Appendix A Options Workshop Notes

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Meeting Notes

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Meeting Location	Lancashire County Council, County Hall, Preston, Room D40	**Client**	Lancashire County Council
Meeting Date/Time	22/03/2012 10:30 - 13:00	**Project**	M58 to Southport Corridor Study
Subject	Options Workshop	**Project Number**	B1755900
Participants	Mike Cammock (Jacobs) Peter Hibbert (Jacobs) Dave Colbert (LCC) Helen Norman (LCC) Richard Askew (LCC) Chris Anslow (LCC) Simon Emery (LCC) Martin Porter (LCC) Louise Nurser (LCC) Stephen Birch (Sefton) Ian Gill (WLBC) Gillian Whitfield (WLBC) Julia Dickinson (Edge Hill) Barry Dobson (Arriva)	**Apologies**	Simeon Butterworth (Jacobs) Mike Jackson (Jacobs) Vali Birang (LCC) Emma Prideaux (LCC) Stella Walton (LCC) Andrew Burrows (LCC) Anne-Sophie Bonton (LCC) Nigel Cleave (LCC) Colin Brady (WLBC) Dominic Carr (WLBC) Malcolm Bingham (FTA) Phillipa Sudlow (CPT) David Wild (HA) Kristian Marsh (HA) Geoff Wilding (NHS) John McLaughlin (Lancs Police)
Workshop Slides	P:\B1500000\B1755900 - M58-Southport Corridor Study\1 QA & Proj Management\1.9 Meetings\F - 22_03_12_Options Workshop	**File**	P:\B1500000\B1755900 - M58-Southport Corridor Study\1 QA & Proj Management\1.9 Meetings\F - 22_03_12_Options Workshop
cc:		**Notes Author**	Peter Hibbert

Notes	Action
1. Introduction All workshop attendees introduced themselves. Mike Cammock (MC) provided a short summary of the study background and progress to date. MC explained the purpose of the Options Workshop, which was to: • Agree the study objectives. • Explore the types of options to be considered. • Define the scale of identified issues. • Challenge perceptions based upon evidence and data collection.	
2. Developments Ian Gill (IG) provided an overview of West Lancashire Borough Council's development proposals, as set out in the *'West Lancashire Local Plan 2012 - 2027: Preferred Options'* report (January 2012). Stephen Birch (SB) requested that developments on the eastern edge of Southport were also considered.	PH to contact SB for further information *(done 02/04/12)*

3. Data Collection Exercise

Peter Hibbert (PH) provided a summary of the data collection exercise which has been undertaken as part of the M58 to Southport Corridor Study. This involved a review of the Ormskirk SATURN Model.

4. Study Objectives

MC explained how the study objectives were derived. A discussion was then had on each of the following seven study objectives in order to agree the objectives going forward. Key points and suggestions have been recorded below.

Study Objective 1 - Ensure that best use is made of strategic signing to reduce the impact of through traffic in Ormskirk.

General Discussion

The vast majority of visitors to Southport are repeat visitors and therefore already know which route they want to take.

It would be better to target route planner information (e.g. Google / Satellite navigation systems).

Could use Variable Message Signs (VMS) on the M6 Motorway to inform drivers of journey times between junctions and advise on routes to take.

Strategic signing in the area will not change as a result of the 'Thornton to Switch Island Link' scheme.

Traffic currently accessing the Edge Hill University site experiences significant delay. There could be potential to alter the traffic signals at the university.

Significant queuing exists when travelling north-west bound on the A570 towards the university, on both weekdays throughout the year and weekends in summer months (approximately 10:00-12:00).

An alternative route to the A570 is to exit the A570 on the B5240 and then use the A577 to access Ormskirk.

Potential to change signing on the A580. Currently Ormskirk and Southport are signed up the A570 at the junction of the A580/A570.

Confirmation of Study Objective 1

Decision: Based upon discussions relating to the identified problems, the scale of the issues and potential solutions, the workshop concluded that this study objective should be **removed**.
Reason: The strategic signing that currently exists is appropriate and therefore there is little scope to improve it.

Study Objective 2 – Ensure efficient management of seasonal traffic and planned events to limit impact upon the A570 corridor and the local road network.

General Discussion
Use of VMS on the M6 and the M58 Motorway to manage event traffic.

Ormskirk and Southport have a number of popular events planned throughout the year. A suggestion was made to come up with a traffic management strategy for dealing with each planned event.

PH to produce an Events Calendar *(done 03/04/12)*

Ormskirk has a market in the town centre every Thursday and Saturday, which attracts tourist coaches. A preferred route for traffic associated with the market could be promoted.

Confirmation of Study Objective 2
Decision: Based upon discussions relating to the identified problems, the scale of the issues and potential solutions, the workshop concluded that this study objective should be **adopted**.
Reason: It was acknowledged that 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.

Study Objective 3 - Maximise the effectiveness of the Ormskirk town centre loop.

General Discussion
One potential scheme is the introduction of a car parking management system to ensure the efficient signing of vehicles to car parks with spare capacity. A scheme of this type was included in the last LTP, however it was not taken forward.

Market days (Thursday and Saturday) are the only days when the car parks in Ormskirk town centre are full.

The SCOOT system for Ormskirk town centre is due to undergo a modernisation process. The SCOOT system is currently setup to manage the whole town centre loop network, however there is potential to give certain routes at different times of the day priority.

The way in which the Ormskirk town centre one-way loop is currently configured means that cars can turn right out of the Morrisons car park or left out of the 'Two Saints Place' retail park. This means that traffic is able to travel anticlockwise (against the major flow) on the town centre loop for a short distance. The resultant impact is congestion at the traffic lights at the A570 / Aughton Street junction. One potential solution is to ban these two turning movements and therefore make vehicles exiting the car parks to travel clockwise all the way around the one way loop.

The benefits of the 'Ormskirk A570 Park Road to A59 County Road Link' scheme were questioned. There was a feeling that the scheme would only move congestion from one area to another, whilst creating significant negative impacts for Coronation Park. The previous argument was that the scheme would reduce severance for pedestrians near Ormskirk Parish Church.

Congestion on Ormskirk town centre loop is worst during school drop off /

pick up times. Potential improvement options to consider include introducing school travel plans or improving school bus facilities.

Confirmation of Study Objective 3
Decision: Based upon discussions relating to the identified problems, the scale of the issues and potential solutions, the workshop concluded that this study objective should be **adopted**.
Reason: The Ormskirk town centre loop is integral to the operation of the A570 corridor and therefore this study objective is of significant importance.

Study Objective 4 - Encourage greater use of walking and cycling for local trips.

General Discussion
There are two places on the Ormskirk town centre loop where it was felt that it is difficult for pedestrians (especially the elderly) to cross. The first is crossing near Ormskirk Parish Church. The second is crossing near the train station.

Cycling facilities in and around Ormskirk are of great concern. Some facilities exist, however connectivity is an issue. Ormskirk could learn from the cycle demonstration conducted in Lancaster (another university town).

The LTP3 Implementation Programme 2011/12 - 2013/14 includes measures to improve pedestrian and cycling facilities in and around Ormskirk. In particular, the following schemes are mentioned:

- Improve the link between Ormskirk bus and railway station.
- Improve the link between Ormskirk town centre and Edge Hill University.

The main issue with the footpath between Ormskirk bus and railway station relates to personal security. Suggested improvements include realigning to enable a clear line of sight, better lighting, improved CCTV coverage and removal of vegetation to enable pedestrians and cyclists to use the link. Signing is not considered to be an issue. It is thought that Network rail currently owns the footpath, however there maybe potential for the County Council to acquire ownership of the footpath.

DC to check ownership with the County Council's Asset Management department.

A potential Cycle route between Ormskirk town centre and Edge Hill University is most likely to be on Ruff Lane. However, Ruff Lane has problems with road width (due to car parking), uneven road surface and drainage issues.

Edge Hill University has a separate pedestrian / cycling entrance on the A570 (250m closer to Ormskirk town centre) to prevent conflict with vehicles.

Off road connectivity into Ormskirk for pedestrians and cyclists is poor.

Confirmation of Study Objective 4
Decision: Based upon discussions relating to the identified problems, the scale of the issues and potential solutions, the workshop concluded that this study objective should be **adopted**.
Reason: If successful, improvements to walking and cycling facilities may contribute to alleviating congestion within the major settlements of the study area.

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

General Discussion

HGVs from Burscough and Southport use the Ormskirk town centre loop to access the motorway network. There is a significant proportion of HGVs outside of the peak hours.

HGV presence is a concern for pedestrians trying to cross the one way loop. The question was raised as to how many of the accidents in Ormskirk town centre involved HGVs and pedestrians.

PH to investigate HGV accidents in Ormskirk town centre. *(done 05/04/12 – only 2 of the 118 accidents in Ormskirk town centre between 2006-2010 involved a pedestrian and a HGV).*

There has been a growth in industrial development at Burscough in recent years due to market gardening and Burscough Industrial Estate. There maybe potential to reroute HGV traffic using advisory HGV routing signs to avoid Ormskirk town centre. Routing agreements with haulage companies are another way in which the rerouting of HGV traffic could be achieved. It was noted that routing agreements had not been explored in the past.

The 'Thornton to Switch Island Link' scheme may improve the attractiveness of alternative routes to the A570 for HGVs accessing Southport from the motorway network.

One potential option to try and reduce the number of HGVs within Ormskirk is to de-prime the A570 so that it is no longer part of the Primary Route Network (PRN).

HGVs currently turn off the A5209 at Newburgh and use Spa Lane to the north of Skelmersdale. 'Round "O" Quarry' (on Cobb's Brow Lane) is an operational land fill site which may generate some of these HGVs.

Confirmation of Study Objective 5

Decision: Based upon discussions relating to the identified problems, the scale of the issues and potential solutions, the workshop concluded that this study objective should be **adopted**.
Reason: It was acknowledged that there was a HGV issue within Ormskirk and on the surrounding highway network.

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

General Discussion

There was agreement that the link between transport infrastructure and spatial planning is important.

Although this study objective is unlikely to generate potential options, it is important to be aware of it when assessing any other potential options.

The study should take account of developments on the eastern edge of Southport.

Confirmation of Study Objective 6

Decision: Based upon discussions relating to the identified problems, the scale of the issues and potential solutions, the workshop concluded that this study objective should be **adopted**.
Reason: It was acknowledged that any potential improvement options in

the study area should consider proposed and future developments. ***Study Objective 7 - Maximise the effectiveness of the public transport network and facilities within the study area.*** *General Discussion* LCC / WLBC are in liaison with Merseytravel regarding the potential electrification of the railway line between Ormskirk and Burscough. This could create a more frequent rail service between Ormskirk and Burscough. A discussion was had regarding the difficulties of travelling between Ormskirk and Manchester by train. Currently options include travel via Preston, Liverpool or walking between the two stations at Burscough. Bus services between Skelmersdale and Southport often experience congestion. As a result, recovery time has been built into the bus timetable at Ormskirk. There are no bus priority measures present in Ormskirk. The proposed refurbishment of Ormskirk bus station should be complemented by improvements to the access/egress of the bus station. One potential option is to improve travel planning at the time you want to travel. This would enable people to make 'better' choices and encourage the use of public transport when possible. This study should make recommendations as to what potential rail schemes are worth further consideration outside of this study. *Confirmation of Study Objective 7* Decision: Based upon discussions relating to the identified problems, the scale of the issues and potential solutions, the workshop concluded that this study objective should be **adopted**. Reason: Public transport improvements could encourage more people to use public transport, thus alleviating congestion on the A570 corridor.	
5. Additional Study Objectives As part of the discussions at the Options Workshop, numerous comments were noted regarding issues experienced at Edge Hill University. It was therefore agreed by the workshop that an additional study objective should be adopted to cover traffic and transport issues at the university.	PH to update study objectives to reflect workshop discussions *(see section 7).*
6. Next Steps MC concluded the Options Workshop by explaining the next steps in the M58 to Southport Corridor Study. In summary the next steps are: • Option Development • Option Appraisal • Preferred Strategy	

7. Finalised Study Objectives (post meeting note)

Following the Options Workshop the study objectives were updated.

The finalised study objectives are as follows:

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.

These seven study objectives will be the focus of the M58 to Southport Corridor study going forward.

The study objectives will be used in conjunction with Lancashire County Council's LTP3 priorities for transport to inform the development and appraisal of potential options.

Appendix B Potential Rail Options

Introduction

The purpose of this appendix is to provide a more detailed review of the potential rail options that have been identified as part of the development of the M58 to Southport Corridor Study.

All of the potential rail options which have been considered are classified as major schemes, some of which have been under consideration for a number of years prior to this study.

The remainder of this appendix is structured as follows:

- *Potential Options*
- *Evidence Review*
- *Conclusions*
- *Rail Network Plan*

Potential Options

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

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

All of these potential rail options would cost in excess of £5million and are therefore classified as major schemes.

A plan showing all of the existing railway lines and railway stations in the M58 to Southport Corridor study area is included at the end of this appendix.

Evidence Review

Improving Rail Connections at Burscough

The reinstatement of the southwest Burscough Curve option is expected to have the most significant impact on the M58 to Southport corridor out of the four improvement options listed. This is because a southwest Burscough Curve would provide a direct rail link between Ormskirk and Southport, thus improving rail journey times between the two towns. Consequently, people who currently commute between Ormskirk and Southport by road are presented with a more attractive rail option, which may act as an incentive to switch modes to rail. The reinstatement of the southwest Burscough Curve option has been appraised (using the option appraisal tool – see chapter 5) and achieved an overall score of 20, which consisted of a score of 8 for its contribution towards the study objectives and 12 for its contribution towards the LTP transport priories.

Currently it takes approximately 50 minutes to travel by rail from Ormskirk to Southport, which includes a 15 minute walk between Burscough Junction and Burscough Bridge. Reinstatement of the southwest curve at Burscough would enable the provision of a direct Ormskirk - Southport rail service, thus considerably reducing the journey time.

In comparison, there are two buses per hour linking Ormskirk and Southport with a journey time of approximately 40 minutes. The approximate uncongested car drive time between Ormskirk and Southport is 15 minutes *(Source: Google Maps)*.

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

Construction of a new southeast Burscough Curve would improve rail access between Ormskirk and Manchester. Currently, rail users undertaking this journey have to change at either Preston, Liverpool or Burscough. Therefore, the construction of a new southeast Burscough Curve would enable a direct rail service between Ormskirk and Manchester which would have benefits for a wider area. However, the impact of this rail option on the M58 to Southport Corridor is not expected to be as great as the reinstatement of the southwest Burscough Curve option. Therefore, the construction of a new southeast Burscough Curve option has not been progressed any further as part of the M58 to Southport Corridor Study.

Electrification of the railway line between Ormskirk and Burscough would enable a more frequent train service. Currently, there is only a 70 minute frequency rail service between Ormskirk and Burscough. In addition, rail commuters between Burscough and Liverpool would no longer need to change trains at Ormskirk railway station (from the diesel run Northern Rail services to the third rail electrified Merseyrail trains). The electrification of the railway line between Ormskirk and Burscough would therefore improve the attractiveness of public transport travel for people who are travelling between Burscough and Liverpool. However, the impact on the M58 to Southport corridor is expected to be more limited.

The electrification of the railway line between Ormskirk and Burscough has been appraised (using the option appraisal tool) and achieved an overall score of 20,

which consisted of a score of 8 for its contribution towards the study objectives and 12 for its contribution towards the LTP transport priories.

Skelmersdale Rail Link

The Skelmersdale rail link would consist of a new rail spur and a railway station at Skelmersdale. Currently, the nearest railway stations to Skelmersdale are Upholland (approximately 2-3 miles to the southeast of Skelmersdale) or Ormskirk (approximately 6 miles to the northwest of Skelmersdale). Residents of Skelmersdale who wish to travel by rail are likely to select which railway station to travel from based upon their final destination.

The Skelmersdale rail link would greatly improve the attractiveness of rail travel for residents of Skelmersdale, particularly in terms of accessing jobs and services in Liverpool. Skelmersdale is a deprived area with lower than average car ownership levels. Therefore, the Skelmersdale rail link could improve accessibility for those without access to a car, thus creating potential new travel opportunities.

However, the Skelmersdale rail link is located towards the periphery of the M58 to Southport corridor study area and it would connect to the Wigan to Kirkby railway line. Therefore, the Skelmersdale rail link option would primarily improve rail access to Liverpool or Wigan and consequently this option is not expected to have a significant impact upon the M58 to Southport corridor.

The Skelmersdale rail link option achieved an overall score of 20, which consisted of a score of 8 for its contribution towards the study objectives and 12 for its contribution towards the LTP transport priories.

The Skelmersdale rail link option has not been taken forward for further consideration as part of the M58 to Southport Corridor Study as it does not directly impact the M58 to Southport corridor.

It is however noted that this option has the potential to provide significant benefits to Skelmersdale. Consequently, the Skelmersdale rail link option is being progressed by other studies. The *LTP Implementation Plan 2012/13 - 2014/15* states that the County Council intend to work with West Lancashire Borough Council, Merseytravel, Northern Rail and Network Rail by providing a financial contribution towards an initial feasibility study on the prospects for a new rail spur and station to serve Skelmersdale.

Conclusions

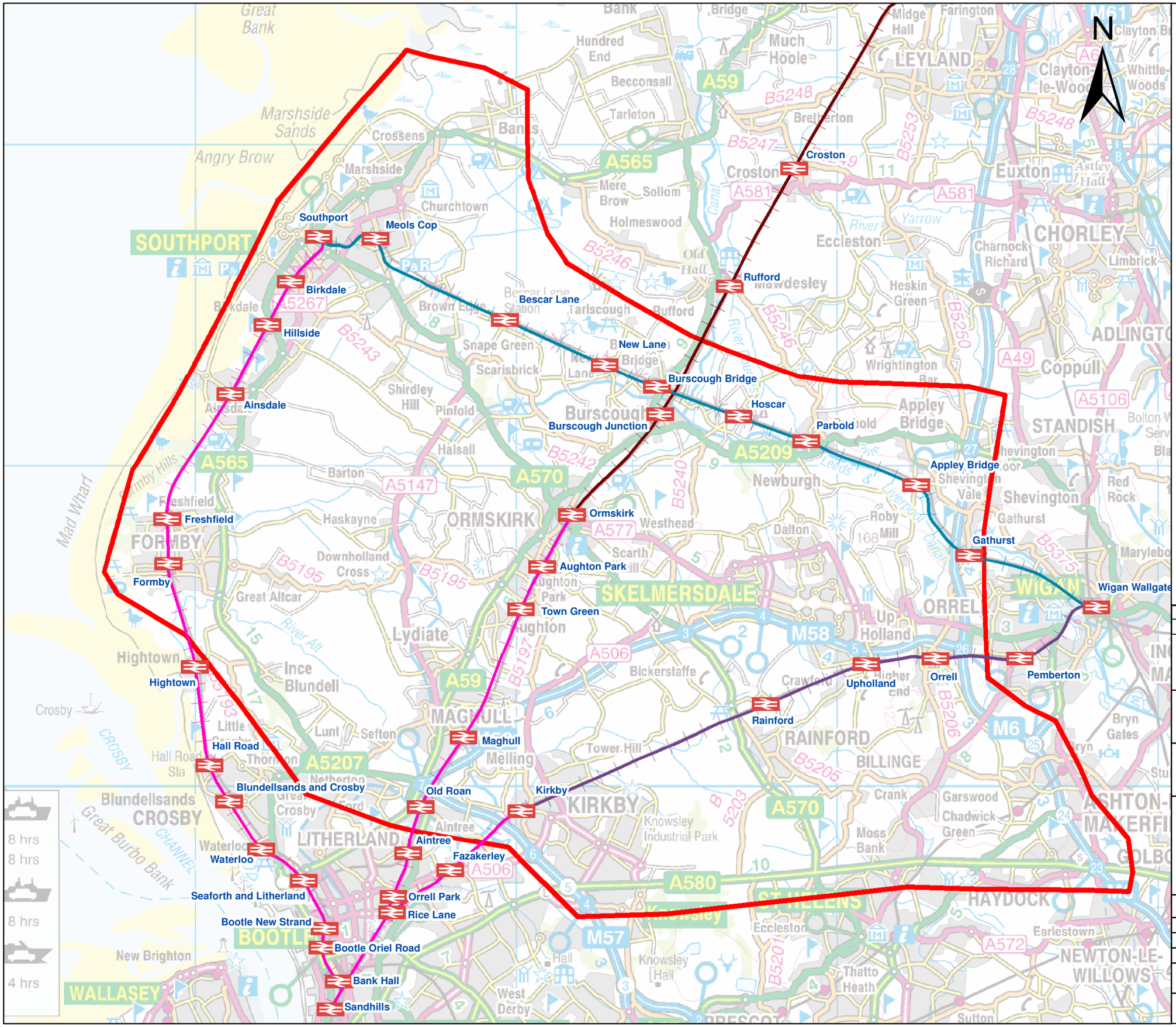
All three of the potential rail improvement options which have been assessed using the option appraisal tool achieved an overall score of 20, which consisted of a score of 8 for their contribution towards the study objectives and 12 for their contribution towards the LTP transport priorities.

Of the potential rail options which have been considered, it has been concluded that the reinstatement of the southwest Burscough Curve would have the most significant impact upon the M58 to Southport corridor.

The other potential rail options are unlikely to have a significant impact upon the M58 to Southport corridor. However, it is recognised that the benefits of other options, such as the Skelmersdale rail link, could be significant in a more general context and as such may form priorities for delivery as part of wider strategies.

All of the proposals considered are major infrastructure schemes (i.e. cost in excess of £5million) and as such would require extensive development and appraisal works in order to be prioritised for DfT funding via Network Rail. Unless third party funding is made available, securing funding via Network Rail can be a lengthy protracted process as priorities are determined in five year control periods. Therefore in total this process could take between 5-10 years.

Finally, discussions with West Lancashire Borough Council Officers have revealed that car parks at many of the railway stations in the study area, in particular on the Merseyrail line into Liverpool (e.g. Ormskirk, Maghull and Town Green) are often full. Therefore, increasing capacity at the railway station car parks in the study area is potentially a more urgent priority. This issue should be further investigated through the West Lancashire Highways and Transport Master Plan which is currently being produced.



Legend

- Railway Station
- Kirkby Branch Line
- Manchester to Southport Line
- Merseyrail Lines
- Ormskirk to Preston Line
- Study Area

Rev	Date	Purpose of Revision	Drawn	Check	Review	Appr.
0	Nov 11	Preliminary	DF	PH	MC	MC

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Client: Lancashire County Council

Project: M58 to Southport Corridor Study

Drawing Title: Local Rail Network

Drawing Status: FIRST ISSUE

Scale	NOT TO SCALE	DO NOT SCALE
Jacobs No.	B1755900	
Client No.		
Drawing Number		Rev 0

Appendix C Early Sifting Spreadsheet

M58 to Southport Corridor Study

Early Sifting Spreadsheet

Scheme Sources:
Ormskirk – Evaluation of Smaller Scale Schemes (Mouchel, Aug 2011)
Schemes discussed / suggested at the Officer Meeting (29/11/12)
Schemes discussed / suggested at the Officer Meeting (29/11/12)
Jacobs Ideas

Ref	Scheme	Description	Assess Scheme?
Schemes included in the 'Ormskirk – Evaluation of Smaller Scale Schemes' Report (Mouchel, Aug 2011)			
Public Transport Schemes			
PT1	Park and Ride	A dedicated Park and Ride site adjacent to the University (South East of Ormskirk Town Centre), and aimed at intercepting traffic travelling from the St Helens/Wigan area. *(An actual site has not been identified, the idea is simply notional).*	NO - already considered
PT2	Hard Rail Reinstatement	Reinstatement of the Burscough Curves rail link, creating the potential for direct rail services between Ormskirk and Southport.	NO - already considered
PT3	Rail Service Upgrade	Provision of an hourly Preston to Ormskirk rail service.	NO - already considered
PT4	Quality Bus Corridor	Upgrades and improvements along the A570/A577 corridor, between Wigan and Southport, including bus stop improvements, new bus shelters, Real Time Passenger Information, and bus priority at signals.	NO - already considered
PT5	School Buses to Ormskirk Schools	Additional dedicated bus services to the schools within Ormskirk.	NO - already considered
Alternative Measures			
A1	Personalised Travel Plans (TravelSmart)	An Individualised Travel Marketing (ITM) programme to help increase journeys by walking, cycling and public transport *(similar to the programme currently targeted at Preston, South Ribble, Lancaster and Morecambe).*	NO - already considered
A2.1	Town Centre Cycling Improvement Package	Provide cycle access to the town centre's pedestrianised area, a new crossing of Park Road to Coronation Park, improvements including junctions along Park Road and links to the rail station.	NO - already considered
A2.2	Cycle route improving links to the north of the town centre	Yew Tree Road / County Road junction improvements and a new cycle path linking to Burscough.	YES
A2.3	Cycle improvements to the south-west of the town centre	New cycle lanes along Ryburn Road and Liverpool Road, including a new crossing facility at the Moorgate / Park Road junction.	YES - cycle links to and within the town centre (e.g. Ryburn Rd & Wigan Rd)
A3.1	Town Centre Pedestrian Improvement Package	Series of junction and crossing improvements within the town centre to enhance pedestrian movement.	NO - already considered
A3.2	Rail to Bus Interchange Pedestrian Route Improvement	Scheme to improve the off-highway link between the bus and rail station through enhanced lighting, maintenance and surfacing.	NO - already considered
A3.3	Town Centre to University Pedestrian Route Improvement	Junction improvements along the route at Ruff Lane / Knowsley Road and Park Road / St Helens Road junctions in addition to traffic calming along Ruff Lane.	NO - already considered
A3.4	Town Centre to Hospital and Ormskirk School Route Improvement	Junction and route improvements along Wigan Road to encourage greater usage.	NO - already considered
A3.5	Legible Ormskirk – pedestrian signage scheme	Consistent signage approach across the town centre with finger posts and information boards at key nodes and decision points to improve the legibility of Ormskirk and so encourage more walking.	No - not considered relevant to study objectives
A4	Ormskirk to Skelmersdale Linear Park – cycling / walking route	Proposed conversion of the former railway line between Ormskirk and Skelmersdale into a route suitable for cycling, walking and horse riding.	NO - already considered
A570 On-Line Improvements			
OL1	B5254 Bescar Brow Traffic Signal Junction	Provision of a separate right-turning lane for vehicles turning into the B5242 from the A570 (S), including an upgrade to the MOVA control system.	NO - already considered
OL2	A5147 Gorsuch Lane Junction	Conversion to signalised control.	NO - already considered
OL3	Canal Bridge and adjacent bends	Bend improvement at the Canal Bridge, Pinfold, potentially including carriageway realignment.	NO - not identified as an issue
OL4	Pinfold Lane / Smithy Lane Junction	Provision of a toucan facility across the A570 (Southern) arm.	NO - not identified as an issue
OL5	Hurlston Lane - Pinfold Widening	Upgrading of 1.1km of carriageway North West of Hurlston Lane, towards Scarisbrick Pumping Station.	NO - not identified as an issue & cost
OL6	A59 County Road Traffic Signal Junction	Modifications to improve both operation and safety. Two separate options have been suggested: (a) Run the two A570 approaches in different stages; (b) Local widening of the A570 Eastbound approach. Additionally, both options assume that Halsall Lane is exit-only.	YES - in addition consider roundabout.
OL7	Green Lane Junction	Improvements to facilitate the right turn movement into Green Lane.	NO - not identified as an issue
OL8	Widening at Church	Widening of Southport Road between Derby Street and Green Lane (although this would involve demolition of properties).	YES (although probably not feasible)
OL9	Derby Street Bridge	Provision of a new footbridge on north side of the existing bridge. Associated highway improvements: zebra crossing, closure of the Railway Approach junction and minor widening.	NO - not a strategic issue
OL10	Aughton Street Traffic Signal Junction	Provide improved junction capacity including road widening for traffic turning left into Aughton Street (this option would require the removal of buildings currently occupied by `Ormskirk Carpets` and `Premier Sports`).	NO - already considered
OL11/12	Railway Road / Railway Approach Junction	Provision of traffic signals.	No - detrimental to town centre loop operation
OL13	Station Approach Junction	Provision of traffic signals.	No - detrimental to town centre loop operation
Other Highway Schemes			
HW1	Park Road to A59 County Road Link	A new 7.3m single carriageway link incorporating new traffic signal controlled junctions at both extents, and following an east-west alignment between the burial ground and Park Pool.	NO - already considered
Ormskirk Traffic Management Measures			
TM01	Through traffic re-routeing	Northwest-bound through traffic to be re-routed via Aughton Street / A59 County Road, plus right turn ban (from A570 (South East)) at A570 / A59 County Road traffic signals.	No - relocating congestion
TM02	Rising Bollards	Use of rising bollards at key access points to the pedestrianised area, in order to limit and control freight access.	NO - already considered
TM03	>17 tonnes HGV Ban	For the area of Ormskirk east of the A59. Alternative route for A570 traffic: A59-M58 via Switch Island.	NO - already considered
TM04	Knowsley Road / St Helen's Road Gyratory	One-way system incorporating St Helen's Road / Ruff Lane / Knowsley Road. Junction improvement at Small Lane.	No - not considered relevant to study objectives
TM05	Derby Street - Stanley Street 20 mph	A 20 mph limit covering the A570 South East bound through central Ormskirk along Derby Street to the junction with Stanley Street, then south along Stanley Street to the junction with Moor Street. To include raised crossing facilities.	NO - already considered
TM06	Intelligent Car Park Signing Scheme	Scheme to cover Ormskirk town centre, employing variable message signage to direct drivers to car parks with spare capacity.	NO - already considered
Other Traffic Management Measures			
OT01	B5242 Weight Restriction	To restrict the numbers of HGV's between A570 Southport Road and Tollgate Road.	NO - already considered
0T02	B5240 Weight Restriction	HGV restriction for the full length of the B5240, covering Lyelake Lane, Plough Lane and Hall Lane between A570 Ormskirk Road and A5209 Lowry Hill Lane.	NO - already considered
OT02	Blythe Lane / Dark Lane Weight Restriction	HGV restriction between A570 Ormskirk Road and B5240 Hall Lane.	NO - already considered
0T03	Redirection of M58 - Southport traffic	Positive signing of the alternative M58-A5207-A565 route.	NO - already considered
Protect Rural Ormskirk Eastbound Schemes			
PROE01	A59/A570 Junction	Conversion of the existing signalised junction into a roundabout.	NO - already considered
PROE02	A570 Southport Road (A59-Derby Street)	Make one-way Eastbound - two lanes reducing to one lane at the pinch point. Modified island at Derby Street / Church Street to direct local traffic from Church Street into the eastbound one-way system.	NO - not a strategic issue
PROE03	A570 Derby Street / Stanley Street Junction	Modifications to enable both lanes of Eastbound traffic on Derby Street to turn right into Stanley Street.	YES - could make one way loop operate better, especially with SCOOT
PROE04	A570 Wigan Road / Moor Street Junction	Removal of traffic signals at this junction, with Moor Street becoming one-way Westbound and the A570 Knowsley Road having two lanes Southbound.	NO - not appropiate. Would impact access to hospital & school.
PROE05	A570 Knowsley Road / Ruff Lane Junction	The following restrictions are to be imposed: (a) Ruff Lane (east of Knowsley Road) only accessible by traffic from Knowsley Road. Additionally, traffic from this section of Ruff Lane is only allowed to turn left into Knowsley Road. (b) Ruff Lane (west of Knowsley Road) changed to one-way Eastbound, and this traffic must turn right into Knowsley Road.	NO - not a strategic issue
PROE06	A570 Knowsley Road / A570 St Helen's Road / Small Lane Junction	Banning of the 'straight-ahead' movement from Knowsley Road into Small Lane.	NO - not identified as an issue
Protect Rural Ormskirk Westbound Schemes			
PROW01	A570 St Helen's Road (Knowsley Road-Park Road)	Removal of the car parking (opposite St. Helen's Road Park) and provision of two lanes one-way Northbound on St Helen's Road and into Park Road. All Northbound traffic at the Park Road junction will turn left (island built to direct traffic). Only local traffic will be able to access Ruff Lane.	NO - already considered
PROW02	A570 Park Road (St Helen's Road-Aughton Street)	Three lanes one-way Westbound with access to / from Moorgate Car Park (north of Park Road). The section of Moorgate to the south of Park Road to be made two-way. Additionally, no right turns are to be allowed at the Aughton Street junction - hence the removal of the traffic lights.	NO - junction already considered (traffic lights needed at Aughton St)
PROW03	A570 Park Road (Aughton Street-Derby Street)	Repositioning of the Morrisons Car Park entrance / exit onto Aughton Street, and the Two Saints Car Park entrance/exit onto Park Road (Westbound flow only).	NO - not considered suitable at workshops
PROW04	A59-Park Road Link	A Westbound one-way single carriageway road linking Park Road with the A59.	NO - already considered

Ref	Scheme	Description	Assess Scheme?
Schemes discussed / suggested at the Officer Meeting (29/11/12)			
OM1	New train station at Skelmersdale	A Lancashire Strategic Highways and Transport Master Plan will look at the initial scheme preparation stages for a Skelmersdale Rail Link.	***YES***
OM2	Link Road through the Park	Historic proposal for a Link Road through the park from the A570 town centre loop to the A59. Study undertaken by Faber Maunsell in 2005.	Already assessed - see Options Workshop
OM 3	A Park & Ride site between the university and the motorway	The major trip generators in Ormskirk are in close proximity to each other on the edge of town (e.g. Edge Hill University, Ormskirk & District General Hospital & Ormskirk Secondary School). A Park & Ride site between the university and the motorway has been proposed in the past. However local officers and the university are not convinced of the need for a Park & Ride scheme.	***YES***
OM 5	Pedestrian Crossing facilities on Ormskirk town centre loop	Volume of traffic in Ormskirk town centre causes severance for pedestrians. In addition there is a lack of crossing facilities in Ormskirk. In particular, in between the bus station and Edge Hill University and also on the one-way loop. A study looking at pedestrian crossing facilities at three junctions in Ormskirk town centre has been proposed. The junctions are: Knowsley Rd / Moor Street, St Helens Rd / Moor Street, St Helens Rd / Park Road.	Already assessed - see Options Workshop
OM 6	VMS and parking restrictions	Congestion on the A570 and in Ormskirk during the University's Fresher's week. VMS and parking restrictions were used this year which improved the situation.	Already assessed - see Options Workshop
OM 7	Second Entrance to Edge Hill University	An application has been submitted for a second access (including signals).	***YES***
OM 11	Thornton to Switch Island Major scheme (due to open 2014)	The Thornton to Switch Island Link scheme will aim to reduce congestion on the local highway network surrounding Thornton and Netherton. Consideration needs to be given to the strategic signing strategy as the scheme has the potential to remove traffic from the A570 corridor.	NO - this major scheme is already being progressed
OM 15	Rising bollards in Ormskirk town centre.	West Lancashire are currently investigating the use of rising bollards at 4 locations in central Ormskirk in order to restrict delivery times.	***YES***
OM 18	Delays at junctions along the A570	Delays at junctions along the A570. Installation of: - MOVA at the signalised A570/B5242 junction. - MOVA at the signalised A570/A506 junction. - Signals at the (non-signalised) crossroads in Pinfold.	***YES (although not assessed introduction of signals at Pinfold as not raised as a significant problem and would impact flow on the A570)***
OM 24	Reinstatement of the Burscough Curves	Reinstatement of the Burscough Curves as currently there is no direct train line between Ormskirk and Southport.	***YES***
OM 25	Electrification of railway line between Ormskirk and Burscough junction	Electrification of the line could facilitate improved frequency rail service linking Ormskirk, Burscough and Preston.	Already assessed - see Options Workshop
OM 27	Part time signals at J27 of the M6 Motorway	Congestion at junctions 26 and 27 of the M6 Motorway. Part time signals have now been installed at J26 and they are being investigated by the HA at J27	***YES***
OM 28	Wigan Inner Relief Road	Wigan Inner Relief Road is identified in the 'Greater Manchester Transport Fund' as a scheme which is being developed.	NO - Outside of study area
OM 29	Wigan Link Road	The historic proposal for a Wigan Link Road could increase traffic on the A570 corridor.	NO - Outside of study area
Schemes discussed / suggested at the Problems & Issues Workshop (20/01/12)			
W2	Use of VMS to manage seasonal traffic	Consider flexible seasonal traffic management proposals. E.g. VMS signs to manage special events or holiday periods.	Already assessed - see Options Workshop
W3	Review of pedestrian crossings / signals on the one-way loop.	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.	Already assessed - see Options Workshop
W4	Parking restrictions in Burscough	On street parking in Burscough can obstruct traffic flow in the town centre.	NO - scheme would not impact the A570 corridor
W11	Introduce delivery time restrictions	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.	***YES***
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.	NO - decided at options workshop that the strategic signing that currently exists is appropriate and therefore there is little scope to improve it.
W16	Burscough Curves	Provide missing rail link. Business Case falls down on the fact that the scheme relies upon seasonal demand to Southport. Also the scheme is 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.	Already assessed - see Officer Group Meeting
W17	Extend Ormskirk Railway Station Car Park	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). Rail stations at Ormskirk, Maghull and Town Green are full. 'Rail heading' (driving to stations further away for cheaper fares) currently exists.	***YES***
W20	Ormskirk Bus Station Improvements	The LTP Implementation Plan 2011-2014 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. 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.	Already assessed - see Options Workshop
W21	Improvements to the footpath between Ormskirk bus station and Ormskirk railway station	The footpath between Ormskirk bus station and Ormskirk railway station isn't well signed or maintained. The footpath is owned by Network Rail. The LTP Implementation Plan 2011-2014 includes the pedestrian link to the railway station. This problem will be looked into through the Ormskirk Bus station refurbishment scheme.	Already assessed - see Options Workshop
W23	Improvements to Kew Park and Ride Facility	The Kew Park & 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?)	***YES***
W25	A570 mini bypass	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?	***YES***
W26	Provision of cycling facilities between Ormskirk town centre and Edge Hill University.	The LTP Implementation Plan 2011-2014 discusses a package of measures to improve NMU facilities between the university and the town centre.	Already assessed - see Options Workshop
W27	Intelligent car parking signals.	Cars turning into car parks in Ormskirk sometimes cause delays. Some of Ormskirk's car parks can be full at peak periods. Intelligent car parking signals may be better able to manage the traffic heading into the car parks.	Already assessed - see Options Workshop
W28	Alter signal timings / reroute Ormskirk town centre one-way system.	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.	Already assessed - see Options Workshop
Schemes discussed / suggested at the Options Workshop (22/03/12)			
O1	Improve route planner information	The vast majority of visitors to Southport are repeat visitors and therefore already know which route they want to take. Therefore, instead of altering strategic signing to reduce the impact of through traffic in Ormskirk, it would be better to target route planner information (e.g. Google / Satellite navigation systems).	***YES***
O2	Variable Message Signs (VMS) on the M6 Motorway	Use the existing Variable Message Signs (VMS) on the M6 Motorway to inform drivers of journey times between junctions and advise on routes to take.	***YES***
O3	Better manage the signals at Edge Hill university	Traffic currently accessing the Edge Hill University site experiences significant delay. There could be potential to alter the traffic signals at the university.	***YES***
O4	Change signing to Ormskirk (on the A570)	An alternative route to the A570 is to exit the A570 on the B5240 and then use the A577 to access Ormskirk.	***YES***
O5	Change signing to Ormskirk & Southport (on the A580)	Potential to change signing on the A580. Currently Ormskirk and Southport are signed up the A570 at the junction of the A580/A570.	***YES***
O6	VMS for Event Management	Use of VMS on the M6 and the M58 Motorway to manage event traffic.	NO - Combined with Option 02
O7	Events traffic management strategy	Ormskirk and Southport have a number of popular events planned throughout the year. A suggestion was made to come up with a traffic management strategy for dealing with each planned event.	***YES***
O8	A preferred route for traffic associated with Ormskirk market	Ormskirk has a market in the town centre every Thursday and Saturday, which attracts tourist coaches. A preferred route for traffic associated with the market could be promoted.	***YES***
O9	Car parking management system	Introduction of a car parking management system to ensure the efficient signing of vehicles to car parks with spare capacity. A scheme of this type was included in the last LTP, however it was not completed.	***YES***
O10	Modernise the UTC / SCOOT system for Ormskirk town centre	The SCOOT system for Ormskirk town centre is about to undergo a modernisation process. The SCOOT system is currently setup to manage the whole town centre loop network, however there is potential to give certain routes at different times of the day priority.	***YES***
O11	Ban the right turn out of Morrisons car park and the left turn out the 'Two Saints Place' retail car park.	The way in which the Ormskirk town centre one-way loop is currently configured means that cars can turn right out of the Morrisons car park or left out of the 'Two Saints Place' retail park. This means that traffic is able to travel anticlockwise (against the major flow) on the town centre loop for a short distance. The resultant impact is congestion at the traffic lights at the A570 / Aughton Street junction. One potential solution is to ban these two turning movements and therefore make vehicles exiting the car parks to travel clockwise all the way around the one way loop.	***YES***
O12	The 'Ormskirk A570 Park Road to A59 County Road Link' scheme	The benefits of the 'Ormskirk A570 Park Road to A59 County Road Link' scheme were questioned. There was a feeling that the scheme would only move a traffic jam from one area to another, whilst causing significant damage to Coronation Park. The previous argument was that the scheme would reduce severance for pedestrians near Ormskirk Parish Church.	***YES***
O13	Introduce school travel plans and improve school bus facilities	Congestion on Ormskirk town centre loop peaks during school drop off / pick up times. Potential improvement options include introducing school travel plans or improving school bus facilities.	***YES***
O14	Improve pedestrian crossing facilities on the Ormskirk town centre loop	There are two places on the Ormskirk town centre loop where it is difficult for pedestrians (especially the elderly) to cross. The first is crossing near Ormskirk Parish Church. The second is crossing near the train station.	***YES***
O15	Improve the link between Ormskirk bus and railway station	The main issue with the footpath between Ormskirk bus and railway station relates to personal security. Suggested improvements include realigning to enable a clear line of sight, better lighting, improved CCTV coverage and removal of vegetation to enable pedestrians and cyclists to use the link. Signing is not considered to be an issue. It is thought that Network rail currently owns the footpath, however there maybe potential for the County Council to acquire ownership of the footpath.	***YES***
O16	Improve the link between Ormskirk town centre and Edge Hill University	A potential Cycle route between Ormskirk town centre and Edge Hill University is most likely to be on Ruff Lane. However, Ruff Lane has problems with road width (due to car parking), uneven road surface and drainage issues. Edge Hill University has a separate pedestrian / cycling entrance on the A570 (250m closer to Ormskirk town centre) to prevent conflict with vehicles.	***YES***
O17	Cycle Route between Skelmersdale and Ormskirk	Off road connectivity into Ormskirk for pedestrians and cyclists is poor. A scheme which utilises the disused railway has been discussed in the past.	***YES***
O18	Use of advisory HGV routing signs and routing agreements with haulage companies to reroute HGV traffic to avoid Ormskirk town centre. Potential driver training	HGVs from Burscough and Southport use the Ormskirk town centre loop to access the motorway network. There is a significant proportion of HGVs outside of the peak hours. HGV presence is a concern for pedestrians trying to cross the one way loop. There has been a growth in industrial development at Burscough in recent years due to market gardening and Burscough Industrial Estate.	***YES***
O19	De-prime the A570 so that it is no longer part of the Primary Route Network (PRN)	One potential option to try and reduce the number of HGVs within Ormskirk is to de-prime the A570 so that it is no longer part of the Primary Route Network (PRN).	***YES***
O20	Electrification of the railway line to the north of Ormskirk	LCC / WLBC are in liaison with Merseytravel regarding the potential electrification of the railway line between Ormskirk and Burscough. This could create a more frequent rail service between Ormskirk and Burscough.	***YES***
O21	Introduction of bus priority measures in Ormskirk	There are no bus priority measures present in Ormskirk. Bus services between Skelmersdale and Southport often experience congestion. As a result, recovery time has been built into the bus timetable at Ormskirk.	***YES***
O22	Refurbishment to Ormskirk bus station	The proposed refurbishment of Ormskirk bus station should be complemented by improvements to the access/egress of the bus station.	***YES***
O23	Encourage the use of public transport	To encourage the use of public transport when possible, improvements could be made to travel planning information at the time you want to travel. This would enable people to make 'better' choices.	***YES***
Any other ideas			
A1	20mph zone in Ormskirk Town Centre	Improve conditions for pedestrians	NO - speeding is not an issue
A2	Amend Parking regualtions in Ormskirk town centre	Make parking more expensive to discourage people from driving into town centre.	No - unpopular and detrimental to the local economy if less people coming into the town centre.
A3	Relocate bus station	Currently congestion on Moor Street.	NO - comprimise service, land availability and cost.
A4	Junction Improvements at the existing Edge Hill University entrance.	Extending the right turning lane into the university would prevent turning vehicles from causing an obstruction to vehicles who are going straight on into Ormskirk. (N.B Would need to be looked at in parallel with the second entrance to university scheme)	***YES***
A5	Access only restrictions on rural roads	Access only restrictions on rural roads to prevent rat running. Enforcement issue?	No - enforcement issue and alleviated congestion on A570.
A6	Mini roundabout at the A570 / Aughton Street	replace traffic lights with a mini roundabout	No - traffic would struggle to exit Aughton Street
A7	Bike hire scheme	Opportunity to hire bikes at the university? (Bikes can currently be hired at the Premier Inn Hotel in Scarisbrick).	***YES***
A8	QBC on A570	New bus shelters with RTI	***YES***
A9	Integrated ticketing / smart card for bus and rail service	Would enable train users to use bus to reach their final destination.	***YES***
A10	Review TROs in Ormskirk	Remove / add double yellow lines, remove add/ parking bays Look at existing parking situation on St Helens Rd where parked cars currently reduce capacity.	***YES***
A11	Additional Car Parking at rail stations in the study area	Car parks at many of the railways stations in the study area are currently full. If more capacity can be added the more people may choose to travel by train, thus reducing the number of cars on the road.	***YES***
A12	Car sharing schemes	Reduce traffic by getting people to share cars. This scheme has been introduced in other towns (e.g Harrogate, Calderdale)	***YES***

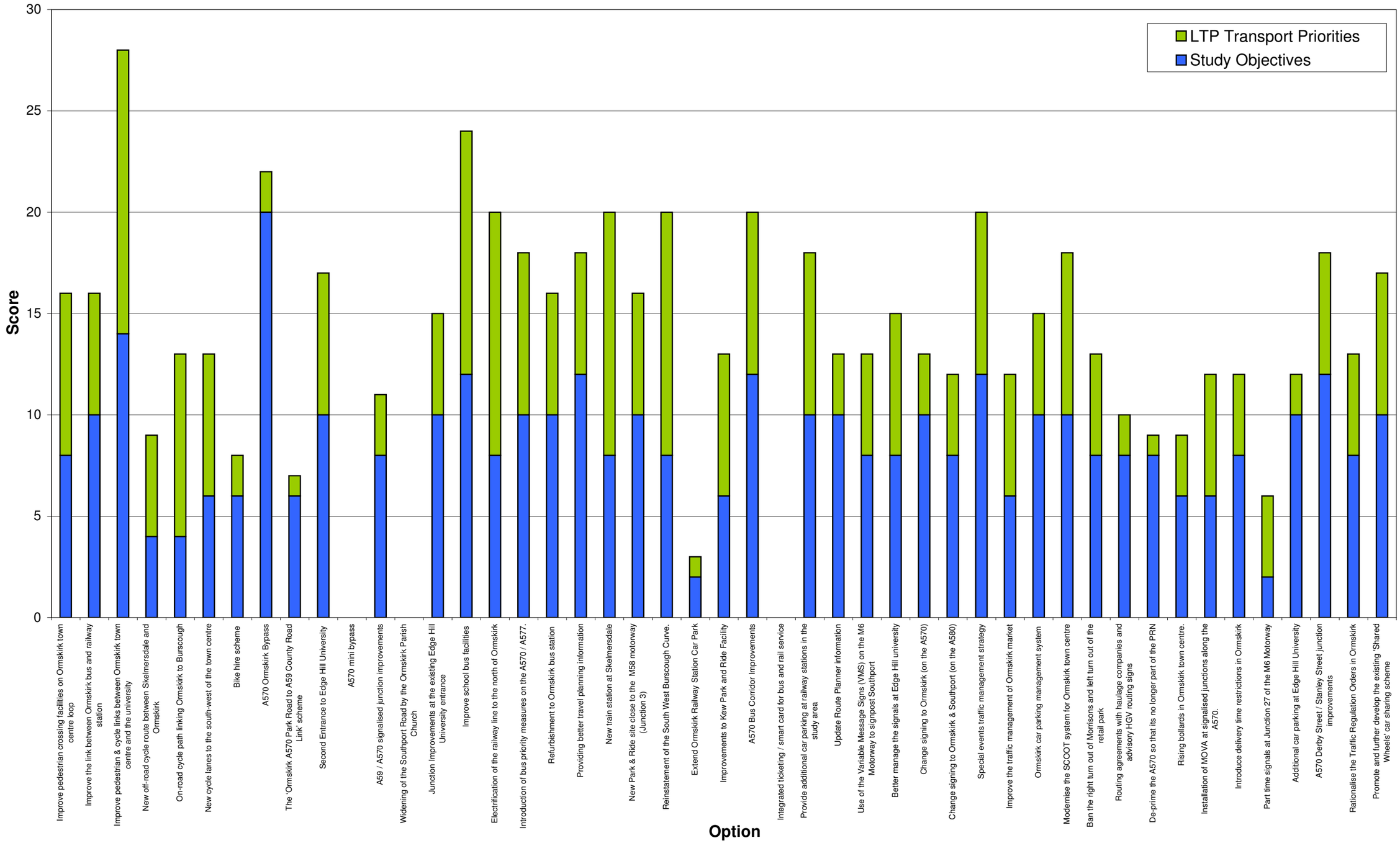
Appendix D Appraisal Work Sheets

Summary

Update Worksheet List

New Scheme				Study Objectives	LTP Transport Priorities	Total (max 46)	Study Obj 1	Study Obj 2	Study Obj 3	Study Obj 4	Study Obj 5	Study Obj 6	Study Obj 7	Estimated Scheme Cost	LTP 1	LTP 2	LTP 3	LTP 4	LTP 5	LTP 6	LTP 7
NM-01	PRE/NM-01	Non-Motorised	Improve pedestrian crossing facilities on Ormskirk town centre loop	8	8	16	0	0	0	4	2	0	2	<£250k	0	2	1	2	2	0	1
NM-02	PRE/NM-02	Non-Motorised	Improve the link between Ormskirk bus and railway station	10	6	16	0	0	0	4	2	0	4	**£250k - £2m**	0	2	1	2	1	-1	1
NM-03	PRE/NM-03	Non-Motorised	Improve pedestrian & cycle links between Ormskirk town centre and the university	14	14	28	2	4	2	4	2	0	0	**£250k - £2m**	2	4	2	2	2	0	2
NM-04	PRE/NM-04	Non-Motorised	New off-road cycle route between Skelmersdale and Ormskirk	4	5	9	0	0	0	4	0	0	0	**£2m - £5m**	2	0	1	1	1	-1	1
NM-05	PRE/NM-05	Non-Motorised	On-road cycle path linking Ormskirk to Burscough	4	9	13	0	0	0	4	0	0	0	**£250k - £2m**	2	2	1	2	1	0	1
NM-06	PRE/NM-06	Non-Motorised	New cycle lanes to the south-west of the town centre	6	7	13	0	0	2	4	0	0	0	**£250k - £2m**	0	2	1	2	1	0	1
NM-07	PRE/NM-07	Non-Motorised	Bike hire scheme	6	2	8	0	2	0	4	0	0	0	<£250k	0	0	1	0	1	-1	1
NI-01	PRE/NI-01	Network Improvement	A570 Ormskirk Bypass	20	2	22	4	2	4	2	4	4	0	>£5m (major scheme)	2	2	1	1	-1	-2	-1
NI-02	PRE/NI-02	Network Improvement	The 'Ormskirk A570 Park Road to A59 County Road Link' scheme	6	1	7	2	0	2	0	2	0	0	>£5m (major scheme)	0	2	-1	1	0	-1	0
NI-03	PRE/NI-03	Network Improvement	Second Entrance to Edge Hill University	10	7	17	4	4	0	0	0	2	0	**£250k - £2m**	2	4	1	0	0	0	0
NI-04	PRE/NI-04	Network Improvement	A570 mini bypass				0	0	0	0	0	0	0	>£5m (major scheme)	0	0	0	0	0	0	0
NI-05	PRE/NI-05	Network Improvement	A59 / A570 signalised junction improvements	8	3	11	2	2	2	0	0	2	0	**£250k - £2m**	0	2	1	0	0	0	0
NI-06	PRE/NI-06	Network Improvement	Widening of the Southport Road by the Ormskirk Parish Church				0	0	0	0	0	0	0	**£250k - £2m**	0	0	0	0	0	0	0
NI-07	PRE/NI-07	Network Improvement	Junction Improvements at the existing Edge Hill University entrance	10	5	15	4	4	0	0	0	2	0	**£250k - £2m**	2	2	1	0	0	0	0
PT-01	PRE/PT-01	Public Transport	Improve school bus facilities	12	12	24	0	2	4	0	0	2	4	<£250k	0	4	2	2	2	0	2
PT-02	PRE/PT-02	Public Transport	Electrification of the railway line to the north of Ormskirk	8	12	20	0	0	0	0	0	4	4	>£5m (major scheme)	4	4	1	1	1	0	1
PT-03	PRE/PT-03	Public Transport	Introduction of bus priority measures on the A570 / A577.	10	8	18	2	0	2	0	0	2	4	**£2m - £5m**	2	2	1	0	2	0	1
PT-04	PRE/PT-04	Public Transport	Refurbishment to Ormskirk bus station	10	6	16	2	0	2	0	0	2	4	**£2m - £5m**	0	0	1	1	2	1	1
PT-05	PRE/PT-05	Public Transport	Providing better travel planning information	12	6	18	4	0	2	0	0	2	4	<£250k	0	2	1	0	2	0	1
PT-06	PRE/PT-06	Public Transport	New train station at Skelmersdale	8	12	20	0	0	0	0	0	4	4	>£5m (major scheme)	4	4	1	0	2	0	1
PT-07	PRE/PT-07	Public Transport	New Park & Ride site close to the M58 motorway (Junction 3)	10	6	16	2	2	2	0	0	2	2	>£5m (major scheme)	2	2	1	0	1	-1	1
PT-08	PRE/PT-08	Public Transport	Reinstatement of the South West Burscough Curve.	8	12	20	2	0	0	0	0	2	4	>£5m (major scheme)	4	4	1	1	1	0	1
PT-09	PRE/PT-09	Public Transport	Extend Ormskirk Railway Station Car Park	2	1	3	0	0	0	0	0	0	2	<£250k	0	0	0	1	0	0	0
PT-10	PRE/PT-10	Public Transport	Improvements to Kew Park and Ride Facility	6	7	13	2	0	0	0	0	2	2	**£2m - £5m**	2	2	1	0	1	0	1
PT-11	PRE/PT-11	Public Transport	A570 Bus Corridor Improvements	12	8	20	2	2	2	0	0	2	4	**£250k - £2m**	2	2	1	1	2	-1	1
PT-12	PRE/PT-12	Public Transport	Integrated ticketing / smart card for bus and rail service				0	0	0	0	0	0	0	**£250k - £2m**	0	0	0	0	0	0	0
PT-13	PRE/PT-13	Public Transport	Provide additional car parking at railway stations in the study area	10	8	18	2	0	2	0	0	2	4	**£250k - £2m**	2	2	1	1	1	0	1
TM-01	PRE/TM-01	Traffic Management	Update Route Planner information	10	3	13	4	2	2	0	0	2	0	<£250k	0	2	0	1	0	0	0
TM-02	PRE/TM-02	Traffic Management	Use of the Variable Message Signs (VMS) on the M6 Motorway to signpost Southport	8	5	13	4	2	2	0	0	0	0	<£250k	2	2	1	0	0	0	0
TM-03	PRE/TM-03	Traffic Management	Better manage the signals at Edge Hill university	8	7	15	2	4	0	0	0	2	0	<£250k	2	4	1	0	0	0	0
TM-04	PRE/TM-04	Traffic Management	Change signing to Ormskirk (on the A570)	10	3	13	2	2	2	0	0	2	2	<£250k	0	2	1	0	0	0	0
TM-05	PRE/TM-05	Traffic Management	Change signing to Ormskirk & Southport (on the A580)	8	4	12	2	2	2	0	0	2	0	<£250k	0	2	1	1	0	0	0
TM-06	PRE/TM-06	Traffic Management	Special events traffic management strategy	12	8	20	4	2	4	0	0	0	2	**£250k - £2m**	2	2	1	1	1	0	1
TM-07	PRE/TM-07	Traffic Management	Improve the traffic management of Ormskirk market	6	6	12	2	0	2	0	2	0	0	<£250k	2	2	1	1	0	0	0
TM-08	PRE/TM-08	Traffic Management	Ormskirk car parking management system	10	5	15	4	0	4	0	0	2	0	**£250k - £2m**	2	2	1	1	-1	0	0
TM-09	PRE/TM-09	Traffic Management	Modernise the SCOOT system for Ormskirk town centre	10	8	18	2	2	4	0	0	2	0	**£250k - £2m**	2	4	1	0	0	0	1
TM-10	PRE/TM-10	Traffic Management	Ban the right turn out of Morrisons and left turn out of the retail park	8	5	13	2	0	4	0	0	2	0	**£250k - £2m**	0	2	1	1	0	0	1
TM-11	PRE/TM-11	Traffic Management	Routing agreements with haulage companies and advisory HGV routing signs	8	2	10	0	0	2	2	2	2	0	<£250k	0	0	1	1	0	0	0
TM-12	PRE/TM-12	Traffic Management	De-prime the A570 so that its no longer part of the PRN	8	1	9	0	0	2	2	4	0	0	<£250k	0	0	1	1	0	-1	0
TM-13	PRE/TM-13	Traffic Management	Rising bollards in Ormskirk town centre.	6	3	9	0	0	2	2	2	0	0	**£250k - £2m**	0	0	1	1	0	0	1
TM-14	PRE/TM-14	Traffic Management	Installation of MOVA at signalised junctions along the A570.	6	6	12	2	2	0	0	0	2	0	<£250k	2	2	1	0	0	0	1
TM-15	PRE/TM-15	Traffic Management	Introduce delivery time restrictions in Ormskirk	8	4	12	0	0	2	0	4	0	2	<£250k	0	2	1	1	0	0	0
TM-16	PRE/TM-16	Traffic Management	Part time signals at Junction 27 of the M6 Motorway	2	4	6	0	0	0	0	0	2	0	**£250k - £2m**	2	2	0	0	0	0	0
TM-17	PRE/TM-17	Traffic Management	Additional car parking at Edge Hill University	10	2	12	2	4	2	0	0	2	0	**£250k - £2m**	0	2	1	0	-1	0	0
TM-18	PRE/TM-18	Traffic Management	A570 Derby Street / Stanley Street junction improvements	12	6	18	2	2	4	0	0	2	2	<£250k	2	2	1	0	0	0	1
TM-19	PRE/TM-19	Traffic Management	Rationalise the Traffic Regulation Orders in Ormskirk	8	5	13	2	2	2	0	0	2	0	<£250k	2	2	1	0	0	0	0
TM-20	PRE/TM-20	Traffic Management	Promote and further develop the existing 'Shared Wheels' car sharing scheme	10	7	17	2	4	2	0	0	2	0	<£250k	2	2	1	0	0	0	2

M58 to Southport Corridor Study: Option Appraisal



Option Details

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

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	Likely to deliver value for money

Further Appraisal Required: YES

Judgement Decision For Further Appraisal:

Reason for Decision:

Strong support from the Officer Group for this scheme at the Problems & Issues workshop and the Options workshop. Accident records confirm there is a problem.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +8

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +8

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +16

Option Details

Option Number:	PRE/NM-02
Option Description:	Improve the link between Ormskirk bus and railway station
Option Aim:	The footpath currently suffers from personal security issues. Suggested improvements include realigning to enable a clear line of sight, better lighting, improved CCTV coverage and removal of vegetation to enable pedestrians and cyclists to use the link.
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: Judgement Required

Judgement Decision For Further Appraisal: YES

Reason for Decision: This is a key route for pedestrians and could encourage the use of public transport. It is thought that Network rail currently owns the footpath, however there maybe potential for the County Council to acquire ownership of the footpath.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +6

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +10

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +16

Option Details

Option Number:	PRE/NM-03
Option Description:	Improve pedestrian & cycle links between Ormskirk town centre and the university
Option Aim:	Encourage students, staff and the public to walk or cycle between Ormskirk town centre and Edge Hill University.
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Potential Issues
Cost	£250k - £2m
Perceived Value	Likely to deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision: The scheme has the potential to reduce traffic volumes in Ormskirk town centre. The Lancashire County Council LTP Implementation Plan 2011/12 - 2013/14 discusses a package of measures to improve NMU facilities between the university and the town centre.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +14

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +14

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +28

Option Details

Option Number:	PRE/NM-04
Option Description:	New off-road cycle route between Skelmersdale and Ormskirk
Option Aim:	Improve off road connectivity into Ormskirk for pedestrians and cyclists. A scheme which utilises the disused railway has been discussed in the past.
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£2m - £5m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Scheme could encourage pedestrian and cycling access to Ormskirk.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +5

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +4

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +9

Option Details

Option Number:	PRE/NM-05
Option Description:	On-road cycle path linking Ormskirk to Burscough
Option Aim:	Encourage more cycling through improving cycle links to the north of Ormskirk town centre. This option would also include junction improvements to the Yew Tree Road / County Road junction.
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: Judgement Required

Judgement Decision For Further Appraisal: YES

Reason for Decision: Cycle facilities to / from Ormskirk and within Ormskirk are known to be poor. If more people cycled to Ormskirk this could reduce congestion on the Ormskirk town centre loop.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +9

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +4

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +13

Option Details

Option Number:	PRE/NM-06
Option Description:	New cycle lanes to the south-west of the town centre
Option Aim:	Encourage more cycling through improving cycle links to the south-west of Ormskirk town centre. This option would include cycle lanes along Ryburn Road and Liverpool Road and a new crossing facility at the Moorgate / Park Road junction.
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: Judgement Required

Judgement Decision For Further Appraisal: YES

Reason for Decision: Cycle facilities to / from Ormskirk and within Ormskirk are known to be poor. If more people cycled to Ormskirk this could reduce congestion on the Ormskirk town centre loop.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +7

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +6

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +13

Option Details

Option Number:	PRE/NM-07
Option Description:	Bike hire scheme
Option Aim:	Opportunity to hire bikes at the university to ride into Ormskirk town centre. Bikes can currently be hired at the Premier Inn Hotel in Scarisbrick and cycle storage exists at Ormskirk Railway Station.
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

If more people cycled to Ormskirk this could reduce congestion on the Ormskirk town centre loop.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +2

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +6

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +8

Option Details

Option Number:	PRE/NI-01
Option Description:	A570 Ormskirk Bypass
Option Aim:	Alleviate congestion in Ormskirk Town Centre and provide more reliable journey times on the A570.
Option Scheme Type:	Network Improvement

Option Filtering

Deliverability	Deliverable, but with challenges	
Practical Feasibility	Potential Issues	
Cost	>£5m (major scheme)	Unlikely to be deliverable in current economic climate
Perceived Value	May deliver value for money	

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

The proposed A570 Ormskirk Bypass scheme has been assessed to provide a score for comparison with other schemes.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+1
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	-1
6	Maintaining assets	1	-2
7	Reducing carbon emissions	1	-1

Overall Performance against the LTP Transport Priorities +2

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +20

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +22

Option Details

Option Number:	PRE/NI-02
Option Description:	The 'Ormskirk A570 Park Road to A59 County Road Link' scheme
Option Aim:	Reduce congestion in Ormskirk town centre and reduce severance for pedestrians near Ormskirk Parish Church.
Option Scheme Type:	Network Improvement

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	>£5m (major scheme)
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

This historic scheme has been scored to help inform a decision as to whether or not this scheme should be progressed further.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +1

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +6

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +7

Option Details

Option Number:	PRE/NI-03
Option Description:	Second Entrance to Edge Hill University
Option Aim:	Improve access to the university and thus reduce delay on the A570.
Option Scheme Type:	Network Improvement

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Potential Issues
Cost	£250k - £2m
Perceived Value	Likely to deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Currently queues form on the A570 outside of the university.
An application has been submitted for a second access (including signals).

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +7

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +10

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +17

Option Details

Option Number:	PRE/NI-04
Option Description:	A570 mini bypass
Option Aim:	Reduce congestion on the Ormskirk town centre loop. 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?
Option Scheme Type:	Network Improvement

Option Filtering

Deliverability	Very difficult to deliver
Practical Feasibility	Not Feasible
Cost	>£5m (major scheme)
Perceived Value	May deliver value for money

Further Appraisal Required: NO

Judgement Decision For Further Appraisal:

Reason for Decision:

Not feasible due to physical constraints and land availability.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	
2	Providing better access to education and employment	2	
3	Improving people's quality of life and well being	1	
4	Improving safety of streets for most vulnerable residents	1	
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	
6	Maintaining assets	1	
7	Reducing carbon emissions	1	

Overall Performance against the LTP Transport Priorities

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score 0

Option Details

Option Number:	PRE/NI-05
Option Description:	A59 / A570 signalised junction improvements
Option Aim:	Modifications to improve both operation and safety. Three separate options have been suggested: (a) Run the two A570 approaches in different stages; (b) Local widening of the A570 Eastbound approach; (c) roundabout
Option Scheme Type:	Network Improvement

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

The A59 and the A570 are two strategically important roads, therefore it is important that both roads operate well.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +3

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +8

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +11

Option Details

Option Number:	PRE/NI-06
Option Description:	Widening of the Southport Road by the Ormskirk Parish Church
Option Aim:	Widening of Southport Road between Derby Street and Green Lane. This option would involve demolition of properties.
Option Scheme Type:	Network Improvement

Option Filtering

Deliverability	Very difficult to deliver
Practical Feasibility	Not Feasible
Cost	£250k - £2m
Perceived Value	Not likely to deliver value for money

Further Appraisal Required: NO

Judgement Decision For Further Appraisal:

Reason for Decision:

Not considered feasible as part of this study due to physical constraints and land availability.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor
1	Improving access into areas of economic growth and regeneration	2
2	Providing better access to education and employment	2
3	Improving people's quality of life and well being	1
4	Improving safety of streets for most vulnerable residents	1
5	Providing safe, reliable, convenient and affordable alternatives to the car	1
6	Maintaining assets	1
7	Reducing carbon emissions	1

Overall Performance against the LTP Transport Priorities

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score

Option Details

Option Number:	PRE/NI-07
Option Description:	Junction Improvements at the existing Edge Hill University entrance
Option Aim:	Provision of additional junction capacity in order to reduce conflict between university traffic and A570 traffic. (N.B. Would need to be looked at in parallel with the second university entrance option).
Option Scheme Type:	Network Improvement

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Potential Issues
Cost	£250k - £2m
Perceived Value	Likely to deliver value for money

Further Appraisal Required: Judgement Required

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Currently queues form on the A570 outside of the university which causes delays for strategic traffic passing through Ormskirk.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +5

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +10

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +15

Option Details

Option Number:	PRE/PT-01
Option Description:	Improve school bus facilities
Option Aim:	Including better management of drop off / pick up points. The aim of this option is to reduce congestion around the schools and also on the Ormskirk town centre loop where congestion peaks during school drop off / pick up times.
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	Likely to deliver value for money

Further Appraisal Required: YES

Judgement Decision For Further Appraisal:

Reason for Decision:

Congestion near schools in Ormskirk is significant during school drop off / pick up times.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +12

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +12

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +24

Option Details

Option Number:	PRE/PT-02
Option Description:	Electrification of the railway line to the north of Ormskirk
Option Aim:	LCC / WLBC are in liaison with Merseytravel regarding the potential electrification of the railway line between Ormskirk and Burscough. This could create a more frequent rail service between Ormskirk and Burscough.
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Deliverable, but with challenges	
Practical Feasibility	Potential Issues	
Cost	>£5m (major scheme)	Unlikely to be deliverable in current economic climate
Perceived Value	May deliver value for money	

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Improvements to public transport could encourage modal shift, thus reducing traffic volumes in Ormskirk town centre.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +12

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +8

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +20

Option Details

Option Number:	PRE/PT-03
Option Description:	Introduction of bus priority measures on the A570 / A577.
Option Aim:	Reduce journey times and improve journey time reliability for buses in Ormskirk
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£2m - £5m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision: There are no bus priority measures present in Ormskirk or on the A570 / A577. Bus services between Skelmersdale and Southport often experience congestion. Recovery time has been built into the bus timetable at Ormskirk.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +8

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +10

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +18

Option Details

Option Number:	PRE/PT-04
Option Description:	Refurbishment to Ormskirk bus station
Option Aim:	Improve the appearance and facilities at Ormskirk Bus Station. The proposed refurbishment of Ormskirk bus station should be complemented by improvements to the access/egress of the bus station.
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£2m - £5m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

The proposed refurbishment of Ormskirk Bus Station is included in the County Council's LTP Implementation Programme 2011/12 - 2013/14.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +6

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +10

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +16

Option Details

Option Number:	PRE/PT-05
Option Description:	Providing better travel planning information
Option Aim:	To encourage the use of public transport when possible. Improvements could be made to travel planning information at the time you want to travel. This would enable people to make 'better' choices.
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Promoting public transport could encourage modal shift, thus reducing traffic volumes in Ormskirk town centre.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +6

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +12

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +18

Option Details

Option Number:	PRE/PT-06
Option Description:	New train station at Skelmersdale
Option Aim:	To improve public transport access to Skelmersdale
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Deliverable, but with challenges	
Practical Feasibility	Potential Issues	
Cost	>£5m (major scheme)	Unlikely to be deliverable in current economic climate
Perceived Value	May deliver value for money	

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

This potential scheme discussed at the M58 to Southport: Options Workshop.
A Lancashire Strategic Highways and Transport Master Plan will look at the initial scheme preparation stages for a Skelmersdale Rail Link.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +12

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +8

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +20

Option Details

Option Number:	PRE/PT-07
Option Description:	New Park & Ride site close to the M58 motorway (Junction 3)
Option Aim:	This site could potentially serve the A570 Corridor (including Edge Hill University, Ormskirk and Southport). If successful, this option could reduce traffic volumes on the A570 and reduce the amount of cars parked at Edge Hill University.
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	>£5m (major scheme)
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision: The major trip generators in Ormskirk are in close proximity to each other on the edge of town (e.g. University, Hospital & Ormskirk Secondary School). A P&R site between the motorway and the university has been proposed in the past. A P&R Appraisal Report (Savell Bird & Axon, Aug 2011) concluded that a P&R facility was not feasible.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +6

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +10

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +16

Option Details

Option Number:	PRE/PT-08
Option Description:	Reinstatement of the South West Burscough Curve.
Option Aim:	To improve train line connectivity. For example this scheme would provide a direct train service between Ormskirk and Southport. (N.B. This scheme would require the electrification of the line between Ormskirk and Burscough).
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Deliverable, but with challenges	
Practical Feasibility	Potential Issues	
Cost	>£5m (major scheme)	Unlikely to be deliverable in current economic climate
Perceived Value	May deliver value for money	

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

This is a historic major scheme which could improve public transport connections to Ormskirk, thus potentially reducing traffic volumes on the A570.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +12

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +8

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +20

Option Details

Option Number:	PRE/PT-09
Option Description:	Extend Ormskirk Railway Station Car Park
Option Aim:	Improve parking facilities at Ormskirk railway station. Cars currently park on the unsurfaced land at the far end of the car park (which is owned by West Lancashire BC) which could be used to extend the car park.
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Potential Issues
Cost	<£250k
Perceived Value	Likely to deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision: Rail stations at Ormskirk, Maghull and Town Green are full. 'Rail heading' (driving to stations further away for cheaper fares) currently exists. Is there potential to extend the car park further in order to add additional capacity?

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +1

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +2

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +3

Option Details

Option Number:	PRE/PT-10
Option Description:	Improvements to Kew Park and Ride Facility
Option Aim:	Explore how this facility can be better used. For example, is it plausible to have a specific Edge Hill University bus travelling from the Kew Park & Ride site to Edge Hill University?
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£2m - £5m
Perceived Value	May deliver value for money

Further Appraisal Required: Judgement Required

Judgement Decision For Further Appraisal: YES

Reason for Decision: This facility is located close to the end of the A570 and is aimed at intercepting traffic travelling from West Lancashire to Southport. However, there could be potential to make better use of this existing facility so that it provides benefits for traffic travelling southbound (e.g. from Southport to Ormskirk). This existing P&R site has received alot of negative press due to cost and the fact that it closed temporarily due to a lack of demand.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +7

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +6

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +13

Option Details

Option Number:	PRE/PT-11
Option Description:	A570 Bus Corridor Improvements
Option Aim:	Improving facilities for bus users on the A570 corridor. Improvements might include new bus shelters and improving bus information services.
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Feasible
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

If more people use buses to access Ormskirk this could alleviate congestion on the A570 and the Ormskirk town centre loop.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+1
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+2
6	Maintaining assets	1	-1
7	Reducing carbon emissions	1	+1

Overall Performance against the LTP Transport Priorities +8

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +12

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +20

Option Details

Option Number:	PRE/PT-12
Option Description:	Integrated ticketing / smart card for bus and rail service
Option Aim:	This option would enable train passengers to use buses to reach their final destination. Therefore this option could increase the popularity of public transport, thus alleviating congestion on the A570 and within Ormskirk.
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Very difficult to deliver
Practical Feasibility	Feasible
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: NO

Judgement Decision For Further Appraisal:

Reason for Decision:

It is unlikely that this option could be delivered as a local scheme. Therefore, this option has not been considered further as part of this study.

Option Appraisal

Contribution towards the LTP Transport Priorities		Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	
2	Providing better access to education and employment	2	
3	Improving people's quality of life and well being	1	
4	Improving safety of streets for most vulnerable residents	1	
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	
6	Maintaining assets	1	
7	Reducing carbon emissions	1	

Overall Performance against the LTP Transport Priorities

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score

Option Details

Option Number:	PRE/PT-13
Option Description:	Provide additional car parking at railway stations in the study area
Option Aim:	Car parks at many of the railways stations in the study area are currently full. If more capacity can be added the more people may choose to travel by train, thus reducing the number of cars on the road.
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£250k - £2m
Perceived Value	Likely to deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision: Car parks at many of the railways stations in the study area are currently full. However, it should be noted that there maybe potential issues regarding land availability and ownership.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +8

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +10

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +18

Option Details

Option Number:	PRE/TM-01
Option Description:	Update Route Planner information
Option Aim:	The vast majority of visitors to Southport are repeat visitors and therefore already know which route they want to take. Therefore, targeting route planner information (e.g. Google / Sat-navs) is the best way to try and reduce the impact of through traffic in Ormskirk.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: Judgement Required

Judgement Decision For Further Appraisal: YES

Reason for Decision: If deliverable, this scheme could be cheap to implement and could reduce traffic volumes on the A570, particularly during summer months when there are more visitors to Southport who are unfamiliar with the local highway network and are therefore more reliant upon route planner information.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +3

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +10

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +13

Option Details

Option Number:	PRE/TM-02
Option Description:	Use of the Variable Message Signs (VMS) on the M6 Motorway to signpost Southport
Option Aim:	Use the existing VMS on the M6 Motorway to sign traffic to Southport on alternative routes to the A570 and to inform drivers of journey times between junctions. VMS would also enable the flexible management of seasonal traffic or special events.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Potential Issues
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

VMS would enable the flexible management of seasonal traffic or special events.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +5

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +8

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +13

Option Details

Option Number:	PRE/TM-03
Option Description:	Better manage the signals at Edge Hill university
Option Aim:	Traffic currently accessing the Edge Hill University site experiences significant delay. There could be potential to alter the traffic signal timings at the university.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	Likely to deliver value for money

Further Appraisal Required: YES

Judgement Decision For Further Appraisal:

Reason for Decision:

The Edge Hill university junction is known to contribute to congestion on the A570.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +7

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +8

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +15

Option Details

Option Number:	PRE/TM-04
Option Description:	Change signing to Ormskirk (on the A570)
Option Aim:	An alternative route to the A570 is to exit the A570 on the B5240 and then use the A577 to access Ormskirk. The aim of this scheme is to reduce traffic volumes on the A570. Could potentially sign the Central Lancashire Hospital and Ormskirk School this way?
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: Judgement Required

Judgement Decision For Further Appraisal: YES

Reason for Decision:

A low cost option for alleviating congestion on the A570. Segregates university traffic and through traffic.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +3

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +10

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +13

Option Details

Option Number:	PRE/TM-05
Option Description:	Change signing to Ormskirk & Southport (on the A580)
Option Aim:	Potential to change signing on the A580. Currently Ormskirk and Southport are signed up the A570 at the junction of the A580/A570. The aim of this scheme is to reduce traffic volumes on the A570.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

A low cost option for alleviating congestion on the A570. The 'Thornton to Switch Island Link' scheme could improve the attractiveness of alternative routes.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +4

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +8

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +12

Option Details

Option Number:	PRE/TM-06
Option Description:	Special events traffic management strategy
Option Aim:	Ormskirk and Southport have a number of popular events planned throughout the year which cause congestion on the local highway network. Therefore, a traffic management strategy for dealing with each planned event could be very effective.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: Judgement Required

Judgement Decision For Further Appraisal: YES

Reason for Decision: Traffic management measures implemented during 'Fresher's Week 2011' at Edge Hill University (e.g. VMS and parking restrictions) were successful in reducing congestion. Similar measures could be introduced for other planned events.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +8

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +12

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +20

Option Details

Option Number:	PRE/TM-07
Option Description:	Improve the traffic management of Ormskirk market
Option Aim:	Ormskirk has a market in the town centre every Thursday and Saturday, which attracts tourist coaches. A preferred route and car parking strategy for traffic associated with the market could be promoted.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision: Congestion in Ormskirk is worse on a market day. Therefore a scheme which aims to improve the management of traffic associated with the market has the potential to improve traffic conditions in Ormskirk.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +6

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +6

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +12

Option Details

Option Number:	PRE/TM-08
Option Description:	Ormskirk car parking management system
Option Aim:	Introduction of a car parking management system to ensure the efficient signing of vehicles to car parks with spare capacity. A scheme of this type was included in the last LTP, however it was not completed.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: Judgement Required

Judgement Decision For Further Appraisal: YES

Reason for Decision: Directing cars to empty car parks will help reduce the volume of traffic which is circulating the Ormskirk town centre loop to find a parking space. This scheme could be particularly useful on market days and during special events.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +5

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +10

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +15

Option Details

Option Number:	PRE/TM-09
Option Description:	Modernise the SCOOT system for Ormskirk town centre
Option Aim:	The SCOOT system for Ormskirk town centre is about to undergo a modernisation process. One of the aims of the SCOOT update could be to improve the operation of the Ormskirk town centre loop.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	£250k - £2m
Perceived Value	Likely to deliver value for money

Further Appraisal Required: Judgement Required

Judgement Decision For Further Appraisal: YES

Reason for Decision: The SCOOT system is currently setup to manage the whole town centre loop network, however there is potential to give certain routes at different times of the day priority. A scheme to upgrade the Urban Traffic Management & Control (UTMC) system in Ormskirk is included in the LTP Implementation Plan 2011/12 - 2013/14.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +8

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +10

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +18

Option Details

Option Number:	PRE/TM-10
Option Description:	Ban the right turn out of Morrisons and left turn out of the retail park
Option Aim:	Reduce congestion on the Ormskirk town centre loop by preventing traffic from being able to travel anticlockwise (against the major flow) on the town centre loop between the 'Two Saints Place' retail park and the A570 / Aughton Street junction.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Potentially a difficult scheme to deliver, however the benefits to the Ormskirk town centre loop could be significant.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +5

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +8

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +13

Option Details

Option Number:	PRE/TM-11
Option Description:	Routing agreements with haulage companies and advisory HGV routing signs
Option Aim:	Reroute HGV traffic to avoid Ormskirk town centre. Currently HGVs from Burscough and Southport use the Ormskirk town centre loop to access the motorway network. There is a significant proportion of HGVs outside of the peak hours.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: Judgement Required

Judgement Decision For Further Appraisal: YES

Reason for Decision: HGV presence is a concern for pedestrians trying to cross the one way loop. There has been a growth in industrial development at Burscough in recent years due to market gardening and Burscough Industrial Estate.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +2

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +8

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +10

Option Details

Option Number:	PRE/TM-12
Option Description:	De-prime the A570 so that its no longer part of the PRN
Option Aim:	Reroute HGV traffic to avoid Ormskirk. Currently HGVs from Burscough and Southport use the Ormskirk town centre loop to access the motorway network. There is a significant proportion of HGVs outside of the peak hours.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: Judgement Required

Judgement Decision For Further Appraisal: YES

Reason for Decision: HGV presence is a concern for pedestrians trying to cross the one way loop. There has been a growth in industrial development at Burscough in recent years due to market gardening and Burscough Industrial Estate. Changing the status of the A570 will make this option enforceable.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +1

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +8

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +9

Option Details

Option Number:	PRE/TM-13
Option Description:	Rising bollards in Ormskirk town centre.
Option Aim:	Restrict delivery times to improve pedestrian safety in Ormskirk town centre and improve the flow on Ormskirk town centre loop.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Feasible
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

West Lancashire are currently investigating the use of rising bollards at 4 locations in central Ormskirk

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +3

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +6

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +9

Option Details

Option Number:	PRE/TM-14
Option Description:	Installation of MOVA at signalised junctions along the A570.
Option Aim:	Reduce delays at junctions along the A570 through installation of MOVA at the: - A570 / B5242 junction. - A570 / A506 junction.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	Likely to deliver value for money

Further Appraisal Required: YES

Judgement Decision For Further Appraisal:

Reason for Decision:

This scheme has the potential to reduce delay on the A570.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +6

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +6

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +12

Option Details

Option Number:	PRE/TM-15
Option Description:	Introduce delivery time restrictions in Ormskirk
Option Aim:	The current delivery timings can add to the congestion issue in Ormskirk as all deliveries tend to occur at the same time.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Delivery arrangements haven't changed in line with changes to the network.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +4

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +8

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +12

Option Details

Option Number:	PRE/TM-16
Option Description:	Part time signals at Junction 27 of the M6 Motorway
Option Aim:	Reduce congestion at Junctions 27 of the M6 Motorway
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Potential Issues
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Part time signals have now been installed at J26 and they are being investigated by the HA at J27

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +4

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +2

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +6

Option Details

Option Number:	PRE/TM-17
Option Description:	Additional car parking at Edge Hill University
Option Aim:	Removing congestion from the university campus and local highway network, in particular on St Helens Road.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

This option was Edge Hill University's preferred strategy in the *'Access, Car Parking and Sport Development Proposals'* Report (Savell Bird & Axon, August 2011)

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +2

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +10

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +12

Option Details

Option Number:	PRE/TM-18
Option Description:	A570 Derby Street / Stanley Street junction improvements
Option Aim:	Modify lane markings and/or road layout to enable both lanes of Eastbound traffic on Derby Street to turn right into Stanley Street. This may cause the one way loop to flow better, especially if the town centre SCOOT system was upgraded.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Potential Issues
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Scheme could improve the operation of the Ormskirk town centre loop, which is one of the study objectives.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +6

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +12

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +18

Option Details

Option Number:	PRE/TM-19
Option Description:	Rationalise the Traffic Regulation Orders in Ormskirk
Option Aim:	Improve operation of Ormskirk town centre loop by reviewing TROs. This could include removing / adding double yellow lines and parking bays. In particular looking at the existing parking situation on St Helens Rd where parked cars currently reduce capacity.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Potential Issues
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision: This option could improve the operation of the Ormskirk town centre loop, which is one of the study objectives. Option should be looked at in parallel to updating the Ormskirk SCOOT system.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +5

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

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

Overall Performance against the Study Objectives +8

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +13

Option Details

Option Number:	PRE/TM-20
Option Description:	Promote and further develop the existing 'Shared Wheels' car sharing scheme
Option Aim:	Reduce the volume of traffic on the local highway network by getting people who are heading in the same direction to share cars.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	Likely to deliver value for money

Further Appraisal Required: YES

Judgement Decision For Further Appraisal:

Reason for Decision: Car share schemes have been introduced all over the country. The 'Shared Wheels' scheme has been developed to provide a free car sharing service for all those who live in and around Lancashire. Could be potential for introducing a scheme targeted more towards Ormskirk and Edge Hill University.

Option Appraisal

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

Overall Performance against the LTP Transport Priorities +7

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

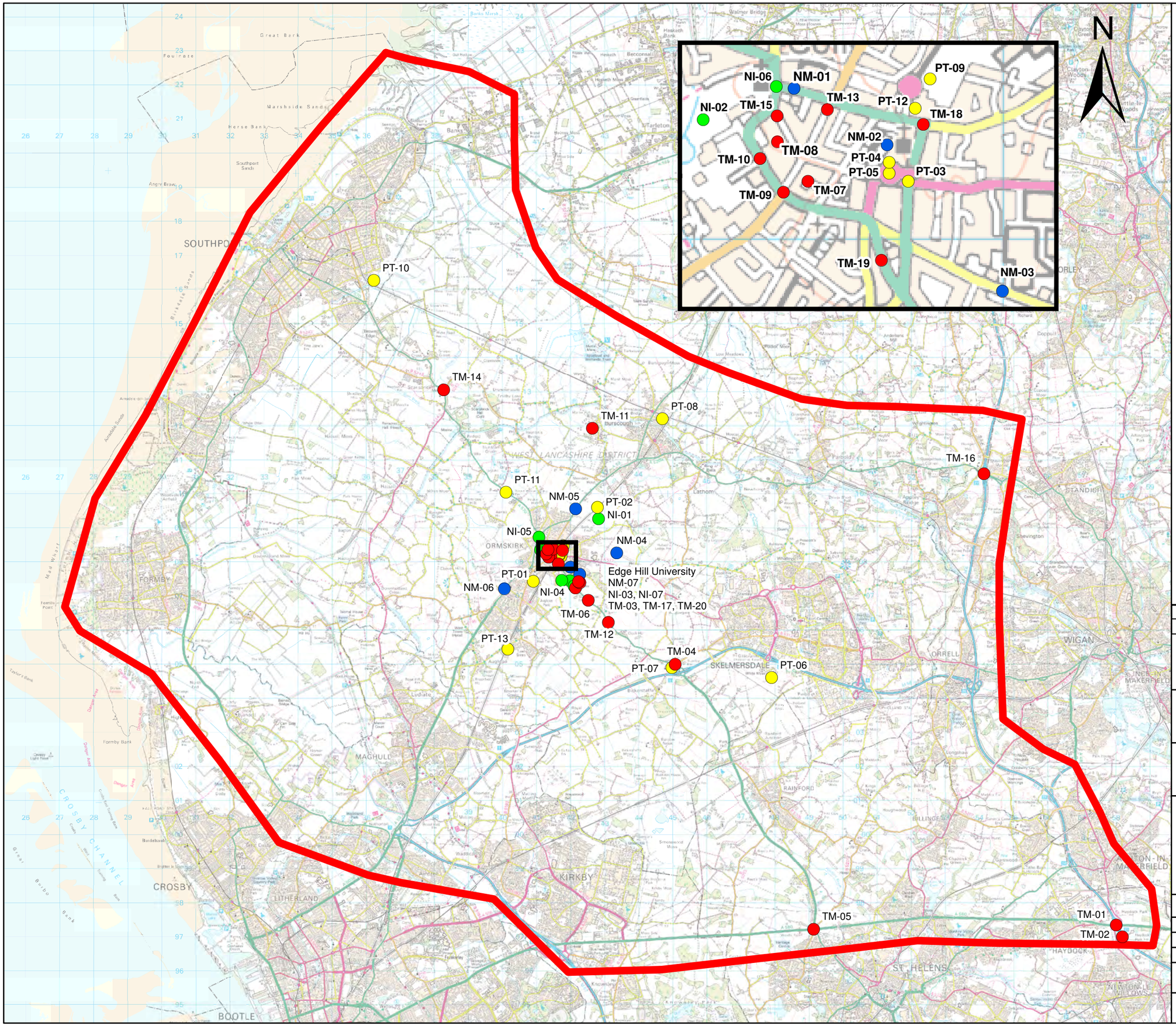
	Contribution towards the Study Objectives	Weighting Factor	
1	Ensure efficient management of seasonal traffic and planned events to limit impact upon the A570 corridor and the local road network.	2	+1
2	Improve the management of traffic and transport related to Edge Hill University.	2	+2
3	Maximise the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

Overall Performance against the Study Objectives +10

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +17

Appendix E Appraised Options Location Plan



Legend

Study_Area

Option Type

- Network Improvement
- Non-Motorised
- Public Transport
- Traffic Management

Rev	Date	Purpose of Revision	Drawn	Check	Review	Appr.
0	May 12	Preliminary	PH	DF	MC	MC

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Client: Lancashire County Council

Project: M58 to Southport Corridor Study

Drawing Title: Appraised Options

Drawing Status: FIRST ISSUE

Scale	NOT TO SCALE	DO NOT SCALE
Jacobs No.	B1755900	
Client No.		
Drawing Number		Rev 0

Appendix F Option Assessment against Prioritisation Criteria

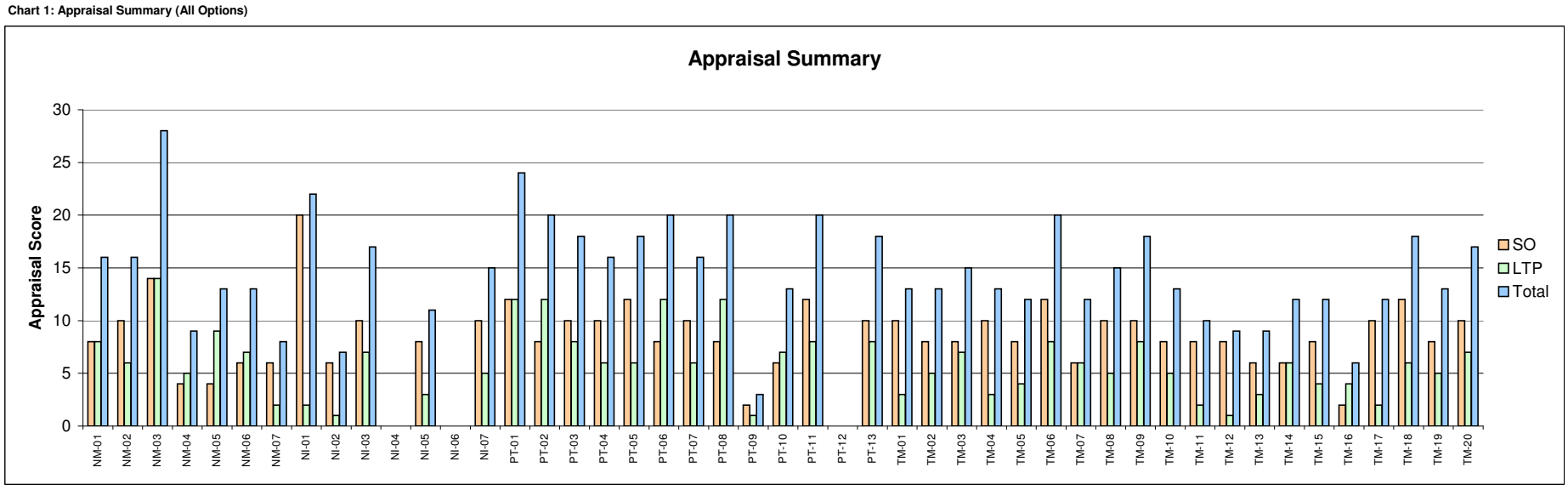
Option Prioritisation Criteria
Options must meet all 5 conditions to be considered as part of an alternative lower cost strategy for the M58 to Southport Corridor.

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

Table 1: Appraisal Summary (All Options)

Ref.	Description	SO	LTP	Total	Cost
NM-01	Improve pedestrian crossing facilities on Ormskirk town centre loop	8	8	16	<£250k
NM-02	Improve the link between Ormskirk bus and railway station	10	6	16	£250k - £2m
NM-03	Improve pedestrian & cycle links between Ormskirk town centre and the university	14	14	28	£250k - £2m
NM-04	New off-road cycle route between Skelmersdale and Ormskirk	4	5	9	£2m - £5m
NM-05	On-road cycle path linking Ormskirk to Burscough	4	9	13	£250k - £2m
NM-06	New cycle lanes to the south-west of the town centre	6	7	13	£250k - £2m
NM-07	Bike hire scheme	6	2	8	<£250k
NI-01	A570 Ormskirk Bypass	20	2	22	>£5m (major
NI-02	The 'Ormskirk A570 Park Road to A59 County Road Link' scheme	6	1	7	>£5m (major
NI-03	Second Entrance to Edge Hill University	10	7	17	£250k - £2m
NI-04	A570 mini bypass	0	0	0	>£5m (major
NI-05	A59 / A570 signalised junction improvements	8	3	11	£250k - £2m
NI-06	Widening of the Southport Road by the Ormskirk Parish Church	0	0	0	£250k - £2m
NI-07	Junction Improvements at the existing Edge Hill University entrance	10	5	15	£250k - £2m
PT-01	Improve school bus facilities	12	12	24	<£250k
PT-02	Electrification of the railway line to the north of Ormskirk	8	12	20	>£5m (major
PT-03	Introduction of bus priority measures on the A570 / A577.	10	8	18	£2m - £5m
PT-04	Refurbishment to Ormskirk bus station	10	6	16	£2m - £5m
PT-05	Providing better travel planning information	12	6	18	<£250k
PT-06	New train station at Skelmersdale	8	12	20	>£5m (major
PT-07	New Park & Ride site close to the M58 motorway (Junction 3)	10	6	16	>£5m (major
PT-08	Reinstatement of the South West Burscough Curve.	8	12	20	>£5m (major
PT-09	Extend Ormskirk Railway Station Car Park	2	1	3	<£250k
PT-10	Improvements to Kew Park and Ride Facility	6	7	13	£2m - £5m
PT-11	A570 Bus Corridor Improvements	12	8	20	£250k - £2m
PT-12	Integrated ticketing / smart card for bus and rail service	0	0	0	£250k - £2m
PT-13	Provide additional car parking at railway stations in the study area	10	8	18	£250k - £2m
TM-01	Update Route Planner information	10	3	13	<£250k
TM-02	Use of existing Variable Message Signs (VMS) on the M6 Motorway to sign traffic to Southport	8	5	13	<£250k
TM-03	Better manage the signals at Edge Hill university	8	7	15	<£250k
TM-04	Change signing to Ormskirk (on the A570)	10	3	13	<£250k
TM-05	Change signing to Ormskirk & Southport (on the A580)	8	4	12	<£250k
TM-06	Special events traffic management strategy	12	8	20	£250k - £2m
TM-07	Improve the traffic management of Ormskirk market	6	6	12	<£250k
TM-08	Ormskirk car parking management system	10	5	15	£250k - £2m
TM-09	Modernise the SCOOT system for Ormskirk town centre	10	8	18	£250k - £2m
TM-10	Ban the right turn out of Morrisons and left turn out of the retail park	8	5	13	£250k - £2m
TM-11	Routing agreements with haulage companies and advisory HGV routing signs	8	2	10	<£250k
TM-12	De-prime the A570 so that its no longer part of the PRN	8	1	9	<£250k
TM-13	Rising bollards in Ormskirk town centre.	6	3	9	£250k - £2m
TM-14	Installation of MOVA at signalised junctions along the A570.	6	6	12	<£250k
TM-15	Introduce delivery time restrictions in Ormskirk	8	4	12	<£250k
TM-16	Part time signals at Junction 27 of the M6 Motorway	2	4	6	£250k - £2m
TM-17	Additional car parking at Edge Hill University	10	2	12	£250k - £2m
TM-18	A570 Derby Street / Stanley Street junction improvements	12	6	18	<£250k
TM-19	Rationalise the Traffic Regulation Orders in Ormskirk	8	5	13	<£250k
TM-20	Promote and further develop the existing 'Shared Wheels' car sharing scheme	10	7	17	<£250k

Chart 1: Appraisal Summary (All Options)



Option Prioritisation Criteria
Options must meet all 5 conditions to be considered as part of an alternative lower cost strategy for the M58 to Southport Corridor.

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

Table 2: Selected Options

LTP Transport Priorities Appraisal Summary		LTP Transport Priorities								**Study Objectives								Overall	Prioritisation Criteria				Cost
Option		*1	*2	3	4	5	6	7	Total	1	2	3	4	5	6	7	Total	Score	1	2	3	4	
NM-01	Improve pedestrian crossing facilities on Ormskirk town centre loop	0	2	1	2	2	0	1	8	0	0	0	4	2	0	2	8	16	✓	✓	✓	✓	<£250k
NM-02	Improve the link between Ormskirk bus and railway station	0	2	1	2	1	-1	1	6	0	0	0	4	2	0	4	10	16	✓	✓	✓	✓	£250k - £2m
NM-03	Improve pedestrian & cycle links between Ormskirk town centre and the university	2	4	2	2	2	0	2	14	2	4	2	4	2	0	0	14	28	✓	✓	✓	✓	£250k - £2m
NM-06	New cycle lanes to the south-west of the town centre	0	2	1	2	1	0	1	7	0	0	2	4	0	0	0	6	13	✓	✓	✓	✓	£250k - £2m
NI-03	Second Entrance to Edge Hill University	2	4	1	0	0	0	0	7	4	4	0	0	0	2	0	10	17	✓	✓	✓	✓	£250k - £2m
NI-07	Junction Improvements at the existing Edge Hill University entrance	2	2	1	0	0	0	0	5	4	4	0	0	0	2	0	10	15	✓	✓	✓	✓	£250k - £2m
PT-01	Improve school bus facilities	0	4	2	2	2	0	2	12	0	2	4	0	0	2	4	12	24	✓	✓	✓	✓	<£250k
PT-05	Providing better travel planning information	0	2	1	0	2	0	1	6	4	0	2	0	0	2	4	12	18	✓	✓	✓	✓	<£250k
PT-11	A570 Bus Corridor Improvements	2	2	1	1	2	-1	1	8	2	2	2	0	0	2	4	12	20	✓	✓	✓	✓	£250k - £2m
PT-13	Provide additional car parking at railway stations in the study area	2	2	1	1	1	0	1	8	2	0	2	0	0	2	4	10	18	✓	✓	✓	✓	£250k - £2m
TM-02	Use of existing Variable Message Signs (VMS) on the M6 Motorway to sign traffic to Southport	2	2	1	0	0	0	0	5	4	2	2	0	0	0	0	8	13	✓	✓	✓	✓	<£250k
TM-03	Better manage the signals at Edge Hill university	2	4	1	0	0	0	0	7	2	4	0	0	0	2	0	8	15	✓	✓	✓	✓	<£250k
TM-06	Special events traffic management strategy	2	2	1	1	1	0	1	8	4	2	4	0	0	0	2	12	20	✓	✓	✓	✓	£250k - £2m
TM-08	Ormskirk car parking management system	2	2	1	1	-1	0	0	5	4	0	4	0	0	2	0	10	15	✓	✓	✓	✓	£250k - £2m
TM-09	Modernise the SCOOT system for Ormskirk town centre	2	4	1	0	0	0	1	8	2	2	4	0	0	2	0	10	18	✓	✓	✓	✓	£250k - £2m
TM-10	Ban the right turn out of Morrisons and left turn out of the retail park	0	2	1	1	0	0	1	5	2	0	4	0	0	2	0	8	13	✓	✓	✓	✓	£250k - £2m
TM-15	Introduce delivery time restrictions in Ormskirk	0	2	1	1	0	0	0	4	0	0	2	0	4	0	2	8	12	✓	✓	✓	✓	<£250k
TM-18	A570 Derby Street / Stanley Street junction improvements	2	2	1	0	0	0	1	6	2	2	4	0	0	2	2	12	18	✓	✓	✓	✓	<£250k
TM-20	Promote and further develop the existing 'Shared Wheels' car sharing scheme	2	2	1	0	0	0	2	7	2	4	2	0	0	2	0	10	17	✓	✓	✓	✓	<£250k

Table 3: Options not selected

LTP Transport Priorities Appraisal Summary		LTP Transport Priorities								**Study Objectives								Overall	Prioritisation Criteria				Cost
Option		*1	*2	3	4	5	6	7	Total	1	2	3	4	5	6	7	Total	Score	1	2	3	4	
NM-04	New off-road cycle route between Skelmersdale and Ormskirk	2	0	1	1	1	-1	1	5	0	0	0	4	0	0	0	4	9	✓	✓	✘	✓	£2m - £5m
NM-05	On-road cycle path linking Ormskirk to Burscough	2	2	1	2	1	0	1	9	0	0	0	4	0	0	0	4	13	✓	✓	✘	✓	£250k - £2m
NM-07	Bike hire scheme	0	0	1	0	1	-1	1	2	0	2	0	4	0	0	0	6	8	✓	✓	✓	✘	<£250k
NI-01	A570 Ormskirk Bypass	2	2	1	1	-1	-2	-1	2	4	2	4	2	4	4	0	20	22	✓	✓	✓	✘	>£5m (major scheme)
NI-02	The 'Ormskirk A570 Park Road to A59 County Road Link' scheme	0	2	-1	1	0	-1	0	1	2	0	2	0	2	0	0	6	7	✘	✓	✓	✘	>£5m (major scheme)
NI-04	A570 mini bypass	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	✘	✘	✘	✘	>£5m (major scheme)
NI-05	A59 / A570 signalised junction improvements	0	2	1	0	0	0	0	3	2	2	2	0	0	2	0	8	11	✘	✓	✓	✘	£250k - £2m
NI-06	Widening of the Southport Road by the Ormskirk Parish Church	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	✘	✘	✘	✘	£250k - £2m
PT-02	Electrification of the railway line to the north of Ormskirk	4	4	1	1	1	0	1	12	0	0	0	0	0	4	4	8	20	✓	✓	✓	✓	>£5m (major scheme)
PT-03	Introduction of bus priority measures on the A570 / A577.	2	2	1	0	2	0	1	8	2	0	2	0	0	2	4	10	18	✓	✓	✓	✓	£2m - £5m
PT-04	Refurbishment to Ormskirk bus station	0	0	1	1	2	1	1	6	2	0	2	0	0	2	4	10	16	✓	✓	✓	✓	£2m - £5m
PT-06	New train station at Skelmersdale	4	4	1	0	2	0	1	12	0	0	0	0	0	4	4	8	20	✓	✓	✓	✓	>£5m (major scheme)
PT-07	New Park & Ride site close to the M58 motorway (Junction 3)	2	2	1	0	1	-1	1	6	2	2	2	0	0	2	2	10	16	✓	✓	✓	✓	>£5m (major scheme)
PT-08	Reinstatement of the South West Burscough Curve.	4	4	1	1	1	0	1	12	2	0	0	0	0	2	4	8	20	✓	✓	✓	✓	>£5m (major scheme)
PT-09	Extend Ormskirk Railway Station Car Park	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2	3	✘	✘	✘	✘	<£250k
PT-10	Improvements to Kew Park and Ride Facility	2	2	1	0	1	0	1	7	2	0	0	0	0	2	2	6	13	✘	✓	✓	✓	£2m - £5m
PT-12	Integrated ticketing / smart card for bus and rail service	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	✘	✘	✘	✘	£250k - £2m
TM-01	Update Route Planner information	0	2	0	1	0	0	0	3	4	2	2	0	0	2	0	10	13	✓	✓	✓	✘	<£250k
TM-04	Change signing to Ormskirk (on the A570)	0	2	1	0	0	0	0	3	2	2	2	0	0	2	2	10	13	✘	✓	✓	✘	<£250k
TM-05	Change signing to Ormskirk & Southport (on the A580)	0	2	1	1	0	0	0	4	2	2	2	0	0	2	0	8	12	✘	✓	✓	✓	<£250k
TM-07	Improve the traffic management of Ormskirk market	2	2	1	1	0	0	0	6	2	0	2	0	2	0	0	6	12	✘	✓	✓	✓	<£250k
TM-11	Routing agreements with haulage companies and advisory HGV routing signs	0	0	1	1	0	0	0	2	0	0	2	2	2	2	0	8	10	✘	✓	✓	✘	<£250k
TM-12	De-prime the A570 so that its no longer part of the PRN	0	0	1	1	0	-1	0	1	0	0	2	2	4	0	0	8	9	✓	✓	✓	✘	<£250k
TM-13	Rising bollards in Ormskirk town centre.	0	0	1	1	0	0	1	3	0	0	2	2	2	0	0	6	9	✘	✓	✓	✘	£250k - £2m
TM-14	Installation of MOVA at signalised junctions along the A570.	2	2	1	0	0	0	1	6	2	2	0	0	0	2	0	6	12	✘	✓	✓	✓	<£250k
TM-16	Part time signals at Junction 27 of the M6 Motorway	2	2	0	0	0	0	0	4	0	0	0	0	0	2	0	2	6	✘	✓	✘	✓	£250k - £2m
TM-17	Additional car parking at Edge Hill University	0	2	1	0	-1	0	0	2	2	4	2	0	0	2	0	10	12	✓	✓	✓	✘	£250k - £2m
TM-19	Rationalise the Traffic Regulation Orders in Ormskirk	2	2	1	0	0	0	0	5	2	2	2	0	0	2	0	8	13	✘	✓	✓	✓	<£250k

***Note: LTP Transport Priorities 1 and 2 have a weighting factor of x2. Therefore an appraisal score of 2 = Beneficial and 4 = Large Beneficial. LTP Transport Priorities 3 to 7 have a weighting factor of x1 therefore an appraisal score of 1 = Beneficial and 2 = Large Beneficial**

****Note: Study Objectives have a weighting factor of x2. Therefore an appraisal score of 2 = Beneficial and 4 = Large Beneficial.**

Option Prioritisation Criteria
Options must meet all 5 conditions to be considered as part of an alternative lower cost strategy for the M58 to Southport Corridor.

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

Chart 2: Selected Options - LTP Transport Priorities Appraisal Summary

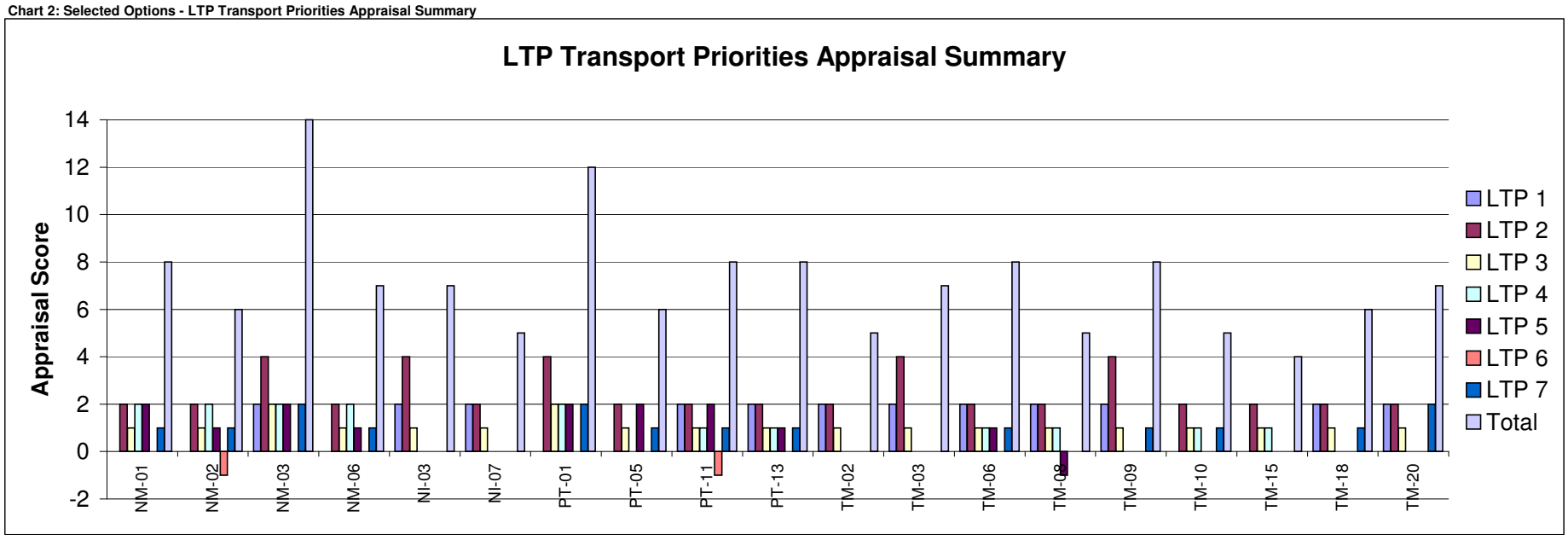


Chart 3: Selected Options - Study Objectives Appraisal Summary

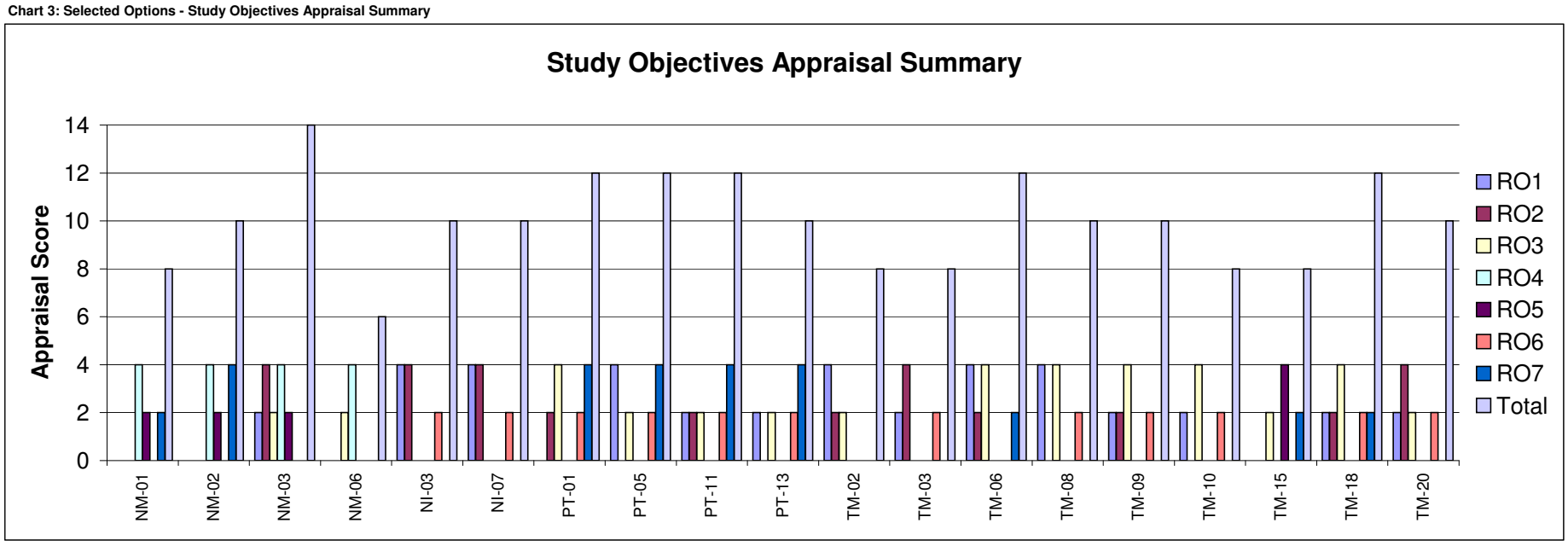


Chart 4: Options not selected - LTP Transport Priorities Appraisal Summary

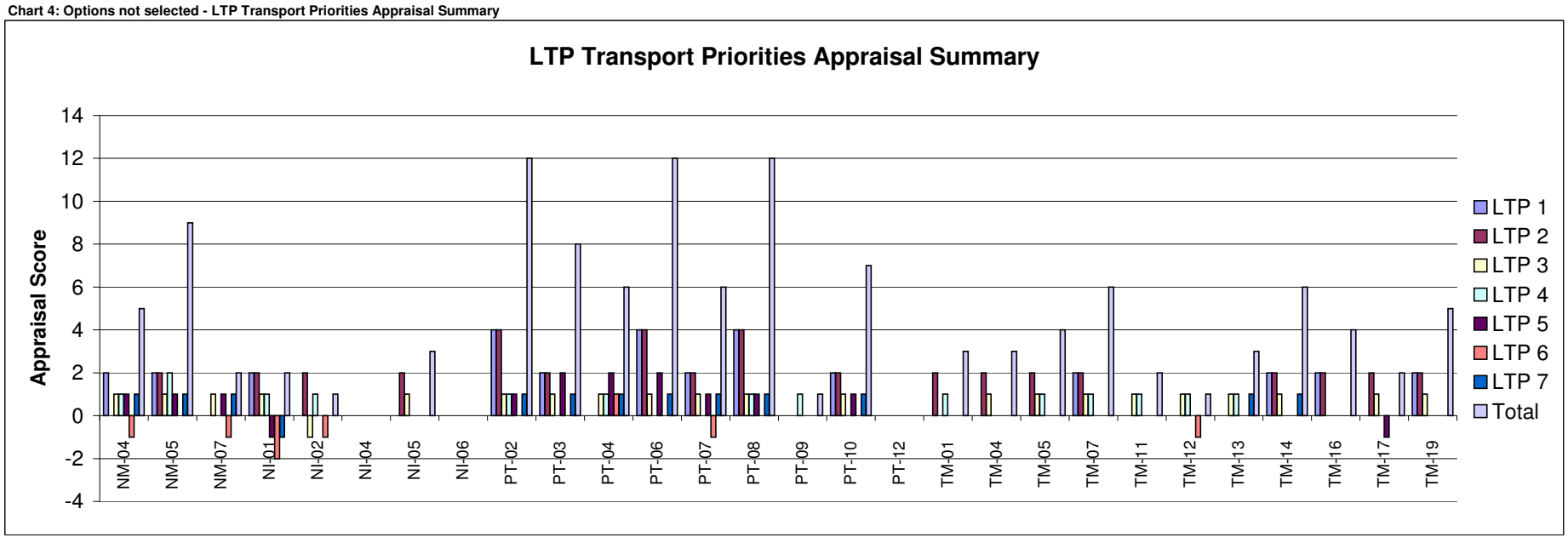


Chart 5: Options not selected - Study Objectives Appraisal Summary