

West Lancashire Local Cycling & Walking Infrastructure Plan

Stage 1 - 4 Report LANCASHIRE COUNTY COUNCIL 16 APRIL 2024



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1. Introduction

1.1 Introduction

AtkinsRéalis has been commissioned by Lancashire County Council (LCC), in partnership with West Lancashire Borough Council (WLBC), to develop stages 1 to 4 of a Local Cycling and Walking Infrastructure Plan (LCWIP) for West Lancashire District.

The LCWIP is a key transport planning document that has been defined by the Department for Transport (DfT), which aims to support an uptake in the number of people wheeling, walking and cycling. It is intended to support a strategic approach to identifying cycling and walking improvements needed at the local level.

The primary objective for the LCWIP is to increase the number of people wheeling, walking and cycling in West Lancashire, particularly for short utility journeys. This includes aims to:

- » Make wheeling, walking and cycling safe, attractive and convenient modes of transport for everyone, regardless of age, gender and ability.
- » Expand the existing cycle network and establish an extensive, continuous active travel network.
- » Enhance mobility with improved access and connectivity in the areas around railway stations, local high streets and commercial areas, schools, employment areas, and other key destinations.

» Foster a high quality of life in West Lancashire for its residents, visitors, and workers by supporting a wide range of social, economic, health, and environmental aspirations.

The West Lancashire LCWIP outlines a long-term plan (10+ years) to enhance active travel in the region. It has considered the full extent of West Lancashire, with an emphasis on links to key trip attractors and destinations that will help encourage a greater mode share for wheeling, walking and cycling.

The main outputs at this stage of the LCWIP are:

- » Network plans to identify key cycling and walking corridors.
- » Classification of the networks.
- » Identification of potential, high-level interventions as to the type of infrastructure improvements which may be considered in the higher priority areas.

This LCWIP report documents the development of these key outputs.

This LCWIP report is the first step in the process for identifying priorities for future active travel investment. Future stages will examine potential routes and schemes in more detail, prioritise potential schemes, and, if appropriate, advance them through subsequent design and delivery stages as funding becomes available.

1.2 Methodology

The study approach follows DfT guidance for an LCWIP.¹ This study focuses on the first four stages of an LCWIP, as outlined in Table 1. Additional elements of the LCWIP will be developed in future stages.

This report is structured around the stages of the LCWIP process:

- » Section 2: Determining the Scope (stage 1) - summary of the geographic extent and stakeholder input during the course of the study.
- » Section 3: Policy Review (stage 2) summary of previous studies and policies relevant to active travel and development of the LCWIP.
- » Section 4: Data Gathering (stage 2) summary of the spatial data reviewed to support the network planning stages.
- » Section 5: Network Planning for Cycling (stage 3) - summary of the process to identify a priority network for cycling and potential types of improvements along the higher priority corridors.
- » Section 6: Network Planning for Walking (stage 4) - summary of the process to identify a priority network for walking and potential types of improvements within the higher priority core walking zones.
- » Section 7: Next Steps summary of the anticipated next steps in the development of the West Lancashire LCWIP.

Table 1. LCWIP Process

Stage	Name	Description
1	Determining the Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision ¹ and determine the type of improvements required.
5 (Future Stage)	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6 (Future Stage)	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

Source: Local Cycling and Walking Infrastructure plan, Technical guidance for local authorities, DfT (2017)

1 Note: detailed audits (e.g., walking route assessment tool) were not undertaken during this phase of LCWIP development

¹ Local Cycling and Walking Infrastructure plan, Technical guidance for local authorities, DfT (2017).



2. Determining the Scope (Stage 1)

2.1 Introduction

This section summarises the scope of the West Lancashire LCWIP, including the geographic scope and stakeholder input into the LCWIP development process.

2.2 Geographic Scope

The geographic scope of the LCWIP is West Lancashire District, as shown in Figure 1. Lancashire County Council (LCC) is the highway authority for the Borough¹.

While there is naturally an emphasis on the potential for active travel in more urbanised and densely populated areas (e.g., Skelmersdale, Ormskirk), development of the West Lancashire LCWIP considered the full extent of the Borough as part of the study process. Connections to the neighbouring areas are also considered as part of the process.



Figure 1. West Lancashire LCWIP study area

1 National Highways is the authority for the England's strategic road network (SRN), which includes the M58 in West Lancashire.

2.3 Stakeholder Engagement

2.3.1. Project Steering Group

Throughout the development of the LCWIP, fortnightly meetings took place with officers from LCC, WLBC and the AtkinsRéalis project team to review, discuss, and provide feedback on the direction of the study and development of the cycle and walking network proposals. This provided frequent opportunities to obtain local knowledge as the study progressed.

2.3.2. Internal Workshop

In addition to the regular progress meetings, one workshop was held on 22 November 2023 with a wider group of local officers to get feedback on development of the draft networks. Twenty-three officers attended, representing a variety of disciplines including transport planning, transport policy, active travel, transport projects, development planning, economic development, highways design, road safety, and engineering. Officers and representatives from neighbouring authorities and organisations also attended, including Sefton Borough, South Ribble Borough, Wigan Borough, Active Travel England, Sustrans, and the Trans Pennine Trail.

The workshop was divided into three main parts. The first included a presentation of the project and work so far (data and information gathering), the second part a presentation of the proposed cycle network, and the third part included a presentation of the identified core walking zones (CWZs). After the presentation of the initial cycle and walking networks, there was an interactive session where participants' comments were added to the draft network maps. The proposed cycle and walking networks were refined following the comments received.

2.3.3. Public Engagement

Two-rounds of early public engagement and input was carried out prior to the start of the LCWIP via a web-based survey conducted by LCC.

Stage 1 engagement was conducted in Spring 2022. The survey gathered information from the general public on county-wide issues related to active travel and suggested improvements. The interactive site allowed the public to leave geo-located comments about deficiencies and desired improvements related to walking and cycle routes. The information was used to help identify the proposed walking and cycling networks and is summarised in Section 4.9 on page 60.

Stage 2 engagement was conducted in September/October 2023. During this round of engagement, the public provided feedback on a draft cycle network for West Lancashire via an interactive online map. People could indicate agreement or disagreement with a suggested route, or draw additional routes they felt should be considered. The information was used to help refine the development of the draft cycle network. The Stage 2 Engagement is summarised in Section 4.10 on page 62.



Footbridge over the M58 between Chequer Lane and Far Moor, Up Holland (photo credit: Lancashire County Council)

3. Policy & Previous Study Context (Stage 2)

3.1 Introduction

The West Lancashire Local Cycling and Walking Infrastructure Plan (LCWIP) is supported and informed by existing and emerging policies, previous and on-going studies, and existing scheme proposals. Where appropriate, it is expected that the LCWIP will incorporate existing proposals and studies and build upon their findings and recommendations.

This chapter reviews previous work relevant to the LCWIP to inform the:

- » Policy context of the LCWIP.
- » Understanding and identification of key trip attractors and destinations.
- » Identification of preferred cycling and walking routes, existing issues, deficiencies and opportunities.
- » Development of a programme of infrastructure improvements.

3.2 National Policy Context

3.2.1. DfT and ATE's Cycling and Walking Investment Strategy 2 (2022)

The Cycling and Walking Investment Strategy (CWIS1, 2017) was updated in 2022, with the Cycling and Walking Investment Strategy 2 (CWIS2) setting out updated objectives and investments for active travel in England between April 2021 and March 2025. CWIS2 sets out the following ambition, which maintains the aim put forward in CWIS1:

'To make walking and cycling the natural choices for shorter journeys, or as part of a longer journey by 2040'.

Building on CWIS1 and Gear Change, CWIS2 sets out updated objectives up to 2025, to:

- » Increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 - 2019 to 46% in 2025.
- » Increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025.
- » Double cycling, where cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025.
- » Increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025.

CWIS2 also promotes two longer-term objectives, aligning with the DfT's Gear Change and Transport Decarbonisation Plans and HM Government's Net Zero Strategy, to:

- » Increase the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030 and to 55% in 2035.
- » Deliver a world-class cycling and walking network in England by 2040.

CWIS2 outlines investment principles to achieve the objectives and enable everyone to walk, wheel and cycle. Central to this is a long-term investment approach to deliver high-quality infrastructure, supported by the development and delivery of LCWIPs, adherence to DfT's Cycle Infrastructure Design Guidance (LTN 1/20), and a revised Manual for Streets¹. The development of the West Lancashire LCWIP supports the achievement of the CWIS2 objectives and targets locally.

3.2.2. DfT's Decarbonising Transport: A Better, Greener Britain (2021)

The Transport Decarbonisation Plan (TDP) sets out a series of actions to decarbonise transport by 2050 and deliver against the UK Government's carbon budgets, focusing on 'in use' greenhouse gas (GHG) emissions from transport.

¹ in development as of March 2024



Figure 2. Cover images for DfT's Decarbonising Transport: Setting the Challenge (left) and A Better, Greener Britain (right)

The TDP retains the six strategic priorities identified in 'Decarbonising Transport: Setting the Challenge', and outlines a range of measures to support these priorities. Related to active travel, these reiterate many of the actions and commitments of the CWIS and Gear Change, including:

- » Investing £2 billion on walking and cycling over five years with the aim that half of all journeys in towns and cities will be cycled or walked by 2030.
- » Delivering a world class cycling and walking network in England by 2040.
- » Creation of Active Travel England (ATE) to promote walking and cycling and act as statutory consultee in the planning process.
- » Funding for electric cycle trials.

The LCWIP is a fundamental element of the national policy strategy, and identifying walking and cycling improvements at the local level.



Figure 3. Cover images for DfT's Gear Change (left) and LTN 1/20 (right)

3.2.3. DfT's Decarbonising Transport: Setting the Challenge (2020)

The strategy sets out the evidence and DfT's vision for the decarbonisation of the transport system. Transport is the largest contributor to UK domestic greenhouse gas emissions, contributing around 34% of all carbon dioxide emissions in 2019.

The strategy identifies six strategic priorities:

- » Accelerating modal shift to public and active transport.
- » Decarbonisation of road vehicles.
- » Decarbonising how we get our goods.
- » Place-based solutions.
- » UK as a hub for green transport technology and innovation.
- » Reducing carbon in a global economy.

Development of the LCWIP is aligned with accelerating the shift to active modes and supports place-based solutions.

3.2.4. DfT's Gear Change & Cycle Infrastructure Design (LTN 1/20) (2020)

In 2020, the DfT published Gear Change and its updated Cycle Infrastructure Design (Local Transport Note 1/20). Both publications advance DfT's ambitions for a step-change in the provision of cycle infrastructure, a modal shift to cycling nationally, and establishing cycling as a form of mass transit. This supports issues related to public health, well-being, the economy and local business, climate change, the environment and air quality, and congestion.

Gear Change outlines four key themes to achieve a step-change in cycling:

- » Better streets for cycle and people.
- » Cycling at the heart of decision making.
- » Empowering and encouraging Local Authorities.
- » Enabling people to cycle and protecting them when they do.

LTN 1/20 provides a refresh of national cycle infrastructure design guidance (previously LTN 2/08), reflective of latest best practices. It is intended to support the delivery of the high-quality infrastructure necessary to achieve the ambitions of the CWIS and Gear Change. Inclusive cycling is an underlying theme, so that people of all ages and abilities are considered and empowered to take up cycling.

As with the CWIS, development of the West Lancashire LCWIP is central to achieving the ambitions of Gear Change locally. LTN 1/20 is

integrated into the LCWIP process, establishing the design aspirations of schemes identified as part of the LCWIP.

3.2.5. DfT's Inclusive Transport Strategy: Achieving Equal Access for Disabled People (2018)

The Inclusive Transport Strategy was published in 2018 with an ambition to deliver a transport system that enables disabled people to access and use it confidently. This report highlights a need to consider the requirements of all kinds of disabilities, such as cognitive or sensory impairments, permanent nerve damage, back conditions, and visual impairment, amongst others.

Beyond improving public transport access to better accommodate disabled passengers, it aims to promote developments of a wide range of inclusive physical transport structures, including:

- » Development of an inclusive pedestrian environment to enable disabled people to move around freely.
- » Pedestrian infrastructure should support access to other modes of transport, such as railways and buses.
- » If using a cycle, whether as a mobility aid or not, disabled people should be able to use inclusive cycle infrastructure to support their journey.
- » If travelling to a hospital, a disabled person should have a route from their home to the hospital that is accessible without needing a car.

Inclusive design principles are integral to active travel and should be incorporated into design development in future, as key walking and cycling routes identified in the LCWIP are advanced for infrastructure improvements.

3.2.6. DfT's LCWIP Technical Guidance (2017)

To assist local authorities, the DfT published guidance which broadly outlines the core elements and tasks that should be considered when developing an LCWIP. The methodology is intended to be flexible and adaptable to a given local authority's context, geographic scope, and resources. The study approach used for the West Lancashire LCWIP reflects the DfT guidance.

3.2.7. Manual for Streets (2007 & 2010)

Manual for Streets (MfS) is the UK Government guidance for street design practitioners. It is comprised of MfS1 (2007) which explains how to design, construct, adopt and maintain new and existing residential streets, and MfS2 (2010) which expands on the design advice in MfS1 to include how to plan and improve busy urban and rural streets. Both documents provide useful information on designing less motor traffic-centric streets and their aim is to promote designs that meet the needs of pedestrians and cyclists.

3.3 Regional Policy Context

3.3.1. Transport for the North Strategic Transport Plan (2024)

The Transport for the North's (TfN) second Strategic Transport Plan (STP), it sets the vision, strategic ambitions and the North's long term strategic transport priorities up to 2050.

The STP sets out how better connecting the key economic centres across the North can transform economic performance; open opportunities for people, businesses, and communities; and facilitate the rapid decarbonisation of our transport network while recognising the impact of our transport choices on the environment. The Transport for the North Strategic Transport Plan identifies the lack of agglomeration as a key weakness of the North's economy, and poor transport connectivity as a key barrier to creating integrated labour markets that can drive sustainable productivity growth. There are three pan-Northern transport objectives:

- » Transforming economic performance.
- » Rapid decarbonisation of the transport network in the North.
- » Enhancing social inclusion and health.

The plan recognises walking and cycling as important enablers to reduce congestion, to encourage shift to sustainable modes and which are essential in creating a more integrated, healthy, and resilient transport system. Therefore, active travel is vital to achieving the North's collective ambitions and decarbonisation outcomes.

3.4 Local Policy Context

3.4.1. Local Transport Plan 3 2011–2021: A Strategy for Lancashire (2011)

The Local Transport Plan (LTP3) highlights the following issues in Lancashire:

- » Reliance on private transport for longer journey distances.
- » Steady increases in congestion and carbon emissions.
- » Public health.
- » Poor quality of public spaces.
- » Air quality.
- » Deprivations.

To address the issues, LTP3 identifies the following priorities through to 2021:

- » Improve access into areas of economic growth and regeneration.
- » Provide better access to education and employment.
- » Improve people's quality of life and well-being.
- » Improve the safety of our streets for our most vulnerable residents.
- » Provide safe, reliable, convenient and affordable transport alternatives to the car.
- » Maintain our assets.
- » Reduce carbon emissions and their effects.

The LCWIP will identify key corridors for active travel routes linking residential areas

with education and employment hubs in the West Lancashire area. Proposals for improved walking and cycling infrastructure will improve safety for pedestrians and cyclists, encouraging a modal shift away from the private car.

As the original time horizon for LTP3 has now elapsed, a new LCC Local Transport Plan (LTP4) is in development.

3.4.2. West Lancashire Highways and Transport Masterplan (2014)

This LCC document presents the Highways and Transport Masterplan for West Lancashire. It sets out the vision for each key area in West Lancashire.

- » Skelmersdale becomes a town fit for the 21st century, with jobs, facilities and transport connections that can support good living standards across the town that everyone shares.
- » Ormskirk becomes a vibrant market town at the heart of West Lancashire's education and tourism sectors, with a town centre that is no longer dominated by the car.
- » Burscough becomes a thriving small town where there is plenty of transport choice and commuters don't need to own a car.
- » Rural Communities are free of unnecessary traffic, and everyone knows that travel options are available if they cannot use a car.
- » Connected networks across West Lancashire make travel easy for residents, businesses and visitors and reduce the impact of longer distance journeys through the Borough. Cycle links between settlements and further strategic connections are currently lacking.

The West Lancashire Highway and Transport Masterplan also highlights some key sites/corridors with a potential for cycling infrastructure improvement works:

- » Ormskirk Railway Station to Edge Hill University cycle and pedestrian improvements.
- » Within Ormskirk, Skelmersdale and Burscough to enhance access to the public transport system, with improved links to the Lancashire Cycleway and better cycle parking facilities within the centres.
- » Providing three links between the Sefton Coastal Path and the Trans Pennine Trail (TPT) eastwards to join the Lancashire Cycleway (RR91) which crosses West Lancashire about five miles inland from the Sefton Coastal Path.
- » Cycleway links between the TPT at Lydiate and RR91 at Aughton.
- » Cycleway links directly eastwards from Southport Town Centre to RR91 on the Leeds and Liverpool Canal at New Lane, upgrading the canal towpath between there and Burscough Wharf.
- » Cycleway links east from the north end of Southport to RR91 at Mere Brow.

The Masterplan also outlines an aspiration to develop a strategic network of multi-user paths across the Borough, providing an alternative, safer option for travel, particularly for non-car owners. This would build upon existing facilities such as the Leeds and Liverpool Canal (Pier to Pier Cycle Route), as well as build upon the success of the Guild Wheel in Preston by using the links to develop a West Lancashire Wheel to connect Skelmersdale, Ormskirk and Burscough. The network would use the linear park model developed by WLBC. The network would also link to proposed public realm improvements in Burscough, Ormskirk and Skelmersdale. Key elements of the Masterplan are illusrated in Figure 6.

The Masterplan suggests that solutions put forward must not only support West Lancashire's economic aspirations, but remain in keeping with LCC's strategic vision of a sustainable future, where transport is fully integrated and walking, cycling and public transport are effective and obvious alternatives to the private car.



Figure 6. West Lancashire Highways and Transport Masterplan proposed interventions (source: page 27 of the Masterplan)

3.4.3. Lancashire Rights of Way Improvements Plan (2015-2025)

The Rights of Way Improvement Plan (RoWIP) recognises the role of public rights of way (PROWs) in providing opportunities to access parks, the countryside, and key landmarks. The RoWIP also acknowledges the importance of urban PROWs in linking residential areas with education and employment hubs away from the road network.

The RoWIP highlights the following as focal points of the Plan:

- » Access to and within attractive areas of countryside.
- » Attractive routes to support local tourism, economic regeneration.
- » Opportunities for cycling, horse riding, driving, walking, other than roads used mainly by motor vehicles.
- » Routes from centres of population.
- » Links which create circular routes and better facilities for users.
- » Improving routes that provide utility functions.

The public rights of way network may provide opportunities for off-road routes which can be incorporated into development of cohesive active travel networks as part of the West Lancashire LCWIP.

3.4.4. Actively Moving Forward: A Ten Year Strategy for Walking and Cycling (2018)

Lancashire's walking and cycling strategy sets three targets:

- » To double the number of people cycling at least once a week by 2028 to 268,000 adults Lancashire.
- » To increase the number of people walking by 10% by 2028, with 873,000 adults walking at least once a week and 67,000 primary school aged children usually walking to school.
- » To bring levels of physical inactivity in every district below the national average by 2028, with 10,500 less adults being active for less than 30 minutes a week.

The foundation of the delivery programme is based on themes of place, people and promotion. The targets will be achieved by developing a high-quality walking and cycling network and promoting walking and cycling routes in Lancashire to encourage a modal shift. Publishing LCWIPs is one the key actions of the strategy to provide long term plans for future walking and cycling networks in the county.

3.4.5. Lancashire County Council Highways and Transport Strategy (2023-2025)

The focus of the Lancashire County Council Highways and Transport Strategy (LHTC) is on developing better links and improving journey times and reliability between areas of economic



Figure 7. Cover image for LCC's Actively Moving Forward

opportunities, with the provision of sustainable forms of travel a priority.

- » The LHTC sets out a vision to transform streets and places in Lancashire to create safe and social spaces, putting walking and cycling at the forefront of local transport planning and bus travel for longer local journeys.
- » The LHTC recognises that the popularity for walking and cycling is growing, representing a positive change in road usage from the pandemic.
- » For footways and cycleways, the Lancashire County Council will focus on the areas of worst condition with the most significant footfall for vulnerable users, such as around schools, hospitals, and other essential services.
- » Additional considerations will be given to target the most deprived communities where there is typically a greater reliance on walking and cycling.

- » The LHTC highlights the renaissance in leisure cycling over recent years and the desire for greener and healthier travel brings many positives, with benefits to physical and mental health, to our local places and the wider environment. Leisure cycling should therefore be supported.
- » However, walking and cycling rates for Lancashire remain below the national average, impacting people's travel horizons, health, and environmental quality.

3.4.6. Lancashire 2050 Framework (2023)

In 2023, a strategic Framework for Lancashire was developed which sets out a vision for Lancashire to be 'a place where every single person can live their best life'. One of the eight priority areas is Transport and Infrastructure. The framework sets out to enable Lancashire to 'become better-connected and accessible, with infrastructure that links opportunities to need, and travel choices that are safe, inclusive, affordable and low carbon'.

The framework has four main theme priorities:

- » Reducing carbon emissions in support of a net zero county.
- » Reducing the need to travel by providing fast reliable access to digital technology.
- » Tackling isolation and connecting economic clusters.
- » Taking a place-focused approach to transport and infrastructure.

Walking and cycling enable better connection of people and communities. The LCWIP focuses on the development and improvements to walking and cycling routes and infrastructure to enhance connectivity and sustainable travel within the region.

3.4.7. West Lancashire Local Plan 2012-2027 (adopted 2013)

The West Lancashire Local Plan 2012 – 2027 contains a vision and strategy that sets out how the Council wants West Lancashire to develop over the period to 2027. Key policies related to the development of key sites and their transport strategies are listed below:

- » Policy RS1 highlights the location and size of residential development sites. Sites with a potential of accommodating 100 dwellings or more, as identified by the West Lancashire Local Plan, include:
 - Skelmersdale Town Centre (730 units, of which 500 are expected to be delivered during the Local Plan period).
 - Land at Whalleys, Skelmersdale (615 units, of which 520 are expected to be delivered during the Local Plan period).
 - Yew Tree Farm, Burscough (500 units).
 - Grove Farm, Ormskirk (300 units).
 - Firswood Road, Lathom/ Skelmersdale (400 units).
 - Chequer Lane, Up Holland (175 units).
 - New Cut Lane, Halsall (150 units).
 - Land east of Guinea Hall Lane, Banks (115 units).

- » Policy SP2, Skelmersdale Town Centre Strategic Development Site – Reconnect the Town Centre with surrounding communities through the building of new footpaths and cycleways.
- » Policy SP3, Burscough / Yew Tree Farm Strategic Development Site – A linear park / cycle route across the site to link with a wider Ormskirk and Burscough linear park/ Cycle route.
- » Policy GN3, Criteria for Development on all sites – Integrate well with the surrounding area and provide safe, convenient, and attractive pedestrian and cycle access; Prioritise the convenience of pedestrians, cyclists and public transport users over car users, where appropriate.

Policy IF2 addresses walking and cycling in West Lancashire. This policy emphasises the need to reduce transport carbon footprint by encouraging public transport use, improving transport facilities, improving safety for all road users (especially for pedestrians and cyclists), as well as promoting the use of low-carbon transport infrastructure and walking and cycling where possible.

Through Policy IF2, over the local plan period the Council will seek to improve community health and well-being by providing alternative means of transport, such as walking and cycling. This should be achieved through the provision of additional footpaths and cycleways where appropriate, reduce emissions through sustainable mitigation and design, and by encouraging greater usage of public transport facilities. Policy IF2 also states that the Council will support the delivery of the following walking and cycling infrastructures:

- » The provision of four linear parks between Ormskirk and Skelmersdale, Ormskirk and Burscough, Tarleton and Hesketh Bank, and along the former railway line at Banks.
- » A comprehensive cycle network for commuter and leisure journeys providing links across the Borough and linking in with cross-boundary cycle networks.
- » Potential green travel improvements associated with access to the Edge Hill University campus on St Helens Road, Ormskirk.

Development of the West Lancashire LCWIP considers the potential future development areas identified in the Local Plan, thus supporting future growth in the Borough. It also considers the infrastructure priorities highlighted in the Local Plan, such as the linear parks strategy.

3.4.8. West Lancashire Green Infrastructure and Cycling Strategy (2017)

Recognising the importance of green infrastructure and cycling in West Lancashire, WLBC prepared this strategy to support increased levels of cycling. Cycling-specific objectives included:

» Capitalise on opportunities to provide or enhance provision for cycling, whether through planning obligations, or specific funded projects.



Figure 8. Proposed West Lancashire Wheel network (source: West Lancashire Green Infrastructure and Cycling Strategy)

» Ensure key green hubs, such as parks, play spaces and woodlands, are linked by means of safe and easily accessible green networks and cycle paths and footpaths that together form a high-quality Green Infrastructure grid across the whole of the Borough. The strategy recognises West Lancashire as suitable for cycling due to its flat terrain and extensive network of attractive and generally quiet lanes with amenities such as cafés and public houses. The strategy also shows the existing and potential corridors for cycling in West Lancashire, as indicated in the West Lancashire Highways and Transport Masterplan (2014).

The West Lancashire Green Infrastructure and Cycling Strategy noted that there is limited connectivity between existing cycle routes and between main settlements in the Borough. With an aspiration of creating a comprehensive cycling network offering safe, attractive, and convenient access, the strategy proposes:

- » A 'West Lancashire Wheel' to enhance the connection between each cycle route and between town centres (see Figure 8, previous page).
- » Four linear parks: Ormskirk Burscough, Ormskirk – Skelmersdale, River Douglas, and Banks.
- » Numerous strategic projects throughout the Borough, such as improvements to cycle links, canal towpaths, and open space / recreational facilities.

3.4.9. West Lancashire Route Management Strategy (WLRMS) Stage 2 (2017)

The purpose of the WLRMS was to identify potential network improvements in the Borough to mitigate traffic congestion in the town centres. The WLRMS had four main elements: Derby Street and Bank Bridge preferred options, junction improvements package, non-motorised user package, and route hierarchy package.

Related to active travel, the WLRMS Stage 2 identified that active travel facilities in West Lancashire's urban centres are not sufficient to encourage high mode share for walking and cycling. There are limited active travel facilities located on the wider network within West Lancashire. This Strategy underlines the following as major deterrents to active travel in West Lancashire which need to be addressed:

- » Narrow footways and high traffic speeds, in addition to the longer distance travel often required as a result of the rural nature of the borough area.
- » Limited cycling and walking links between Ormskirk and Skelmersdale, Ormskirk and Burscough, Ormskirk and Up Holland, and between Ormskirk and Edge Hill University.
- » There are limited cycle storage facilities throughout the area, particularly at railway stations.
- In Ormskirk town centre, a lack of pedestrian crossings and high traffic flow on the A570 gyratory creates town centre severance. This severance contributes to the feeling

of motorised traffic dominance which is experienced in both Ormskirk and Burscough.

- » Within Ormskirk, the active transport link between the bus and rail station is relatively poor. Likewise, the walking and cycling links between Edge Hill University and the town centre require improvement.
- » There is a notable concentration of accidents and vulnerable casualties (pedestrian and cyclist) within Ormskirk town centre (particularly the A570 gyratory) and Burscough. Safety concerns are often cited as a primary reason for not engaging in walking or cycling.

A number of walking and cycling improvement interventions have been short-listed in The Strategy and should be taken forward for further consideration. Key recommendations include:

- » Improve cycle parking facilities within Ormskirk and Burscough town centres.
- » Public realm and pedestrian environment improvement on Burscough High Street (A59).
- » Upgrade the footpath linking Ormskirk railway station and bus station to a dedicated pedestrian and cycle shared use route. (*completed*)
- » Improve West Lancashire's links to Lancashire's wider cycle network, including the following corridors.
 - Linking the Trans-Pennine Trail at Lydiate, and RR91 at Aughton.
 - Linking Southport Town Centre eastwards to RR91 on the Leeds and Liverpool Canal at New Lane, including upgrading the canal towpath between there and Burscough Wharf.

- East from the north end of Southport to RR91 at Mere Brow.
- Linear Park (part of West Lancashire Wheel) proposal between Ormskirk and Burscough.
- » Upgrade the footways on the A59 and A570 (between Ormskirk and Burscough, and between Ormskirk and Edge Hill University) to shared use.

3.4.10. Ormskirk Town Centre Movement Strategy (2018)

Ormskirk Town Centre Movement Strategy suggests a 4-step 'Town Centre Movement Strategy' (TCMS) to improve both public transport access as well as walking and cycling provisions in Ormskirk. The TCMS is presented as a four-step progression, with each incrementally evolving the network from its current form. Each step contains a blend of schemes, focusing on different modes and scheme types. The early steps contain the measures considered more realistic as short-term deliverables, whilst the later steps contain what could be regarded as more aspirational changes and would require a more considerable amount of planning and funding. The key walking and cycling improvement strategies in each step include:

- » Step A:
 - 20mph restriction around parts of the A570 gyratory and on Aughton Street to alter driver behaviour in and around the town area.
 - Open the central pedestrianised area for cyclists.
 - To promote cycling from the north of Ormskirk, segregated cycle lanes should be introduced on Burscough Street, with additional links with residential areas via Yew Tree Road.
- » Step B:
 - Reconfigure paths which connect the rail and bus stations to integrate cross-mode transport.

- For highway circulation, an additional access to Morrisons is proposed, as well as a new highway gyratory to the south-east of the town centre. This would be accompanied by the South-East Cycle Gateway scheme which provides the early phase of the A570 University Link route.
- » Step C:
 - A new bus interchange for Ormskirk town centre that provides easy walking and cycling access to the rail station should be introduced. Cycle parking and other active travel amenities should be provided.
 - Re-modelling of Moor Street to promote a safer pedestrian link with the pedestrianised area.
 - Introduce the A570 University Link cycle lane as a new segregated facility running out to the Edge Hill Campus.
 - Adds further walking and cycling infrastructure to the network, including a new route through to Skelmersdale.

» Step D:

- Close the western side of the A570 gyratory, create new public space, and tie the Church precinct more closely into the town centre.
- Re-distribute traffic which will further enable the closure of the top of Aughton Street, changing the character of this corridor and creating the opportunity to install segregated cycle lanes.
- Improve active travel access to the rail station and the library by changing the road layout of Derby Street.

The TCMS proposals should be considered when identifying potential active travel improvements in Ormskirk.

3.4.11. West Lancashire Leisure Strategy (2015 - 2025)

The importance of culture and leisure in helping to improve quality of life and health has long been recognised. This Strategy highlights limitations in the provision of leisure cycle routes in West Lancashire and the lack of connectivity between centres of population, which can negatively impact health and the quality of life for the residents in West Lancashire.

This Strategy also underlines the rural nature of the Borough, which provides good potential for leisure cycling. The Strategy has therefore recommended the following Key Actions with an aim to promote cycling and further safeguard the health of the residents in West Lancashire.

- » Support the development of linear parks/cycle routes linking areas of settlements within the Borough including:
 - Ormskirk to Skelmersdale.
 - Ormskirk to Burscough.
 - River Douglas Linear Park.
 - Banks Linear Park.
- » Support and develop further recreational routes including:
 - Tawd Valley Cycleway.
 - West Lancashire Wheel.
 - Trans Pennine Trail.
- » Support cycling as an activity through:

- Continued provision of cycle parking facilities, subject to resource availability.
- Promotion of cycle hire schemes.
- Production of cycling publicity material.

3.4.12. Yew Tree Farm Strategic Development Site Masterplan (2015)

Yew Tree Farm is a strategic development site in Burscough that can provide at least 500 dwellings and employment land of 10ha. The masterplan underlines the objective to create a sustainable, well-planned, distinctive and interesting place with its own identity. It aspires to become a positive and integral part of the town and community of Burscough.

Yew Tree Farm Strategic Development Site will support the use of active travel modes, including the following objectives:

- » To develop a linear park, providing a multifunctional green space for walking and cycling between Burscough and Ormskirk.
- » Reduce the need for long-distance car journeys by providing sustainable transport links from residential areas to local employment areas, facilities, the town centre, and the public transport interchanges.
- » The Masterplan Area requires a network of legible pedestrian/cycle routes within and beyond, with multiple pedestrian/cycle only access points connecting to existing and proposed footpaths, highways, adjoining housing areas, public transport facilities, employment, local amenities and other desirable destinations.

3.4.13. Burscough Linear Park Cycle Link Feasibility Site (2015)

Lancashire County Council, in partnership with the West Lancashire Borough Council, is committed to improving sustainable transport links throughout West Lancashire. As part of this commitment, a safe cycle and pedestrian link is proposed between the Linear Park and two housing developments on Liverpool Road South and Yew Tree Farm.

The Linear Park will be partly implemented as part of the Grove Farm housing development to the southwest of the Linear Park and is included in the West Lancashire Highways and Transportation Masterplan. Several off-road cycle link options with different alignments are currently being considered to promote the use of active travel in this area.

3.4.14. Tawd Valley Park Masterplan (2017)

The Tawd Valley Park Masterplan outlines proposed improvements throughout the Park. Among these are improvements to the path network, including a new cycleway across the full extent of the Valley. The path improvements will provide additional connections between the Valley and the nearby neighbourhoods, extending the current/proposed footpaths and cycle paths and providing more alternatives to its users.

3.4.15. Ormskirk Heritage Action Zone (2020)

Ormskirk Heritage Action Zone, which mainly consists of areas surrounding Ormskirk High Street, will focus on enhancing two gateway areas into the town centre, including the Wheatsheaf Walk area. Its historic alleyways for pedestrians will also be improved, through physical improvements, public arts, and a series of events to boost their distinctive feel and character.

The programme will aim to emphasise the diverse elements of Ormskirk's history. It will also improve walking access to the town surrounding Ormskirk bus station, so people of all physical abilities can take part in and enjoy its historic centre, which aims to contribute to higher footfall and boost the local economy.

3.4.16. Lancashire Net Zero Pathways Options (2022)

Commissioned by Lancashire County Council (LCC), Blackburn with Darwen Council, Blackpool Council and the Lancashire Economic Partnership, the Lancashire Net Zero Pathways Options ('Pathways Report') provides an evidence-based assessment of Lancashire's current carbon footprint at territorial level and to generate robust and realistic carbon reduction pathways that would put the region on track to achieve target scenarios (against the national target of net zero by 2050) - net zero by 2030, 68% emissions reduction by 2030, and 78% emissions reduction by 2035. The Pathways Report is one of four reports on climate change commissioned by the above local authorities and organisations to provide an evidence base and inform future plan development.

The Pathways Report highlights active travel as a central element of strategies to reduce emissions associated with transport, shifting trips currently made by private car. A core recommendation is to 'support increased active travel / micro mobility use through measures to improve the range and quality of provision for walking, cycling and scooting and measures to encourage behaviour change, with the aim of achieving a 300% increase in cycling relative to reference levels by 2030.' Development of the LCWIP helps achieve this strategy and associated net zero targets.

3.4.17. Emerging Lancashire Climate Change Strategy

LCC also have an emerging Climate Change Strategy (update to 2009 strategy), which together with ideas from the 2022 Lancashire Climate Summit, the Pathways Report and other climate change reports, will help map out how to get to net zero as quickly as possible and protect the environment.

3.4.18. Climate Emergency Declaration and Action Plan (2019)

West Lancashire Borough Council declared a climate emergency in 2019, which included an aspiration to be a carbon neutral Council by 2030 and to take action across the district of West Lancashire. The Council also adopted a Climate Change Strategy and Action Plan 2030 to support the carbon reduction aspirations, which includes promotion of active travel choices.

3.4.19. Draft Wigan Transport Strategy (2023)

The draft Wigan Transport Strategy (out for consultation November 2023) includes a borough-wide active travel network. Key elements relevant to the West Lancashire LCWIP include references to existing and proposed active travel facilities which have implications for cross-boundary links to/from West Lancashire. These include:

- » M58 Link Road: proposed Wigan East-West road, including active travel facilities on the new road as well as potential reallocation of road space on the A577 (which links to West Lancashire) to provide improved pedestrian and cycle facilities.
- » Standish Mineral Line: recent improvements to off-road facility, in the northwest of Wigan near the boundary with West Lancashire and Chorley.
- » Leeds Liverpool Canal: recent improvements along the link, providing an off-road facility from the West Lancashire boundary to Wigan town centre.
- » Wigan to Standish Phase 2: proposed active travel improvements which could improve access between northeast West Lancashire/ southwest Chorley and Wigan Town Centre.

3.5 Other Schemes/ Proposals

In addition to the policies and studies summarised in the previous sections, several additional schemes related to active travel and/or the road network were noted during the policy review and are relevant to the West Lancashire LCWIP development. These include:

- » **Ormskirk Eastern Gateway** Recently completed project, which knits together improved active travel infrastructure with bus station improvements in Ormskirk. The scheme improved active travel linkages to the bus and railway stations and town centre, including off-road infrastructure (shared use paths), cycle lanes, and traffic calming. The scheme was also part of the Ormskirk Town Centre Heritage Action Zone.
- » Ormskirk Derby Street Bridge The A570 gyratory is currently a busy ring-road around the town centre which causes severance issues for walking and cycling. The Derby Street Bridge is a key pinch point with narrow footways and high footfall adjacent to the railway station. The proposed scheme aims to reduce the current two-lane one-way system down to a single lane, reallocating space for a wider footway and improve pedestrian accessibility in the area. The scheme would extend between Burscough Street and Stanley Street.

- » Ormskirk Burscough Linear Park Linear park providing an off-road route parallel to the busy A59 between Ormskirk and Burscough. The scheme is partially complete, with funding secured to complete the remaining section in the vicinity of Abbey Lane. The linear park would also be extended with the development of the Yew Tree Farm Masterplan (see Section 3.4.12).
- » Banks Linear Park Proposed linear park providing an off-road route through Banks, partially supported by S106 funding. The scheme could have higher potential usage if options are found to explore extending the proposed scheme to provide an off-road connection to NCN 62 at the Sefton border.
- » River Douglas Linear Park Proposed off-road facility along the river / canal linking to the A59. The northern section has been completed. The southern section includes private land constraints, which may require consideration of alternative alignments. The scheme may also require input from the Environment Agency and the Canal and River Trust.
- » Ormskirk Skelmersdale Linear Park Aspirations for a linear park following the former railway line, providing an off-road facility between Ormskirk and Skelmersdale and avoiding the busy A577.
- » Cheshire Lines (Trans-Pennine Trail) Aspirations to improve the West Lancashire section of NCN Route 62, an off-road facility following the former railway. The southern section was recently improved by WLBC in partnership with Sustrans.

» Leeds Liverpool Canal (Appley Bridge –

Parbold) – Towpath is part of NCN Route 562, providing an off-road facility between Burscough and Wigan town centre. Sections of the tow path have been improved recently. Improvements are planned between Parbold and Appley Bridge in 2024. Surface improvements between Parbold and Burscough are still required. The towpath is part of the 21-mile 'Pier to Pier' cycle route (NCN 562) linking the Southport Promenade and Wigan Town Centre.

» A59 Northway Active Travel Corridor (Sefton) – Proposed scheme along the A59 in Sefton to introduce segregated cycle facilities between Robins Bridge Roundabout and Dodd's Lane, included segregated facilities at the Roundabout and Kenyons Lane junction.² The scheme would extend existing cycle facilities north of the roundabout in West Lancashire, improving the cross-boundary network connections.

² https://modgov.sefton.gov.uk/documents/s120051/A59%20 Northway%20and%20Kenyons%20Lane%20Junction%20 Improvement%20and%20Cycle%20Way%20scheme.pdf

- » Wigan M58 Road Scheme Planned scheme in Wigan which includes a new road and improvements to existing roads to provide a continuous link between the junction 26 of the M58 and Wigan town centre, including active travel facilities. The scheme has planning approval and is anticipated to begin construction in 2024. The scheme aims to alleviate traffic on Ormskirk Road (A577) and improve east-west connectivity and air quality. The draft Wigan Transport Strategy notes that with the anticipated traffic reduction on the A577, carriageway space could be reallocated to provide better infrastructure for pedestrians and cyclists (see Figure 10).
- » Southport Eastern Access Improvement Scheme (Sefton) – Proposed scheme in Southport near the West Lancashire boundary which is focused on introducing new and upgraded junctions and active travel (walking and cycling) routes along Scarisbrick New Road, Southport Road, Kew Roundabout, Foul Lane, Meols Cop Road, Norwood Road and Haig Avenue.³ The proposed scheme should be considered when assessing potential cross-boundary active travel networks.

3 https://yourseftonyoursay.sefton.gov.uk/ investment-programmes-and-infrastructure/ sea-improvement-scheme-public-engagement/



Figure 10. Wigan M58 Link Road scheme map (source: Wigan Borough Council, <u>https://www.wigan.gov.uk/Docs/PDF/</u><u>Resident/Parking-Roads-Travel/Roadschemes/M58-and-A49-Map.pdf</u>)

» Neighbouring LCWIPs / Cycle Networks -LCWIPs have been developed for neighbouring LCC districts of South Ribble and Chorley, as well as the neighbouring local authorities of St. Helens and the Liverpool City Region (LCR). Additionally, the Transport for Greater Manchester's (TfGM) proposed Bee Network includes Wigan to the east of West Lancashire and Sefton's 2017 Local Plan includes identification of areas for 'provision of public open space, strategic paths and trees' (policy EQ9) which includes key cycle routes. Connectivity with these neighbouring proposed active travel networks should be considered to provide cross-boundary continuity. The LCR LCWIP included long-term aspirations for active travel corridors that extend into and across West Lancashire, linking to Ormskirk, Skelmersdale, and Southport. These proposed networks are illustrated in the Cycle Infrastructure map in the following chapter (see Figure 20 on page 42).

3.6 Summary of Key Findings

The policies and previous studies review indicated how the LCWIP fits into and supports existing objectives at the national, regional and local levels related to growth of active travel and mode shift. Key themes for consideration in the network development stages (Stages 3 and 4) are listed below and illustrated in Figure 11:

- » Local priorities for several linear parks in developing an off-line active travel network.
- » Previous proposals for a 'West Lancashire Wheel' to link the three town centres.
- » Importance of existing facilities along or opportunities for future improvements to off-line facilities such as the Leeds and Liverpool Canal and Cheshire Lines (Trans-Pennine Trail).
- » Consideration of future development in developing the active travel network (Local Plan).
- » Cross-boundary connectivity and planned or proposed schemes in neighbouring authorities.
- Previous network proposals from the Green Infrastructure and Cycling Strategy, West Lancashire Highways and Transport Masterplan, and previous iterations of a draft LCWIP network.



Figure 11. Illustrative summary of key active-travel related schemes from the policy and previous studies review.

4. Gathering Information (Stage 2)

4.1 Introduction

To support development of the West Lancashire LCWIP, a range of existing spatial data was compiled and reviewed. This data helped to provide an understanding of existing and potential demand, issues, opportunities, and barriers for active travel. Where appropriate, the data was mapped to overlay different pieces of information. This background data informed the identification of key cycling corridors and core walking zones, which are discussed in following chapters.

The analysis included the following data sets:

- » Population and demographics, such as resident and workplace population, car ownership, and indices of multiple deprivation.
- » Key destinations, employment sites and development areas.
- » Existing active travel networks and infrastructure.
- » Railway, bus and road networks.
- » Journey to work data.
- » Propensity to Cycle Tool (PCT) data.
- » Strava Metro data.
- » Collision data involving people walking and/ or cycling.
- » Early engagement survey data.
- » Barriers and topography.

Mapping and summaries for each of the datasets is provided in the following sections.



Skelmersdale town centre (photo credit: Lancashire County Council)

4.2 Population and Demographics

4.2.1. Population

The total population of the West Lancashire study area was approximately 117,492 residents in 2021. The population grew by 6.2% since the 2011 Census, slightly higher than Lancashire as a whole and the North West of England. The Borough is relatively rural, with a lower population density than the broader region.

4.2.2. Age Structure

As of the 2021 Census, the average age across the West Lancashire study area is approximately 42.7, which is slightly older than the regional and national averages (see Table 3). Overall, approximately 18.5% were under 18, 61% of working age (18 to 65), and 21% were over 65 years of age. Table 2. Population data for the West Lancashire study area (Office of National Statistics)

Area name	2011 Census	2021 Census	% Change	Population Density, 2021 (usual residents per km²)
West Lancashire	110,685	117,492	6.2%	338.8
Lancashire	1,171,558	1,235,354	5.4%	426.9
North West	7,055,961	7,417,397	5.1%	525.8
England	53,107,169	56,490,048	6.4%	433.5

source: Office of National Statistics

Table 3. Age structure for the West Lancashire study area (2021 Census)

Area name	Mean age % < 18 years old		% 18 to 65 years old	% over 65 years old
West Lancashire	42.7	18.5%	60.8%	20.7%
Lancashire	41.9	20.3%	60.1%	19.6%
North West	40.6	21.1%	61.3%	17.6%
England	40.6	20.8%	61.8%	17.4%

source: Office of National Statistics

4.2.3. Population Density

Figure 12 shows the distribution of population within the West Lancashire area, which gives an indication of the potential demand for cycling and walking trips, as many trips begin or end at home. The higher density can also indicate a more urban built environment, where there may be more opportunity for short trips to local shops, schools, and other key destinations. Therefore higher population densities can indicate a higher propensity for walking or cycling trips and could be targeted for the development of active travel schemes.

It is apparent that the most densely populated areas are located in the southeast of the Borough, including the town centres of Burscough, Ormskirk, and Skelmersdale. West Lancashire is close to other population centres out of the area, such as Southport and Wigan.

Conversely, the density in other parts of West Lancashire, especially in areas closer to the western boundary, remain very low. It is in these less-densely populated areas where reliance on cars will be greatest (as also seen in the car availability data in section 4.2.5), due to greater distances to trip attractors, and where service frequency and access to public transport will typically be lower (see summary of public transport services in section 4.6.2). There is potential opportunity to improve accessibility in rural areas through active travel schemes which help link settlements and improve transport options.



Figure 12. Population density in the West Lancashire study area (source: Office of National Statistics, 2020 estimate)

4.2.4. Workplace Population Density

Figure 13 highlights the workplace population within the West Lancashire study area, which provides an indication of job density and key destinations for journeys to work. These are areas where improved access for active travel should be considered in the LCWIP network development.

The data presents the workplace population density in the 2011 Census. The latest census (2021) took place during COVID -19 lockdown restrictions and the data are not necessarily representative of the normal journey to work patterns and the location of work for residents in the UK.

Within West Lancashire, higher-density workplace populations are concentrated in Ormskirk and Skelmersdale. Just outside the Borough, there is also relatively high workplace population in Knowsley, Maghull, Southport, and Wigan. Therefore, many commuter trips in the study area would end in these locations. The majority of workplace zones are located close to public transport modes such as rail.



Figure 13. Workplace population density in the West Lancashire study area (*source: Office of National Statistics, 2011 Census*)

4.2.5. Car Availability

Figure 14 shows the proportion of households in the West Lancashire area with no access to a car or van. This indicates the areas where access to a car or van is lower and where there might also be greater reliance on walking, cycling or public transport. These areas may benefit from improved active travel infrastructure and should be considered as part of the LCWIP network development. Overall, 18% of households in West Lancashire do not have access to a car or van, slightly lower than the rest of Lancashire and the North West and national averages (see Table 4).

In comparing Figure 14 and Figure 12, a correlation has been noted between population density and the proportion of households without access to a car or van, whereby the more densely populated areas are generally where households have fewer cars. Car availability is the lowest in Ormskirk and Skelmersdale, where upwards of 40% of households in and around the town centre do not have access to cars. Conversely, over 80% of households in the remaining area of West Lancashire have access to a car or van.

Data for privately registered vehicles illustrates a similar trend, with higher numbers of privately registered vehicles/person in West Lancashire than regional averages (see Table 4).

Area name	West Lancashire	Lancashire	North West	England
% Households with no car/van availability	18%	23%	28%	26%
Privately registered vehicles / person (2023 Q3)	0.57	0.54	0.49	0.51

Table 4. No car/van availability (2021 Census) and privately registered vehicles (DfT and DVLA)

source: Office of National Statistics; Department for Transport (DfT) and Driver and Vehicle Licensing Agency (DVLA)



Figure 14. Households with no car/van availability in the West Lancashire study area (*source: Office of National Statistics, 2021*)

4.2.6. Indices of Multiple Deprivation

Figure 15 shows the 2019 indices of multiple deprivation (IMD). The IMD is a measure of relative deprivation for small areas/ neighbourhoods in England (lower super output area (LSOA) census boundaries). It measures income, employment, health, education, crime, living environment and barriers to housing and services. Areas in the first decile represent the most deprived areas, whereas the 10th decile represents the least deprived areas. The information was used for the identification of under-served areas and therefore areas that may most benefit from walking and cycle improvements.

The IMD indicates relatively low levels of deprivation in most of the West Lancashire study area. However, a higher level of deprivation has been recorded in the southeast of West Lancashire in Skelmersdale. The areas of deprivation indicate that residents may experience issues related to poor health, physical inactivity, travel affordability, and/or access to employment and education. Active travel improvements in these areas would support benefits related to public health, travel affordability, and access to employment and opportunity.



Figure 15. Indices of Multiple Deprivation in the West Lancashire study area (source: Office of National Statistics, 2019)

4.2.7. Key Employment Sites and Potential Future Growth Opportunities

The West Lancashire Local Plan was reviewed to identify key existing destinations (e.g., employment sites) and potential future growth and demand for cycle and walking infrastructure to provide linkages between growing residential areas and key destinations. The locations of employment areas, planned development sites (site allocations with more than 10 dwellings) and potential future growth areas (safeguarded sites) are shown in Figure 16.

There are seven strategic employments sites in the Borough, including:

- » Pimbo Industrial Estate (Skelmersdale)
- » Stanley Industrial Estate (Skelmersdale)
- » Gillibrands Industrial Estate (Skelmersdale)
- » Burscough Employment Areas (Burscough)
- » Ormskirk Employment Area / Hattersley Court
- » White Moss Business Park (Skelmersdale)
- » Ormskirk Business Park (Ormskirk)

Additionally, there are 12 'other significant employment' sites, generally located in the vicinity of the town centres, as well as to the south at the Knowsley District boundary and the east near Appley Bridge.

In terms of future growth, the largest residential development sites are located in Burscough (over 580 dwellings; Yew Tree Farm Strategic Site) and in Ormskirk (313 dwellings; Grove Farm). Additional site allocations with over 100 dwellings are located in Banks, Becconsall, Burscough, Skelmersdale and near the Southport boundary (New Cut Lane).



Figure 16. Key employment areas and potential future development areas (source: West Lancashire Local Plan)
4.3 Barriers to Mobility

Severance can be a barrier to mobility, particularly for wheeling, walking and cycling. Severance issues can create longer journeys, making them less attractive to be made by foot or by cycle. Issues in the West Lancashire study area that contribute to severance are illustrated in Figure 17 (next page), including:

- » Two main railway lines traverse the Borough from different directions, which sever the local road network and funnel traffic for all modes to a limited number of crossing points. The severance issues are most apparent in Burscough and Ormskirk.
- » Major roads (e.g., A roads, motorways) can also sever local street networks and create barriers to active travel due to high traffic flows and speeds and wide crossings, which are unattractive and hostile environments for wheeling, walking and cycling. Examples include the A570/Southport Road/ Ormskirk Road, the A565/ Southport New Road, the A59/ Northway, and the M58.
- In addition to the major roads, high traffic flows and speeds throughout the network can be a barrier and deterrent to wheeling, walking and cycling, negatively impacting the perceived safety, comfort, and attractiveness of a route.
 LTN 1/20, for example, advises that traffic flows should be less than 2,000 vehicles/day with speeds 20mph or less to be suitable for most

people to comfortably cycle with motor vehicle traffic and without segregation¹.

- » The road network is less extensive in some areas due in part to the more rural character and settlement patterns in many parts of the Borough. This creates limited options to link the town centres across the region and to link rural villages to each other, the town centres, or key destinations. This is compounded by other barriers, such as the severance of the railways and/or natural features.
- » The north and west of West Lancashire is either on or close to the coastline, and has a high concentration of streams, rivers, drains and canals, thus creating natural barriers to movement. Crossing points for these water bodies can be very limited in rural areas, which funnel traffic for all modes to a limited number of crossing points. Key water bodies acting as potential barriers to active travel in West Lancashire includes the Leeds to Liverpool Canal, The Sluice, Sandy Brook and Drummersdale Drain.
- » Topography is generally not a constraint in West Lancashire. The terrain is relatively flat in most of the Borough, making cycling an attractive option. However, there are some gradients to the north and east of Skelmersdale, near Up Holland, near Parbold, and south of Ormskirk.
- » Within the built urban environment, many common constraints affect current levels of

1 DfT, LTN 1/20, Figure 4.1.

wheeling, walking and cycling and the potential to provide quality infrastructure for active travel. Narrow streets within built-up areas often have limited existing provisions and limited scope to widen footways or provide dedicated cycle facilities without significant change to motor vehicle circulation. Competing needs for public highway space also affect the quality of the environment for wheeling, walking and cycling. For example, footway parking can impede pedestrian access for some users. Management of kerbside activity (e.g., servicing requirements, on-street parking), particularly in high street areas, can also impact pedestrian comfort and the attractiveness of the area.

» At a more local level, within Skelmersdale there is an extensive network of off-line paths for wheeling, walking and cycling. These are often severed by main roads, where underpasses or bridges provide limited crossing opportunities. Whilst these facilities address severance issues. there are other potential barriers to mobility related to the off-line path network such as negative perceptions of personal safety (e.g., lighting, visibility, lack of natural surveillance), maintenance (e.g., vegetation overgrowth, drainage, poor surfacing, litter) and/or the directness of the facilities. Other physical barriers include A-frame barriers, which whilst intended to prevent unauthorised users / vehicles, also impede cohesive, comfortable and accessible cycling.



Figure 17. Barriers and constraints to wheeling, walking and cycling

4.4 Key Destinations

Key destinations (see Figure 18, following page) were mapped to illustrate clusters of trip attractors, which would indicate likely greater potential for journeys to be made by active travel and help to identify potential desire lines as part of the LCWIP development. Types of destinations captured include:

- » Educational facilities (primary schools, secondary schools and higher education facilities).
- » Hospitals.
- » Doctor surgeries.
- » Leisure centres.
- » Tourist attractions.
- » Railway stations.
- » Retail areas.
- » Employment sites.

Key destinations tend to be concentrated around the major settlements in West Lancashire, particularly around the town centres of Ormskirk, Skelmersdale, and Burscough.

Clusters of primary schools in towns such as Ormskirk, Skelmersdale, and Burscough indicate a more significant potential to increase walking journeys. Primary schools are also noted in urban areas and villages throughout the Borough. Primary schools tend to have smaller catchment areas and potential for school trips on foot or by cycle, likely with children accompanied by a parent.

Meanwhile, areas with secondary, further and higher education facilities provide a greater potential to increase active travel journeys among young people who are more confident and able to walk or cycle independently.

Secondary and higher education facilities also tend to have larger catchment areas, which may make cycling a more attractive mode than walking. There are three secondary schools in Skelmersdale and two secondary schools in Ormskirk, which are the areas with the highest concentration of secondary schools in West Lancashire. Edge Hill University, a major destination in the region, is located southeast of Ormskirk town centre and there is a high potential for short trips by cycling or walking between the University and the town centre.

Key employment sites throughout the study area are generally located adjacent to major transport links such as major roads and rail links. Larger sites or clusters of sites include:

- » Stanley Industrial Estate (Skelmersdale).
- » Gillibrands Industrial Estate (Skelmersdale).
- » Pimbo Industrial Estate (Skelmersdale).
- » Concourse Shopping Centre (Skelmersdale).
- » Hattersley Retail Park (Ormskirk).
- » Burscough Industrial Estate (Burscough).
- » Ringtail Retail Park (Burscough).
- » North Quarry (Appley Bridge).

Several of the barriers and constraints referenced in the previous section (Figure 17) are also overlaid in Figure 18 to illustrate potential severance issues near key destination, such as railway corridors and main roads.



Figure 18. Key destinations within the West Lancashire study area

4.5 Centres

Similar to the key destinations mapping, the classification of designated centres from the West Lancashire Local Plan indicates concentrations of shopping and community services and facilities. The hierarchy of centres identifies the key hubs of activity within the study area and potential demand for short trips which can be made by foot or by cycle. Development of the LCWIP network should consider linking nearby town centres and improving access to other centres.



Figure 19. Centres within the West Lancashire area

4.6 Transport Infrastructure

4.6.1. Existing and Proposed Cycle Network

There are several regionally significant existing cycle facilities in the study area, including:

- » National Cycle Network (NCN) route 562: the 'Pier to Pier' route linking Southport, Burscough and Wigan. West of Burscough, the route is primarily on road. East of Burscough, the route is largely off-road following the Leeds and Liverpool Canal.
- » NCN route 62: linking Bretherton and Banks in the north of West Lancashire with Sefton District via both on and off-road cycle track.
- » NCN route 62: it also traverses the southwest corner of West Lancashire via the Cheshire Lines Path linking Southport and Liverpool. This section is mostly off-road following a disused railway and is part of the Trans Pennine Trail.

There are other existing cycle infrastructure throughout the study area, including an extensive network of off-road facilities within Skelmersdale. Existing facilities are of varying quality and many do not reflect current best practice and LTN 1/20 design guidance.

There are several proposed schemes to expand or improve the cycle network, as referenced in Section 3. These include aspirations to provide cycle infrastructure linking key settlements within West Lancashire such as Ormskirk,



Figure 20. Existing and proposed cycle network

Burscough, and Skelmersdale, as well as areas in the north of the Borough.

There are also existing LCWIP and cycle network proposals in neighbouring districts, as shown in Figure 20. Connectivity to the existing and proposed facilities, improvements to these facilities, and / or cross-boundary connectivity should be considered as part of the LCWIP network development.

4.6.2. Public Transport

Several public transport services operate in West Lancashire, including the Ormskirk branch railway line, the Manchester-Southport railway line, the Kirkby branch line in the southeast of the area, as well as an extensive bus network connecting rural areas, towns and other areas beyond West Lancashire.

Walking and cycling are essential first/last mile travel options to/from the area railway stations, and so connections to the stations should be a consideration in the development of the LCWIP network. High-quality long-term cycle parking should also be provided at the stations. The station with the highest ridership is Ormskirk, which is connected to Liverpool by Merseyrail and Preston by Northern, with more than 1.6 million passengers using this station in 2022. Other stations within West Lancashire with a moderate number of ridership include Appley Bridge, Aughton Park, Burscough Bridge, Parbold, and Town Green.

Bus services do not allow unfolded cycles on board. There also tends to be a higher frequency of stops, generally making walking a suitable option to access the stops. The bus stop locations indicate areas of demand for short walking trips, linking bus passengers with surrounding residential areas or trip attractors. There is a relatively high density of stops (and hence short walking trips) around the built-up areas surrounding Burscough, Skelmersdale, and Ormskirk, as well as around Banks, Tarleton and the Hesketh Lane corridor.



Figure 21. Public transport services

4.6.3. Air Quality Management Areas

Air quality management areas (AQMAs) are areas which are unlikely to meet national air quality objectives and therefore where there is a need to improve the air quality in future. Encouraging a shift to active travel modes in these areas through walking and cycling infrastructure improvements could support the objectives of the AQMAs.

There is one AQMA within West Lancashire:

» Ormskirk AQMA: encompasses an area around Moor Street; declared an AQMA in 2010 as it exceeded the annual air quality objective for nitrogen dioxide.



Figure 22. Air quality management areas within the West Lancashire study area.

4.7 Travel Patterns

4.7.1. Journey to Work Mode and Trip Distance

Table 5 summarises the mode share and trip distance for commuter trips based on the 2021 Census¹.

Of those in employment, private car remains the primary mode of transport in West Lancashire at 60.6% of all commuter trips. Active travel comprises 8.7% of all commuter trips - 7.3% by walking and 1.4% by cycle. This is slightly lower than Lancashire as a whole, as well as the North West and national averages.

Journey to work trip distances indicate the potential for growth in walking and cycling as viable modes of travel. Across the West Lancashire study area, approximately 22% of commute journeys are less than 5km, a distance which can be easily walked or cycled. An additional 12.3% are 5 - 10km, which is also within a reasonable cycle distance.

Table 5. Travel to work mode share and trip distance (2021 Census)

		Mode Share				Trip Distance	e
Area Name	Residents in Employment	% walk	% cycle	% driving/ passenger of car or van	< 2km	2- 5km	5-10 km
West Lancashire	53,546	7.3%	1.4%	60.6%	11.4%	10.6%	12.3%
Lancashire	556,874	8.1%	1.4%	59.5%	13.0%	14.1%	13.1%
North West	3,341,743	8.0%	1.7%	54.3%	12.2%	14.9%	13.6%
England	26,405,214	7.6%	2.1%	48.4%	11.0%	12.6%	11.7%

source: Office of National Statistics

^{1 2021} Census took place during COVID-19 lockdown restrictions and the data are not necessarily representative of normal journey to work patterns and the location of work for residents in the UK.

4.7.2. Commuter Trip Patterns

4.7.2.1. MSOA Origin/Destination Pairs

Journey to work data at the middle super output area¹ (MSOA) level from the 2011 Census were reviewed to broadly illustrate commuter flows and key commuter pairs across the West Lancashire study area. Commuter trips (MSOA to MSOA) with origins/destinations less than 10km apart are illustrated in Figure 23. This indicates desire lines with concentrations of short trips with the potential to be undertaken by walking or cycling.

As shown in Figure 23, there is:

- » A much stronger desire line across the southern part of West Lancashire, linking key employment sites with other residential areas such as Burscough, Skelmersdale, and Ormskirk.
- » A strong north/south corridor linking Burscough, Ormskirk and Aughton.
- » Commuter flows between Ormskirk and Skelmersdale are also relatively high.
- » A high number of short commuter trips can be observed within the Skelmersdale area.
- » Relatively high flows to/from Southport along two corridors: linking to Scarisbrick and to Becconsall.
- » Other than commuter trips between areas that are highlighted above, there are low commuter flows between other rural settlements.

¹ MSOAs are part of the Census' Neighbourhood Statistics Geography, which have a 3-level hierarchy (output area, lower super output area, middle super output area). MSOAs have an average population of approximately 7,200 people.



Figure 23. Origin-destinations pairs for journeys to work at the middle super output area (MSOA) level for trips less than 10km in the West Lancashire study area (2011 Census, Office of National Statistics; Propensity to Cycle tool)

4.7.2.2. LSOA Origin/Destination Pairs

Commuter data were also available at the lower super output (LSOA) level, providing some additional granularity in reviewing origin-destination pairs (LSOA to LSOA) at a more local level compared to the MSOA level, particularly where MSOAs are very large in the more rural areas¹. All short commuter trips (less than 10km) between LSOAs which start and/or end in the West Lancashire study area are illustrated in Figure 24. This indicates areas with concentrations of short trips with the potential to be undertaken by walking or cycling.

The commuting pattern is similar to those seen in Figure 23 at the MSOA level, but the additional granularity in origin/destination pairs also illustrates:

- » The distribution of short commuter trips in the Ormskirk/Burscough area.
- » Relatively high flows and high density of short commuter trips within the Skelmersdale area.



1 LSOAs typically consist of 4 to 6 output areas, and have an average total population of approximately 1,500 people.

Figure 24. Origin-destinations pairs for journeys to work at the lower super output area (LSOA) level for trips less than 10km in the West Lancashire study area (2011 Census, Office of National Statistics; Propensity to Cycle tool)

4.7.3. Historic Cycle Count Data

A limited number of locations with cycle count data is available through the Department of Transport's Road Traffic Statistics data portal.¹ Available count data within the study area from 2017 through 2022 is shown in Figure 25. The spot count locations indicate moderate existing cycle flows (>200/day) on the A570 next to Carr Cross by Southport/Sefton District.

The spot count locations also indicate some presence of cycle flows (>150/day) in Banks, Tarleton, as well as on A59 both to the north and to the south of Ormskirk town centre. These indicate areas with existing cycle demand which may benefit from higher-quality cycle facilities.

Recorded cycle trips in West Lancashire indicate minimal change Borough-wide from 2017 to 2022. Where data was available at the same location for all six years (29 survey sites), there was an overall increase in cycle flows of 1% in 2022 against the 2017 baseline.

There was a large increase in cycle flows of 21% in 2020; however, this returned to just below 2017 levels in 2021. The 2020 growth was likely related to behaviour changes influenced by the COVID-19 pandemic and national lockdown restrictions.



Figure 25. DfT cycle count data (cycles per day, annual average daily traffic (AADT))

¹ https://roadtraffic.dft.gov.uk/#6/55.254/-6.053/ basemap-regions-countpoints

4.7.4. Propensity to Cycle Tool

The Propensity to Cycle Tool (PCT)¹ is an online tool and dataset designed to assist with strategic planning of cycle networks. It illustrates an indicative current and potential future distribution of cycle trips to work and to school based on different growth scenarios. The model identifies preferred 'fast' and 'quieter' cycle routes between origin and destination pairs, and assigns trips to these routes. 'Fast' routes are based primarily on the shortest distance (i.e., most direct route), while 'quieter' routes also consider motor vehicle traffic volumes. The hilliness of a route is also a key factor considered within the model when estimating the propensity for cycling.

The West Lancashire LCWIP PCT analysis was conducted using PCT data downloaded in September 2023, which was based on the 2011 Census. The following data categories were utilised for the analysis:

- » Geography: Lower Super Output Area (LSOA) geography was selected because it provides greater granularity of origin/destination pairs within the study area.
- » Growth Scenario: 'Go Dutch' was selected to reflect the high aspirations of the LCWIP for a step-change in levels of cycling. The 'Go Dutch' scenario models the potential for growth in cycling as a function of trip distance and hilliness, plus a number of socio-demographic and geographic characteristics, to reflect the proportion of commuters that would be

expected to cycle if all areas of England and Wales had the same infrastructure and cycling culture as the Netherlands, where approximately 28% of trips are made by cycle².

- » Direct Desire Lines: Direct point-to-point desire lines in the PCT (desire lines between LSOAs) were reviewed to identify desire lines with higher levels of potential demand. The PCT model then applied these desire lines to the actual network, and the outputs were analysed as described below.
- » Cycling Flows: 'Fast' routes were the primary output as they represent the most direct desire lines for cycling, which are more likely to attract new cyclists and support growth in cycling. The top 50 'quieter' routes (in terms of highest cycle flows) were also reviewed during network refinement for potential alternative route options with minimal detour.
- » Most Cycled Network Links: The PCT aggregates all 'fast' route trips to provide a total of cycle flows along each link in the network. Commuter and school flows, however, are disaggregated and viewed independently. Cycle flows were categorised as high, medium, and low to illustrate the preferred routes (i.e., highest flows) and identify an initial cycle network with coverage across West Lancashire. This is the key output of the PCT utilised from the PCT analysis.

The following sections summarise the analysis of the journey to work and journey to school PCT data. However, it is important to note that commuting and education only account for 28% of all trips.³ Therefore, the available data is only representative of a small percentage of overall trips and potential demand for cycling.

West Lancashire LCWIP

1 https://www.pct.bike/

² PCT User Manual C1: PCT methods for the commuting layer, https://npct.github.io/pct-shiny/regions_www/www/static/03a manual/pct-bike-eng-user-manual-c1.pdf

^{3 2019} National Travel Survey, Table NTS0409a. Commuting accounts for 15% of all trips, education/escort to education 13% of all trips.

4.7.4.1. PCT Commuter Mode share

Based on the 2011 Census, cycle mode share for commuting was low across the West Lancashire study area, with all less than 5%, as illustrated in Figure 26.

In the Go Dutch scenario (Figure 27 on the following page), cycling to work could be a preferred option for over 10% of commuters across the region and over 20% across areas with a higher population density, such as Ormskirk, Skelmersdale and Burscough.



Figure 26. PCT daily commuter cycle flows and journey to work cycling mode share based on the PCT '2011 Census' scenario

4.7.4.2. PCT Commuter Flows

Figure 26 (previous page) illustrates that there are no corridors in West Lancashire with more than 100 commuter cyclists per day (one-way).

Estimated daily commuter cycle flows from the PCT Go Dutch scenario are illustrated in Figure 27. This indicates the routes with the highest relative propensity for cycling in West Lancashire based on journey to work data.¹ The highest propensity for cycle flows are forecast within and linking the more densely populated areas in the south between main towns. The remainder of the study area has comparatively lower cycle flows, with the exception of around Carr Cross connecting to Southport in Sefton District.

Indicative key corridors and links with relatively high flows include:

- » East/west route across the south linking Ormskirk, Westhead, Skelmersdale and Up Holland along the A577.
- » North/south route linking Ormskirk and Burscough along the A59.
- » A570 between Carr Cross and Southport.
- » Within the Skelmersdale area, including the B5312 (Railway Road) linking A577 coming from Ormskirk and Westhead.
- » A59 bypassing Ormskirk town centre.
- » Links between Becconsall, Tarleton and Mere Brow in the north of the Borough.

¹ To approximate the number of cycle trips on a link for all trip purposes, the PCT commuter flows can be multiplied by 6 (based on National Travel Survey data for the share of cycle trips which are for commuting purposes and doubling the journey to work flows to account for roundtrip commuting).



Figure 27. PCT daily commuter cycle flows and journey to work cycling mode share based on the PCT 'Go Dutch' scenario

4.7.4.3. PCT School Trips Mode share

Based on the 2011 PCT baseline, cycle mode share for trips to school is generally less than 5%, with some slightly higher rates in the Ormskirk area. The existing journey to school cycle mode share is illustrated in Figure 28.

However, the Go Dutch scenario (Figure 29 on the following page), indicates the potential for cycle to school mode share to increase to more than 50% in Becconsall and some areas of Ormskirk. Mode share in most areas also indicates a potential increase in cycling mode share to at least 40%.



Figure 28. PCT daily journey to school cycle flows and cycling mode share based on the PCT '2011 Census' scenario

4.7.4.4. PCT School Flows

Estimated daily journey to school cycle flows from the PCT Go Dutch scenario are illustrated in Figure 29. This indicates the routes with the highest relative propensity for cycling based on journey to school data. The higher propensity for cycle trips to school are again concentrated in the south of the study area. These include the following areas:

- » Within the Ormskirk area. Key corridors include the A59, A571, and an existing active travel route under the railway connecting Waterworks Road and Old Boundary Way.
- » Within the Skelmersdale area. Key corridors include the A5068, Neverstitch Road, and Digmoor Road.
- » The A59 and Junction Lane in Burscough.
- » Hesketh Lane between Becconsall and Tarleton.
- » There is also a substantial presence of school cycle flows between Ormskirk, Skelmersdale and Burscough.



Figure 29. PCT daily journey to school cycle flows and cycling mode share based on the PCT 'Go Dutch' scenario

4.7.5. Strava Data

Strava Metro data for the West Lancashire area was available for 2022. Strava is a mobile and internet-based application for tracking various activities (i.e., cycling, running, etc.). The data presented represent trips recorded by users of Strava's app. Although the data tend to be skewed more heavily towards leisure/ recreational trips rather than utility trips, it provides a snapshot of preferred routes that supplement the commuter trips provided in the PCT analysis.

4.7.5.1. Strava Cycle Data - All Journeys

Strava data for all cycle trips is shown in Figure 30. The Strava data highlights higher usage of corridors bypassing the main town centres. This indicates how (predominantly) leisure cyclists generally choose to avoid these areas, potentially due to high traffic, high speed roads and lack of existing safe, attractive, and comfortable cycle infrastructure. It also suggests opportunity for improvements to attract cyclists to the town centres as popular destinations and derive the economic benefits related to leisure cycling.

Some routes with higher flows are along country lanes through the more rural central sections of the study area, suggesting potential longer distance leisure/sport cycling activity, including:

- » Gorst Lane/ Martin Lane/ Merscar Lane to the west of New Lane.
- » Between Up Holland and Andertons Mill via Parbold on Beacon Lane/Higher Lane/ The Common/ Chorley Road/Bentley Lane.
- » Hoscar Moss Road/ Wanes Blades Road near Hoscar.



Figure 30. All cycle journeys recorded via Strava in 2022

- » Rufford via Church Road, connecting the A58, and B5246/Meadowland/Holmeswood Road to Mere Brow and Burscough.
- » Rural routes between New Lane, Pinfold, Halsall and areas further down the southwest of West Lancashire.

4.7.5.2. Strava Cycle Data - Commuter Journeys

Trips recorded via Strava are categorised as 'commuter journeys' if they are manually categorised as such by the user or if Strava's algorithm detects a commute journey. Cycle commuter journeys recorded via Strava are a relatively small proportion of Strava trips, representing only 6% of all cycle journeys recorded on Strava in West Lancashire. Nevertheless, they do provide another data point to illustrate existing travel patterns and utility trips made by cycle. Strava data for cycle trips categorised as 'commuter' journeys are shown in Figure 32.

The Strava data highlight relatively higher commuter cycle flows in several areas or corridors, including:

- » Between Skelmersdale, Up Holland and Wigan via the A577.
- » Between Ormskirk and Burscough, via the A59.
- » Between Burscough and Rufford, via the A59.
- » Within Skelmersdale, including Railroad (B5312) and Gillibrands Road.
- » Between Town Green / Aughton and Melling Mount (Knowsley District) via B5197.
- » The Westhead area.
- » Between Ring o' Bells, Hoscar, and Bispham Green.



Figure 31. Cycle commuter journeys recorded via Strava in 2022

4.7.5.4. Strava Walking Data

Strava data for walking trips is shown in Figure 32. Strava data for trips made by walking are likely even more skewed to leisure trips, as these would typically include activities such as running or hiking.

Different to the cycle data, the only area with very high level of pedestrians is near the southeastern end of Ormskirk in or around Edge Hill University, likely related to activity at the university's Sports Centre and athletics track.

A few areas with moderate walking activity recorded on Strava (between 14-27 trips per day) include:

- » Areas within Burscough and Skelmersdale.
- » The Liverpool and Leeds canal towpath between Parbold and Appley Bridge.
- » Between Up Holland and Orrell.

Other areas generally record less than 14 trips day.



Figure 32. Walking journeys recorded via Strava in 2022

4.8 Collision Data

As part of the LCWIP, a high-level review of collision data involving pedestrians and people cycling within the last five years was undertaken. This provided an understanding of where collisions are occurring, as well as an indication of routes that have higher use, which highlights routes which could benefit from safety improvements as part of an LCWIP scheme¹. Data was available for areas within West Lancashire for 2018 through May 2023.

It should be noted that a lack of collision data does not confirm a route is safe as it could also indicate the route is currently unused.

During the assessment period, there were 124 casualties involving people cycling and 140 casualties involving people walking in the West Lancashire study area. The number of casualties are tabulated by year and severity in Table 6 (cyclist) and Table 7 (pedestrian), and the locations illustrated in Figure 33 (cyclist) and Figure 34 (pedestrian) on the following pages.

Collisions are generally concentrated in the more urban areas, where there is higher potential for short trips to be made by foot or by cycle.

Examining the more severe incidents involving people cycling (killed or seriously injured (KSI) incidents), there were three fatalities which all occurred on rural corridors with no sign of recurring trend. Corridors with multiple collisions involving seriously injured cyclists include:

- » B5312/Railway Road/ Liverpool Road roundabout in Skelmersdale.
- » Butchers Lane/ Bold Lane/ Swan Lane/ Back Lane near Aughton.
- » A570/Derby Street/Park Road in Ormskirk town centre.

Table 6. Cyclist casualties, by severity

Severity	2018	2019	2020	2021	2022	2023	Total
West Lancashire							
fatal	2	0	1	0	0	0	3
serious	7	9	5	12	13	4	50
slight	15	11	12	11	12	10	71
Total	24	20	18	23	25	14	124

Table 7. Pedestrian casualties, by severity

Severity	2018	2019	2020	2021	2022	2023	Total
West Lancashire							
fatal	1	1	0	1	0	0	3
serious	8	14	7	11	12	4	56
slight	16	16	10	13	18	8	81
Total	25	31	17	25	30	12	140

- » A59 / B 5139 (Aughton Street) roundabout in Ormskirk.
- » Station Road near Parbold Station.

For pedestrian collisions, there were three fatalities across the study area. Higher concentrations of KSI incidents are evident in areas such as:

- » Ormskirk town centre area.
- » Skelmersdale town centre area.
- » Hesketh Lane in Tarleton area.

¹ Many 'near misses' and possibly minor collisions are not reported.



Figure 33. Collisions involving people cycling, by severity



Figure 34. Collisions involving pedestrians, by severity

4.9 Stage 1 Engagement Survey

LCC undertook an engagement survey in Spring 2022 to obtain input from the general public on existing issues and desired improvements related to active travel county-wide. The survey included an interactive online map, which allowed participants to identify specific locations for issues/requests.

There were 248 responses or 'pins' placed within the West Lancashire study area. These are summarised by mode(s) in Table 8. Comments in West Lancashire included 118 comments related to cycling and 121 comments related to walking.

Figure 35 illustrates the comment locations. Of particular relevance to the development of the LCWIP are potential active travel corridors emerging from identifying clusters

Table 8. Stage 1 Engagement Responses, summarised by active travel mode(s) and district

Comment related to:	West Lancashire
Cycling	63
Walking	66
Cycling & Walking	55
Not Stated	64
Total	248

source: LCC Stage 1 engagement survey

of survey responses. Several of the clusters are highlighted by the red dashed polygons in Figure 35, including:

- » Liverpool Road South (A59) to the south of Burscough town centre.
- » Junction Lane in Burscough town centre close to Burscough Junction railway station.
- Residential area to the northwest of Burscough (e.g., along the canal and along School Lane) has a high concentration of walking and cycling comments.
- » Ormskirk town centre, especially near St. Helens Road/Southport Road (A570), has a high concentration of walking and cycling comments.
- » Some comments on the A59 Northway between Ormskirk and Aughton.
- » Concentration of walking and cycling comments can be seen near Tawd Valley Park/Glenburn Road (A5068) in Skelmersdale.
- » Some walking and cycling comments near Mere Brow and cycling comments on Southport New Road (A565) to the west.



Figure 35. Stage 1 Engagement responses, with indicative corridors and clusters of comments highlighted in the red dashed lines.

4.10 Stage 2 Engagement Survey

In Autumn 2023, LCC undertook a second engagement survey to obtain input from the general public on an initial County-wide network of proposed active travel routes. The proposals reflected input from the Stage 1 engagement and development of an initial network. The survey included interactive online maps, which allowed participants to indicate whether they did or did not support a particular route proposal and also draw proposed routes of their own. There were 208 survey responses for West Lancashire.

4.10.1. Proposed Network Feedback

The feedback on the draft active travel network provided key input to the LCWIP network development. The output from the survey is illustrated in Figure 34. Key themes include:

- » Strong support for Skelmersdale Linear Park and providing an off-road route between Ormskirk and Skelmersdale (net support of 27).
- » Strong support for Burscough Linear Park and Burscough Linear Park eastern extension (net support of 9 and 7, respectively), also noting the benefits of an off-road alternative to the A59 to link Ormskirk and Burscough.



Figure 36. Stage 2 Engagement responses, with indicative corridors of comments highlighted in the dashed lines.

There was broad support the remainder of the proposed network, including:

- » West Lancashire Wheel from Parbold to Skelmersdale.
- » Leeds Liverpool Canal towpath (NCN562).
- » Active travel corridors within Skelmersdale town area.
- » Rufford Branch Canal (Burscough to Tarleton).
- » River Douglas Linear Park.
- » Banks Linear Park.
- » Cheshire Lines Phase 2.
- » Ormskirk to Halsall.
- » Scarisbrick to Southport.

4.10.2. Drawn Routes

Some respondents also suggested additional routes. These included:

- » Several alternative alignment options between Ormskirk / Burscough area and Southport, such as the A570 (Southport Road) and Drummersdale Lane / Woodmoss Lane (NCN 562).
- » Links to Edge Hill University from Aughton and from Parbold/Newburgh.
- » Link between western villages and Aughton/ Town Green railway stations.
- » Additional links within Burscough.

4.10.3. Preferred Interventions

The survey also queried the types of interventions that would enable people to cycle, walk or wheel more. The responses are summarised in Table 9. More than half of respondents indicated a desire for new off-road paths, better surface conditions, and better maintenance of paths and highways. Many respondents also suggested segregated cycle lanes, streets with less vehicle traffic, lower speed, and wide footways. Table 9. Stage 2 Engagement Responses for West Lancashire - 'Which of the following interventions would enable you to cycle, walk or wheel more?'

Type of Intervention (multiple choice)	%
New off-road paths, such as Greenways	65%
Better surface condition of paths and roads	63%
Better maintenance of paths and highways	58%
Segregated cycle lanes	47%
Streets with less vehicle traffic and lower speeds	39%
Safer, greener, and healthier streets	35%
Wider footways	34%
New, or improved street / path lighting	30%
Improvements to public transport, i.e., accessible rail stations / trains with cycle storage	27%
Improvements to signage / route information	25%
New, or improved crossings (toucan crossings, bridges, etc.)	20%
Secure bike storage and maintenance facilities	20%
Accessibility improvements (less obtrusive barriers/gates, etc.)	17%
More dropped kerbs	12%
Access to cycle hire or e-cycle hire schemes	11%

source: LCC Stage 2 engagement survey

4.11 Summary of Key Findings

The information gathering provided a wealth of data and information related to walking and cycling in West Lancashire, which were used to help inform the identification of key cycle corridors and walking areas in the following sections (stages 3 and 4). Some of the key themes included:

- » Settlement patterns are heavily concentrated near Ormskirk, Skelmersdale and Burscough. In the north, the main settlement area is Hesketh Bank and Tarleton. This was illustrated in the population data and locations of town centres and other key destinations. As demonstrated by the PCT data, the higher density and proximity of trip attractors lead to a higher propensity for walking and cycling in these areas.
- Commuting data highlights a high number of short commuter trips (via car, cycle, or public transport and less than 10km) along a north-south corridor across Burscough, Ormskirk, and Aughton, as well as commuter trips within the Skelmersdale / Up Holland area and between Ormskirk and Skelmersdale. Other key short-trip corridors includes between Carr Cross and Southport, as well as between Becconsall, Tarleton, and Mere Brow, and between Banks and Southport.
- » Strava Metro data primarily highlights rural areas of the study area, likely indicative of longer distance leisure/fitness rides. This

also indicates how (predominantly) leisure cyclists generally choose to bypass the main town centres, potentially due to high traffic, high speed roads and lack of existing safe, attractive, and comfortable cycle infrastructure. Although there is a limited number of commuter flows within the Strava dataset, it does indicate relatively higher commuter cycle flows between Burscough and Ormskirk, and within the Skelmersdale area.

- » Severance issues in West Lancashire primarily relate to the several railways and canals that traverse the Borough.
- » Other causes of severance in the local road network include major roads with high speeds and volumes which are hostile to cycling. The road network is also limited between major settlements, due in part to its more rural character, which creates limited alternative options for linkages between town and village centres via walking or cycling.
- » The collision history data indicate that the highest occurrences of cycle and pedestrian collisions occur around the town centres, again reflective of settlement patterns. Cycle incidents tend to be slightly more dispersed across the Borough.

- » Stage 1 and stage 2 online public engagement responses captured previous public input on active travel issues and suggestions. Mapping of this data highlights perceived local priorities amongst the general public.
- » The PCT indicates a relatively high propensity for cycling in West Lancashire, both for commuter and school trips. Propensity is again highest between the town centres of Burscough, Ormskirk, and Skelmersdale. Other areas with high propensity include Banks, Tarleton, and Becconsall.
- » The generally flat terrain of West Lancashire also supports a high propensity for cycling.

5. Network Planning for Cycling (Stage 3)

5.1 Introduction

This chapter summarises the identification of the cycle network for the West Lancashire LCWIP. The primary aim of the proposed network is to identify strategic cycle corridors, connecting settlements both to each other and to clusters of key destinations (e.g. town centres, schools, railway stations). Additionally, local links were identified to connect the strategic corridors to residential areas (origins) and key destinations and enhance cycle network connectivity. This is illustrated in the schematic in Figure 37.

Development of the cycle network included:

- » Identification of key trip generators, representing areas with potential higher demand for active travel connections.
- » Identification of the key desire lines that have a higher potential for mode shift.
- » Development of the 'aspirational cycle network', which identified key cycle corridors in the study area, providing links within the Borough and to neighbouring districts.
- » Selection of the strategic and primary corridors within the study area for identification of potential high-level interventions as part of the LCWIP.

5.2 Cycle Network Development

West Lancashire has a high potential for growth in cycling. The topography is generally flat, there are dense urban areas, and the distances between the towns and to key destinations are relatively short, which would allow many types of trips (e.g., commuting, school, shopping, leisure, etc..) to be easily be made by cycle. However, its cycling infrastructure generally does not offer enough safe and attractive facilities to support new or less confident cyclists. Consequently, short trips into town centres, railway stations, leisure assets, schools and neighbouring areas are overwhelmingly made by private car. A key barrier to cycling at present is the inconsistent quality, accessibility, and continuity of the cycling network. In order to identify and close the gaps, a network of preferred corridors has been defined drawing on the analysis from the existing data (Section 4). The background information included mapping trip origins and destinations, identifying desire lines for cycle movement, and review of PCT flows and key movement patterns.

The development of the cycling aspect of the West Lancashire LCWIP focused on identification of a Cycle Network Map detailing key corridors for further development, as

per the DfT's LCWIP Technical Guidance.

Development of the cycle network considers potential usage by both conventional pedal cycles and e-bikes, the latter of which would extend the range of cycle trips. The proposed network considers the existing road network, off-road paths and towpaths, and potential new connections, reflecting opportunities to link off-road assets with urban areas and provide cycle facilities away from motorised traffic as a more attractive cycle facility.



Figure 37. Clusters of trip origins and destinations and desire lines connecting them (DfT LCWIP Technical Guidance)

5.2.1. Identification of Cycle Corridors

A wealth of background information was available which can inform the understanding of current and potential future cycling patterns and highlight areas in need of improvement. The aim of this analysis is to meet the goal of significant mode shift to more sustainable travel, targeting short trips and utility trips such as school travel and commuting, as well as access to town centres and leisure areas, which can make active travel attractive to local residents.

5.2.1.1. Clusters of Key Destinations

The first step for cycle network development was to identify the key trip origins and destinations in the study area. The data gathered in the background analysis identified and mapped key trip attractors, including:

- » Town, village, and local centres
- » Educational facilities (primary schools, secondary schools and higher education)
- » Hospitals
- » Doctor surgeries
- » Leisure centres
- » Tourist attractions
- » Railway and bus stations
- » Retail areas
- » Employment sites / industrial estates / business parks
- » Potential development areas
- » Areas with high population density
- » Areas with high workplace population density

The mapping of trip attractors indicated the locations of key clusters across the study area,



Figure 38. Identification and classification of trip attractor clusters

which represent groups of trip attractors within close proximity to each other. The clusters were classified based on the relative concentration or number of trip attractors and/or the classification of the centre in the area (e.g., town centre, village centre, etc.). The output of this process is shown in Figure 38.

5.2.1.2. Key Desire Lines

Following the mapping of the clusters of origins and destinations, the main desire lines for all trips between those clusters were identified. These indicate key movement patterns which corridors in the cycle network should aim to support.

The data gathered in the previous steps and local knowledge from Lancashire and West Lancashire officers informed the development of the desire lines.

The Propensity to Cycle Tool was utilised to obtain data for 2011 Census travel to work trips. Straight lines between the Middle Super Output Areas (MSOAs) were mapped for all methods of travel, indicating the number of commuters between each MSOA pair. Trip distance was limited to 10km to capture a large sample size of origin/destination pairs, while also keeping the MSOA pairs within a reasonable cyclable distance¹. Trips were classified based on the commuter flows.

Additionally, links between each of the clusters were mapped to help identify potential desire lines between the key cluster areas. These links were classified based on the distance between destinations as shorter trips will have higher propensity for mode shift. Trip distance was limited to 10km.

Figure 39 illustrates the output from mapping desire lines for connections between clusters and existing commuter patterns.

Based on the clusters and commuter flow patterns, the information was distilled to identify the key desire lines across the study area, as shown in Figure 40 on the following page. The desire lines were classified based on the concentration of commuter flows across the area, the type of clusters/destinations they serve, local officer input, and observations from other components of the data gathering analysis. Trip distance was also considered, as longer distances are likely to have less potential for mode shift to cycling for every day utility trips. The classification is discussed in further detail in section 5.2.1.4 on page 72.



Figure 39. Straight lines between MSOAs and between the clusters to inform the desire lines for the cycle network. The width and colour intensity of the desire lines indicate potential higher demand.

^{1 10}km is equivalent to approximately 37 minutes cycling at 10mph (16kph).



Figure 40. Key desire lines between the selected clusters

5.2.1.3. Identification of the Cycle Network

The methodology used to identify key links in the study area involved the gradual overlaying of the following information to create a gualitative 'Heat Map' where the overlap of relevant criteria suggests locations where infrastructure improvements could provide the greatest level of service, connectivity, and safety benefits.

The following data were considered for the identification of the preliminary cycle network:

- » Key trip attractors: railway stations, retail centres and high streets, schools, employment areas, parks, and Town/Village centres.
- » Key trip origins: such as denser residential areas and planned developments.
- » Indices of Multiple Deprivation and areas of low car-ownership (targeting areas of higher deprivation and lower car ownership, which would benefit from cycle improvements).
- » Propensity to Cycle Tool: highlighting areas with potential for higher cycle commuter and school flows (Go Dutch scenario).
- » Origin-Destination data: highlighting the routes, origins, and destinations of short motor vehicle commuter trips (<5km) which could reasonably be replaced by cycling trips.
- » Strava Metro data: mainly leisure/sport trips by pedal cycle recorded by Strava users.
- » Cycle collisions: locations of incidents during the latest five years of available data.
- » Geolocated public suggestions for active travel improvements from LCC's early engagement

survey and the proposed cycle corridors from the engagement survey.

» Existing cycle facilities (including bridleways) and recently proposed facilities.

Overlaying these datasets, areas in higher intensity colour indicate a potential higher

Fylde District South Ribbl District Chorley District Sefton West Lancashire District Wigan District St Helens Knowsley District District

Figure 41. Qualitative 'heatmap' of data related to the potential for cycle trips

demand for utility cycling trips or where there is higher potential for mode shift or new users (Figure 41). Corridors were selected along the road network to align with these areas, forming an initial draft cycle network (see Figure 42 on the following page).







Figure 42. Identified cycle network map resulting from the 'heatmap' analysis

5.2.1.4. Classification of the Cycle Network

The selected cycle network was classified based on the identified desire lines, as follows:

- » Strategic: Sections of the network connecting West Lancashire's town centres (Burscough, Ormskirk, Skelmersdale), as well as connections to Wigan.
- » Primary: Sections of the network feeding the strategic network and providing connections to town and large village centres, serving all the clusters, following the identified desire lines. Connections to Tarleton, Maghull, Parbold and to Southport are proposed as primary corridors. Additionally, local connections with high demand for utility trips, such as connections to the industrial estates in Skelmersdale and connections to the university are proposed as primary in the aspirational cycle network.
- » Secondary: Sections of the network providing connections between the strategic, primary and secondary corridors to/from local destinations and neighbourhoods to enhance local network connectivity. Additionally, longer distance connections between urban centres and neighbouring areas and large village centres, and leisure routes are identified within the network and proposed as secondary corridors.

The proposed cycle network was translated into different corridors/sections of the proposed network. Each corridor was selected to be clipped to approximately 5-8km in length, which corresponds to a relatively easily cyclable distance. It was also intended to facilitate more manageable design and implementation in



Figure 43. Identified cycle network map overlaid with the desire lines and the clusters

future, in a way that each corridor/section could be developed independently.

Based on this process, the first draft of the aspirational cycle network (Figure 44 on page 73) was developed to be discussed with the project steering group, additional officers from LCC, WLBC as well as neighbouring authorities in an early engagement workshop.


Figure 44. Draft cycle network developed for the early engagement workshop

5.2.2. Early Engagement

Stakeholder engagement is a key element of the LCWIP as it ensures that the views and knowledge of local people are taken into account. During the project, three early engagement activities were undertaken (see section 2.3 Stakeholder Engagement on page 11 for more information):

- » Public engagement via online surveys.
- » Stakeholder workshop to discuss the draft cycle network.
- » Regular project meetings with the project steering group to discuss the cycle network development.

Early engagement was carried out by LCC via two web-based surveys. The first survey included an interactive online map, which allowed participants to identify specific locations of issues and desired improvements related to active travel county-wide (see section 4.9 Stage 1 Engagement Survey on page 60). The second survey allowed participants to provide feedback on a draft active travel network for West Lancashire (see section 4.10 Stage 2 Engagement Survey on page 62). The results of the surveys informed the identification of the cycle network.

A stakeholder workshop was held in November 2023 for representatives from LCC, WLBC, neighbouring authorities and Sustrans. The purpose of the workshop was to present the objectives of the study, the work so far (data collected) and the methodology followed for the identification of the active travel networks.

It was also a key opportunity to obtain input from the stakeholders on the draft cycling and walking networks, and use their local knowledge to help refine the outputs from the desktop analysis.

Participants were generally in agreement with the identified network for cycling. Comments received included:

- » Concerns on the feasibility and/or attractiveness of some of the routes along the A roads (e.g., A570 Southport Road, A570 Ormskirk Road and A59 Moss Lane). They are perceived as important corridors but they are constrained with high traffic flows.
- » Suggestions for additional links via existing public rights of way or towpaths.
- » Suggestions for additional routes in the rural area in the west of the Borough, to connect to Southport and Formby.
- » Suggestions to upgrade the towpaths and West Lancashire Wheel to the primary network as they are important local priorities.

Following the stakeholder workshop, the project steering group had several meetings and discussions on the draft cycle network. Officers from LCC and WLBC provided further feedback on the classification of the network, proposing amendments to the classification of the corridors reflecting their local knowledge of the area, perceived potential demand and local priorities. The initial draft LCWIP network was also compared to the Stage 2 Engagement network. Where similar routes were identified, but with slightly different alignments, input from the project steering group helped determine the preferred alignment option. Proposals for additional routes and alternative alignments to the identified corridors were also discussed and added to the final cycle network.

The key priority for the cycle network is to provide a coherent, direct, safe, comfortable and attractive environment for cyclists. The stakeholder feedback focused on ensuring (early on) that the proposed corridors will achieve these criteria. Therefore, LCC and WLBC officers provided early comments on the potential feasibility of some corridors and promoted alignments away from high vehicular traffic flows and speeds (e.g., off-road options or via quieter routes) as a more attractive option for less confident cyclists. Discussions considered the directness of some of the links. the existing use (deriving information from Strava data), and potential for future change. Where applicable, corridors along the main road network were retained in the aspirational network to ensure that, in the future, direct links between key areas will be further considered.

Additional recommendations were proposed through development sites to future proof opportunities for inclusion of cycle schemes and connections to these areas.

5.2.3. Aspirational Cycle Network

Following stakeholder feedback and network refinement, the final network is shown in Figure 45. The proposed network is distributed across the study area and extends for approximately 313km¹. In total 76 cycle corridors were identified. In some instances, alternative alignments were also captured where there may be parallel options in close proximity. The proposed network includes:

- » 3 Strategic corridors (25km total length) with 2 alternative alignments (8km total length)proposed in some sections (e.g., public rights of way east of the Ormskirk-Skelmersdale Linear Park route was identified as an alternative if the linear park may not be implemented, and a quieter route south of Up Holland if the A577 may not be a feasible cycle route).
- » 17 Primary corridors (90km total length) with one alternative alignment (1.5km length) in Tawd Valley Park.
- » 43 Secondary corridors (149km total length) and 12 alternative alignments (39.5km total length).

The proposed corridors provide coverage throughout the Borough with a relatively higher density in the urban areas (between Burscough, Ormskirk and Skelmersdale). Cross-boundary connections are also provided to neighbouring districts.

The following pages present the cycle network in the main urban areas (Figure 46 to Figure 48).

All the identified cycle corridors are tabulated, by category, in the Appendices.



Figure 45. Proposed aspirational cycle network

¹ Including potential alternative alignments.

5.2.3.1. Aspirational Cycle Network: Burscough



Figure 46. Proposed aspirational cycle network- Burscough





Figure 47. Proposed aspirational cycle network- Ormskirk





Figure 48. Proposed aspirational cycle network- Skelmersdale

5.2.4. Strategic and Primary Cycle Network

The strategic and primary cycle network for West Lancashire is shown in Figure 49. This highlights the core cycle network within the Borough, along with its connections to existing or proposed facilities in neighbouring authorities (e.g., adopted LCWIPs, Transport for Greater Manchester Bee Network).

The proposed Strategic and Primary network reflects:

- » Local priorities to link the town centres of Burscough, Ormskirk, and Skelmersdale (e.g., the West Lancashire Wheel).
- » Higher propensity / potential demand for short utility trips in the urban areas around the town centres.
- » Connections to neighbouring districts (e.g., Wigan, Sefton).
- » Local priorities to utilise existing or proposed off-road assets, such as linear parks and canal towpaths (e.g., Leeds and Liverpool Canal).



Figure 49. Strategic and primary cycle corridors

5.2.5. Selected Cycle Corridors

The strategic and primary cycle corridors form the core cycle network and were selected for further development. It was agreed with LCC and WLBC that in total 11 cycle corridors will be advanced for identification of high-level interventions as part of the LCWIP. The remaining primary and the secondary cycle corridors remain part of the broader, aspirational cycle network, and will be reviewed and assessed in the future as opportunities arise.

To sift the 11 corridors for further development, it was agreed that:

- » All strategic corridors included.
- » Alternative alignments excluded.
- » Primary corridors that extend primarily off-road excluded, as they are likely to be typical off-road path interventions to upgrade the provision for cycling.

Therefore, the following cycle corridors are being progressed for further consideration as part of the LCWIP (Figure 50):

- » #2 Burscough to Ormskirk (linear park)
- » #4 Ormskirk to Skelmersdale (linear park)
- » #5 Skelmersdale to Wigan
- » #7 Higgins Lane
- » #9 Railway Road to Skelmersdale Town Centre
- » #19 Ormskirk to Maghull (A59)
- » #26 Skelmersdale Town Centre to Up Holland Railway Station (West Pimbo Industrial Estate)
- » #35 Skelmersdale Town Centre to Parbold
- » #42 Tarleton to Southport (A565)
- » #50 Banks to Becconsall
- » #66 Ringtail Retail Park to Burscough Bridge Railway Station (via Crabtree Lane)



Figure 50. Strategic and primary cycle corridors advanced for identification of potential cycle improvement measures

5.3 Strategic & Primary Cycle Corridors and Potential Improvements

5.3.1. Introduction

This section outlines potential infrastructure interventions to enhance the selected strategic and primary cycle corridors identified in the previous section (5.2.5). The proposed measures are high level and indicate potential interventions for consideration in the next stage of scheme development. Note that significant further work will be needed on each corridor to assess the feasibility of proposed interventions.

5.3.1.1. Indicative potential interventions

The potential interventions for cycling seek to follow DfT's LTN 1/20 design guidance. The overall aim of the LCWIP is to provide a coherent, direct, safe, comfortable, attractive and inclusive cycle network, as outlined in the LTN 1/20 design principles¹ and DfT's Inclusive Mobility guidance².

To support LTN 1/20 design principles, examples of considerations in identifying the network and potential infrastructure measures included improved access to schools, town centres and other key destinations; potential for segregation from other road users; lower traffic speeds and/or measures to reduce vehicular flows through sensitive areas; opportunities to reallocate road space for pedestrians and cyclists; and junction and crossing improvements. Potential interventions should complement and enhance the character of an area, adapted to fit the local context and constraints. Finally, cycle infrastructure should be inclusive and accessible to everyone, regardless of ability.

The proposed interventions are based on desktop review only. No site visits were undertaken during development of the LCWIP to review the corridors. The project steering group provided general information to the project team on potential issues and constraints.

5.3.1.2. Next steps for further development

The proposed high-level interventions are intended to characterise the corridors and potential improvement opportunities for further consideration. Audits of the cycle corridors and potential interventions (e.g., Route Selection Tool, Cycling Level of Service, or Active Travel England (ATE) tools) are suggested in future stages to better understand the existing conditions, issues, and constraints and the improvements which are required.

The proposed interventions indicate initial concepts as to the type of cycle infrastructure which may be required. All proposed interventions would be subject to additional assessments and feasibility design to refine and develop the initial proposals and review constraints, potential impacts, and potential alternatives. This is likely to require additional surveys (e.g., traffic, topographic, utilities, parking, environmental) and further assessment/engagement including reviewing land ownership information and stakeholder and public consultation.

As proposed cycle interventions are advanced, design stages should utilise the latest best practice design guidance and standards available at the time, such as:

- » Cycle Infrastructure Design (DfT, LTN 1/20).
- » Manual for Streets 1 & 2^3 .
- » Inclusive Mobility (DFT, 2022).

5.3.1.3. Section outline

The potential infrastructure interventions are presented for each cycle corridor on the following pages. While these proposals are focused along the strategic and primary cycle corridors, they also provide examples of the types of improvements that could be implemented elsewhere in the study area as needs or opportunities arise.

Potential interventions for the 11 selected corridors are presented by:

- » District-wide overview of potential interventions (cycle typology maps), with separate maps for each town centre.
- » Summary of interventions by individual corridor, presented by category:
 - Strategic cycle corridors.
 - Primary cycle corridors.

¹ Department for Transport, Cycle Infrastructure Design (LTN 1/20), section 1.5.

 $^{2\;}$ Department for Transport, Inclusive Mobility, section 1.5.

³ At the time of development of this LCWIP report, a revised Manual for Streets is in development by DfT.

Wigan District C OpenStreetMap contributors, and the GIS User St Helens Community; Contains OS data © Crown copyright 2023: Lancashire CC data; West Lancashire BC District Knowsley data

» Photo examples and descriptions of different types of cycle infrastructure are provided in Section 5.4 on page 122.

5.3.2. Cycle typology

The proposed cycle facility typologies across the strategic and primary cycle corridors are illustrated in Figure 51. The proposed cycle network comprises a mix of facility typologies, indicative of the varying facility contexts and constraints across the Borough.

Figure 52 to Figure 54 on the following pages present the cycle facility typologies focused in the urban areas of Burscough, Ormskirk, and Skelmersdale.

Future feasibility design stages would be required to review constraints and cycle facility options in more detail. The proposed facilities reflect the design principles, local aspirations for cycling, and anticipated potential constraints along each route at this initial stage of option assessment (e.g., available space, traffic flows and speeds).





Figure 52. Indicative cycle typology map for the selected cycle corridors in Burscough (corridor ID labelled)



Figure 53. Indicative cycle typology map for the selected cycle corridors in Ormskirk (corridor ID labelled)



Figure 54. Indicative cycle typology map for the selected cycle corridors in Skelmersdale (corridor ID labelled)



5.3.3. Cycle Corridor 2: Burscough to Ormskirk (linear park)

Figure 55. Indicative proposed cycle infrastructure, Cycle Corridor 2: Burscough to Ormskirk (linear park)

Cycle Corridor 2: Burscough to Ormskirk (linear park)

The strategic cycle corridor, approximately 7.9km, links the town centres of Burscough and Ormskirk and forms part of the 'West Lancashire Wheel.' The northern end serves Burscough town centre, Burscough Bridge Railway Station, and Burscough Priory Secondary School, the Yew Tree Farm Strategic Site and nearby employment areas and potential development sites. The middle section utilises the Ormskirk linear park parallel to the railway, providing an off-road alternative to the busy A59. The southern section serves Ormskirk town centre, railway and bus stations, and Ormskirk Employment Area / Hattersley Court. The cycle corridor is broadly parallel to the A59 which has high traffic flows¹, and aims to utilise alignments with off-road facilities or streets with lower traffic flows where possible.

1 Annual Average daily flow (AADF) of 15,693 (5% HGV) south of Ringtail Retail Park (2022 data, DfT Road Traffic Statistics).

Table 10. Proposed indicative typology and high-level interventions along cycle corridor 2

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
2.1	Church / Moor / Aughton / Burscough Streets	A570 gyratory	607	Permit cycle access through pedestrianised area ¹	Investigate permitting cycle access through the pedestrianised town centre. Upgrade existing crossings at the gyratory to signal controlled pedestrian and cycle crossings to facilitate access. Potential constraints during pedestrian peak hours and on market days. Consider introducing a cycle hub at the town centre to provide secure parking.
2.2	Off-road path	Moor Street - railway station	292	Shared use path	Existing shared use path. Segregation between pedestrians and cyclists is preferred (i.e., segregated cycle track and footway), but likely not feasible due to environmental and space constraints. Ongoing maintenance/pruning is required to maximise effective path width and improve visibility, passive surveillance and reinforce sense of personal security.
2.3	Railway Road	Moor Street - Derby Street	218	Mixed traffic	Mixed traffic and contraflow cycling (introduce cycle logos and signage for bi-directional cycle access) to be permitted to provide direct access from the railway station to the town centre core. Introduce 20mph speed limit (to be considered as part of a town-wide 20mph limit) with traffic calming (if required), wayfinding and junction modifications to improve access to the facilities. Proposal potentially not LTN 1/20 compliant due to the assumed moderate/high traffic flows without segregation. Alternative route via the existing shared use path (section 2.2). Parking review may be required to accommodate contraflow cycling provision.

¹ Cycling through the pedestrianised area is not preferred, however it is a safer alignment than cycling along the gyratory. Further investigation is required following the Ormskirk Town Centre Movement Strategy to enhance cycle provision in the constrained town centre. East-west movements to the railway station along Derby Street are very constrained and a key aspiration is to introduce a new pedestrian / cycle bridge over the railway lines.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
2.4	Railway Approach /	Derby Street - Burscough	286	Mixed traffic	Quietway through the residential area. Proposal likely LTN 1/20 compliant due to assumed low traffic flows as the existing modal filters prevent through traffic. Introduce a controlled crossing at New Ct Way.
	Station Road	Street			Investigate feasibility of a new cycle and pedestrian bridge at Ormskirk Railway station to improve station access and permeability across the railway.
2.5	Burscough Street	Derby Street - Station Road	177	Segregated cycle track	Two-way cycle track on the east side by reallocating space from the carriageway and the footway. Introduce a controlled crossing on Derby Street to provide a safe connection to the town centre. Reduce speed limit to 20mph and introduce traffic calming measures, as needed.
2.6	Burscough Street	Station Road - Yew Tree Road	294	Shared use path	Shared use path on the west side of the road by reallocating space from the carriageway. Traffic flows are assumed to be high, with high percentage of HGVs, therefore segregation is required. Segregation between pedestrians and cyclists is preferred (i.e., segregated cycle track and footway) but likely not feasible due to space constraints. Reduce speed limit to 20mph and introduce traffic calming measures, as needed. Review of on-street parking would be required in some locations. Introduce cycle crossing at Station Road to link to the quietway to the railway station and to the cycle facilities on the east side of the road (link 2.5).
2.7	Burscough Street / Burscough Road	Yew Tree Road - Old Boundary Way	213	Segregated cycle track	Two-way cycle track on the west side by reallocating space from the carriageway and the footway. Introduce a controlled crossing on the approach to Old Boundary Lane along with junction modifications to ensure safe transition between the cycle track and the quietway through the residential area (link 2.8). Reduce speed limit to 20mph and introduce traffic calming measures, as needed. Introduce crossing to Ormskirk Employment Area / Hattersley Court.
2.8	Old Boundary Way / Pine Ave	Burscough Road - Ormskirk to Burscough Linear Park	356	Mixed traffic	Quietway through the residential area. Proposal likely LTN 1/20 compliant due to the assumed low vehicular flows. Reduce the speed limit to 20mph and introduce traffic calming measures, as needed.
2.9	The Pads (PRoW)	Old Boundary Way - Ormskirk to Skelmersdale Linear Park	260	Shared use path	Existing shared use path connection under the railway. Segregation between pedestrians and cyclists is preferred (i.e., segregated cycle track and footway) but likely not feasible due to environmental and/ or space constraints. Investigate improving the existing provision, such as widening, public realm improvements at the underpass, and ongoing maintenance/pruning to maximise effective path width and improve visibility, passive surveillance and reinforce sense of personal security.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
2.10	Ormskirk to Burscough Linear Park	Pine Ave - Abbey Lane	2235	Segregated cycle track	Two-way cycle track of 3.0m width along the linear park. Facilities to include a wide pedestrian corridor. Separation between non-motorised users subject to available width. Consider the need to mitigate potential flooding and drainage issues. Provide lighting sympathetic to the context and potential ecology constraints. Ongoing maintenance/pruning is required to maximise effective path width and improve visibility, passive surveillance and reinforce sense of personal security.
					Further analysis to be undertaken as part of feasibility design to understand constraints and preferred alignment to connect to Abbey Lane.
2.11	Abbey Lane	Ormskirk to Burscough Linear Park - A59	363	Mixed traffic	Quietway through Abbey Lane to provide access to the linear park. Proposal likely LTN 1/20 compliant due to the assumed low traffic flows. Reduce the speed limit to 20mph and introduce traffic calming measures, as needed. Consider lighting provision to improve personal safety and year-round usage.
2.12	Lordsgate Lane	A59 - Dakota Way	458	Mixed traffic	Quietway through the residential area. Proposal likely LTN 1/20 compliant due to the assumed low traffic flows. Reduce the speed limit to 20mph and introduce traffic calming measures, as needed. Introduce a short section of shared use path on the north side along the A59 to provide a link between Abbey Lane / linear park and Lordsgate Lane. Introduce a signal controlled crossing east of Abbey Lane to link the facilities.
2.13	Dakota Way / Off-road path	Lordsgate Lane - proposed off-road path	594	Segregated cycle track	Two-way cycle track by widening and improving the existing facilities through the development. Improve access to Lordsgate Lane and introduce a crossing on the east arm of the Dakota Way/ Tollgate Road roundabout.
2.14	Off-road path	Dakota Way off-road path - A59	772	Segregated cycle track	Two-way cycle track through the development. Additional measures to consider lighting to improve personal safety and year-round usage.
2.15	Liverpool Road (service road)	Off-road path - Chancel Way	187	Mixed traffic	Quietway along the service road. Introduce 20mph speed limit (to be considered as part of a town-wide 20mph limit). Introduce controlled crossings on the A59 to improve access to the facilities.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
2.16	A59 (Liverpool Road)	Chancel Way - Fletcher's Drive	616	Shared use path	Shared use path on the west side of the road by reallocating space from the carriageway. Traffic flows are assumed to be high, with high percentage of HGVs, therefore segregation is required. Segregation between pedestrians and cyclists is preferred but likely not feasible due to space constraints. Introduce controlled crossings at the side roads and on the approach to Lordsgate Township CoE Primary School and at the northern end of the section.
2.17	A59 (Liverpool Road)	Fletcher's Drive - School Lane	315	Mixed traffic	Mixed traffic provision due to geometric constraints (limited public highway land between the buildings for segregated cycle facility). Wide footways exist in some locations; however, as the section extends through the retail centre with likely higher pedestrian activity, shared facilities are not preferred. Proposal not LTN 1/20 compliant due to the high traffic flows. Consider 20mph speed limit (potentially as part of a town-wide 20mph limit) and traffic calming measures (e.g., horizontal deflection due to the high HGV flows). Introduce controlled crossings at Mill Lane and School Lane.
					In the next stage of scheme development, investigate the potential for segregation between cyclists and motor vehicles.
2.18	A59 (Liverpool Road)	School Lane - Red Cat Lane	169	Shared use path	Shared use path on the east side of the road by reallocating space from the carriageway. Traffic flows are assumed to be high, with high percentage of HGVs, therefore segregation is required. Segregation between pedestrians and cyclists is preferred (i.e., segregated cycle track and footway), but likely not feasible due to space constraints. Investigate modification of the double mini roundabouts south of the railway bridge to a signalised junction for opportunity to introduce pedestrian and cycle crossings (junction modelling required to understand the potential impact of the proposals).
					Introduce controlled crossings at the side roads and on the approach to the railway station and consider introducing a cycle hub at the railway station to provide secure parking.
2.19	Victoria Street	Leeds & Liverpool Canal - Orrell Lane	67	Mixed traffic	Quietway through the residential area to provide access to the Leeds & Liverpool Canal. Improvements to the access to the towpath via widening of the approach and inclusion of a controlled crossing for the path. Modification of the Victoria Street/ Orrell Lane junction (tightening of the approaches and potentially restrictions to turning movements) to tidy vehicular movements and widen the footways.

Alternative alignments to the A59 sections south of Leeds & Liverpool Canal (sections 2.15 - 2.16) are proposed due to the likely constraints along the A59; however, they would be less direct to the town centre. Proposed alignments utilise off-carriageway paths and quiet residential streets which may be more attractive options for less confident cyclists.



5.3.4. Cycle Corridor 4: Ormskirk to Skelmersdale (linear park)

Figure 56. Indicative proposed cycle infrastructure, Cycle Corridor 4: Ormskirk to Skelmersdale (linear park)

Cycle Corridor 4: Ormskirk to Skelmersdale (linear park)

Part of the 'West Lancashire Wheel,' the strategic cycle corridor links the town centres of Ormskirk and Skelmersdale and is approximately 9.0km in length. At the west end, the corridor serves Ormskirk town centre, Ormskirk railway and bus stations, Ormskirk Employment Area / Hattersley Court and Ormskirk CoE Primary School. In Skelmersdale, at its east end, the corridor serves several schools, the town centre, bus station, West Lancashire College and Stanley Industrial Estate. Between the town centres, the corridor broadly utilises the proposed Skelmersdale linear park, which follows a disused railway alignment.

Table 11. Proposed indicative typology and high-level interventions along cycle corridor 4

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
4.1	Off-road path	Moor Street - Station Approach	292	Shared use path	Existing shared use path. Segregation between pedestrians and cyclists is preferred (i.e., segregated cycle track and footway) but likely not feasible due to environmental and space constraints. Ongoing maintenance/pruning is required to maximise effective path width and improve visibility, passive surveillance and reinforce sense of personal security.
4.2	Station Approach	Derby Street - Ormskirk to Skelmersdale Linear Park	157	Mixed traffic	Quietway along the access to the railway station car park. Reduce speed limit to 20mph and introduce traffic calming measures, as needed. Improve access to the facilities use path towards the linear park by resurfacing the road and the path and introducing raised features and cycle logos. Investigate widening of the path. Consider introducing a cycle hub at the railway station to provide secure parking.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
4.3	Ormskirk to Skelmersdale Linear Park	Station Approach - Neverstitch Road	5403	Segregated cycle track	Greenway along the disused railway alignment. Create a pedestrian and cycle corridor of 5m minimum width if space allows or a wide of shared use path. Consider the need to mitigate potential flooding and drainage issues. Provide lighting sympathetic to the context and potential ecology constraints. Ongoing maintenance/pruning is required to maximise effective path width and improve visibility, passive surveillance and reinforce sense of personal security.
					Sections of the proposed linear park extend through private land and discussions with land owners are required. Sections of the linear park traverse a Biological Heritage Site and potential interventions would need to consider ecological constraints.
					The section of the path along Westhead village is likely to be constrained as the path extends through private land close to properties. Alternative alignment proposed along Wigan Road (which would require segregated cycle facilities due to the high traffic flows) if the off-road alignment cannot be progressed.
					Introduce controlled crossing at Greetby Hill south of the linear park (as the visibility is poor at the direct crossing) to access the park, and at Castle Lane, Dick's Lane, Plough Lane and Firswood Road. Proposed crossings would require investigation of the levels and visibility at the crossing locations.
					Further analysis to be undertaken as part of feasibility design to understand constraints and alignment options.
4.4	Neverstitch Road (south side)	Ormskirk to Skelmersdale Linear Park - Kiln Lane	946	Segregated cycle track	Two-way cycle track on the south side by reallocating space from the verge. A buffer is required along the cycle facilities to separate cyclists from the high speed traffic. Vehicle restraint system (VRS) is proposed to be relocated to the buffer to ensure safety for cyclists. Consideration should be given to the levels along the section to ensure any ramps meet LTN 1/20 guidelines. Introduce controlled crossings at the side roads and on the approach to the linear park. Consider additional lighting to improve personal safety.
4.5	Neverstitch Road (north side)	Ormskirk to Skelmersdale Linear Park - Glenburn Road	1566	Shared use path	Existing shared use path on the north side. Investigate improving the existing provision, such as widening, review surfacing and consider additional lighting to improve personal safety. Segregation between pedestrians and cyclists is preferred (i.e., segregated cycle track and footway), but likely not required due to assumed low pedestrian flows.
4.6	Kiln Lane	Neverstitch Road - School Lane	405	Segregated cycle track	Two-way cycle track on the west side by reallocating space from the verge. Consideration should be given to the levels along the section to ensure any ramps meet LTN 1/20 guidelines. Introduce a controlled crossing at the south end of the section.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
4.7	Kiln Lane	School Lane - Church Road	421	Advisory cycle lanes	Advisory cycle lanes through the residential area and along the Skelmersdale Trinity CoE Primary School. Proposal potentially LTN 1/20 compliant due to the assumed low traffic flows (subject to traffic survey). Retain 20mph speed limit. Additional measures to consider traffic calming measures (horizontal deflection), and removal of the centre line. Introduce controlled crossings at both ends of the section to allow for safe transition for cyclists.
					Alternative alignment via existing paths along Kiln Lane Playing Fields to allow shared use path.
4.8	Off-road path	Church Road - St Edmunds Catholic Primary School	421	Shared use path	Shared use path by improving the existing path through the residential area. Consider added lighting, wayfinding and resurfacing where required.
4.9	Off-road path	St Edmunds Catholic Primary School - cycle corridor 9	991	Shared use path	Two-way cycle track by widening and improving the existing facilities. Review surfacing, and consider additional lighting to improve personal security and improve the public realm through the subway. Consider introducing a cycle hub at the retail park.
4.10	Retail centre		143	Mixed traffic	Mixed traffic provision through the Lidl car park to allow for access to the existing shared use paths. Introduce cycle logos and signs. Proposal would require discussion with landowner.

5.3.5. Cycle Corridor 5: Skelmersdale to Wigan



Figure 57. Indicative proposed cycle infrastructure, Cycle Corridor 5: Skelmersdale to Wigan

Cycle Corridor 5: Skelmersdale to Wigan

The strategic cycle corridor, approximately 8.0km, connects Skelmersdale and Wigan. It serves Skelmersdale town centre, several schools in the southeast of Skelmersdale, Up Holland, and cross-boundary connectivity to Wigan and its proposed Bee Network. The western portion of the corridor generally aims to utilise and improve existing off-road facilities in Skelmersdale. The eastern portion generally follows the A577 through Up Holland, which has high traffic flows¹. An alternative alignment may be considered (cycle corridor #31 in the aspirational cycle network) due to potential space constraints along the A577.

1 Annual Average daily flow (AADF) of 10,339 (1% HGV) (2022 data, DfT Road Traffic Statistics)

Table 12. Proposed indicative typology and high-level interventions along cycle corridor 5

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
5.1	Northway	Library - Concourse Shopping Centre	376	Segregated cycle track	Two-way cycle track on the south side by reallocating space from the verge and the carriageway. A buffer is required along the cycle facilities to separate cyclists from the high speed traffic. Introduce controlled crossings at the side roads and on the approach to Northway footbridge.
5.2	Access to car park level	Concourse Shopping Centre - car park	128	Segregated cycle track	Two-way cycle track along a new ramp to provide access between Northway and the car park level. Construction of the ramp to take into consideration LTN 1/20 guidance for gradient, width and landing space.
5.3	Off-road path	car park - Eskdale	126	Shared use path	Investigate improvements to the existing path, such as widening, surfacing, additional lighting to improve personal security and improve the public realm through the subway. Segregation between pedestrians and cyclists is preferred (i.e., segregated cycle track and footway) but likely not feasible due to space constraints. Potential for segregation to be considered further in future stages of scheme development.
					Consider introducing a cycle hub at the retail centre car park.
5.4	Eskdale	off-road path - Southway footbridge	367	Segregated cycle track	Two-way cycle track by improving the existing facilities. Investigate widening by reallocating space from the verge and consider additional lighting to improve personal safety.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
5.5	Off-road path	Eskdale - Tanhouse Road	352	Shared use path	Shared use path by improving the existing path through the residential area. Consider additional lighting, wayfinding and resurfacing where required.
5.6	Off-road path	Tanhouse Road - Ormskirk	1378	Segregated cycle track	Two-way cycle track by improving the existing facilities. Investigate widening by reallocating space from the verge and consider additional lighting to improve personal safety.
		Road			Introduce an at grade crossing on Tanhouse Road which would also provide improved access to the bus stops (proposal would need to investigate level differences and closure of the subways).
5.7	Ormskirk Road / Clay Brow Road	Tanhouse Road - Digmoor Road	1020	Advisory cycle lanes	Advisory cycle lanes through the residential area. Proposal potentially LTN 1/20 compliant due to the assumed low traffic flows. Retain existing 20mph speed limit. Extend the proposal to Digmoor Road to enhance the accessibility of the cycle network in the residential area. Additional measures may include traffic calming measures (horizontal deflection), removal of the centre line and junction improvements with additional crossings on the eastern arm of Ormskirk Road/ Digmoor Road/ Tanhouse Road roundabout and north of Back Lane (location to be confirmed following review of the visibility at the crossing.
					Alternative alignment via existing paths along Holland Moor Primary School.
5.8	A577 crossing / Ormskirk Road	Ormskirk Road - Chequer Lane	190	Segregated cycle track	Introduce an at grade crossing of Stannanought Road with two-way cycle track and staggered signal controlled crossings.
5.9	A577 (Ormskirk Road)	Chequer Lane - Mill Lane	1228	Segregated cycle track	Two-way cycle track on the south side by reallocating space from the verge and the carriageway (hatched median). Potential pinch points along the section to be investigated in the next stages of scheme development. Review of on-street parking is required; may require relocation of the parking to the side roads. Introduce controlled crossings at the side roads and at Ormskirk Road east of Newgate Road, at the surgery, and east of Highgate Road.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
5.10	A577 (Dingle Road)	Mill Lane - School Lane	1275	Mixed traffic / Advisory cycle lanes	Mix of typologies along the road due to space constraints. Mixed traffic provision at the western end, and advisory cycle lane for eastbound (downhill) cyclists and one-way cycle track on the south side for westbound (uphill) cyclists by reallocating space from the carriageway. Proposal not LTN 1/20 compliant due to the high traffic flows. Introduce controlled crossing at the west end of the cycle track. Reduce speed limit to 20mph to improve road safety for the on-carriageway cyclists.
					Alternative alignment to the mixed traffic section via quietways along Hallbridge Gardens and Highgate Road may be considered to mitigate against LTN 1/20 non-compliance.
5.11	Church Street	School Lane - Higher Lane	311	Mixed traffic	Mixed traffic provision due to space constraints. Proposal potentially not LTN 1/20 compliant due to assumed relatively high traffic flows. Reduce speed limit to 20mph to improve road safety for the on-carriageway cyclists.
					Alternative alignment via Alma Hill / Higher Lane may be considered to mitigate against LTN 1/20 non-compliance. Avoids the A577 on-carriageway section, but steep gradients may be restrictive for some cyclists (e.g., without e-bikes).
5.12	Tontine Road	Higher Lane - Sandbrook Road	486	Shared use path	Shared use path on the east side by reallocating space from the carriageway. Segregation between pedestrians and cyclists is preferred (i.e., segregated cycle track and footway); however, due to space constraints, segregation is likely not feasible, and potentially is not required due to low pedestrian flows. Introduce signal controlled crossings at both ends of the section to allow for safe transition for cyclists.
5.13	Sandbrook Road	Tontine Road - Wigan boundary (B5206)	603	Mixed traffic	Mixed traffic provision due to geometric constraints. Proposal likely LTN 1/20 compliant due to assumed low vehicular flows. If flows are high, consider a bus gate to restrict through movements. Reduce the speed limit to 20mph. Consider cross-boundary coordination with Wigan for cycle network connectivity to Orrell railway station and Up Holland High School.

An alternative alignment option for sections 5.9 - 5.14 is via Cycle Corridor #31. To be considered in future stages of scheme development. May consist of potential cycle provision improvements via Chequer Lane and existing off-road paths to provide a connection between Skelmersdale and Higher End in Wigan.

5.3.6. Cycle Corridor 7: Higgins Lane



Figure 58. Indicative proposed cycle infrastructure, Cycle Corridor 7: Higgins Lane

Cycle Corridor 7: Higgins Lane

The primary cycle corridor provides a local network link within Burscough, connecting the town centre (cycle corridor #2) and Burscough Employment Areas (cycle corridor #66) via Higgins Lane. The corridor extends for 2.1km and serves the Yew Tree Farm Strategic Site and related housing and employment development sites via a proposed path as part of the Yew Tree Farm development which links to the Ormskirk - Burscough linear park (cycle corridor #2). Higgins Lane has relatively low vehicle flows¹ and a 7.5t weight restriction to deter use by HGVs.

1 Annual Average daily flow (AADF) of 2,203 (2019 data, DfT Road Traffic Statistics).

Table 13. Proposed indicative typology and high-level interventions along cycle corridor 7

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
7.1	Higgin's Lane	A59 - west of Hesketh Road	868	Advisory cycle lanes	Advisory cycle lanes along Higgin's Lane on the approach to the A59 along the residential area and the new development. Proposal potentially LTN 1/20 compliant due to the assumed low traffic flows. Existing 20mph speed limit to be retained and extended, and retain the existing traffic calming measures. Additional proposals to include removal of the centre line and introduce new crossings on the A59, on the approach to the off-carriageway path south of Truscott Road and the new path at the western end of the development. Retain restricted access for HGVs (7.5t limit) to improve road safety for the on-carriageway facilities.
7.2	Higgin's Lane	west of Hesketh Road - Crabtree Lane	647	Mixed traffic	Mixed traffic provision due to geometric constraints. Proposal likely LTN 1/20 compliant due to assumed low vehicular flows. Consider a bus gate to restrict through movements and potential rat running following the completion of Yew Tree Farm Development. Extend existing 20mph speed limit to the west end of the residential development. Reduce speed limit to 30mph west of the residential area. Introduce crossings to access the proposed new off-road path through Yew Tree Farm Development and on the approach to Crabtree Lane along with improvements to the junction to accommodate cyclists' movements.
7.3	Off-road path	Higgin's Lane - Chancel Way	273	Segregated cycle track	Two-way cycle track through the development. Introduce a controlled crossing on Chancel Way. Additional measures to consider lighting to improve personal safety.
7.4	Off-road path	Chancel Way - Dakota Way	471	Segregated cycle track	Two-way cycle track by improving the existing facilities. Investigate widening by reallocating space from the verge and consider additional lighting to improve personal safety. Introduce a crossing at the southern exit of the path to improve access to the cycle facilities on Dakota Way. Additional measures to consider lighting to improve personal safety.



5.3.7. Cycle Corridor 9: Railway Road to Skelmersdale Town Centre

Figure 59. Indicative proposed cycle infrastructure, Cycle Corridor 9: Railway Road to Skelmersdale Town Centre

Cycle Corridor 9: Railway Road to Skelmersdale Town Centre

The primary cycle corridor connects to cycle corridor #4 (Ormskirk to Skelmersdale), providing an alternative route around the northwest neighbourhoods of Skelmersdale to the town centre via Railway Road, existing off-road paths, and the existing active travel bridge over the A5068. The corridor is approximately 3.1km in length. It serves the town centre, Gillibrands Industrial Estate south of Railway Road, Westgate employment site, and Stanley Industrial Estate to the north of the corridor. Railway Road has relatively high traffic flows with a high number of HGVs¹.

1 Annual Average daily flow (AADF) of 8,819 (12% HGVs) (2022 data, DfT Road Traffic Statistics).

Link Length Indicative **High-level Proposal Summary** Road Name From - To ID Typology (m)Skelmersdale 9.1 Neverstitch 108 Segregated Two-way cycle track on the east side by reallocating space from the verge. Introduce a signal controlled Road linear park cycle track crossing to link to Skelmersdale Linear Park greenway. Improvements to access the facility from **Ormskirk Road** Neverstitch Road / Ormskirk Road / Railway Road / Witham Road roundabout to consider closure of Ormskirk Road (east) by introducing a modal filter. Local access could be maintained via Sandy Lane by converting it to two-way. Exits from the roundabout would be reduced and cyclists would have a safer crossing of the side road. Introduce a signal controlled crossing on Witham Road and improve pedestrian and cycle facilities on the approach to shops. Two-way cycle track on the east and north side of the road by reallocating space from the verge and 9.2 Railway Road **Ormskirk Road** 1309 Segregated - Whitehey cycle track the carriageway. A buffer is required along the facilities to separate cyclists from the high speed traffic. Road Introduce controlled crossing on Westgate and on the approach to West Gillibrands Industrial Estate to provide connections to the existing cycle facilities. Improve access to the existing paths to Welbourne and Blaguegate Playing Fields by widening the existing facilities and investigate opportunities to reduce the gradient. 9.3 Railway Road Whitehey Road 493 Segregated Two-way cycle track by widening and improving the existing facilities. Proposal to be investigated in future (path through - Winstanley cycle track stages of scheme development following environmental and arboricultural surveys. Introduce an at grade the green Road signal controlled crossing on the north arm of Whitehey Island roundabout and north arm of Exchange Island roundabout (proposal would need to investigate improvements to the levels and closure of the space) subways).

Table 14. Proposed indicative typology and high-level interventions along cycle corridor 9

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
9.4	Railway Road / Windgate	Winstanley Road - Windrows	487	Segregated cycle track	Two-way cycle track by widening and improving the existing facilities. Proposal to be investigated in future stages of scheme development following environmental and arboricultural surveys. Provides the main off-road alignment of the route to connect to the Glenburn Road Footbridge (9.7).
9.5	Railway Road (path adjacent the properties)	Winstanley Road - Wigan Road	196	Shared use path	Shared use path by improving the existing path to provide a connection to Wigan Road/Windrows. Consider path widening and resurfacing where required. Introduce a raised table with an uncontrolled crossing on the eastern exit of the path to Wigan Road to improve access to the path.
9.6	Wigan Road / Windgate / Windrows	Railway Road - St Edmunds Catholic Primary	683	Mixed traffic	Quietway through the residential area to link the corridor to St Edmund's Catholic Primary School enhance accessibility to the proposed network. Proposal likely LTN 1/20 compliant due to the assumed low vehicular flows. Reduce the speed limit to 20mph and introduce traffic calming measures, as needed. Introduce crossings to access the off-carriageway paths.
9.7	Off-road path	Windrows - Glenburn Road Footbridge	134	Shared use path	Shared use path by improving the existing path through the residential area. Segregation between pedestrians and cyclists is preferred (i.e., segregated cycle track and footway) but likely not feasible due to space constraints. Consider added lighting, wayfinding and resurfacing where required.
9.8	Glenburn Road Footbridge	Off-road path west of A5068 - Off road path east of A5068	191	Shared use path	Shared use path along Glenburn Road footbridge. Segregation between pedestrians and cyclists is preferred (i.e., segregated cycle track and footway) but likely not feasible due to space constraints on the existing bridge (width of 4m). Investigate increasing the height of the parapet on the bridge to increase cyclists' safety.
9.9	Off-road path	Glenburn Road Footbridge - cycle route #4	521	Segregated cycle track	Two-way cycle track by widening and improving the existing facilities. Proposal to be investigated in future stages of scheme development following environmental and arboricultural surveys. Review surfacing and consider additional lighting to improve personal safety.
9.10	Town Centre Plaza	Cycle route #4 - town centre / Northway	318	Shared use path	Shared use path by improving the existing facilities. Options for segregation between pedestrians and cyclists (i.e., segregated cycle track and footway) to be investigated in the next stages scheme development. Review surfacing and consider additional lighting to improve personal safety. Link proposed facilities with existing paths though the retail centre by providing priority crossings where required.
					Consider introducing a cycle hub at the retail park.

5.3.8. Cycle Corridor 19: Ormskirk to Maghull (A59)



Figure 60. Indicative proposed cycle infrastructure, Cycle Corridor 19: Ormskirk to Maghull (A59)

Cycle Corridor 19: Ormskirk to Maghull (A59)

The primary cycle corridor connects Ormskirk to Sefton via the A59 and is approximately 5.5km long. The corridor serves Ormskirk town centre, several nearby schools (e.g., St Bede's Catholic High School), and provides cross-boundary connectivity towards Maghull in Sefton. The A59 has high traffic flows and speeds¹, and the corridor would seek to improve the existing segregated cycle facilities on the southern portion of the A59 and tie-in to planned improvements in Sefton. Due to potential space constraints along the northern portion of the A59 corridor, alternative alignments could also consider potential secondary network links via Prescott Road (cycle corridor #6) and/or Delph Park Ave / Swanpool Lane (cycle corridor #84).

1 Annual Average daily flow (AADF) of 15,192 (4% HGVs) just north of Smithy Lane (2022 data, DfT Road Traffic Statistics); 60mph speed limit outside the built-up area.

Table 15. Proposed indicative typology and high-level interventions along cycle corridor 19

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
19.1	Church / Moor / Aughton / Burscough Streets	A570 gyratory	607	Cyclists through a pedestrianised road ¹	Permit cycle access through the pedestrianised town centre. Upgrade existing crossings at the gyratory to signal controlled pedestrian and cycle crossings to facilitate access. Segregation between pedestrians and cyclists is preferred (i.e., segregated cycle track and footway); however, is likely not feasible due to the character of the area (historic town centre). Potential constraints during pedestrian peak hours and on market days. Consider introducing a cycle hub at the town centre to provide secure parking.
19.2	Aughton Street	Park Road - County Road	555	Segregated cycle track	Two-way cycle track on the east side of the road by reallocating space from the carriageway. Review of on-street parking would be required (as frequent parking on the east side of the road has been observed). Review capacity requirements on Aughton Street for opportunity to remove one of the traffic lanes at the junction. Pinch point at bridge structure likely allows only for shared facilities. Introduce controlled crossings on the approaches to the schools and at the junctions.
					Investigate improvements at Aughton Road/ St Anne's Road/ Holborn Hill/ Cottage Lane/ County Road roundabout with the inclusion of a cycle facility on the south side and controlled crossing on the east and south arms. Proposals would require junction modelling to assess the potential impact the crossings may have and the new cycle facility as space may be required to be reallocated from traffic lanes.
19.3	A59 (Holborn Hill)	Aughton Street - St Bede's High School	196	Segregated cycle track	Two-way cycle track on the south side of the road by reallocating space from the carriageway. Reduce speed limit to 30mph.
					As an alternative to roadspace reallocation, consider potential third party land requirements to accommodate higher quality cycle facilities.

1 Cycling through the pedestrianised area is not preferred, however is the safer alignment through the gyratory. Further investigation is required following the Ormskirk Town Centre Movement Strategy to enhance cycle provision in the constrained town centre.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
19.4	A59 (Holborn Hill)	St Bede's High School - Long Lane	763	Shared use path	Shared use path on the south side of the road by reallocating space from the carriageway. Introduce advisory cycle lane for eastbound (downhill) cyclists (proposal not LTN 1/20 compliant due to the high traffic flows on the A59). Segregation for both directions of cycling likely not feasible due to space constraints. Proposal to be reviewed in the next stage of scheme development. Reduce speed limit to 30mph. Introduce signal controlled crossings east of Priory Road and north of Long Lane to allow access to the shared use path.
19.5	A59 (Liverpool Road)	Long Lane - Moss Delph Lane	557	Segregated cycle track	One-way cycle tracks by reallocating space from the verge and the carriageway. A buffer is required along the cycle facilities to separate cyclists from the high speed traffic. Retain a wide footway along the section to accommodate pedestrians in the area. Upgrade the existing uncontrolled crossings to signal controlled crossings to improve access to the facilities.
19.6	A59 (Liverpool Road)	Moss Delph Lane - Sefton (Robins Island)	3251	Segregated cycle track	One-way cycle tracks by improving the existing cycle facilities. Widening may be achievable by reallocating space from the verge and the carriageway, and resurfacing along the extent of the section. A wider buffer is required along the cycle facilities to separate cyclists from the high speed traffic. Introduce new crossings at key junctions. Tie in to proposed A59 Northway Active Travel Corridor scheme in Sefton at the approach to Robins Bridge Roundabout.



5.3.9. Cycle Corridor 26: Skelmersdale Town Centre to Up Holland Railway Station (West Pimbo Industrial Estate)

Figure 61. Indicative proposed cycle infrastructure, Cycle Corridor 26:Skelmersdale Town Centre to Up Holland Railway Station (West Pimbo Industrial Estate)

Cycle Corridor 26: Skelmersdale Town Centre to Up Holland Railway Station (Pimbo Industrial Estate)

The primary cycle corridor is approximately 4.5km long and connects Skelmersdale town centre to the Pimbo Industrial Estate and Up Holland Railway Station. It serves these key destinations, as well as several primary schools along the corridor. The corridor follows a mixture of existing off-road paths and local streets and aims to reduce severance caused by some of the main arterials within Skelmersdale.

Table 16. Proposed indicative typology and high-level interventions along cycle corridor 26

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
26.1 Off-	Off-road path	Concourse Shopping Centre - Ormskirk Road	562	Segregated cycle track	Two-way cycle track by improving the existing path. Investigate widening and consider additional lighting to improve personal safety. Introduce at grade crossing on Grimshaw Road (proposal would need to investigate improvements to the levels and closure of the subways).
					Consider introducing a cycle hub at the retail park.
26.2	26.2 Spencers Lane	Ormskirk Road - Gillibrands Road	506	Mixed traffic	Quietway through the residential area. Proposal likely LTN 1/20 compliant due to the assumed low vehicular flows. Retain existing 20mph speed limit.
					Investigate segregated cycle route through the green space as an alternative to the on-carriageway facilities.
26.3	Gillibrands Road	Spencers Lane - Abbeystead	95	Shared use path	Introduce an at grade crossing of Gillibrands Road with a short section of a shared use path and signal controlled crossings.
26.4	Abbeystead / Alderley	Gillibrands Road - M58 subway	777	Mixed traffic	Quietway through the residential area. Proposal likely LTN 1/20 compliant due to the assumed low vehicular flows. Retain existing 20mph speed limit. Improvements to the existing path by Little Digmoor Primary School to consider additional lighting, wayfinding and resurfacing where required.
26.5	M58 subway	Alderley - Whiteledge Road	193	Segregated cycle track	Two-way cycle track by improving the existing path. Investigate widening, consider additional lighting to improve personal security and improve the public realm through the subway.
26.6	Whiteledge Road / Pimbo Road	Whiteledge Road - Paddock Road	543	Segregated cycle track	Two-way cycle track by improving the existing facilities. Investigate widening by reallocating space from the verge and consider additional lighting to improve personal safety. Introduce controlled crossings at Whiteledge Road and Penketh Place to ensure the continuity of the cycle facilities.
Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
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26.7	Pimbo Road / Prescott Road	Pikelaw Place - off road path	2216	Segregated cycle track	Two-way cycle track on the east and north side of the road by reallocating space from the verge and the carriageway (slip lanes). A buffer is required along the facilities to separate cyclists from the high speed traffic. To reduce the need for the slip lanes, consider converting nearside traffic lane to left turn only to the industrial sites and lane 2 as the running lane. Introduce controlled crossings on each side road and at the eastern end of the facility to provide access to the railway station. Consider additional lighting to improve personal safety.
26.8	Pimbo Road	Paddock Road - Duke's Wood Lane	445	Segregated cycle track	Two-way cycle track by improving the existing facilities. Investigate widening by reallocating space from the verge, reviewing surfacing and consider additional lighting to improve personal safety. Ongoing maintenance/pruning is required to maximise effective path width and improve visibility, passive surveillance and reinforce sense of personal security.
26.9	Off-road path	Prescott Road - Up Holland railway station	177	Shared use path	Improve existing shared use path facilities. Segregation between pedestrians and cyclists is preferred (i.e., segregated cycle track and footway) but likely not feasible due to space constraints. Consider improving the gradient to access the railway station and review existing lighting provision.
					Consider introducing a cycle hub at the railway station.



5.3.10. Cycle Corridor 35: Skelmersdale Town Centre to Parbold

Figure 62. Indicative proposed cycle infrastructure, Cycle Corridor 35: Skelmersdale Town Centre to Parbold

Cycle Corridor 35: Skelmersdale Town Centre to Parbold

The primary cycle corridor links Skelmersdale Town Centre and the Leeds & Liverpool Canal and Parbold. The corridor is approximately 6.2km long and sections of it are part of the 'West Lancashire Wheel' (along with cycle corridor #60). The corridor serves the town centre, residential areas in the north of Skelmersdale, several nearby schools, and access to the Leeds & Liverpool Canal towpath (National Cycle Network 562) for onward connections to Burscough and Wigan. Within Skelmersdale, the corridor primarily aims to utilise off-road facilities (new or improved infrastructure). North of Skelmersdale, there are significant constraints along Cobbs Brow Lane and limited alternative alignments. Access to the towpath along the north side of the canal is also challenging due to the limited number of canal crossings and access points, and access is proposed via existing crossing in Parbold.

Table 17. Proposed indicative typology and high-level interventions along cycle corridor 35

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
35.1	PRoW	Mill Lane - Back Lane	1028	Shared use path	Improvements to the towpath and the footpath to accommodate cyclists as a shared use path. Resurfacing is required to allow all weather access to the path. Consider widening where feasible and lighting to improve personal safety. Additional proposals to include improved access to the Leeds & Liverpool Canal by introducing a controlled crossing on Mill Lane (potential issues with visibility due to the bridge at the desired location).
35.2	Back Lane	Sandy Lane - Course Lane	401	Mixed traffic	Quietway through the residential area and along Newburgh CoE Primary School. Introduce 20mph speed limit and traffic calming measures, as needed.
35.3 Course Lane / Back Lane - 527 Mixed traffic Smithy Brow Tabby's Nook / Cobb's Brow		Mixed traffic	Mixed traffic provision along the road due to geometric constraints. Proposal not LTN 1/20 compliant due to the assumed high traffic flows. Reduce the speed limit to 20mph through the residential area and introduce traffic calming measures.		
	Lane				Potential alternative alignment in Newburgh village via Tabby's Nook as a quietway through the residential area.
35.4	Cobb's Brow Lane	Tabby's Nook - Beacon Lane	1445	Shared use path	Shared use path on the east side of the road by reallocating space from the carriageway and verge. Proposal would likely require third party land. Traffic flows are assumed to be high, therefore segregation is required. Consider provision of appropriate buffer from the carriageway or speed limit reduction to 30mph (if feasible) and introduce street lighting and traffic calming measures.
35.5	Beacon Lane	Cobb's Brow Lane - Whalleys Road	598	Mixed traffic	Mixed traffic provision along the road due to geometric constraints. Proposal potentially not LTN 1/20 compliant due to the assumed high traffic flows. Reduce the speed limit to 30mph and introduce street lighting and traffic calming measures. Introduce a controlled crossing on the approach to the roundabout to ensure safe access to the cycle facilities.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
35.6	Whalleys Road	Beacon Lane - Jackfield Way	325	Segregated cycle track	Two-way cycle track by improving and widening the existing shared use path facilities. A buffer is required along the facilities to separate pedestrians and cyclists from the high speed traffic. Introduce controlled crossings on Whalleys Road and Newbury Road arm of the roundabout. Consider additional lighting to improve personal safety.
35.7	Whalleys Road / Ashurst Road	Jackfield Way - Ashurst Road subway	377	Segregated cycle track	Two-way cycle track on the east side of the road by reallocating space from the verge. A buffer is required along the facilities to separate cyclists from the high speed traffic. Two-way cycle track through Whalleys Road/ Ashurst Road/ Ashmead Road roundabout along with controlled crossings.
					The existing paths to St James' Primary School is proposed to be improved as an alternative alignment to the cycle facilities.
35.8	Ashurst Road	Ashurst Road subway - Ashmead Road	153	Segregated cycle track	Two-way cycle track by improving and widening the existing shared use path facilities. Review surfacing and consider additional lighting to improve personal safety.
35.9	Ashurst Road / Northway	Ashmead Road - Inskip	704	Segregated cycle track	Two-way cycle track on the west side of the road on the carriageway level by reallocating space from the verge and the carriageway. Potential pinch points at several locations and consideration should be given to reduce the traffic lanes to accommodate safer pedestrian and cycle facilities. A buffer is required along the facilities to separate cyclists from the high speed traffic. Introduce at grade controlled crossings at the approaches to Ashurst Road/ Ashmead Road/ Ashley Road and Ashurst Road/ A577/ Northway roundabouts (proposal would need to investigate improvements to the levels and closure of the subways). Consider additional lighting to improve personal safety.
35.10	Northway	Inskip - Lidl	652	Segregated cycle track	Two-way cycle track by improving and widening the existing shared use path facilities. Review surfacing and consider additional lighting to improve personal safety.
35.11	Retail centre		408	Mixed traffic	Mixed traffic provision through the Lidl car park to allow for access to the existing shared use paths. Introduce cycle logos and signs. Consider introducing a cycle hub at the retail park. Proposal would require discussion with landowner.

Alternative alignment of sections 35.4 - 35.10 via Tawd Valley Path (cycle corridor #60): Shared use path by improving the quality of the existing facilities. Segregation between pedestrians and cyclists to be investigated in the next stages of scheme development following environmental and arboricultural surveys. Consider additional lighting to improve personal safety.



5.3.11. Cycle Corridor 42: Tarleton to Southport (A565)

Figure 63. Indicative proposed cycle infrastructure, Cycle Corridor 42: Tarleton to Southport (A565)

Cycle Corridor 42: Tarleton to Southport (A565)

The primary east-west corridor across the north of West Lancashire via the A565 connects Tarleton and Banks, and provides cross-boundary links to Chorley District and Sefton (Southport). The corridor is approximately 10.7km long. The A565 has high traffic flows and speeds¹. A cycle scheme would aim to improve the existing segregated cycle facilities along the corridor. The section between Mere Brow and Banks is part of National Cycle Network (NCN) route 62.

1 Annual Average daily flow (AADF) of 19,695 (3% HGVs) just west of Sugar Stubbs Lane (2022 data, DfT Road Traffic Statistics); 50mph speed limit.

 Table 18. Proposed indicative typology and high-level interventions along cycle corridor 42

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
42.1	Banks Road	Southport (NCN 62	427	Shared use path	Shared use path on the south side of the road by reallocating space from the carriageway. Reduce the speed limit to 30mph on the approach to the residential area.
		off-road path) - The Sluice (proposed path)			Discussions with Sefton District to introduce a crossing at the western end of the section, which would link with existing facilities (NCN 62).
42.2	The Sluice (proposed path)	Banks Road - A565	619	Shared use path	Improvements to the path to accommodate cyclists as a shared use path. Resurfacing, widening and lighting is required to allow all weather access to the path. Third party land and discussions with landowners may be required. Additional proposals to include improved access to the path by introducing controlled crossings on Station Road which would link with the proposals on the A565, and on Banks Road (potential issues with visibility at the desired location).
42.3	A565 (Water Lane)	Southport (Banks Rd) - Station Road	606	Shared use path	Shared use path on the north side of the road by reallocating space from the carriageway. North side is preferred as it links directly to Banks and other sections of the proposed corridor. In the next stages of scheme development, investigate the potential for segregation between cyclists and pedestrians; however, may not be required as pedestrian flows are assumed to be low. Reduce the speed limit to 30mph.
					Discussions with Sefton District to extend the proposed facilities within the district and introduce a crossing at the western end of the section which would link with existing facilities.
42.4	A565 (Southport New Road)	Station Road - Gravel Lane	913	Segregated cycle track	One-way cycle tracks by reallocating space from the carriageway, the verge and the central island. A buffer is required along the cycle facilities to separate cyclists from the high speed traffic. Reduce the speed limit to 40mph. Additional measures to consider lighting to improve personal safety.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
42.5	A565 (Southport New Road)	Gravel Lane - Blackgate Lane	4911	Segregated cycle track	One-way cycle tracks by improving the existing cycle facilities. Widening is required by reallocating space from the verge, and resurfacing along the extent of the section. A buffer is required along the cycle facilities to separate cyclists from the high speed traffic. The existing uncontrolled crossings are proposed to be upgraded to staggered signal controlled crossings to provide safer connectivity with settlements in the area and bridleways and/or footpaths. Additional measures to consider lighting to improve personal safety.
42.6	A565 (Southport New Road)	Blackgate Lane - A59	1630	Segregated cycle track	One-way cycle tracks by reallocating space from the verge and the carriageway. A buffer is required along the cycle facilities to separate cyclists from the high speed traffic. Reduce the speed limit to 40mph. Retain a wide footway along the section to accommodate pedestrians in the area. Introduce signal controlled crossings (upgrade the existing and introduce new crossings) at the A565/ A59/ Church Road junction.
42.7	A59 (Windgate)	A59 (Liverpool Road) - Bank Bridge	832	Segregated cycle track	One-way cycle tracks by improving the existing cycle facilities. Widening is required by reallocating space from the verge and the carriageway, and resurfacing along the extent of the section. A buffer is required along the cycle facilities to separate cyclists from the high speed traffic. Reduce the speed limit to 40mph. Introduce new crossing at Black Lane path, A59/ Coe Lane junction and at the eastern end of the section on the approach to Leeds to Liverpool Canal to provide safe access to the proposed facilities.
42.8	A59 (Bank Bridge)	A59 - Chorley boundary	89	Shared use path	Shared use path on the south side of the road (narrow in sections) by reallocating space from the carriageway. Segregation between pedestrians and cyclists is preferred (i.e., segregated cycle track and footway); however, due to space constraints, segregation is likely not feasible. The A59 has high traffic flows and speeds and a cycle facility segregated from motorised traffic is required to ensure cyclists' safety. Additional measures to include improved access to the Rufford Branch canal towpaths and proposed River Douglas linear park.
					Aspirational proposal to consider a new active travel bridge over the river and the canal with accessible connections to the towpath, the linear park, and proposed active travel route in Chorley District. Potential locations for new active travel canal/river crossing to be investigated.

5.3.12. Cycle Corridor 50: Banks to Becconsall



Figure 64. Indicative proposed cycle infrastructure, Cycle Corridor 50: Banks to Becconsall

Cycle Corridor 50: Banks to Becconsall

The primary cycle corridor, approximately 7.8km long, provides an east/west link across the north of the Borough, linking Banks and Becconsall/ Hesketh Bank. The corridor serves the two settlement areas, including nearby development areas in both Becconsall and Banks, as well as access to the River Douglas linear park. It also supports onward connectivity to Southport (National Cycle Network 62). The corridor primarily follows off-road links via the proposed Banks linear park and existing public rights of way.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
50.1	Station Road	A565 - Lancaster Drive	92	Shared use path	Shared use path on the south side of the road to allow for safe access to the A565, NCN 62 and proposed cycle facilities as part of cycle corridor #42. Improvements to Station Road / A565 junction required to introduce controlled crossing for cyclist and reduce the turning movement speeds.
50.2	Lancaster Drive	Station Road - Banks Linear Park	492	Mixed traffic	Quietway through the residential area is proposed to access the proposed Banks Linear Park. Vehicular flows are assumed to be low. Additional measures to include 20mph speed limit and traffic calming, if required.
50.3	Banks Linear Park	Lancaster Drive - Rydings Lane	2308	Segregated cycle track	Two-way cycle track of 3.0m width along the linear park. Additional facilities to include a wide pedestrian corridor and a bridleway to accommodate equestrians. Separate facilities for all non-motorised users subject to available width. New controlled crossings proposed at the main road network to ensure continuity of the cycle / active travel facilities. Consider lighting to improve personal safety, and management of the vegetation to ensure the facilities are overlooked.
					Alternative alignment via Long Lane and Moss Lane may be considered for the eastern section of the linear park. An additional section is proposed to link the linear park to Marsh Road via Ryding's Lane as per Green Infrastructure and cycling strategy.
50.4	Rydings Lane / Boundary Lane / Boundary Meanygate	Banks Linear Park - Taylor's Meanygate	1983	Mixed traffic	Mixed traffic provision along the country lane (traffic flows are assumed to be low). Introduce cycle logos and street lighting and reduce speed limit to 30mph. Investigate requirement for a potential modal filter to restrict through traffic along Boundary Meanygate (subject to review of existing traffic flows). Modifications to the junctions required to improve visibility and reduce the crossing distance for cyclists.

Table 19. Proposed indicative typology and high-level interventions along cycle corridor 50

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
50.5	Boundary Meanygate (PRoW)	Taylor's Meanygate - Johnson's Meanygate	1514	Shared use path	Improvements to the existing footpaths (public right of way) to accommodate cyclists as a shared use path. Resurfacing and widening is required to allow all weather access to the path. Consider lighting to improve personal safety.
50.6	Boundary Meanygate / Boundary Lane	Johnson's Meanygate - Moss Lane	1044	Mixed traffic	Quietway through the residential area. Vehicular flows are assumed to be low, Additional measures to include 20mph speed limit and traffic calming, if required. Investigate the requirement of a modal filter to restrict through traffic along Boundary Lane. Modifications to the junctions required to improve visibility, tidy vehicular movements and reduce the crossing distance for cyclists.
50.7	Moss Lane	Boundary Lane - Hesketh Lane	593	Advisory cycle lanes	Advisory cycle lanes along Moss Lane on the approach to Becconsall. Proposal potentially LTN 1/20 compliant due to the assumed low traffic flows. Additional measures to include 20mph speed limit with traffic calming measures (horizontal deflection), removal of the centre line and junction improvements with additional crossings at Moss Lane / Hesketh Lane junction. Review of on-street parking restrictions may be required.
50.8	Hesketh Lane	Moss Lane - Thornton Drive	178	Shared use path	Shared use path on the east side of the road (likely narrow at sections) by reallocating space from the carriageway. Segregation between pedestrians and cyclists is preferred (i.e., segregated cycle track and footway) due to the assumed high pedestrian flows; however, due to space constraints, segregation is likely not feasible. Hesketh Lane has high traffic flows and segregated cycle facility is required to ensure cyclists' safety.
					Alternatively, investigate potential opportunity to link Moss Lane section to River Douglas Linear Park via Mill Lane. Proposal would reduce the need of a cycle facility on Hesketh Lane.



5.3.13. Cycle Corridor 66: Ringtail Retail Park to Burscough Bridge Railway Station (via Crabtree Lane)

Figure 65. Indicative proposed cycle infrastructure, Cycle Corridor 66: Ringtail Retail Park to Burscough Bridge Railway Station (via Crabtree Lane)

Cycle Corridor 66: Ringtail Retail Park to Burscough Bridge Railway Station (via Crabtree Lane)

The primary cycle corridor, approximately 4.0km long, provides a branch from strategic cycle corridor #2 (Ormskirk to Burscough) around the west of Burscough. It serves Burscough Employment Area, the Yew Tree Farm Strategic Site and several development areas, Ringtail Retail Park, and Burscough Bridge railway station. The northern portion of the corridor aims to utilise low traffic streets and/or improvements to the public rights of way network. The southern portion of the corridor generally follows Tollgate Road, which may have significant space constraints and high HGV flows accessing the industrial estate.

Table 20. Proposed indicative typology and high-level interventions along cycle corridor 66

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
66.1	Burscough Bridge Station	Moss Lane - PRoW	129	Mixed traffic	Quietway through the station car park and a short section of a shared use path along Red Cat Lane to ensure safe access to the station and the proposed crossing on the A59 (link to cycle corridor 2).
					Consider introducing a cycle hub at the railway station.
66.2	PRoW (FP081823)	Railway Station - Crabtree Lane	820	Shared use path	Improvements to the existing footpath (public right of way) to accommodate cyclists as a shared use path. Segregation between pedestrians and cyclists may be preferred however, due to space constraints, segregation is likely not feasible. Resurfacing, widening and added lighting is required to allow all weather access to the path.
					Alternative alignment along the Leeds & Liverpool Canal, through the residential area and Tesco car park to be considered.
66.3	Crabtree Lane	PRoW - Orrell Lane	272	Mixed traffic	Quietway along the section. Vehicular flows are assumed to be low. Added lighting is proposed to enhance personal safety.
66.4	Crabtree Lane	Orrell Lane - Higgin's Lane	726	Mixed traffic	Mixed traffic provision along the section, as vehicular traffic flows are assumed to be low. Reduce the speed limit to 30mph and introduce traffic calming measures, if required. Consider restricting access to through traffic. Improvements to the access to Leeds & Liverpool Canal are required. Added lighting is proposed to enhance personal safety.
66.5	Langley Road	Higgin's Lane - Ringtail Road	600	Shared use path	Shared use path on the east side of the road by reallocating space from the carriageway and the western footway. Traffic flows are assumed to be high, with high percentage of HGVs, therefore segregation from motorised traffic is required. Segregation between pedestrians and cyclists may be preferred however, due to space constraints, segregation is likely not feasible. Additional measures to include controlled crossings at the junctions and junction tightening where feasible to reduce vehicular speeds.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
66.6	Ringtail Road	Langley Road - Chancel Way	320	Shared use path	Shared use path on the north side of the road by reallocating space from the carriageway and the verge. Proposal would likely require third party land. Traffic flows are assumed to be high, with high percentage of HGVs, therefore segregation from motorised traffic is required. Segregation between pedestrians and cyclists may be preferred however, due to space constraints, segregation is likely not feasible. New crossings proposed at Tollgate Road / Chancel Lane junction.
66.7	Tollgate Road	Chancel Way - Falcon Pl	583	Shared use path	Shared use path on the west side of the road by reallocating space from the verge. Proposal would likely require third party land. Traffic flows are assumed to be high, with high percentage of HGVs, therefore segregation from motorised traffic is required. Segregation between pedestrians and cyclists may be preferred however, due to space constraints, segregation is likely not feasible. Potential issues with level differences require investigation in the next stage of scheme development. New crossings proposed to access Yew Tree Farm development site and the new shared use paths.
66.8	Tollgate Road	Falcon Pl - Osprey Pl	144	Shared use path	Existing shared use path. Investigate widening of the path where feasible. Introduce controlled crossings on the north and east arm of Tollgate Road / Dakota Way roundabout to ensure safe transition between the facilities.
66.9	Tollgate Road	Osprey Pl - Pippin Street	434	Shared use path	Shared use path on the east side of the road (following the existing desire line) by reallocating space from the verge. Proposal would likely require third party land. Traffic flows are assumed to be high, with high percentage of HGVs, therefore segregation from motorised traffic is required. Segregation between pedestrians and cyclists may be preferred however, due to space constraints, segregation is likely not feasible.
66.10	Pippin Street	Tollgate Road - A59	295	Shared use path	Shared use path on the north side of the road (narrow at sections) by reallocating space from the carriageway. Segregation between pedestrians and cyclists is preferred (i.e., segregated cycle track and footway) due to the assumed high pedestrian activity (primarily at the bus stops); however, due to space constraints, segregation is likely not feasible. Introduce controlled crossing on the eastern end of the section on the A59 to access the Burscough linear park (cycle corridor 2).
					Alternative alignment through the retail park car park; would require discussion with landowners.

5.4 Examples of Cycle Infrastructure

The following pages provide examples of types of cycle facilities that could be considered in the West Lancashire LCWIP proposals, as referenced in Section 5.3.



Segregated Cycle Lane / Cycle Track Provides raised, physical separation between people cycling and motor vehicles, providing a more comfortable, more attractive, and safer facility for people cycling of all ages and abilities. A segregated cycle track can be one-way or two-way and can be used to accommodate contraflow cycling on one-way streets. Side road treatments are required to provide continuity of the facility and priority at junctions. (*Image: LCC*)



Lightly Segregated Cycle Lane

Provides some physical barrier from motor vehicles to improve comfort for people cycling. May be applicable where space constraints limit segregation options. Types of segregation could include kerbing, bollards (as shown above), planters, or armadillo humps / orcas. Side road treatments are required to provide continuity of the facility and priority at junctions.



Quiet Mixed Traffic Street / Quietway Where traffic flows are light and speeds are low, people cycling are likely to be able to cycle on-carriageway without segregation. Traffic calming and/or traffic management measures may be required to reduce traffic speeds and/or flows to provide appropriate conditions for an inclusive and attractive facility.



Shared Use Path

Provides an off-carriageway facility shared with people walking. While segregated from motor vehicles, conflicts between people walking, wheeling and cycling may arise, depending on the relative flows of each. If space allows, light segregation may be considered to encourage separation of people walking and cycling (e.g., raised trapezoidal strip). Side road treatments are required to provide continuity of the facility and priority at junctions.



'Dutch-Style' Cycle Street Facilities Seeks to prioritise people cycling over motor vehicles. Elements may include advisory cycle lanes to delineate space for people cycling, 20mph speed limit, and removal of the centre line to narrow the apparent space for motorists and prioritise the outside of the carriageway for people cycling. The design elements should make it understood that the streets are principally for cycling.



Pedestrian/Cycle Priority Street

Reduces vehicle dominance of the street and prioritises people walking, wheeling and cycling. Elements may include restricted motor vehicle access, materials/ markings to delineate space for different users, low traffic speeds, or features of a shared space environment.



Lower Traffic Speeds Improves safety for all road users and fosters a more comfortable environment for walking, wheeling and cycling. Should be supported by traffic calming measures, as needed, to make the speed limit self-enforcing. An area-wide policy could be considered rather than on a street by street basis. (*Image: LCC*)



Greenway Path away from the highway for active travel users. Typically along an undeveloped strip of land, such as a canal tow path, disused railway, or linear park.



Signal-Controlled Cycle Crossing / CYCLOPs Junction

Provides a controlled crossing, segregating cyclists from pedestrians as well as motor vehicles. A 'cycle optimised protected signals' ('CYCLOPS') junction separates people walking, cycling and wheeling from motor vehicles, reducing the risk of conflict between users. (*Image: LCC*)



Parallel Crossing Provides priority for people walking, wheeling, and cycling at a crossing location, minimising the delay for people cycling, improving the directness of the route, maintaining separation from pedestrians, and connecting off-carriageway cycle facilities.



Toucan Crossing

Provides a controlled crossing for people walking, wheeling and cycling, improving user comfort and safety, reducing delay at busy streets where there are limited gaps in traffic, and connecting off-carriageway shared use facilities.



Safer, Greener and Healthier Streets

Residential (primarily) areas with features that increase the comfort, safety and accessibility of walking, wheeling and cycling; create space for community facilities; and reduce the dominance of cars resulting in improved safety, air quality and noise pollution to encourage more walking, cycling and social interactions.



Modal Filter

Supports a safer, more attractive environment for walking, wheeling and cycling by reducing motor vehicle traffic and permitting more direct, convenient access by foot or by cycle. Temporary or permanent highway features that may permit access by certain vehicles (e.g., emergency vehicles, buses, blue badge holders).



Bus Gate

A type of modal filter that allows buses (and /or other vehicles) to move through a road section but prohibits other motor vehicle traffic. It usually permits cycling and operates with ANPR cameras to enforce the access restrictions. Restrictions may be enforced during specific days or times of the day to reduce traffic volumes. (*Image: LCC*)



Bus Stop Bypass

Provides a continuous cycle facility around a bus stop, maintaining separation from the carriageway. The island should be wide enough to accommodate the bus stop and people waiting, boarding, and alighting. Pedestrian crossing points should be controlled if cycle traffic speed and flows are high. (*Image: LCC*)



Cycle Wayfinding

Improves the coherence of the cycle network, making it easier for people to navigate and encouraging more trips to be taken by cycle. Signage can also include indicative journey lengths or times. A consistent system should be applied county-wide.



School Street

Implements timed vehicle access restrictions during school arrival/dismissal times to encourage more pupils to walk and cycle to school and improve the safety, comfort, and attractiveness of these modes. School streets may be configured to permit access by certain vehicles. 6. Network Planning for Walking (Stage 4)

6.1 Introduction

This chapter summarises the development of the walking network for the West Lancashire LCWIP, which is the key output for this stage of the study.

Development of the walking network included:

- » Identifying key trip generators and areas with higher potential for walking activity.
- » Identifying and classifying core walking zones (CWZs).
- » Identifying the key routes within and providing access to the primary CWZs.
- » Identifying potential types of walking infrastructure measures within the primary CWZs, for further consideration in future stages.

6.2 Core Walking Zone Development

6.2.1. Identification of Core Walking Zones

Development of the walking network for the West Lancashire LCWIP focused on identification of 'core walking zones' (CWZs), as per the DfT's LCWIP technical guidance, which is illustrated in Figure 66. The CWZs represent nodes of relatively high pedestrian activity within the study area, typically consisting of several walking trip generators that are located close together – such as a high street, schools, or employment areas / business parks. CWZs are intended to enhance the pedestrian environment around, as well as from and to. these key trip generators. The CWZs play a significant role in promoting walking to key trip attractors, supporting the local economy, and achieving the LCWIP objective of encouraging more short, utility trips to be made on foot.

Following the identification of the core walking zones, the key pedestrian routes that serve them (from the point of view of accessibility) from a distance of up to 2km were mapped.

6.2.1.1. Centres

The CWZs were defined primarily around the town, village, and local centres designated in the Local Plan (see Section 4.5). These were selected as the key trip generators because they typically indicate nodes or clusters of different attractors (e.g., retail, services,

community facilities, etc.) within the study area. These designated centres (e.g., town centres, village centres) typically encompass the high streets and areas with local commercial activity.

The CWZs were defined by plotting 400m isochrones around the centres using GIS tools. This was in keeping with DfT guidance that a CWZ should be a minimum diameter of 400m (approximately a 5-minute walk).





6.2.1.2. Additional Data Review

To verify that the centres captured the key areas for potential walking trips, additional data was also reviewed.

Trip Attractor Clusters

As part of the data gathering process (see Sections 4.4 and 4.5), key trip attractors were identified and mapped, including:

- » Town, village, and local centres
- » Educational facilities (primary schools, secondary schools and higher education)
- » Hospitals & doctor surgeries
- » Leisure centres
- » Tourist attractions
- » Railway and bus stations
- » Retail areas
- » Employment sites / industrial areas
- » Areas with high resident and/or workplace population density
- » Potential development areas from the local plan

The mapping of trip attractors indicated the locations of key clusters across the study area. These could then be classified based on the relative concentration or number of trip attractors, the classification of the centre in the area (e.g., town centre, village centre, etc..), and/ or local officer input. These were qualitatively classified as:

- » Strategic cluster relatively higher concentration of destinations
- » Primary cluster relatively moderate concentration of destinations
- » Secondary cluster relatively lower concentration

The output of this process is shown in Figure 67.



Figure 67. Identification and classification of trip attractor clusters

Data Heatmap

Additionally, a heatmap was created using the data gathered in Stage 2 (see Section 4) to illustrate areas of overlap. The data overlaid included:

- » Population density
- » Workplace population density
- » Zero car/van availability
- » Indices of multiple deprivation
- » Potential development sites (housing/mixed development and new employment sites)
- » Key destinations/trip attractors (e.g., public transport facilities, schools, retail areas, employment areas, centres, leisure centres)
- » Collisions involving pedestrians
- » Early engagement results (Stage 1)
- » Public rights of way network
- » Strava Metro data for walking trips
- » Short commuter trips less than 2km

The output is a qualitative heatmap, shown in Figure 68, where the darker, more intense colour indicates greater potential or opportunity for short utility walking trips.



Figure 68. Qualitative 'heatmap' of data related to the potential for short, utility walking trips

West Lancashire LCWIP Walking Network Heatmap

Walking Issues and Opportunities Heatmap

- Railway Station - Railway Lines
- ---- Motorway
- County Boundary

District Boundary

Compilation of datasets to create Issues and Opportunities Heatmap Population density; Workplace density; Zero car ownership; Indices of multiple deprivation; Development sites. - Destinations and trips attractors: Schools: Retail areas; Leisure Centres; Hospitals; Employment areas; Town and Local centres, and their catchment area. - Railway Stations & Bus stops with their catchment areas; Public Rights of Way. - Pedestrian collisions; Stage 1 Engagement Responses. Strava metro data; Propencity to Cycle Tool data (short trips <2km)

C OpenStreetMap contributors, and the GIS User Community: Contains OS data @ Crown copyright 2023; ONS 2021 UK Census TS006; ONS 2011 UK Census WP102EW; ONS 2021 UK Census TS045; Indicies of Multiple Deprivation 2019; Lancashire CC data; West Lancashire DC Data; CDRC Retail centre boundaries: DfT/Police STATS19 data; Propensity to Cycle Tool Data; 2022 Strava Metro data.

The heatmap was then overlaid with the clusters of trip attractors and the core walking zones identified around the centres, as shown in Figure 69.

A higher intensity colour denotes a potential higher demand for utility walking trips or pedestrian improvements. The process supports the preliminary selection of CWZs, with centres and high street areas broadly aligning with the areas of highest potential benefit across the Borough. Five additional CWZs were identified following the analysis of the heatmap. These were located close to key destinations such as railway stations, employment sites and Edge Hill University, as shown in Figure 70.

The draft CWZ aspirational list was reviewed during the internal stakeholder workshop and

with the project steering group. Attendees were generally in agreement with the identified CWZs, and feedback included suggestions for amendments to the extents of the core walking zones and recommendations for connections between the core walking zones and nearby key destinations.

This process identified 19 CWZs in West Lancashire.



Figure 69. Qualitative 'heatmap' overlaid with the trip attractor clusters and core walking zones created around the centres

Figure 70. Core Walking Zones identified following the analysis of the heatmap and the trip attractor clusters

6.2.2. CWZ Classification

The CWZs were classified broadly following the designation of the centres, as follows:

- » Primary CWZ: town centre
- » Secondary CWZ: large village centre
- » Tertiary CWZ: small village / local centre / added CWZs following the 'heatmap' analysis

The town centres are the primary core walking zones, as they are key hubs of pedestrian activity with clusters of different destinations and serving multiple journey types (e.g., shopping, dining, employment, personal business, leisure/social, etc.). The town centres and high street areas also tend to be a more compact urban environment and have a higher population and job density, thus increasing the propensity for utility walking trips.

During the engagement with officers from LCC and WLBC it was recommended to upgrade Tarleton CWZ (a Large Village Centre) to a Primary CWZ due to the importance of the corridor linking Tarleton, Becconsall, and Hesketh Bank, as it is a local priority.

The final network of CWZs is presented in Figure 71 and the core walking zones are listed, by category, in Table 21 on the following page.



Figure 71. Network of CWZs in West Lancashire

Table 21. Summary of Core Walking Zones

Primary								
ID	Core Walking Zone	Local Plan Category						
1	Burscough	Town Centre						
2	Ormskirk	Town Centre						
3	Skelmersdale	Town Centre						
7	Tarleton	Large Village Centre						

Secondary								
ID	Core Walking Zone	Local Plan Category						
4	Banks	Large Village Centre						
5	Hesketh Bank	Large Village Centre						
6	Parbold	Large Village Centre						
8	Up Holland	Large Village Centre						

	Tertia	ry
ID	Core Walking Zone	Local Plan Category
9	Ashurst	Small Village and Local Centre
10	Digmoor	Small Village and Local Centre
11	Moss Delph Lane	Small Village and Local Centre
12	Ormskirk - north, Country Road	Small Village and Local Centre
13	Sandy Lane	Small Village and Local Centre
14	Town Green	Small Village and Local Centre
15	Rufford	n/a - addition following data review
16	Ringtail Retail Park	n/a - addition following data review
17	Appley Bridge Station	n/a - addition following data review
18	Edge Hill University	n/a - addition following data review
19	Aughton Park Station	n/a - addition following data review

6.2.2.1. Selected Core Walking Zones

The primary CWZs were advanced for further review as part of the LCWIP, while the secondary and tertiary remain as part of the broader walking network, and may be reviewed and assessed in the future as opportunities arise.

In total, there were four primary CWZs which were selected for further consideration as part of the LCWIP. These are illustrated in Figure 72 and include:

- » Burscough (ID #1)
- » Ormskirk (ID #2)
- » Skelmersdale (ID #3)
- » Tarleton (ID #7)



Figure 72. Primary CWZs in the West Lancashire

6.3 Primary Core Walking Zones and Potential Improvements

6.3.1. Introduction

6.3.1.1. Identification of key walking routes

For each of the primary CWZs, key walking routes were identified based on the layout of the street network and the location of trip attractors. The walking routes aimed to capture the main 'funnel' routes which provide access to the CWZs. 'Funnels' may be created by severance issues, such as bridges, waterways, or railways, or by the layout of the street network, which channels pedestrian flows (and potentially other modes) to a few network links to access the CWZ.

As per DfT LCWIP guidance, key walking routes were identified up to 2km from the centroid of the CWZs.

The walking routes were classified as primary or secondary. Primary routes were defined as providing direct access to high street / retail frontage, schools, or railway stations; routes that provide crossings of the key barriers and routes that are considered as key local priorities. Secondary routes consisted of the remaining key walking routes. Also included in the network were aspirational routes, which present potential future connections through development sites to future proof walking links or local aspirations for new alignments.

6.3.1.2. Indicative potential interventions

For each area, a list of key issues and potential types of walking infrastructure improvements are provided. The proposed measures are high level and indicate potential interventions for consideration in the next stage of scheme development. The proposed measures are intended to characterise the area and potential opportunities to improve the quality of the walking environment, including attractiveness, comfort, directness, safety, and coherence.

The proposed interventions are based on desktop review only. No site visits were undertaken during development of the LCWIP. The project steering group provided general information to the project team on potential issues and constraints.

6.3.1.3. Next steps for further development

Significant further work will be needed on each CWZ to assess existing issues and the feasibility of proposed interventions. Audits of the CWZs (e.g., using the Walking Route Audit Tool, Active Travel England (ATE) tools) are suggested in future stages to better understand the existing conditions, issues, and constraints and the improvements which are required.

All proposed interventions would be subject to additional assessments and feasibility design to refine and develop the initial proposals and

review constraints, potential impacts, and potential alternatives. This is likely to require additional surveys (e.g., traffic, topographic, utilities, parking, environmental) and further assessment/engagement including reviewing land ownership information and stakeholder and public consultation.

As proposed interventions are advanced, design stages should utilise the latest best practice design guidance and standards available at the time, such as:

- » Manual for Streets 1 & $2^{\rm 1}$
- » Inclusive Mobility (DFT, 2022)

In the next stages of the LCWIP development a prioritisation exercise will need to be undertaken to identify the potential interventions / schemes that may have greater benefit for users and potential quick wins to enhance the pedestrian environment in the short term.

6.3.1.4. Section outline

The following pages present each of the primary CWZs and their key walking routes and potential interventions. A summary and indicative examples of the various types of walking infrastructure are provided in Section 6.4 on page 142.

¹ At the time of development of this LCWIP report, a revised Manual for Streets is in development by DfT.



Figure 73. Burscough Town Centre (CWZ 1)

6.3.2. Burscough (CWZ 1)

This CWZ is centred around the town centre along Liverpool Road (A59). Within the CWZ, other key destinations include an employment site adjacent to Burscough Bridge, Burscough Lordsgate Primary School, Burscough Bridge Methodist Primary School, Burscough Village Primary School, Burscough Bridge St John's CofE Primary School and Burscough Priory Secondary School. Two railway stations are covered by this CWZ - Burscough Junction and Burscough Bridge stations. The Leeds and Liverpool Canal also traverses the CWZ.

Other destinations and settlements within 2km of the CWZ include Burscough Industrial Estate; several other employment areas; St John's Catholic Primary School; Ringtail Retail Park; and large development sites to the southwest of the town centre (including the Yew Tree Farm Strategic Site).

6.3.2.1. Potential Key Issues

- » Severance between Burscough town centre and area to the north of Burscough Bridge Railway Station and to the east of Burscough Junction Railway Station caused by the railway lines.
- » North/south severance caused by the Leeds and Liverpool Canal.
- $\,\,{}^{\,\,}$ High traffic flows on the A59 within the town centre. 1

6.3.2.2. Potential Opportunities and Walking Infrastructure Interventions

» Consider a 20mph speed limit and traffic calming measures on the A59 through the town centre (e.g., between Red Cat Lane and Junction Lane).

- » Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic, prioritise pedestrian movement and support the new Highway Code. Priority areas include the A59 within the town centre and Junction Lane near the railway station.
- » Improve public realm within the town centre and declutter footways to provide unobstructed walking facilities, such as removal of guardrail.
- » Consider provision of pedestrian crossings at all arms of the existing signal-controlled junction at A59/Junction Lane.
- Investigate introduction of a pedestrian crossing of the A59 near the School Lane / Tesco mini-roundabouts and improved crossing provision at the minor arms (School Lane / Tesco). Introduction of a crossing may involve reconfiguration of the junctions.
- » Improve pedestrian crossing provision at the A59 / A5209 and A59 / Red Cat Lane (access to Burscough Bridge station) side road junctions.
- » Introduce a signal-controlled crossing near the junction of A59/Abbey Lane to provide continuity of the of the Burscough Linear Park and active travel route via Abbey Lane and Lordsgate Lane.
- » In addition to the areas noted above, review desire lines and potential need for additional crossing points, particularly along the key walking routes within the CWZ and linking to other key destinations, such as within the town centre, railway stations, schools, and Ringtail Retail Park.
- » Investigate introduction of a new pedestrian and cycle bridge over the Leeds and Liverpool Canal east of the railway (e.g., near Rees Park). The bridge would link the large residential area south of the canal with the towpath on the north side,

which provides a traffic-free route to the town centre.

- » Consider widening the canal towpath, surfacing that is usable year-round, wayfinding, and lighting to enhance as an active travel route to the town centre.
- » Investigate creation of a new access point and improved path between Lordsgate Drive and Junction Lane / Burscough Junction railway station via Richmond Park and the primary school. Consider path widening, surfacing, wayfinding, and lighting. The path would provide a more direct route for active modes between the station and the Yew Tree Farm strategic site.
- » Improve permeability of the Yew Tree Farm strategic site through provision of proposed linear parks and active travel routes.
- » Review accessibility throughout the CWZ and provide appropriate tactile paving, dropped kerbs, etc..
- » Review / prohibit footway parking to allow sufficient space for pedestrians, including wheel chair users, prams, etc..
- » Investigate opportunities for 'school streets' and other measures to improve road safety and encourage walking and cycling to school, such as at Burscough Lordsgate CofE Primary School (Lordsgate Dr) and Burscough Village Primary School (Colburne Cl).
- » Review / improve accessibility at bus stops.
- Incorporate improvements for cycle corridors 2, 7, and 66, which traverse the CWZ.

¹ Annual Average daily flow (AADF) of 8,670 (7% HGV) north of the town centre, AADF of 15,693 (5% HGV) south of Ringtail Retail Park (2022 data, DfT Road Traffic Statistics).



Figure 74. Ormskirk Town Centre (CWZ 2)

6.3.3. Ormskirk Town Centre (CWZ 2)

The Ormskirk town centre CWZ is focused around the area bounded by A570 gyratory system and the shopping, dining, services, and other amenities within the town centre. Also within the CWZ are the Ormskirk railway and bus stations and employment hubs such as the Ormskirk Employment Area / Hattersley Court and Ormskirk Business Area. There are several schools within the CWZ, including St Anne's Catholic Primary School, Ormskirk CofE Primary School, and St. Bede's Catholic High School.

Within 2km of the town centre is Edge Hill University, a major destination in the region located to the southeast of the CWZ, as well as Ormskirk District General Hospital and Aughton Park Railway Station. There are also several other primary and secondary schools, including Aughton Christ CofE Voluntary Controlled Primary School, Ormskirk Asmall Primary School, Ormskirk West End Primary School, and the Ormskirk School.

There are several moderately sized development sites within the CWZ itself or within 2km walking distance.

6.3.3.1. Potential Key Issues

- » Severance caused by the railway line between the town centre and the east of the town centre, which has large residential areas, hospital, schools, and Edge Hill University.
- » Areas immediately outside of the core town centre retail area feel dominated by vehicular traffic, as it is surrounded by a gyratory system (Park Road/A570) with high vehicular flows and

congestion¹. This creates a barrier to accessing the largely pedestrianised town centre core.

- » The historic nature of the town centre and the layout and width of the surrounding roads limits potential intervention options.
- » The western edge of the CWZ is again separated from areas further west by County Road (A59).
- » Conservation area may limit intervention options.

6.3.3.2. Potential Opportunities and Walking Infrastructure Interventions

- » Consider expanding existing 20mph speed limits to include the A570 gyratory around the town centre, Aughton Street (south gateway), and Southport Road (west gateway). Consider supporting traffic calming measures, as needed.
- » Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic, prioritise pedestrian movement and support the new Highway Code. Priority areas include the Aughton Street, Southport Road, Burscough Street, Derby Street, and Moor Street/Wigan Road as main gateways into the town centre.
- » Investigate introduction of pedestrian crossing provisions at / near:
 - all arms A59/Aughton Street roundabout to improve access to the adjacent schools and town centre.
 - Aughton Street near the supermarket / Bridge Street.
 - all arms of the existing signal-controlled A570/A577 junction.
 - Derby St near railway station / Railway Rd.

1 Annual Average daily flow (AADF) of 18,403 (2% HGV) on A570 near Morrisons (2022 data, DfT Road Traffic Statistics)

- Burscough Street at Ormskirk Employment Area / Hattersley Court.
- » In addition to the areas noted above, review desire lines and potential need for additional / improved crossing points, particularly along the key walking routes within the CWZ and linking to other key destinations, such as the town centre core, schools, and Edge Hill University.
- » Investigate feasibility of a new cycle and pedestrian bridge at Ormskirk Railway station to improve station access and permeability across the railway.
- » Review and remove existing guardrail throughout the town centre.
- » Review accessibility throughout the CWZ and provide appropriate tactile paving, dropped kerbs, etc..
- » Review / prohibit footway parking to allow sufficient space for pedestrians, including wheel chair users, prams, etc..
- » Investigate opportunities for 'school streets' and other measures to improve road safety and encourage walking and cycling to school, such as at St Bede's Catholic School (St Anne's Rd).
- » Review / improve accessibility at bus stops.
- » Review existing wayfinding and consider potential updating, such as providing totems.
- » Consider a network of mobility hubs at the railway station, bus station, Edge Hill University and across the CWZ to encourage uptake of active travel modes and support place-making.
- » Consider proposals from the Ormskirk Town Centre Movement.
- » Incorporate improvements for cycle corridors 2, 4, and 19 which traverse the CWZ.



Figure 75. Skelmersdale Town Centre CWZ (CWZ 3)

6.3.4. Skelmersdale Town Centre (CWZ 3)

The Skelmersdale CWZ is focused around the town centre, including the Concourse Shopping Centre and Asda Superstore. The CWZ includes a bus interchange inside Concourse Shopping Centre, alongside a multiple shopping, dining, and leisure attractions attached to the nearby retail area. West Lancashire College is the other key destination situated within this CWZ.

The Skelmersdale CWZ also provides access to and from Tawd Valley Park. There are many residential developments within the CWZ itself or within 2km walking distance. Other key destinations within the 2km catchment zone include Gillibrands Industrial Estate to the south, multiple primary (12) and secondary (7) schools, as well as Stanley Industrial Estate to the northwest.

6.3.4.1. Potential Key Issues

- » Severance caused by the wide grid road system of the area which separates residential neighbourhoods, retail areas, and employment sites apart from each other.
- » Connectivity between retail areas, employment sites and residential neighbourhoods.
- » Wide roads which can discourage active travel use and make this area car dominant.
- » Level differences can create challenges for potential interventions. Numerous existing subways provide crossing of main roads; however, these can be perceived as unattractive due to concerns regarding personal safety.

» Natural features such as streams and parks also create severance. (Although they also provide potential opportunities for leisure and active travel facilities as well.)

6.3.4.2. Potential Opportunities and Walking Infrastructure Interventions

- » Review surfacing condition throughout off-road path network, particularly those surfaced with paving slabs. Consider resurfacing with asphalt where slabs have subsided or are uneven and widening main paths to accommodate segregation or shared use (primary walking/ cycling routes).
- » Review lighting at subways and across the off-road path network. Enhance lighting where required to improve personal safety.
- » Investigate infill of subways at key locations (e.g., issues with anti-social behaviour or particularly poor natural surveillance) and replacement with at-grade crossing provision.
- » Improve / provide new footway through The Delfs between Houghton's Lane and Southway to tie-in to existing footbridge linking to the town centre.
- » Improve at-grade crossing of Tanhouse Road by providing signal-control.
- » Review existing wayfinding and consider potential updating, such as providing totems.
- » Review / improve accessibility at bus stops.
- » Review accessibility throughout the CWZ and provide appropriate tactile paving and dropped kerbs. For the off-road path network, ensure bollards to deter use by unauthorised vehicles

are spaced to maintain unimpeded access for all types of cycles, prams, mobility scooters, etc..

- » Investigate potential need for traffic calming measures to support existing 20mph speed limits.
- » Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic, prioritise pedestrian movement and support the new Highway Code.
- » Review desire lines and potential need for additional or improved crossings, particularly along the key walking routes within the CWZ and linking to other key destinations (e.g., access to local schools).
- » Consider a network of mobility hubs at the town centre and across the surrounding residential areas and employment sites to encourage uptake of active travel modes and support place-making.
- » Incorporate improvements for cycle corridors 4, 5, 9, 26, and 35.



Figure 76. Tarleton Village Centre CWZ (CWZ 7)

6.3.5. Tarleton Village Centre (CWZ 7)

The Tarleton CWZ is focused around the Tarleton Village Centre near Hesketh Lane, Church Road, and Gorse Lane. The area includes retail, dining, and other services and amenities. Other key destinations within the CWZ are the Tarleton Holy Trinity CofE Primary School and a GP surgery.

Other key destinations within 2km of the CWZ include Tarleton Academy Secondary School and Tarleton Community Primary School. There are also development sites situated near Hesketh Lane to the north of Tarleton Village Centre. A supermarket (Aldi) is located just south of the A59. The Leeds and Liverpool Canal towpath is located east of the core walking zone.

Hesketh Lane itself is a key corridor within the CWZ. It is the primary north/south road linking the villages of Tarleton, Becconsall, and Hesketh Bank and lined largely by residential frontage.

6.3.5.1. Potential Key Issues

- » Hesketh Lane is a busy road which can create a barrier for walking trips. Stakeholder and engagement feedback noted a high number of HGVs along the corridor, further reducing the attractiveness and comfort of the route¹.
- » A565/A59 is a barrier to destinations south of the CWZ (e.g., Aldi supermarket).
- » General lack of dropped kerbs are a barrier to accessibility. Numerous vehicle crossovers and front-in parking within Tarleton High Street

area (Church Road) reduce the coherence of the pedestrian environment.

» Width constraints, particularly on Plox Brow.

6.3.5.2. Potential Opportunities and Walking Infrastructure Interventions

- » Investigate potential need for traffic calming measures to support the existing 20mph speed limit on Church Road. Consider extending the existing 20mph speed limit south to the junction with the A565/A59.
- » Consider extending the 20mph speed limit north to include Hesketh Lane to Tarleton Academy (upgrading the existing the school time 20mph to a permanent 20mph limit).
- » Consider a 20mph limit on Hesketh Lane within Hesketh Bank village centre.
- » Consider timed restrictions on HGVs on Church Road except for local access/deliveries to reduce the presence of HGVs through Tarleton village centre.
- » Review kerbside activity within the village centre. Reduce/consolidate vehicle crossovers where feasible to prioritise pedestrian movement. Reconfigure front-in parking to parallel parking to provide a continuous, coherent footway network and reduce the number of conflict points between pedestrians and vehicles.
- » Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic, supporting the new Highway Code and prioritise pedestrian movement.
- » Declutter the footways in the village centre to provide unobstructed walking facilities.

- » Review desire lines and potential need for additional or improved crossings, particularly along the key walking routes within the CWZ and linking to other key destinations. Potential areas include within the village centre, at the primary and secondary schools, and the north side of Becconsall village.
- » Consider provision of pedestrian crossings at all arms of the existing signalised junctions of the A59 (i.e., junctions with Church Road and Coe Lane).
- » Review accessibility throughout the CWZ and provide appropriate tactile paving and dropped kerbs, etc..
- » Review / improve accessibility at bus stops.
- » Consider wayfinding, lighting and resurfacing (where required) to enhance existing public rights of way (footpaths 6 and 7) as traffic-free routes within the CWZ.
- » Enhance and complete the River Douglas linear park as a traffic-free alternative to Hesketh Lane, including an appropriate width for shared use, surfacing that is usable year-round, wayfinding, lighting (where appropriate), and improved access points / connectivity with the surrounding area.
- Investigate potential opportunities for a new bridge over the River Douglas for active travel. This would link existing PRoWs and provide a more direct link towards Longton and Preston.
- » Investigate crossing improvements where the Leeds and Liverpool Canal towpath crosses the A59.
- » Incorporate improvements for cycle corridors 42 and 50, which traverse the CWZ.

¹ Annual Average daily flow (AADF) of 10,126 (3% HGV) north of the town centre, (2009 data, DfT Road Traffic Statistics).

6.4 Examples of Pedestrian Infrastructure

The following pages provide examples of types of infrastructure that could be considered in the West Lancashire LCWIP proposals to improve facilities for people walking, as referenced in Section 6.3.



Uncontrolled Crossing

Provide tactile paving and dropped kerbs at side roads and crossing points following the desire lines where the visibility is good and traffic speeds and flows are appropriate to facilitate pedestrian crossings. A refuge island can be provided if the carriageway width allows, enabling a crossing to be made in stages.



Zebra or Parallel Crossing Provide priority for people walking, wheeling and cycling at a crossing location, minimising the delay for non-motorised users and improving the directness of the route. (*Image: LCC*)



Signalised Crossing Provides a controlled crossing for people walking and wheeling, improving user comfort and safety, reducing delay for non-motorised users at busy streets where there are limited gaps in traffic, and connecting off-carriageway facilities. (*Image: LCC*)



Raised Table (Side Road Entry Treatment) Reinforces the Highway Code 2022 update by enhancing priority for people walking and wheeling and making the side road crossing easier and more convenient by maintaining the continuity of the route at footway level. It indicates pedestrian activity, encourages lower traffic speeds, and more driver attention. Variations also referred to as a continuous footway, blended crossing or Copenhagen crossing, as shown above.



Raised Junction

Similar to the raised table, a raised junction reinforces the updated Highway Code (2022) by enhancing priority for the most vulnerable road users, encourages motorists to reduce speeds at a junction, and also provides uncontrolled crossing facilities at all arms of a junction. Proposal to also consider tightening the junction.



One-way System Reallocates space from the carriageway to footways, public realm, cycle facilities and/or parking. Reduces conflicts at junctions.



Raised Loading/Parking Pad Reallocates carriageway space to the footway, providing a wider, more comfortable pedestrian environment. The pads may be used for servicing or parking as needed, but allow a more flexible use of space to better accommodate pedestrians and narrow the carriageway.



Review On-street Parking

Ensures footway width is maintained to accommodate wheelchair users, mobility scooters, or prams. Supports a more attractive, accessible and safer walking and wheeling environment; allows safer and easier informal crossings; and improves visibility.



Pedestrian Priority Street

Reduces vehicle dominance of the street and prioritises people walking, wheeling and cycling. Features may include a raised carriageway to provide a more flexible space for all users, distinct materials to delineate space for different users, low traffic speeds, and/or vehicle access restrictions. (*Image: LCC*)



Safer, Greener and Healthier Streets Residential (primarily) areas with features that increase the comfort, safety and accessibility of walking, wheeling and cycling; create space for community facilities; and reduce the dominance of cars resulting in improved safety, air quality and noise pollution to encourage more walking, cycling and social interactions.



Wayfinding System

Improves the coherence of the walking network, making it easier for people to navigate through the area and encouraging more trips to be taken on foot. A consistent system should be applied town/area-wide.



Modal Filter

Supports a safer, more attractive environment for walking, wheeling and cycling by reducing motor vehicle traffic and permitting more direct, convenient access by foot or by cycle. Modal filters may be configured to permit access by certain vehicles (e.g., emergency vehicles, buses, blue badge holders). (*Image: LCC*)



Places to Rest A component of 'Healthy Streets' principles, more specific and localised public realm improvements providing a pedestrian friendly environment with places to sit and rest, shelter opportunities, planters and planting offering shade and enhanced public realm.



School Street Implements timed vehicle access restrictions during school arrival/dismissal times to encourage more pupils to walk and cycle to school and improve the safety, comfort, and attractiveness of these modes. School streets may be configured to permit access by

certain vehicles.



Lower Speed Limit

Improves safety for all road users and fosters a more comfortable environment for walking, wheeling and cycling. It should be supported by traffic calming measures, as needed, to make the speed limit self-enforcing. An area-wide policy could be considered rather than changes on a street by street basis.
7. Next Steps

7.1 Next Steps

The West Lancashire LCWIP sets out a long-term strategy for the future active travel network including potential infrastructure to improve conditions for people walking, wheeling and cycling and support a shift from car journeys to sustainable modes. Development of the LCWIP is the first step in the process to support future investment in active travel.

Stages 1 - 4, summarised in this report, developed preferred networks for cycling, walking and wheeling within the West Lancashire study area, with the focus on identifying strategic/primary corridors for cycling and primary core walking zones.

Further steps in the LCWIP development process are anticipated to include:

Prioritisation (stage 5)

Develop a process (e.g., multi-criteria assessment framework (MCAF)) to prioritise the cycle corridors and CWZs and their potential cycling and walking infrastructure measures. This could include information from the data gathering stage (e.g., potential demand), stakeholder feedback and support, alignment with other policies, timescale, cost, existing condition, or other factors. This stage may also include:

- » Continued stakeholder engagement to obtain feedback and input on the LCWIP outputs.
- » Audits of the prioritised areas (e.g., using the walking route assessment tool (WRAT), route selection tool (RST), Active Travel England tools) to better understand existing conditions, issues, opportunities, constraints and compliance of potential interventions with best practice design guidance.
- » Review and refinement of the initial concepts for potential improvements outlined in stages 3 (Section 5.3) and 4 (Section 6.3), as needed, based on further engagement feedback and information from the audits.

Integration and Application (stage 6)

Integrate the LCWIP into other local planning and transport policies, strategies, and delivery plans. The LCWIP report should be used to support the case for further stages of design, assessment, stakeholder engagement and secure funding to progress interventions for the corridors and areas identified.

As funding becomes available (e.g., Active Travel Fund, Levelling-Up Fund), advance LCWIP proposals through the scheme development and delivery process, including feasibility and preliminary design, detailed design, and implementation. The LCWIP should be viewed as a 'living document' and reviewed and updated periodically to reflect evolving needs and opportunities. This could be in response to significant changes in local circumstances, such as the publication of new policies or strategies. Additional active travel opportunities may also be identified and incorporated into the LCWIP in response to major new development sites and as walking and cycling networks mature and expand.

8. Appendix

Summary of Cycle Network



Figure 77. Summary of strategic cycle corridors

LCWIP **Proposed Aspirational**

Cycle Network Strategic Cycle Corridors

- --- Strategic alternative
- Aspirational Cycle Network
- ---- Neighbouring Areas Proposed Cycle Network
- Railway Station --- Railway Lines County Boundary
- District Boundary

Table 22. Summary of strategic cycle corridors

Strategic				
ID	Cycle Corridor	Length (m)		
2	Burscough to Ormskirk (linear park)	7946		
4	Ormskirk to Skelmersdale (linear park)	8985		
5	Skelmersdale to Wigan	7975		
3*	University to Skelmersdale	4596		
31*	Up Holland to Far Moor	3719		

* Routes with the asterisk (*) indicate an alternative alignment to the main corridor



Table 23. Summary of primary cycle corridors

Primary			
ID	Cycle Corridor	Length (m)	
7	Higgins Lane	2142	
8	Ormskirk to Edge Hill University	3691	
9	Railway Road to Skelmersdale Town Centre	3064	
10	Gillibrands Industrial Estate to Pimbo Industrial Estate	3081	
12	Stanley Industrial Estate to Beacon Park	3467	
17	Burscough to Tarleton via Rufford Branch Canal Towpath	10039	
19	Ormskirk to Maghull (A59)	5535	
22	NCN 62 (Cheshire Lines Path)	9902	
26	Skelmersdale Town Centre to Up Holland Railway Station (West Pimbo Industrial Estate)	4473	
35	Skelmersdale Town Centre to Parbold	6146	
42	Tarleton to Southport (A565)	10711	
47	Parbold to Appley Bridge via Leeds & Liverpool Canal Towpath	4112	
48	Burscough to Parbold via Leeds & Liverpool Canal Towpath	5780	
50	Banks to Becconsall	7780	
51	Tarleton to Becconsall via Rufford Branch Canal Towpath	3370	
60	Tawd Valley Park	2864	
66	Ringtail Retail Park to Burscough Bridge Railway Station (via Crabtree Ln)	4013	
66	Crabtree Lane	4013	
75*	Cobbs Clough Greenway	1641	
* Doutoo with the actorial (*) indicate an alterative			

* Routes with the asterisk (*) indicate an alternative alignment to the main corridor



Table 24. Summary of secondary cycle corridors

Secondary				
ID	Cycle Corridor	Length (m)		
6	Ormskirk to Maghull via Town Green	4411		
11	West Pimbo Industrial Estate	1543		
15	Leeds & Liverpool Canal (Burscough to Scarisbrick)	7051		
16	Tarleton to Green Lane	2486		
18	Burscough to Edge Hill University	4107		
20	Aughton Park Railway Station	1374		
21	Aughton Park to Formby	11678		
23	Aughton Park to University	2995		
24	West Gillibrands Industrial Estate	2535		
25	West Pimbo Industrial Estate to Rainford Railway Station	2955		
28	Birch Green to Skelmersdale Town Centre	2494		
29	Digmoor and Tanhouse to Holland Moor	3339		
30	Up Holland to Up Holland Railway Station	2112		
33	Birch Green to Ashurst	1381		
37	Appley Bridge to Shevinghton Moor	4769		
39	Parbold	780		
40	New Lane Railway Station to Ringtail Retail Park	1048		
43	Banks Local Network	4324		
44	Tarleton to Hesketh Bank (Hesketh Lane)	6317		

Secondary				
ID	Cycle Corridor	Length (m)		
45	Beacon Park Greenway	5596		
54	Woodmoss Lane	7677		
55	Asmall Lane to Southport	11434		
57	Maghull Hey Cop	2281		
59	Carr Moss Lane - Plex Moss Lane	7319		
61	Blackacre Lane	3474		
63	Leeds & Liverpool Canal (Lydiate to Scarisbrick)	7193		
64	Schools Links Skelmersdale	3025		
65	Elmers Green	896		
68	Stanley Cycleway	2210		
69	School Links West Skelmersdale	936		
71	Up Holland Local	1443		
72	Up Holland Local - schools link	1506		
73	School Lane	1067		
74	Aspirational link to new railway station	946		
76	Burscough Priory Academy	1051		
77	Mill Lane to Burscough Junction	2041		
81	A577 to Wigan	1207		
83	Rainford Road (A570)	2556		
84	Town Green Local	2480		
86	G-Park Skelmersdale	463		
87	Green Lane	4067		
88	Burscough to Rufford	6259		
89	Hoscar Station to Newburgh	3645		

Secondary			
ID	Cycle Corridor	Length (m)	
41*	Scarisbrick to Bescar Lane Railway Station	3071	
53*	Red Cat Lane	8919	
56*	Black Moss Lane (Scarisbrick)	3660	
58*	Gregory Lane & old railway line	5845	
70*	Rainford Linear Park Extension (Gillibrands)	4756	
78*	Digmoor Pimbo Interchange	2098	
79*	Martin Lane - Tollgate Road	1652	
80*	Ormskirk to Leeds & Liverpool Canal via Narrow Lane	5920	
82*	Bickerstaffe Interchange	1104	
85*	Back Lane (Wigan)	2215	
90*	Rynding's Lane	688	

* Routes with the asterisk (*) indicate an aspirational alignment

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