss initial data collection findings with a wider audience and seek the views and opinions on the key problems and issues affecting the M58 to Southport Corridor study area.

Previous studies undertaken by the County Council and West Lancashire BC to investigate the issues surrounding Ormskirk have been reviewed and summarised. The conclusions drawn in this Stage 1 Report build upon the findings of the previous studies which have been undertaken.

The existing and future problems have been defined based upon the knowledge gained through the data collection exercise and discussions with County Council Officers and key stakeholders at the Problems and Issues Workshop. This approach has ensured that there is a robust audit trail in place to inform the objectives of the study and the future decision making process.

### 14.2 Conclusions

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 strategy.

The 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 Ormskirk SATURN Model Review which has been undertaken found that traffic volumes between 2005 and 2011 have remained fairly constant. Sector to sector analysis of the SATURN Model revealed that the majority of trips which pass through the Ormskirk cordon are either starting or finishing in Ormskirk.

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 for a town centre. Comparison of the average speeds experienced in other town centres in Lancashire confirmed this conclusion.

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, which is one of the main trip generators in Ormskirk. 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 Edge Hill University is on holiday.

Analysis of the August 2011 traffic flows showed that the weekday flows are relatively constant, with no dates in August 2011 standing out as having significantly higher traffic flows. Weekend traffic flows were noticeably lower at all three sites on the A570. Therefore, the impact of weekend tourism on traffic volumes does not generate traffic volumes as high as those experienced on weekdays.

During the period 2006 to 2010, there was a total of 210 PIAs recorded on the A570 between the M58 junction and the B5276 roundabout near Southport. A significant proportion of the slight and serious accidents on the A570 occurred on the Ormskirk town centre loop. The A570 accident rate analysis suggests that the A570 overall does not have an above average accident problem. However, the Ormskirk town centre loop has experienced significantly more accidents than were predicted to occur based upon national accident rates.

A significant proportion of the total number of accidents which occurred on the Ormskirk town centre loop between 2006 and 2010 involved pedestrians (36%), whilst cyclists were involved in 5% of all reported PIAs. Six of the 118 accidents (5%) involved a Heavy Goods Vehicle (>7.5T). Of these six accidents involving a HGV, two involved a pedestrian as well.

Analysis of all the bus routes and bus stops in the M58 to Southport Corridor study area revealed that the majority of the study area is well connected in terms of bus routes, with all of the major towns being linked.

There are six rail lines in the M58 to Southport Corridor study area, which are operated by two providers, Northern Rail and Merseyrail. However, there is no connection between the two railway stations in Burscough, which creates a disjointed rail network when travelling east or west from Ormskirk (e.g. to Southport or Manchester). Furthermore, there is no train station in Skelmersdale, thus limiting residents' access to the national rail network.

Two strategic development sites in the study area, Skelmersdale town centre and Yew Tree Farm in Burscough have been included in the *'West Lancashire Local Plan 2012 - 2027: Preferred Options'* document. Details of a planned extension to



Edge Hill University are also included. Any proposed development will generate traffic and is therefore likely to place additional pressures on the local road network. In addition, planning applications for two housing developments on the eastern edge of Southport have been submitted and are currently awaiting approval.

The *LTP Implementation Plan 2011/12 - 2013/14 (Lancashire County Council, October 2011)* includes a range of public transport, pedestrian, travel planning and road improvement schemes for the M58 to Southport Corridor study area.

A total of 28 problems and issues were identified in the M58 to Southport Corridor study area at the Problems and Issues Workshop. The problems and issues covered a range of different transport modes and covered multiple areas of the study area. These problems and issues have been added to those identified at an Officer Meeting (held during the Inception Stage of this study) to form a robust audit trail of all the issues that have been raised.

The key observations, data analysis, stakeholder views and local knowledge have been collated into a single database in order to identify common themes. This process resulted in the identification of seven specific study objectives.

In addition to these seven specific study objectives, Lancashire County Council's LTP priorities for transport will be used to inform the development and appraisal of potential options.

The next steps in the M58 to Southport Corridor Study are:

- *Project Board Meeting*
- *Option Identification*
- *Early Sifting*
- *Option Development and Appraisal*
- *Stage 2 Report*