West Lancashire Borough Council

Infrastructure Delivery Plan

Update 2016/17 (Part 1)

March 2017

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Chapter 1 Introduction

1.1 The West Lancashire Local Plan 2012-2027 was adopted in 2013 and serves to guide development within the Borough over the fifteen year plan period. To ensure that the plan remains as up to date as possible, and to take account of the changing sub-regional context, the Council are preparing a review of the Local Plan. As with the 2012 Local Plan, the Review must be informed by evidence. It is therefore vital that the Council update their evidence base, including the Infrastructure Delivery Plan (IDP).

1.2 The IDP provides important background evidence regarding the infrastructure required to support development in the Borough, providing information on both current delivery and anticipated, future requirements. Infrastructure is essential to support additional (and existing) housing provision and economic growth, mitigate climate change and create thriving and sustainable communities. The IDP is prepared in close liaison with a range of infrastructure and service providers, and is designed to be an iterative process that continues to identify infrastructure opportunities and needs, and continues to develop close partnerships with providers. West Lancashire Borough Council would like to express its gratitude to all infrastructure providers who have liaised with Council officers in the preparation of this document by giving information about current infrastructure provision and future intentions.

1.3 The National Planning Policy Framework (NPPF) requires infrastructure planning to be undertaken as a fundamental part of delivering Local Plans. Paragraph 162 states:

"Local Planning Authorities (LPAs) should work with other authorities and providers to: assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and take account of the need for strategic infrastructure including nationally significant infrastructure within their areas."

1.4 This document provides the evidence that West Lancashire LPA have liaised, and continue to liaise, with infrastructure providers, stakeholders and partners to address the need of infrastructure planning as part of the Local Plan process.

Scope of this document

1.5 The 2016/17 IDP Update as a whole forms part of the evidence that underpins the emerging West Lancashire Local Plan Review (LPR), and will inform the overall direction and approach to development, based on existing capacity and deliverable improvements. It will also seek to identify, to some extent, how the local authority and its partners intend to fund infrastructure required to accommodate spatial growth in the Borough.
1.6 This is a ‘living’ document and will be kept under review in its role as a key document of the LPA’s evidence base. The IDP Update 2016/17 is being carried out in two stages. The February 2017 update sets out the latest available information regarding current infrastructure provision in the Borough, including updated plans and strategies of partners and progress in terms of infrastructure delivery. Over 2017/18, as the LPR progresses towards its ‘Preferred Options’ stage (at which point there will be a clearer indication of how much development is being planned for, and where to direct it), the second stage of the IDP Update (expected 2018) will look at the infrastructure required to support proposed levels of new development in the preferred locations, and how this might be delivered.
Chapter 2 Context and Background

Infrastructure Priorities

2.1 The traditional view of infrastructure consists primarily of built infrastructure such as roads, utilities, schools and health care facilities. However, this view has broadened and now includes a wider range of services and provisions which play an important role in our daily lives and in improving the environment in which we live.

2.2 Chapter 3 of this document establishes the current levels of provision of infrastructure for the Borough and Table 2.1 gives an overview of the categories and types of infrastructure considered in this document.

Table 2.1 Infrastructure types covered in the IDP

<table>
<thead>
<tr>
<th>Physical</th>
<th>Social</th>
<th>Green</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utilities and Waste - water supply, water treatment</td>
<td>Health – hospitals, GPs, dentists</td>
<td>Natural and semi natural Spaces</td>
</tr>
<tr>
<td>Transport - highways, rail, bus, cycle network</td>
<td>Care - elderly care, children’s centres</td>
<td>Outdoor sports and leisure facilities</td>
</tr>
<tr>
<td>Waste and recycling,</td>
<td>Education - primary schools, secondary schools, higher / further education</td>
<td>Allotments</td>
</tr>
<tr>
<td>Flood management,</td>
<td>Emergency Services - police, fire, ambulance</td>
<td>Play areas</td>
</tr>
<tr>
<td>Energy infrastructure</td>
<td>Community - youth centres, libraries, village halls</td>
<td>Waterways</td>
</tr>
<tr>
<td>Telecommunications and broadband</td>
<td>Leisure - leisure and sports centres</td>
<td>Corridors / footpaths</td>
</tr>
</tbody>
</table>

2.3 Not all aspects of infrastructure are of equal importance in terms of servicing a community. For example, it would be feasible to deliver housing without immediate access to a local convenience store; however the requirement for water supply would be essential. This document will prioritise all infrastructure considered in order to indicate infrastructure that is critical to the fundamental delivery of development, infrastructure that is required but may be delivered at a later stage in the development process and infrastructure that is desirable in order to create a sustainable community.
Standards

2.4 Since the abolition of national standards since 2000 there has been a void which makes it difficult to identify the quality of service provision. Given one of the primary functions of this document is to identify any deficits (or, conversely, any spare capacity) in infrastructure, it is important to understand what the level of standard is for each particular type of infrastructure. However, most providers now use performance indicators rather than nationally determined standards to determine their level of service so there is no clear standard to work to. Where a provider does have standards to adhere to, these will be referenced in the relevant section.

Growth Targets

2.5 The West Lancashire Local Plan 2012-2027 sets a requirement of a minimum of 4,650 new dwellings (net) and 75ha of employment land which have been apportioned across the Borough based on infrastructure capacity, environmental capacity and deliverability. The Local Plan Review will look forward to at least 2037 and identify any new requirements for growth, based on evidence. The Council is still in the very early stages of collating evidence to inform the Review, and at the point of preparing this IDP update, no decisions have been made as to the levels of development to be required going forward, and whereabouts in the Borough the required development will be directed. As such, at this stage of the IDP update, we cannot anticipate what future growth targets may be, but will reflect on infrastructure delivery against the existing (2012) Local Plan requirements, and report on supply, demand and need identified by infrastructure providers, so that it can be considered in the Local Plan Review.

Methodology

2.6 West Lancashire Borough Council Officers have worked with infrastructure and service partners to update the IDP. The results will help provide evidence on current and future infrastructure provision that will inform decision making through the Local Plan Review. Inevitably, data collected from partners and stakeholders regarding infrastructure will only be relevant for a limited time, and so the Council will continue to work with partners to provide regular updates on the IDP.

2.7 One of the fundamental parts of this process has been building strong relations with the relevant contacts within partner organisations. This should help ensure a steady flow of information to enable the data to be updated as and when changes in circumstances occur. The ongoing support of partners is essential for the IDP to remain as a 'living document', and is gratefully acknowledged.

2.8 Evidence has been collected from two main sources: internal partners from within West Lancashire Borough Council and Lancashire County Council and external partners such as Merseytravel, United Utilities and the Clinical Commissioning Groups (CCGs). It has been
collated through a variety of different methods including gathering data from partner websites and available business plans and documents and also engaging with partners through face to face discussion.

2.9 As the 2012 Local Plan moved through its various preparation stages, it was shared with partners in order to gain feedback regarding pressures and capacity upon infrastructure. The Council will continue to follow this same approach as the Local Plan Review is undertaken so that the IDP and the LPR can be an iterative process. It should be borne in mind that the level of detail received back from partners can vary dependent upon the providers’ ability to forecast the impact of the growth on infrastructure.

2.10 Notwithstanding any shortcomings in the ability of providers to predict the impacts of growth on infrastructure, this document identifies the existing level of provision and details feedback from partners regarding any known deficits or required improvements. The specific details of projects and schemes of infrastructure are listed within the Infrastructure Delivery Schedule (IDS), available separately on the Council’s website at www.westlancs.gov.uk/IDS. The IDS records information including:

- Infrastructure project name, description and type
- Project location
- Infrastructure category
- Local Plan policy / other strategy links
- Lead partners and any supporting partners
- Cost
- Funding sources
- Dependencies and requirements
- Delivery time period

2.11 The IDS is a live document, monitored and updated at regular intervals throughout the year.

Monitoring and Review

2.12 The delivery of infrastructure is monitored on a regular basis and will be reported annually through the Annual Monitoring Report, including updates to, and progress with, existing IDS projects and the identification of new projects.

Community Infrastructure Levy and Section 106

2.13 Traditionally, West Lancashire Borough Council has secured planning obligations through Section 106 of the Town and Country Planning Act (1990). The S106 monies collected were used to provide open space and highway improvements that arise as a result of new development. In September 2014, the Council implemented the Community Infrastructure Levy (CIL) which largely replaces Section 106s in the funding of infrastructure. However,
S106s will still be used alongside CIL but limited to affordable housing and site-specific infrastructure requirements

2.14 CIL allows the Council to raise funds from new developments in the Borough, with charges dependent on the use, location and size of each development. The revenue collected is then used to help fund and deliver infrastructure projects required to support new development across the Borough. The items funded by CIL must accord with those listed on the Council’s Regulation 123 (R123) list (a list of those projects or types of infrastructure that the Council intends to fund, or may fund, through CIL; CIL money can only be spent on projects in this List). The IDP and the Infrastructure Delivery Schedule (IDS) will help inform the identification and prioritisation of those projects most suitable for CIL expenditure.

Viability

2.15 The Council published an affordable housing viability study in November 2010, looking at what levels of affordable housing might be considered viable as part of residential schemes of different sizes, and in different parts of the Borough. As part of the assessment, financial contributions were considered along with other policy requirements such as sustainable building design and open space.

2.16 In addition, the Council undertook an Economic Viability Assessment in order to establish the feasibility of introducing a CIL charge, taking into account the financial implications of all the Local Plan policies, including affordable and old people’s housing, and open space. The study showed that the Borough (with the exception of most of Skelmersdale) had sufficient viability “headroom” to be able to accommodate a CIL charge rate, and so to allow funds to be raised to support infrastructure delivery without stifling development within West Lancashire.
Chapter 3 Baseline Infrastructure Assessment

3.1 Table 3.1 below lists the infrastructure considered as part of the LPR and categorises each type of infrastructure in terms of priority. As part of the development process, and as a consequence of resource limitations, it is necessary to identify which infrastructure types are “essential” to the delivery of overall development, which types are “required” in order to mitigate certain impacts and which types are “desirable” in order to deliver sustainable development. This process of prioritisation can assist in decision making when expenditure must be allocated to support various infrastructure schemes.

3.2 The following sections provide an up-to-date review of the existing infrastructure capacity across the Borough and set out any deficiencies and areas of spare capacity along with any basic standards which must be adhered to in relation to each type of infrastructure.

Table 3.1 Infrastructure Priorities

<table>
<thead>
<tr>
<th>Infrastructure Type</th>
<th>Infrastructure Type</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Physical</td>
<td>Utilities and Waste</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Water supply</td>
<td>Essential</td>
</tr>
<tr>
<td></td>
<td>Foul water sewerage treatment</td>
<td>Essential</td>
</tr>
<tr>
<td></td>
<td>Flood Management/drainage</td>
<td>Essential</td>
</tr>
<tr>
<td></td>
<td>Waste and recycling</td>
<td>Essential</td>
</tr>
<tr>
<td></td>
<td>Energy infrastructure</td>
<td>Essential</td>
</tr>
<tr>
<td></td>
<td>Communications</td>
<td>Essential</td>
</tr>
<tr>
<td>Transport</td>
<td>Highways network</td>
<td>Required</td>
</tr>
<tr>
<td></td>
<td>Bus network</td>
<td>Required</td>
</tr>
<tr>
<td></td>
<td>Rail Network</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Cycle Ways</td>
<td>Desirable</td>
</tr>
<tr>
<td>Social</td>
<td>Health</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GPs</td>
<td>Required</td>
</tr>
<tr>
<td></td>
<td>Hospitals</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Dentist</td>
<td>Desirable</td>
</tr>
<tr>
<td>Care</td>
<td>Elderly Persons Care</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Children’s Centres</td>
<td>Desirable</td>
</tr>
<tr>
<td>Education</td>
<td>Primary schools</td>
<td>Required</td>
</tr>
<tr>
<td></td>
<td>Secondary Schools</td>
<td>Required</td>
</tr>
<tr>
<td></td>
<td>Further / Higher Education</td>
<td>Desirable</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>Police</td>
<td>Required</td>
</tr>
<tr>
<td></td>
<td>Fire and Rescue</td>
<td>Required</td>
</tr>
<tr>
<td></td>
<td>Ambulance</td>
<td>Required</td>
</tr>
<tr>
<td>Community</td>
<td>Libraries</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Youth Centres</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Village Hall</td>
<td>Desirable</td>
</tr>
<tr>
<td>Leisure</td>
<td>Leisure Centres</td>
<td>Desirable</td>
</tr>
<tr>
<td>Green</td>
<td>Waterways</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Natural and semi-natural open</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>spaces</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Outdoor sports and leisure</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>facilities</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Allotments</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Play areas</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Corridors / footpaths</td>
<td>Desirable</td>
</tr>
</tbody>
</table>
Physical Infrastructure

4.0 Water Supply and Wastewater

4.1 Access to potable water supply and the fate of surface and foul water are considered an absolute constraint to development, particularly where aquifers are at capacity and supply cannot be guaranteed or where sewer systems are at or nearing physical capacity. A key consideration to the growth of an area is the ability of development to be served by mains sewerage and the creation of further capacity in the sewer network.

4.2 Within West Lancashire, United Utilities are responsible for water supply and managing waste water and in the five year period 2005 to 2010, they reported investment of £56 million to improve overall services in the Borough. Between 2015 and 2020, United Utilities are spending £6 billion on the water and waste water network and associated support services. Of this expenditure, more than £3 million has been spent on maintaining water supply and a further £6 million on water quality.

4.3 In terms of standards, United Utilities are appointed by the Secretary of State for the Environment, Food and Rural Affairs to provide water and wastewater services in the North West. Their activities are regulated by four independent bodies, they are:
   • Office of Water Services (Ofwat)
   • The Environment Agency
   • The Drinking Water Inspectorate
   • The Consumer Council for Water

4.4 Aside from regulation by the above bodies and United Utilities’ own commitments to customers, no other specific standards for water infrastructure are available.

Potable Water Supply

4.5 The North West is classed as water neutral in that as much water is used as is received. Consequently the Borough does not suffer from water stress at the moment in terms of supply. However, this could change as a result of climate change, the Habitats Directive effects, and the demand of local development, which are predicted to diminish the yield of drinking water resources in the region. United Utilities encourage reduced water consumption for existing customers through means such as water metering, water butts, cistern displacement devices and general consumer awareness and education.

4.6 Water supply in the Borough comes from the River Dee serving the south and east of the Borough and boreholes at Southport to serve the north and west of the Borough, with other boreholes across the Borough at various locations. Expenditure in United Utilities forward plan "AMP 5" includes the upgrade of the Bickerstaffe water treatment works and the local borehole source in order to reduce the reliance on the River Dee supply. The upgrade of the water treatment works at Bickerstaffe, known as Royal Oak, has been granted planning permission and is now in the construction phase and ahead of schedule. When complete, this should ensure water supply is secure across the Borough and the surrounding authority areas.

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1 United Utilities “Investment in your area”, accessed on 25 July 2016
4.7 In general, water supply does not currently present an issue for most parts of West Lancashire with the exception of the Northern Parishes. Due to the topography of the area covering Banks, Mere Brow, Tarleton and Hesketh Bank, the flow of water is dependent upon pumping stations which can at times result in hydraulic issues as a result of the capacity of the pumping stations. Therefore, additional development which may increase the load to a pumping station at the end of the line would require upgrade work to all subsequent pumping stations involved in transporting the water through the system. This could be a costly and timely exercise. In addition, and as a result of the market garden economy in the Northern Parishes, the area suffers from peak draw-offs where more water than would normally be required is taken out of the system. This results in drops in water pressure in certain parts of the area which are currently under investigation by United Utilities.

4.8 In summary, United Utilities have confirmed that from a water supply perspective, provided the water treatment works at Bickerstaffe are upgraded, there is currently no fundamental issue in meeting growth of the Borough. The following advice covers localised up sizing of water supply infrastructure that would need to be carried out at the time of development and through the planning application stage:

Table 4.1 Water supply issues in West Lancashire

<table>
<thead>
<tr>
<th>Water Supply</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Skelmersdale and Up Holland</strong></td>
<td>Excellent capacity just some local infrastructure improvements required and pressure management to support individual developments as they come forward.</td>
</tr>
<tr>
<td><strong>Ormskirk and Aughton</strong></td>
<td>The Grove Farm site north of Ormskirk is currently supplied by a 6 inch main. This is ample for the current load but it would need up sizing to avoid bursts with the added pressure created by development here. However, 3km of mains run under fields to the north of Ormskirk so this would be easier to replace than in a built up area. This would be explored as development comes forward. The Edge Hill site would be best fed from the 12 inch main to the north of the site. Parr’s Lane is currently fed by a small diameter pipe and this would need up sizing if and when development comes forward.</td>
</tr>
<tr>
<td><strong>Burscough</strong></td>
<td>No issues with supply in general. Due to the size of Yew Tree Farm, this would need modelling to ensure supply and engineering works will assist this.</td>
</tr>
<tr>
<td><strong>Northern Parishes</strong></td>
<td>United Utilities have been investigated problems in this area but these are different to those reported by residents (Indirectly through the Council consultation events). Further information is required from local residents to assist in resolving these localised pressure issues. There is no network infrastructure available for the northern EC3 site in Hesketh Bank. The network feeding Alty’s Brickworks site was made redundant around 20 years ago so the site would need a new connection possibly from South Ribble or possibly the up sizing of the Becconsall mains. Within the Northern Parishes, liaison with the horticultural industry and United Utilities has helped to reduce illegal draw offs of water alongside investment in water network reinforcement. This has addressed the poor pressure issues that were experienced in the area. United Utilities are aware of residents’ concerns relating to the process of fracking and contamination of the water source through bore holes. This is something United Utilities have stressed is extremely unlikely to happen. Furthermore, there are no supply issues for West Lancashire as water would be taken from South Ribble.</td>
</tr>
</tbody>
</table>
**Eastern Parishes**  
No issues and area has favourable connections.

**Western Parishes**  
Only localised issues but nothing major or fundamental that could not be resolved as development is brought forward. The Plan B site at Fine Jane’s Farm in Halsall currently has no assets around the site other than a small diameter pipe on Moss Lane. As such, delivery of this site could be costly.

**Waste Water**

**4.9** United Utilities have confirmed that it is difficult to provide detailed records and predictions on capacity issues, especially in predicting the local effects of proposed new housing over a large number of potential developments, although they can provide general guidance on this issue. In terms of data regarding waste water, this is also limited and work is currently underway in order to investigate sewer capacity issues in the Burscough area.

**4.10** Map 4.1 shows the drainage areas for West Lancashire and which Waste Water Treatment Works (WWTW) each catchment drains to.

![Map 4.1 Waste Water Drainage Areas in West Lancashire](image-url)
4.11 Waste water originating from in and around the Burscough, Rufford and Scarisbrick settlement areas and the majority of Ormskirk are treated at New Lane WWTW before discharging to Bow House Sluice (Indicated in green on Map 4.1). This then feeds into the water course at Martin Mere. This is an extremely sensitive wetland, as recognised by its designation as a European Union Special Protection Area. United Utilities has advised that this WWTW is currently at capacity and that to treat any additional discharge whilst maintaining accordance with Environment Agency (EA) standards, could be beyond financial and technical feasibility. There is likely to be further investment in the work to improve the quality of the treatment at New Lane WwTW, and this is currently anticipated to commence later in the UU AMP 2015-2020 period or early in the AMR 2020-2025 period.

4.12 In addition, the Burscough area suffers from capacity issues within the actual sewer network. As foul water is transported away from the source to the treatment facility it must pass through a narrow passage beneath the railway line. During periods of heavy down pours, the sewer network is inundated and unable to move the foul and surface water runoff through the network quickly enough resulting in a backlog of water and localised flooding of both surface and foul water which can be extremely unpleasant for residents.

4.13 Notwithstanding the existing hydraulic issues associated with the movement of both supply and waste water across the topography of the Northern Parishes, the remainder of the Borough, as a generality, does not suffer from any major waste water issues. Significant rebuilding works are ongoing at the Hesketh Bank Waste Water Treatment Works which are due for completion by March 2017. United Utilities anticipate possible investment in the Mere Brow WwTW in the early part of the next AMP 2020-2025.

4.14 The capacity of the network in and around Skelmersdale is substantial given the new town infrastructure and the capacity of the treatment works at Hoscar. However, there are some limited localised flooding issues within Skelmersdale which United Utilities are seeking to gain a better understanding off. However, these types of issues are not unusual and as long as the local problems are properly managed and surface water connections to the systems are minimised and controlled, this should not present a problem.

4.15 The major constraint within the waste water system, affecting Ormskirk, Burscough and the surrounding area, is currently subject to early investigation by United Utilities. Due to regulation by OFWAT, United Utilities are unable to build speculatively and must have a degree of certainty before bidding for funding through the infrastructure investment cycle (5 year cycles). The Council has engaged in ongoing dialogue with United Utilities to ensure this issue is addressed. The need for West Lancashire to accommodate development to meet growth pressures requires that Ormskirk and Burscough, as key service centres, must be the focus of development outside of Skelmersdale.

4.16 Investment at Royal Oak Water Treatment Works (Bickerstaffe) is ongoing and is aligned to the needs of future growth. The West Lancashire water strategy is rationalising water sources in this area, bringing them into one new treatment works at Royal Oak.
4.17 West Lancashire Borough Council now has a good working relationship with United Utilities and meet on a regular basis to discuss progress with the development planning process and how both parties can assist each other. Through this process it has been suggested that whilst neither party can offer the other guarantee of development occurring or infrastructure improvements being made, there is a need for some sort of reassuring agreement. As a result a document was devised in November 2011, containing some basic "partnership text" detailing each party’s commitment (albeit not legal) to assisting in the required delivery outcomes which will support development and alleviate issues for the community.

Key evidence:
- United Utilities Investment in West Lancashire Fact Sheet
- United Utilities Water Resources Management Plan 2015
- United Utilities AMP 5 Investment plan 2010-2015
- Information from United Utilities
- Information from Environment Agency
5.0 **Flood Management**

**Fluvial flooding**

5.1 The Environment Agency (EA) are responsible for managing flood defence infrastructure in relation to flooding from rivers and seas. River flooding happens when a river cannot cope with the amount of water draining into it from the surrounding land. Sea flooding happens when there are high tides and stormy conditions. Whilst the EA recognise that such fluvial flooding cannot be completely eliminated, it can be managed. Planning policy directs development away from sites at risk from flooding in order to avoid unacceptable risks to development, people, the economy and the environment.

5.2 Flood zones are remapped frequently by the Environment Agency as new data and information becomes available and models are improved. Flood zones refer to the probability of river and sea flooding, ignoring the presence of defences.

<table>
<thead>
<tr>
<th>Flood Zone 1</th>
<th>Low probability</th>
<th>Land having a less than 1 in 1000 annual probability of river or sea flooding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flood Zone 2</td>
<td>Medium probability</td>
<td>Land having between a 1 in 100 (or 1 in 200) and 1 in 1000 annual probability of river flooding</td>
</tr>
<tr>
<td>Flood Zone 3a</td>
<td>High probability</td>
<td>Land having a 1 in 100 (or 1 in 200) or greater annual probability of river flooding</td>
</tr>
<tr>
<td>Flood Zone 3b</td>
<td>Functional floodplain</td>
<td>This zone comprises land where water has to flow or be stored in times of flood. LPAs should identify in their SFRA areas of functional floodplain, in agreement with the EA. (This is not distinguished separately from Zone 3a on the EA Flood Map.)</td>
</tr>
</tbody>
</table>

Source: Para 065, PPG, CLG

5.3 The geographical landscape of West Lancashire is of a low-lying fluvial plain which historically makes large areas of land prone to flooding. However, much of this land is used for agricultural purposes and is sparsely populated, therefore the risk to people and properties is relatively low.

5.4 The Borough lies partly within the catchments of three river systems. These are the Alt to the south west, the Douglas - with its main tributary, the Tawd – centrally, and the estuarine Ribble along the northern fringe. The Crossens catchment is artificially drained by a constructed watercourse, The Sluice, and so linked to the Alt catchment. The Leeds-Liverpool Canal and its Rufford Arm are historic waterways that cut across these catchments, from east to west and north to south respectively.
5.5 Map 5.1 shows the locations of the indicative flood zones in West Lancashire. The areas of highest risk are to the north and west of the Borough where coastal flooding is the greatest threat. The only significant sizeable settlement within such a high flood risk zone is Banks, which consists of almost 1500 properties and a population of more than 3,300. Sea embankments that are built to withstand a 1 in 75 year event protect the settlement area of Banks and the land to the south. Other settlements in the north of the Borough including Hesketh Bank and Tarleton are not considered as being in a direct flood risk area.

Map 5.1 Indicative Flood Zones in West Lancashire

Source: WLBC 2016 (via Environment Agency 2016)
5.6 The Crossens and Altmouth pumping stations are considered to be two of the largest in Europe and operate in conjunction with several satellite pumping stations. Given the low laying nature of the area, the inoperability of pumping stations - particularly Crossens pumping station in Banks - would result in inundation of a large area of high quality agricultural land in the west of the Borough. However, the Environment Agency is moving away from investment in discretionary land drainage practices to prioritising the protection of life and property. Consequently, in September 2015, the EA served two years notice that they will no longer be able to operate five pumping stations at Banks Marsh, Boundary Brook, Clay Brow, Kew and Rufford Causeway, given these largely serve to drain farmland, and are therefore considered to be lower priority than protecting people and residential properties. This notice period has been further extended until the end of 2018 and partners are therefore currently seeking a sustainable long term drainage solution for beyond this time. The EA continues to work with stakeholders to find practical arrangements for the Lower Alt with Crossens Pumped Drainage Catchment. One possibility is that other bodies could choose to operate the pumps under alternative arrangements.

5.7 The EA does not fund new flood defences to enable new development. The key to protecting new development from the impacts of flooding is to follow the guidance within the National Planning Policy Framework, as this requires local planning authorities to steer development away from areas at risk of flooding. Any allocations proposed in such areas must satisfy the requirements of the Sequential Test and the Exception Test (where necessary) through a Level 2 Strategic Flood Risk Assessment or a Flood Risk Assessment for sites which have not been allocated for development.

5.8 Flooding across the North West in December 2015 has, inevitably, had a major impact on the EA’s service delivery in the Cumbria and Lancashire area. The recovery is ongoing, with repairs to assets and reviews of EA plans for the area being undertaken. The resulting information will be published in the future.

5.9 Climate change will be an issue for future flood mitigation, as the higher probability of severe weather is likely to increase flood risk. New climate change allowances were published in February 2016 and it is important to direct development away from those areas at risk. Whilst climate change exists on a national and global level, and will therefore impact the Borough as a whole, the effects are likely to be greatest in those areas already designated as Flood Zones. The EA encourage LPAs to consider catchment areas in the identification of development areas, to allow development to be directed away from areas at risk of flooding.

5.10 The EA has a national 6 year programme of flood risk investment but this does not currently include any locations in West Lancashire. The EA encourage partnership working with WLBC and the investigation of funding sources for flood management schemes. Some schemes already have improvements planned for delivery by WLBC or LCC, including:

- Abbey Brook, Ormskirk (2019/20) – WLBC
- Calico Brook, Appley Bridge (2016/17) – WLBC
• Hurlston Brook, Ormskirk (2017/18) – LCC
• SWMP Studies for Ormskirk (2016/17) and Parbold (2016/17) - LCC

Surface and ground water flooding

5.11 Lancashire County Council, as the Lead Local Flood Authority (LLFA), are responsible for managing flood risk from all local sources including surface water, ground water and ordinary watercourses. As part of its role, LCC is required to take a proactive role in investigating surface water flooding issues and producing a local flood risk management strategy to set out how local flood risk in an area will be managed. LCC is currently undertaking a Surface Water Management Plan (SWMP) Study focused on the Ormskirk area and is beginning a similar study in the Parbold area.

5.12 Surface water flooding occurs where high rainfall exceeds the drainage capacity in an area. Such events can lead to serious flooding of property and possessions. Climate change is likely to increase the risk of surface water flooding due to higher intensities and more prolonged periods of rainfall. Infrastructure planning can play a key part in managing surface water flooding through Sustainable Drainage Systems and other interventions. These must be secured as a fundamental requirement within all new development to ensure existing capacity issues are not worsened. Where possible, the development or redevelopment of sites should incorporate measures such that the overall drainage / runoff situation is improved.

5.13 Policies within the Local Plan promote Sustainable Drainage Systems (SuDS) and aim to minimise the impacts of new developments. Where impacts are likely to occur then the appropriate measures will be determined on an individual site by site basis and funded by the developer. Furthermore, the LLFA will progressively take a much more proactive role in investigating surface water flooding issues. Where these investigations may lead to projects or schemes which require funding for infrastructure, these will be included within the Infrastructure Delivery Schedule.

Key evidence:
• The West Lancashire Strategic Flood Risk Assessment (SFRA) Level 1 (2016/17).
  The SFRA is in turn directly influenced by the following key pieces of evidence:
  • Catchment Flood Management Plans
  • Flood Maps
  • Known or possible non-fluvial sources of flooding e.g. groundwater, sewer surcharges, canals, reservoirs etc
  • Discussion with United Utilities
  • Discussion with the Environment Agency
  • Discussion with the Lead Local Flood Authority (Lancashire County Council)
6.0 Waste and Recycling


6.2 As of 2016, the authorities have now begun to prepare a review of the plan. The review is intended to extend the plan period to 2032 (15 years from the anticipated date of adoption). LCC are currently at an early stage of the review (the scoping consultation took place in autumn 2014).

6.3 In the absence of a more up to date plan, the *Joint Lancashire Minerals and Waste Development Framework (JLMWDF) Core Strategy DPD, Managing our Waste and Natural Resources*, February 2009, has been used to inform this section of the report.

6.4 The JLMWDF Core Strategy sets the broad direction for minerals and waste planning in Lancashire to 2021, the amount of new minerals extraction and waste management capacity that will be needed over this period, and the areas that are likely to be the focus for development.

6.5 The JLMWDF Core Strategy also sets out how waste capacity will be managed in Lancashire. Key components are the promotion of waste minimisation, increasing the awareness of waste, and managing waste as a resource by maximising recycling, re-use and composting. In addition Lancashire’s Municipal Waste Management Strategy will be delivered through the identification and release of sites for waste management facilities.

6.6 Policy CS8 of the Core Strategy confirms that the plan area will be net self-sufficient in waste management capacity by 2021. Criteria will be identified for considering proposals for waste management facilities (including landfill) for hazardous and radioactive waste, to include such proposals’ contribution to achieving net self-sufficiency.

6.7 The document also confirms that provision will be made for sufficient new waste management facilities to meet predicted waste capacity requirements for the Plan area to 2020. Provision will also be made, as necessary, for the predicted total landfill capacity requirements for non-hazardous waste during the plan period. The allocated sites include land at Pimbo Industrial Estate, land at Hillhouse Waste Water Treatment Works (WWTW) and land at Burscough and Simonswood Industrial Estates.

6.8 Although mineral extraction is not entirely relevant to the infrastructure delivery plan, waste and recycling capacity is relevant and is considered to be an essential part of infrastructure given the likely health implications associated with a lack of waste management provision.

6.9 Although minerals and waste planning is a function of the County Council, the actual day-to-day operation of the waste collection and recycling service is carried out by the Borough Council. Initial discussion with the waste collection and recycling team indicates that additional development would result in additional council tax income which could in turn assist in funding the increased requirement for waste and recycling collections.
Map 6.1 Sites in West Lancashire allocated for waste management, in the JLMWDF Core Strategy 2009

Source: JLMWDF Core Strategy 2009

Key evidence
7.0 Energy Infrastructure

7.1 Energy Infrastructure within the Borough is displayed in Map 7.1 below. National Grid, through Entec, must be consulted on all development plans in order to ascertain the potential impact on any major infrastructure which runs through West Lancashire. National Grid are responsible for the high voltage cable which runs overhead or underground through the east of the Borough and the high pressure gas pipe which also passes through the east before bending round the south west of Skelmersdale.

Map 7.1 Energy Infrastructure

7.2 Essar Oil (formerly Shell UK) has pipeline interests running from north to south through the Borough supplying oil and gas from the North Sea through their Ethylene Pipeline. The route of the pipeline is displayed in purple in Map 7.1 above and must be safeguarded from future development for health and safety reasons. Through the development plan process, all operators of strategically important energy infrastructure are consulted to ensure any development plan proposals do not conflict with the infrastructure or consultation zones.
Electricity

7.3 Customers receive and pay for electricity from supply companies who in turn pay distribution network operators (DNOs) for the use of the electricity distribution network. Both underground cables and overhead lines are utilised to distribute electricity. Generally, underground cables are used to supply dense urban areas, a mix of both underground and overhead cables are used to supply smaller towns and semi-urban areas whereas rural areas are predominantly supplied by overhead lines. Overhead lines are most prevalent within West Lancashire due to the rural nature of the Borough.

7.4 Responsibility for the local electricity distribution network now lies predominantly with Electricity North West (ENW), who were formerly part of the United Utilities Group. Now a separately owned operator, ENW currently serve 2.3 million customers in the North West of England and their coverage is displayed in Map 7.2.

Map 7.2 Electricity North West Network Coverage

Copyright of Electricity North West Limited- source
7.5 Specific information has been obtained from ENW in reference to their 33kV substations within West Lancashire. The information identifies the capacity of the substation and the recorded maximum demand for 2015/16. It also provides a forecast of demand for a five-year period (2016-2021) for each of the substations.

Table 7.1 Electricity North West Network Capacity

<table>
<thead>
<tr>
<th>ENW Substation Name</th>
<th>Voltage level</th>
<th>Substation capacity</th>
<th>Historical maximum demand</th>
<th>Forecast Demand (MVA)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>kV</td>
<td>MVA</td>
<td>2015/16 (MVA)</td>
<td>2016/17</td>
</tr>
<tr>
<td>Burscough Bridge</td>
<td>33</td>
<td>17.5</td>
<td>12.4</td>
<td>12.4</td>
</tr>
<tr>
<td>Ormskirk</td>
<td>33</td>
<td>22.9</td>
<td>13.1</td>
<td>13.1</td>
</tr>
<tr>
<td>Pimbo</td>
<td>33</td>
<td>30</td>
<td>19.8</td>
<td>19.8</td>
</tr>
<tr>
<td>Scarisbrick</td>
<td>33</td>
<td>6</td>
<td>5.5</td>
<td>5.6</td>
</tr>
<tr>
<td>Skelmersdale</td>
<td>33</td>
<td>22.9</td>
<td>16.5</td>
<td>16.5</td>
</tr>
<tr>
<td>Tarleton</td>
<td>33</td>
<td>22.9</td>
<td>16.1</td>
<td>16.1</td>
</tr>
<tr>
<td>Willow Hey</td>
<td>33</td>
<td>22.9</td>
<td>12.8</td>
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<tr>
<td>Woodfield Rd</td>
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<tr>
<td>Wrightington</td>
<td>33</td>
<td>22.9</td>
<td>12.4</td>
<td>12.4</td>
</tr>
</tbody>
</table>

Source: ENWL 2016

7.6 The above table shows that, with the exception of Scarisbrick, all other substations have spare capacity of 4MVA or more. There are no ENW schemes which will increase capacity for any of the substations in the forecast period. For Scarisbrick, should capacity be exceeded, load would be transferred to nearby stations which have spare capacity. Electricity North West have not identified any improvement projects or schemes for the distribution network infrastructure within West Lancashire.

7.7 Scottish Power Manweb are responsible for the distribution of electricity in a small area in the south west of the Borough lying to the west of the A5147 up to the boundary of Sefton covering Shireley Hill, Barton, Downholland and Great Altcar. There are no known capacity issues in this south western part of the Borough.

7.8 National Grid is also responsible for high level infrastructure that carries gas and electricity across the country. Within West Lancashire, infrastructure that forms an essential part of the electricity transmission network in England and Wales includes:

- Electricity - Washway Farm substation – 275kV
- Electricity - ZU line – 275kV route from Kirkby substation in Knowsley to Penwortham substation in South Ribble via Washway Farm substation
- Gas - Pipeline FM15 - Bretherton to Warburton
- Gas - Pipeline FM21 - Treales to Burscough
Gas

7.9 National Grid Gas owns and operates the local gas distribution network in the North West. Any changes to the local network will arise from the mains replacement programme as well as requests for customer connections and/or significant changes in demand requiring reinforcements to the local network as required.

7.10 Most urban areas of West Lancashire (84% of residential properties) are served by the gas network. However, outside those areas, the gas network generally only follows the main roads leaving a large number of isolated pockets without supply. 15% of residential properties in the Borough are off the gas grid and 6% are more than 200m from the grid. This 6% of properties presents the best economic opportunities for micro-generation heating such as biomass boilers.

7.11 There are no identified constraints to capacity, and developments will request their own connections which will be managed by National Grid as and when required. National Grid are confident that, with correct management and timing, there are not expected to be any issues that would affect future delivery.

Decentralised, Renewable and Low Carbon Energy

7.12 Over 2009 and 2010, West Lancashire Borough Council, along with the other local authorities within the Liverpool City Region engaged a study to assess the capacity of each authority area to deliver renewable energy. The Liverpool City Region Renewable Energy Capacity Study identified that a strategic approach to delivering energy needs through development planning would be the most effective in meeting renewable energy targets and reducing carbon dioxide emissions.

7.13 The first stage of the study concluded that West Lancashire had a substantial wind energy resource with the capability of delivering both small to medium scale wind energy projects and larger scale commercially viable projects. It also suggested that due to the low density of built development, heat and energy network opportunities would be limited.

7.14 The second stage of the study identified Ormskirk Town Centre as having capacity for a decentralised heat and energy network. However, this was mainly identified as a result of key anchor loads (such as the swimming pool and hospital) which would ensure enough demand for energy, and not in relation to new large scale development as this will be established through the development planning process. Retrofitting decentralised heat networks can be costly and constrain delivery of this option when planning for decentralised energy infrastructure. A more appropriate option is to consider where the amount of new development proposed in one area would be enough to create a “critical mass” and then to apply a co-ordinated approach to delivering energy demand.

7.15 Stage 2 of the Study identified 2 areas of least constraint (taking into account policies such as the Green Belt) with potential for commercial scale wind energy projects. The Study
recommended that further analysis into the suitability of recommended areas take place, including site-specific wind studies in the event that development proposals come forward. Further analysis into the suitability of these locations is yet to take place and therefore allocation of any infrastructure requirements has not yet been determined.

7.16 The Lancashire Renewable Energy Potential Study 2011 provides an estimate of the technical potential of renewable energy types, rather than the deployable potential. Lancashire as a whole has a potential accessible resources of 10,612 MW, of which the largest resource comes from wind (65%), followed by microgeneration (33%). Of this Lancashire total, West Lancashire has a potential renewable energy capacity of 1,630MW which equates to 15% of the total capacity identified for Lancashire. This is the greatest proportion of all the Lancashire authorities.

7.17 The findings of the Lancashire study concur with those of the Liverpool City Region Study, identifying considerable potential for renewable energy generation from wind reflecting West Lancashire’s’ rural characteristics and low population density. The Borough also has the potential to generate around 270MW of renewable energy from waste and 17% of its total potential renewable energy capacity through microgeneration.

7.18 The Study also identified a number of potential waste heat sites (15 with high, 100 with medium and 305 with low heat demands). The relatively rural nature of West Lancashire and the low heat densities lowers the potential for these sites to be located near to end users.

7.19 The study found no significant issues for West Lancashire concerning grid infrastructure and connections that could constrain future renewable energy development.

**Key evidence**

- Electricity North West Long Term Development Statement 2015 (Annual revision)
- GIS information relating to major infrastructure
- Liverpool City Region Renewable Energy Capacity Study, Stages 1 and 2, October 2010
- Lancashire Renewable Energy Potential Study - April 2011
8.0 Digital Infrastructure and Communications

8.1 Broadband access is a growing factor in the UK economy, and critical in attracting knowledge based employment. Due to infrastructure costs and relatively small numbers of customers, telecoms companies have historically been reluctant to invest in new equipment in rural areas creating a large disparity between rural and urban quality of broadband provision. As a key requisite for any successful economic area, it is critical to ensure that both residential and employment areas in the borough have access to high speed broadband connections.

8.2 Map 8.1 shows the broadband coverage across West Lancashire. The majority of the borough benefits from broadband coverage of 8Mb and above, even in the more rural parishes although issues around low speed and poor reliability of supply occur in Banks and the Mere Brow area, in rural Downholland (north of Lydiate) and at Westhead. Speeds around Ashurst and Pimbo are not as fast as elsewhere in Skelmersdale.

*Map 8.1 Broadband Coverage in West Lancashire (ADSL2+)*

Source: [http://maps.thinkbroadband.com](http://maps.thinkbroadband.com)
- 0-2Mbps (megabits per second)
- 2-8Mbps
- 8+ Mbps
There are 9 exchanges located in West Lancashire and a further 9 located outside of the Borough with coverage into the peripheral areas. All exchanges are ADSL\(^2\) enabled but only two (across the borders) are currently SDSL\(^3\) enabled. The importance of SDSL is in relation to the availability of quality broadband that enables fast download and upload speed. ADSL technology provides fast downloads but is much slower at uploading data to the Internet. SDSL enables equally fast upload and download speeds, and allows businesses and individuals to run their own mail server and Internet services directly from their own office rather than hosting with an Internet service provider. Across Lancashire and the North West SDSL is being rolled out, with 16% of exchanges in Lancashire and 23.6% of exchanges in the North West already SDSL enabled. 100% of exchanges in Liverpool are already equipped for SDSL.

Next Generation, ultra-fast broadband, is available in some parts of West Lancashire, including parts of Appley Bridge, areas of West Lancashire adjacent to Southport and other areas on the periphery of the Borough. However it is not available in Skelmersdale & Up Holland, Burscough or Ormskirk, where most of West Lancashire’s homes and businesses are located.

Local Loop Unbundling (LLU) is the process of opening up a telephone exchange so that it can be used by a number of different broadband providers. These broadband providers are then able to use connections from the exchange through to the customer’s homes to deliver home broadband. The more LLU operators the more competitive the broadband market. Within West Lancashire, there are 10 LLU exchanges - Ormskirk, Up Holland, Appley Bridge, Burscough, Parbold, Aughton Green, Rufford, Hesketh Bank, Skelmersdale and Halsall.

The Lancashire Local Broadband Plan (Jan 2012) acknowledged the importance of superfast broadband to the economy. Lancashire County Council, supported by commercial providers BT, used public money in a joint venture to roll out superfast broadband across the county, including in West Lancashire, to address gaps in superfast broadband provision. The LCC Superfast Lancashire Project worked to deliver fibre broadband to 97% of properties in Lancashire by 2015.

**Telecommunications**

Mobile Operator Associations used to circulate Annual Roll-out Plans to Local Authorities once a year to support the planning of such infrastructure. The MOA no longer exists and so this data is no longer provided.

As there are currently no set standards to be achieved for telecommunication coverage, no infrastructure deficit or requirements are known at this stage. This will continue to be monitored through the infrastructure delivery process.

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**Key evidence**
- ‘Sam knows’ Broadband and Exchange Checker\(^4\)
- West Lancashire Economy Study 2014
- West Lancashire Economic Development Strategy 2015-2025
- Lancashire Broadband Plan - January 2012

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\(^2\) Asymmetric Digital Subscriber Line  
\(^3\) Symmetric Digital Subscriber Line  
9.0 Transport

9.1 West Lancashire has a variety of transport issues and opportunities, with reasonably high levels of commuting in many areas and a generally high level of car usage necessitated by the predominantly rural nature of the area. Map 9.1 shows the location of West Lancashire and its settlements, neighbouring authorities, and the main transport corridors, including the motorways (M58 and M6), main roads (A59, A565 and A570) and railways linking the Borough to outlying areas.

Map 9.1 Transport Links in West Lancashire

Source: WLBC 2016

9.2 West Lancashire shares limited interaction with the rest of Lancashire and instead the Borough’s most significant economic links are with the Liverpool City Region. Strong travel to work flows are evident with Sefton and Liverpool, particularly from Ormskirk, whilst the eastern parts of the Borough and Skelmersdale have strong links with Wigan and beyond that Manchester.

9.3 The Borough’s strategic location between the Liverpool, Manchester and Central Lancashire City Regions ensures strong road and rail links with both Central Lancashire and Merseyside. With a population of 110,700 spread over an area of 347 square kilometres, West Lancashire has a relatively low population density of 319 people per square kilometre. As a result, parts of the Borough suffer from rural isolation whilst some of the larger settlements have often grown around the road network and now suffer, from localised congestion.
Transport Planning and Delivery

9.4 Within West Lancashire, transport planning is the responsibility of Lancashire County Council which sets out the vision and objectives for future transport in the Borough within The Lancashire Local Transport Plan 2011-2021 (‘LTP3’). A series of targets relating to priority areas of activity and an Accessibility Strategy and Bus Strategy are key to the delivery of the vision and objectives of the LTP.

9.5 Lancashire LTP3 was formally adopted in May 2012 and runs until 2021. The LTP sets out the strategy for the future of transport in Lancashire by 2021. It explores how the County Council will support regeneration in places like Skelmersdale by creating better connections and links both inside and outside of Lancashire. The document also acknowledges that existing connections within Skelmersdale are poor and present a challenge for the plan.

9.6 In terms of activity to drive these improvements, LTP3 identifies Skelmersdale Town Centre regeneration as a focus for activities such as;

- Work with public transport operators to reduce journey times to strategic employment sites and key employment areas and improve timetables and fare structures.
- Work with employers to ensure work times are co-ordinated with public transport availability.
- Work with partners to bring about improvements to connections and links between key employment centres in Lancashire, Greater Manchester and Merseyside.
- Work to provide affordable public transport to disadvantaged and isolated communities.
- Promotion of more joined-up and coherent public transport services.
- Delivery and implementation of travel plans with major employers, secondary schools, colleges and universities, and in clusters of small employers to deliver more journeys by sustainable transport.
- Expansion of networks of footways and cycleways.

9.7 LTP3 identifies the need to develop innovative schemes to improve access for rural communities to services for all members of the community; this may be through new transport provision or by changing where or how a service is delivered. This priority is key to a large part of West Lancashire due to the rural nature of the Borough.

9.8 The LTP3 Implementation Plan sets out how Lancashire County Council will invest £34.8 million on highways and transport services in West Lancashire, with £10.8 million of capital funding and £24 million of revenue support by 2014. This will be targeted at:

- Tackling deprivation and worklessness in Skelmersdale
- Improving conditions for non-car journeys into and around Ormskirk
- Exploring affordable solutions to deficient rural road infrastructure serving the agricultural business sector in Tarleton/Hesketh Bank
9.9 Details of the schemes and expenditure are included within the Infrastructure Delivery Schedule, which accompanies this document.

9.10 In order to further aid the delivery of transport within West Lancashire and the wider Lancashire sub-region, following approval of the LTP3 Implementation Plan, LCC have focused on two primary study areas in order to make the links between actual needs and deliverable schemes.

9.11 The County Council has produced a set of five highways and transport masterplans to cover all 12 districts of Lancashire, and where necessary, neighbouring areas. The plans set out major changes to the highways, public transport, walking and cycling facilities which would bring economic benefits across the county. These changes will help unlock planned housing developments, create new jobs and provide the network needed to make sure the predicted increase in traffic don’t cause gridlock on the county roads.

9.12 The West Lancashire Highways and Transport Masterplan was adopted October 2014 and outlines an ambitious plan to transform the transport network in the Borough. The plan sets out options for major improvements to railways, highways, public transport and walking and cycling facilities to ensure the borough can realise its potential for economic growth and avoid its distinctive rural character being choked by congestion. The Plan includes:

- Production of a West Lancashire Route Management Strategy to identify measures for improving the highway network, and how it functions, across the Borough.
- Preparation of a ‘Movement Strategy’ for Ormskirk that will focus on measures to reduce traffic, especially in the town centre, and to review and improve how the remaining traffic is managed.
- Delivery of a new rail station in Skelmersdale, linking it to Manchester and Liverpool, and the development of a linked bus interchange in the town centre
- To transform the way people in Skelmersdale travel by redesigning roads, removing underpasses and making it easier for people to walk, cycle and use public transport within the town and to access wider job opportunities
- A multi-user path between Burscough and Ormskirk to provide a direct off-road route via a new linear park
- Investigate options and prepare a business case for the electrification of the Liverpool, Ormskirk to Preston railway line to fulfil its potential as a commuter route. This would include the reinstatement of the Burscough curves railway line.
- Ambitious plans to improve cycling, including the development of strategic cycle routes linking the main towns within West Lancashire
- Plans to build a by-pass of Ormskirk will no longer be pursued. This is because traffic congestion in Ormskirk is caused predominately by local traffic and so a bypass would be unlikely to alleviate the congestion.

9.13 In 2009, Atkins produced a Sub-Regional Transport Framework for Lancashire. The report identified some clear variations in quality of road and rail service across the Borough. These include Skelmersdale, which has good strategic road links (via the M58 and M6) to the west, north and south, but does not have a railway station. Conversely, Ormskirk benefits from
high frequency rail services to Liverpool, but suffers significant congestion due to the levels of traffic within the town, including through traffic between the M58 and Southport. In addition, rail connections from Ormskirk to Preston and Southport are limited due to the low frequency service (approximately one every hour and a half) and the lack of a direct connection between the Ormskirk to Preston and Southport to Wigan / Manchester services.

9.14 As a summary, the Atkins report concluded that transport policy in West Lancashire should support regeneration in Skelmersdale by unlocking the potential for re-development of the town centre. Key to this redevelopment is the need to improve public transport links to the surrounding residential areas, and to adjacent urban areas. It also identified that new housing development in West Lancashire should be in locations with high accessibility by public transport, and good walking and cycling links to key destinations.

Road Network

9.15 The road network is "required" infrastructure to facilitate development. Although it may not be considered essential infrastructure, without road access that is not unacceptably congested, it is extremely difficult for growth to occur as the impact on the highway would be considered an absolute constraint. Highways planning for the Borough is carried out by Lancashire County Council, and, to some extent, Highways England in relation to the major road network (M58, M6).

9.16 Vehicle ownership is relatively high in West Lancashire, most likely as a result of the rural nature of the Borough and affluence in certain areas. At the 2011 Census, 41% of households in the Borough own 1 vehicle and a further 30% own two. The highest users of cars are in the commuting settlements adjacent to the M6 corridor, such as Parbold and Wightington. Conversely, the lowest users of cars are in Skelmersdale, where car ownership is significantly lower than the rest of the Borough. An average of 36% of households in Skelmersdale do not own a vehicle, compared to 20% across the rest of the Borough. (Source: Census 2011, ONS)

9.17 In terms of travel patterns, West Lancashire has a higher proportion of residents driving a car to commute to work than the regional and national averages. Although the main settlements are reasonably well-served by public transport, the rural areas have a lack of services. 16% of the working population use ‘sustainable’ / public transport (bus, train, cycle or on foot) to travel to work. A slightly higher than average number of people choose to work from home; 10% compared to 8% in the North West and 9% in England. (Source: Census 2011, ONS)

9.18 Initial discussions with the highways authority (Lancashire County Council) have indicated that any further stress on the network around the key service centres (Ormskirk and Burscough) would need to be limited and mitigated where possible.
In addition, Edge Hill University contributes to periodic spells of increased congestion through Ormskirk, usually at the beginning of the academic year when there is an influx of students registering. The addressing of this issue has been explored and actions such as better car park provision and management have assisted in reducing this congestion but the issue is subject to ongoing monitoring.

In order to assist in tackling the stresses on the network around Ormskirk, there has been a longstanding proposal for a new road to bypass the town. This proposal was considered as part of the A570/M58 to Southport Corridor Study and the Lancashire Highways and Transport Masterplan. It has been decided that the bypass will no longer be pursued as the study showed that current congestion is largely caused by local traffic, limiting the benefit of a bypass and meaning that a combination of other proposals as outlined in the Masterplan will be more effective and funded more quickly. The Thornton Link (Brooms Cross Road) is now operational and should direct some through traffic (Southport – motorway network) away from Ormskirk town centre.

In Burscough, congestion can be caused by the traffic flow along the A59 being disrupted. New development, including that at the Yew Tree Farm strategic site, needs to mitigate for the added disruption their development would cause by improving the nearby junctions so that flow is better maintained. The new roundabout at Pippin Street, associated with the Ringtail Retail park development, has significantly improved the flow along the A59 in that southern part of Burscough and is a good example of how traffic improvements can be delivered through development.

Improvements to the wider highway network in Burscough, and improved sustainable transport measures are required to accommodate the strategic development and it is expected that these will be delivered at least in part through developer contributions relating to the Yew Tree Farm site. The development must also integrate into the town and encourage high quality, active and sustainable travel links such as cycling and walking. Footpath improvements along the A59 into the centre of Burscough and junctions incorporating pedestrian/cyclist facilities will be vital. Public realm improvements would likely bring benefits to Burscough through ‘green tourism’.

The rural road network which predominates in the Borough, accommodates a sizeable number of agricultural and distribution vehicles. Conflicts between passing heavy goods vehicles servicing the employment and market garden areas occur on several residential and inadequate roads, especially in the Northern Parishes area. This issue could threaten the long term viability of businesses unless solutions evolve. The Lancashire LTP3 has provided funding to explore options for a new road relieving agricultural traffic currently travelling through Hesketh Bank and Tarleton in order to access the main road network.

The output of the traffic assessment, undertaken by Aecom in 2010, predicts traffic flows and points of stress. This output was submitted to the Highway Authority, Lancashire County Council (LCC) who have analysed the findings in line with their own understanding of the road network. The outcome of the overall assessment work has been reported in a detailed
transport technical paper prepared by the Highway Authority. This work indicates that the Highway Authority consider the local road network is likely to continue to function and operate safely, even with the level of development proposed in the adopted West Lancashire Local Plan. Updated information will be gathered as the Council collate evidence to inform the emerging Local Plan Review.

9.25 The "New Town" style road network serving Skelmersdale has the greatest network capacity in the Borough. Beyond Skelmersdale, the main settlements of Ormskirk and Burscough, both key service centres, generally have less spare highways capacity, but are served by a range of transport modes including a frequent rail service at Ormskirk and a less frequent service at Burscough, albeit with two stations and options for travel north/south and east/west. Therefore, although the rail services are less frequent through Burscough, the critical infrastructure is in place to offer potential for improved services to meet growing demand. This is explored further in the rail section.

Rail

9.26 West Lancashire benefits from a high frequency rail service from Liverpool to Ormskirk running every 15 minutes. Consequently, rail use is most popular with those residents based along the rail lines in Aughton and Ormskirk.

9.27 The Southport to Manchester rail line provides a reasonably well used link for access from Burscough, Parbold and Appleby Bridge to Wigan, Manchester and Southport to the west. The Ormskirk to Preston line provides a limited service through Burscough's second station (Burscough Junction) running approximately every hour and a half.

9.28 The Kirkby-Wigan line which serves Up Holland station is less well used. This is because the line operates an irregular service which does not run late and the station is difficult to access, located away from the main settlement area.

9.29 In terms of connections to the Region, the Borough is well placed, having critical infrastructure to connect two of the key service centres. However, one of the main issues relating to rail connectivity in the Borough is the lack of a rail station in Skelmersdale, the largest settlement and the focus for regeneration in the Borough.

9.30 The nearest station to Skelmersdale is at Up Holland which, as mentioned above, is isolated from the Skelmersdale settlement area and town centre and not within comfortable walking distance, even from the village of Up Holland itself. Providing a rail link to Skelmersdale has been a longstanding aspiration for the Council. The Lancashire Highways and Transport Masterplan identifies the need to provide a new rail station within or close to Skelmersdale.
town centre, integrating with the public transport network and cycling and walking provision as well as car parking.

9.31 References to the proposed rail link to Skelmersdale have also been made within the Lancashire County Council LTP3. In addition, the Merseyside LTP3 identifies the regeneration of Skelmersdale as a priority for the neighbouring areas to Merseyside to provide improved connectivity to the Liverpool City Region. The scheme is also outlined in the Liverpool City Region Long Term Rail Strategy (2014) which identifies connecting Skelmersdale as a scheme to progress as part of the Kirkby-Wigan line improvements package.

9.32 West Lancashire Borough Council, Lancashire County Council, Merseytravel and other partners (comprising the Skelmersdale Rail Link Board) are conducting investigatory work towards the rail infrastructure and station as part of Network Rail’s Programme for Control Period 6 (2019-2024) to seek to link Skelmersdale to both Liverpool and Wigan/Manchester. A feasibility study will look at potential station locations within Skelmersdale, and the work will then progress to option selection level known as GRIP (Guide to Rail Investments Process) 3 within the railway industry. As part of this work, a new rail alignment would be required connecting any new Skelmersdale spur onto the Pemberton (Wigan) to Liverpool line.

9.33 The Greater Manchester LTP3 also identifies the following issues and opportunities for West Lancashire;

- Electrification on the Kirby line to increase opportunities for Wigan. This would provide benefits for the station at Up Holland and also for the potential links into Skelmersdale.
- Limited additional parking at the stations on the Southport to Manchester line. These would include Burscough Bridge, Parbold and in particular Appley Bridge.
- Local accessibility improvements at Appley Bridge Station. This is to ensure the station is compliant with the requirements of the Disability Discrimination Act.

9.34 Although the above opportunities have been identified, only the Appley Bridge station improvements have been highlighted for action. Greater Manchester have entered the station into the top ten list of stations where they will work with the rail industry to make access improvements, largely relating to the delivery of a step free scheme. However, the support for the Skelmersdale rail link raises the profile of this scheme within the North West Region.

9.35 As previously stated, rail links to Ormskirk from the Liverpool City Region are strong, providing a 15 minute frequency service operated by Merseytravel and taking only 30 minutes from Ormskirk to Liverpool City Centre. Likely future pressure associated with this line will relate to car parking and more will need to be done to encourage cycling to the station through better cycle stores. A number of automated cycle hire stations have already

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5 Appley Bridge is the only station in West Lancashire that falls within the Greater Manchester PTE catchment area. 2016 document.
been installed at locations across West Lancashire and Sefton, including many of the rail stations, to encourage sustainable travel to and from rail.

9.36 Burscough benefits from two rail stations on two separate lines. The east to west line linking Southport with Manchester through the Burscough Bridge station, and the north to south rail line linking Ormskirk (and Liverpool) with Preston through the Burscough Junction station. However, there is a 10+ minute walk between the two stations, and services on the two lines are generally not co-ordinated.

9.37 Feasibility work has also been carried out to consider the business case for, and cost of, extending the Merseyrail line from Ormskirk to Burscough Junction through electrification of the rail line. This proposal is supported through the Lancashire Highways and Transport Masterplan. Currently the service from Liverpool terminates at Ormskirk as the electrified track ends. Services north up to Preston are provided by Northern Rail who operate a two car diesel train on a single track. Having a terminus at Burscough rather than Ormskirk may help enable an hourly service to Preston, with a more memorable timetable and the potential for greater patronage of the line.

Bus

9.38 Bus services in West Lancashire are mixed with good quality services operating along the main highways routes:

- 375 / 385 Southport – Ormskirk – Skelmersdale – Wigan
- 300 Southport – Halsall – Maghull – Liverpool
- 310 Liverpool - Holborn Hill – Ormskirk-Skelmersdale
- 2A Ormskirk – Burscough – Rufford – Preston
- X2 Southport – Banks - Preston

Elsewhere in the Borough services can be poor, particularly in rural areas and internally within Skelmersdale. Funding for subsidised bus services in rural areas has been subject to considerable cuts in 2016, leading to the loss of several services. Moving forward, innovative ways to ensure access to services must be explored. A variety of measures and packages are currently utilised within West Lancashire in order to ensure both urban and rural areas receive a good quality service. The County are seeking to provide the best overall mix of fixed bus services, flexible bus services, and voluntary / community transport to meet the needs of local residents and provide access to employment, services and the countryside.

9.39 The main bus operators in West Lancashire are Arriva who cover the majority of the Borough and in particular the centre, south and west, and Stage Coach who operate some services in the northern and eastern parishes. Some smaller operators also provide link services such as school buses. A detailed list of the services currently operating within West Lancashire is available in Appendix A.2.
Due to significant budget reductions, LCC has reduced the number of services it supports. Services are no longer supported in the evenings and on Sundays; this will affect a number of rural locations. Arriva and Stagecoach continue to operate services in the Borough, although Arriva have also been forced to reduce a number of their commercial services in and around the Skelmersdale area.

Map 9.2 Bus stops and routes in West Lancashire

LCC has revised its bus service assessment criteria to move away from a purely financially based approach to that of looking at services in a more holistic way: what is their purpose and whom do they serve, etc. However, this is based on having some funding available but this is very limited throughout West Lancashire and Lancashire as a whole.

Lancashire County Council continues to support community transport/Dial-a-Ride services in the Borough and to aid those who experience difficulties accessing regular public transport services. LCC is also supporting local parish/community groups by offering them the ability to run their own public transport services to meet the local transport needs of their community.

In Ormskirk, the rail station and bus interchange are less than 300 metres apart along a direct path. However, the path is less well used than it should be due to its nature: it is sloping, not subject to natural surveillance, and flanked by bushes, potentially creating a perception of being dangerous. The current Ormskirk bus station is outdated and buses
serve only 5 of the 8 bus stops. To address these issues, the Lancashire Highways and Transport Masterplan proposes upgrade works between the rail and the bus stations. A new bus station is also being considered by WLBC and LCC. New traffic signals at the A577/A570 (Moor Street / St Helens Road) junction should make it easier for buses, cyclists and pedestrians to get in and out of the bus station. Furthermore, a package of measures to improve facilities at Ormskirk bus station, including the pedestrian link to the rail station, will improve public transport accessibility to the town centre and to Edge Hill University. This will help provide viable alternatives to the private car so as to help reduce congestion in the town centre. Funding sources are being explored.

9.44 In Skelmersdale, without any rail connection, the Concourse bus interchange plays a pivotal public transport role in linking Skelmersdale to Ormskirk, Southport, Liverpool and Wigan. However, direct bus services to Liverpool are unattractive with journey times in excess of 90 minutes. It is hoped to deliver a new purpose built bus station that provides a dedicated interchange with the proposed rail station. The facilities will include secure cycle storage to encourage cycling as part of longer distance travel. The redevelopment of Skelmersdale town centre provides the opportunity to site the bus station in the most appropriate place for the town and for the rail station.

9.45 One of the key priorities for both the Borough and County Councils is to work with local bus operators to extend bus services in Skelmersdale through its ‘Routes into Work’ initiative. It is hoped that the initiative will enable services to link local communities directly into the town’s employment areas. Any specific infrastructure requirements arising out of this programme will be detailed within the IDP and IDS at a later time.

9.46 The County Council is committed to supporting other means of improving services through schemes such as the smartcard travel concessionary scheme. In particular, LCC is involved in the NoWcard partnership, with the aim of encouraging greater use of public transport through inter-operable ticketing, better integration and simplified discounts and fare structures. However, support for such schemes becomes more challenging with reduced budgets.

9.47 The West Lancashire Dial-A-Ride Association is a community transport service for residents in West Lancashire who experience difficulties using regular public transport. This service operates to residents doors and all vehicles are accessible to the disabled.

9.48 The need for existing and future bus services to be sustainable results in a difficulty in planning for public transport as a form of infrastructure. Travel demand-generating development would need to be in situ first, ensuring the population increase and the potential for a customer base. Therefore, rather than planning for new bus services to serve developments, it is necessary to direct development to areas which either have quality existing public transport links (for example, Ormskirk), or would benefit from additional population growth to support the sustainability of existing or new services. Skelmersdale, and to some extent Burscough and parts of the Northern Parishes, are prime examples of settlements with struggling bus services which would benefit from increased patronage to strengthen the case for public transport and potentially improve the available services.
Taxis

9.49 Due to a lack of public transport in rural areas and low levels of car ownership in Skelmersdale, the taxi network forms an integral part in the provision of transport. Skelmersdale in particular has higher than average usage levels.

9.50 The Borough Council fund a Demand Responsive Transport Service, administrated by Lancashire County Council, to provide subsidised taxi services to Skelmersdale and Up Holland residents registered on the scheme. Its purpose is to connect residents with employment opportunities on the Pimbo Employment estate. Due to funding restrictions, the scheme has conditional criteria for membership and cannot be extended to other areas.

9.51 There are no limits to the amount of licenses that can be issued and in 2015 the Borough Council issued 362 private hire and 32 hackney carriage vehicle licenses. These figures have remained similar for a 10 year period.

Cycle Network

9.52 Cycling and walking to the work place are most popular amongst residents of Ormskirk, Skelmersdale and Burscough, where a range of employment opportunities exist in close proximity to residential areas thereby reducing the need to commute long distances.

9.53 Skelmersdale has its own specific deterrent to walking due to the internal layout of the town with main roads effectively segregating different neighbourhoods, and a perception of a fear of crime in many of the town’s underpasses and subways which discourages usage. The Council is looking to support cycling and walking through a variety of initiatives including working with Lancashire County Council to provide additional cycle paths and providing appropriate links to employment areas.

9.54 Connectivity between Skelmersdale and Ormskirk is relatively poor with the main road linking the settlements (A577), proving busy and unattractive to cyclists / pedestrians. The Council has aspirations of opening up the former Ormskirk-Skelmersdale rail line as a linear park providing an off road cycle/ public footpath between the two settlements, However, the scheme has made little progress to date owing to funding and landownership issues.

9.55 Within Ormskirk, the Borough and County Councils continue to explore various options to improve cycling within and across the Town Centre, which is currently an off-putting environment for cyclists. This includes better linkages between the Town Centre, Ormskirk bus and rail stations and Edge Hill University. Cycling has recently been permitted through the pedestrianised town centre, giving cyclists a safer environment and more direct route across the town. The adopted West Lancashire Local Plan sets out the Council’s aims to deliver a new off road cycle/pedestrian link between Ormskirk and Burscough through a linear park, paid for via developer contributions from allocated sites.
The Council, along with Hesketh with Becconsall and Tarleton Parish Councils, also has aspirations to deliver a Linear Park along the banks of the River Douglas and Leeds-Liverpool canal in Tarleton and Hesketh Bank. This route should provide an alternative route between Tarleton and Hesketh Bank to the narrow and congested Station Road and Hesketh Lane. The delivery of this park could benefit from funding through the Community Infrastructure Levy or other planning obligations if it were considered necessary to support development.

Many opportunities exist to improve/provide new cycle paths within West Lancashire and to link these in to the visitor economy. The Borough Council was part of a successful Local Sustainable Transport Fund (LSTF) bid with Sefton Metropolitan Borough Council to promote the visitor economy by sustainable means of transport. Under this initiative, which finished in 2015, the Council explored a number of ways to improve links between Southport and many of the Borough's attractions, and to be part of wider cross-border cycle routes which provide attractions in their own right. This resulted in the creation of the ‘Pier to Pier Route’ between Southport and Wigan, using existing cycle paths, quiet rural lanes, and the Leeds Liverpool Canal Towpath. LSTF funding has also delivered cycle hire facilities in a number of locations around the Borough and in Sefton. The Council continue to explore funding routes to deliver improvements to the canal towpath between Burscough and the Wigan boundary, parts of which have been in a poor condition. There are also a number of other routes which are being considered by the Council and it is hoped they will be delivered over coming years. However, not enough detail is currently available in order to include any of these routes as possible schemes within the IDP and IDS at this stage. Any infrastructure programmes which evolve from this will be included within the IDP at a later time.

A comprehensive cycle strategy will form part of the Council’s Green Infrastructure and Cycling Strategy, showing how the existing and proposed cycle network will link up, providing a cycle network for commuter and leisure journeys.

Key evidence
- West Lancashire Highways and Transport Masterplan 2014
- Lancashire Strategic Transport Prospectus, Jan 2016
- Lancashire Local Transport Plan 3 (LTP3) 2011 - 2021
- Lancashire Local Transport Plan Implementation Plan 2012/13 2014/15
- Liverpool City Region Long Term Rail Strategy, 2014
- Greater Manchester’s Local Transport Plan 3 - 2011/12- 2015/16
- Merseyside's Local Transport Plan 3 - A New Mobility Culture for Merseyside
- (Draft) West Lancashire Green Infrastructure and Cycling Strategy 2016
- Ormskirk Town Centre Cycle Study- Assessment 2006
- Liaison with Network Rail
- Liaison with Lancashire County Council
- Liaison with Highways Agency

A draft Green Infrastructure and Cycling Strategy is being submitted to WLBC Cabinet in January 2017 seeking approval to consult on the draft document.
<table>
<thead>
<tr>
<th>Project Description</th>
<th>Date</th>
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<tr>
<td>Liaison with Merseytravel</td>
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<tr>
<td>Lancashire &amp; Cumbria Route Utilisation Strategy</td>
<td>August 2008</td>
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<tr>
<td>Merseyside Route Utilisation Strategy</td>
<td>March 2009</td>
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<tr>
<td>Connecting Communities Expanding The Rail Network (Association of Train Operating Companies)</td>
<td>June 2009</td>
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<tr>
<td>Feasibility Study for the Linear Park at Tarleton-Hesketh Bank</td>
<td>Gillespies - 2010</td>
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<tr>
<td>Ormskirk-Skelmersdale Linear Park Feasibility Study</td>
<td>Bowles Green - 2006</td>
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<tr>
<td>Aecom data set &amp; Aecom Technical Note (West Lancashire Borough Council Traffic Impact Assessment Tool)</td>
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<tr>
<td>A570 Ormskirk Bypass Study Area- Wider Transport Review- baseline and the Future</td>
<td>Mouchel - July 2008</td>
</tr>
<tr>
<td>Ormskirk Evaluation of Smaller Scale Schemes</td>
<td>Mouchel - August 2009</td>
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Social Infrastructure

Social infrastructure includes health care, social care, education, emergency services, community facilities and leisure facilities. In addition, the provision of retail and local convenience services such as post offices, local stores and service stations should be considered and these have been reviewed within the West Lancashire Sustainable Settlement Study. However, given the commercial nature of these latter facilities and the limited capacity to plan for their delivery, they are excluded from the IDP.

10.0 Health

10.1 Whilst generally good, the health of the population of West Lancashire varies and there are distinct inequalities. For example, men in the least deprived areas can expect to live almost ten years longer than men in the most deprived areas\(^7\). In terms of how West Lancashire compares to the rest of England, hip fracture in over-65s, hospital stays for alcohol related harm and road injuries and deaths are all worse than the England average. However, the estimated percentage of adults who smoke and the violent crime rate are both better than the national average. Work is underway to address the inequalities and it is clear that interventions are beginning to have some impact. For example, in the last ten years there has been a fall in death rates in men within West Lancashire, from all causes.

10.2 One of the most significant challenges to health care facing the Borough is the increase in the number and proportion of older people (aged over 65) who will be dependent on the provision and accessibility of health and care services with which to support them.

Hospitals

10.3 The principal hospital located in West Lancashire is Ormskirk Hospital. Southport Hospital, located at Kew in neighbouring Sefton (less than 1km from the Borough boundary), is also a key hospital serving West Lancashire residents. These two hospitals come under the umbrella of the Southport and Ormskirk NHS Hospital Trust. Ormskirk hospital currently offers many services including maternity and women's health, cancer services and many more. However, the hospital only provides accident and emergency care for children, relying on Southport Hospital for adult A&E.

10.4 Within West Lancashire, there is also a smaller hospital at Wrightington (part of the Wrightington, Wigan and Leigh NHS Foundation Trust), specialising in orthopaedic surgery. Renacres Hospital is a small private facility located near Halsall.

10.5 In terms of future delivery of services, this ‘Stage 1 IDP update’ will not provide any comments or analysis. It is expected this topic will be addressed in the ‘Stage 2 IDP update’ in 2018.

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\(^7\) West Lancashire Health Profile 2015 – Public Health England (June 2015)
10.6 Since the last iteration of the IDP, the structure of the health organisations has changed considerably. The Central Lancashire Primary Care Trust was dissolved in 2014 and replaced in West Lancashire by the West Lancashire Clinical Commissioning Group (CCG) from 1 April 2014. The NHS West Lancashire CCG is made up of 20 GP practices that are responsible for designing and buying local health services, together serving a population of around 112,000 patients. Each of the 20 practices elects one doctor to sit on a Membership Council and that Council determines what the CCG’s priorities should be. The work of the CCG is overseen by a governing body formed of GPs and health clinicians, a chief officer and chief financial officer.

10.7 A fundamental key task of the new organisation has been to review the commissioning strategy for the CCG; this was completed in 2016. It reflected the health challenges of an increasing population and more people living longer, many of whom have long term health conditions. Added to this is the need to reduce costs and improve the quality of outcomes delivered. The plan identifies three key aims of the CCG and its partners:

- Right care, right time, safely delivered
- Preventing people from dying prematurely
- Integrated working for better patient experience, safety, quality of life

10.8 The aim is to transform the way that services are delivered – many of which will be delivered closer to home – and assuming integrated care across the Borough; organising primary, community, social care, specialist, mental and physical services together. These will be delivered through three to five neighbourhood teams.

10.9 West Lancashire’s five potential general practice neighbourhoods will be:

- Tarleton, Hesketh Bank and Banks
- Burscough and Parbold
- Ormskirk and Aughton
- New Skelmersdale and Up Holland
- Old Skelmersdale and Beacon Primary Care

10.10 Within West Lancashire, facilities for health are generally located within the main settlements of Skelmersdale and Up Holland, Ormskirk and Aughton and Burscough and in the larger villages of Parbold, Banks, Tarleton and Hesketh Bank. The distribution of health facilities is displayed in Maps 10.1 and 10.2 below.
Map 10.1 Health Facilities within West Lancashire

Source: WLBC 2016 (LCC Mapzone 2016)

Map 10.2 Health facilities in West Lancashire

Source: NHS West Lancashire CCG (2017)
To support the proposed future pattern of health care delivery in the CCG area, NHS West Lancashire has developed a Strategic Estates Plan that identifies the key infrastructure required to develop and support the proposed future pattern of health care delivery in the CCG area. It accounts for the different geographical neighbourhoods, the primary care teams, the growth in population and the relatively high proportion of older persons, and funding constraints. Its recommendations include the integration of services, developing sufficient community-based capacity in each locality, developing buildings and facilities in each locality, and maximising new technology.

The estates strategy makes the following key recommendations:

• Upgrade specific GP premises;
• Upgrade and increase capacity and quality at Burscough and Tarleton health centres;
• Invest in Hillside Health Centre to develop community hub areas, including drop in, café and community gardening in line with Well Skelmersdale proposals;
• Rebuild Birleywood Health Centre;
• Develop a primary care hub in Ormskirk;
• Develop a primary care hub in Skelmersdale.

The 2012 IDP provided details of individual health centres in the different settlements of West Lancashire and their capacity to accommodate future development. Updated information on this topic is not available at the time of writing this ‘Stage 1 IDP Update’; it is intended to provide more details within the Stage 2 IDP Update, expected 2018.

Existing GP practices within West Lancashire are fairly well distributed and are placed reasonably well in terms of accommodating broadly where the population currently is and where development linked to the 2012 West Lancashire Local Plan may go in the future. It is intended to outline and comment on Clinical Commissioning Group plans for future GP and health centre services in more detail in the Stage 2 IDP update.

Dentists, Pharmacies and Optometrists

Having reviewed the data available regarding the location of dentists, pharmacies and optometrists, it is clear to see the distribution is spread well across the Borough with pharmacies in particular featuring in many of the rural areas. As the decision to locate many of these supporting health services is generally commercially driven, little can be done at this stage of planning to facilitate this.
11.0 Care facilities

Elderly care

11.1 In West Lancashire, the general population is expected to increase by 3.8% between 2014-2039. However, the proportion of people aged 60-74 is expected to rise by 5.5% whilst the proportion of people aged over 75 is expected to rise more dramatically by 76.5%. As a result of this disproportionate increase, planning for infrastructure for the ageing population in terms of care facilities and access to services is one of the most important tasks for the Council.

11.2 Planning for elderly care in West Lancashire is undertaken through a partnership approach and includes organisations such as Lancashire County Council, West Lancashire Borough Council, NHS Central Lancashire and several third sector agencies such as Age Concern. There are no required standards or baseline to work to.

11.3 With an ageing population, specialised accommodation is required to provide the necessary levels of care for the elderly. The proportion of people aged over 65 in West Lancashire...
living in care homes is predicted to increase by 81% from 851 in 2014 to 1544 in 2030.
(Source: POPPIS 2016)

11.4 Map 11.1 overleaf shows the location of the majority of the care homes for the elderly in the Borough. There is a good spread of facilities across the Borough, with care homes in all of the major settlements, larger villages and even in some of the smaller villages and rural areas. The facilities include Brookside, near Ormskirk town centre, a private development completed in 2011 which consists of 111 self-contained one and two bedroom flats and an integrated health and wellbeing centre, which brings together services provided by health, social care and the voluntary sector. The extra care housing scheme provides a flexible home care and support service for people living in the development and elsewhere in Ormskirk.

Map 11.1 Care Homes in West Lancashire

Source: WLBC 2016 (LCC Mapzone 2016)

11.5 Although Brookside was funded through a partnership bid by Lancashire County Council, NHS Central Lancashire, West Lancashire District Council and Arena Housing Association for a government grant of £7.32 million, the development totalled £20 million and was supported by private investment. This demonstrates how the delivery of care homes is largely based on commercial decisions and that the Council has limited capacity to plan for this.

11.6 There remain no Council-identified projects to be included within the Infrastructure Delivery schedule. However, this area of planning will require an increasing focus in order to ensure spatial planning can influence the quality of life for West Lancashire’s ageing population.
12.0 Community

County Level Changes

12.1 In August 2016, Lancashire County Council announced the need to save £200 million by 2020. As part of cost-saving measures, LCC will reduce the number of buildings it owns and rents and will bring services together to form a network of multi-functional buildings known as Neighbourhood Centres which will provide a base for a range of different services in one place. Community groups and other organisations may take on responsibility for running some of the affected buildings and services. As a result, many buildings will now house adults social care, children’s social care, library services, welfare rights and children’s centres. These are considered together below.

12.2 When considering where the neighbourhood centres should be located, LCC have looked at where the need for services is greatest so they can be accessed by all. The resulting location of the neighbourhood centres will allow communities to have a library service within three miles of where they live and 94% of the most deprived 0-4 year olds will have a children’s centre within 1.5 miles of their home. Neighbourhood centre buildings will be equipped to meet the needs of the services provided in them and some will offer increased flexibility such as extended opening hours, meeting rooms and private rooms for interviews and consultations.

12.3 Where communities want to run their own library, LCC are proposing an independent community library model that give a package of support to help them become established. Initial assessments of the business cases are being undertaken, but LCC stress that the process is not quick or easy as they need to be confident the community has the resources to make sure these community libraries work in the long term.

Children’s Centres

12.4 LCC oversees the delivery of Children’s Centres in West Lancashire. The centres are designed to be multi-functional and offer a “core” range of facilities based on local need. The facilities, whilst mainly for children, also focus on family health, education, training and employment. Due to funding cuts, LCC has recently closed a number of children’s centres in the Borough, or relocated them to Neighbourhood Centres. Closures include:

- Hesketh with Becconsall Children’s Centre, Shore Road, Hesketh Bank
- Children’s Social Care, Fairlie, Birch Green, Skelmersdale
- Up Holland Children’s Centre, Mill Lane, Up Holland
• Moorgate Childrens Centre, Moorgate Nursery, Ormskirk

There remain six Children’s Centres, located in Skelmersdale, Ormskirk and Burscough.

Child Care Centres

12.5 In terms of planning for the future, the IDP can offer little in the way of ensuring child care provision is delivered due to the market forces at play and the effective ending of government funding for Sure Start Children’s Centres. However, this item will continue to feature in the event that funding does become available again, and to allow for the engagement of third sector bodies or functions which support the community.

12.6 Whilst LCC are responsible for ensuring that existing childcare is sustained, there is still an element of commercial influence as their role involves identifying need and stimulating interest of the third sector or open market to encourage uptake.

12.7 In addition there are almost 20 private day nurseries, most of which are in Skelmersdale, Ormskirk, Burscough. About a third are located in the rural parishes, indicating there is a commercial demand for such facilities in some of the Borough’s rural areas.

Libraries

12.8 As a result of the changes implemented at County level, Burscough library is to relocate and services will no longer be delivered from the premises at Mill Lane, Burscough (leased from WLBC). Instead, the library will be relocated to The Grove, Station Approach as a satellite branch and will share the building with other services including welfare rights and the wellbeing, prevention and early help service (young people and children’s centre (0-19+years)).

12.9 Up Holland and Parbold libraries closed in September 2016. There may be scope in the future for these to be run by the community although this is subject to further investigation by LCC.

12.10 Ormskirk library will become a Neighbourhood Centre to provide a library service and wellbeing, prevention and early help service. Skelmersdale and Tarleton libraries will continue unaffected.

12.11 The West Lancashire Local Plan 2012-2027, and Yew Tree Farm Masterplan, include an aspiration to provide a new library, possibly co-located with other community facilities and close to Burscough centre. Based on the cost of building a similar sized library at Heysham, a budget of around £950,000 would be required. (However, this Heysham figure does not include project fees or land acquisition as the site was already in LCC ownership, nor does it account for the potential for co-locating a library in a possible shared facility that might meet broader community needs including health and leisure.) Such an aspiration may be difficult given current funding issues. The Borough Council will strive to work with LCC to
consider a solution to the problems around library provision in Burscough, including identifying an appropriate site and investigating what funding is available.

12.12 In terms of library provision, Skelmersdale Library has been subject to significant upgrade and improvement of facilities including a new IT suite with over 40 PCs and fully accessible toilet facilities for the public as a result of the County Council’s Young Peoples Service relocating their West Lancashire Local District Office. Ormskirk library has also been refurbished as part of the LCC library "Regenerate" programme and now offers 30 PCs for public use, a public toilet, self-service facilities and a bright and flexible environment. No further improvements are identified for the Borough as the provision is generally regarded as good.

12.13 Community facilities will therefore be provided as follows:

<table>
<thead>
<tr>
<th>Most recent provision</th>
<th>Status</th>
<th>Provision moving forward</th>
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</thead>
<tbody>
<tr>
<td>Tarleton library</td>
<td>Retained</td>
<td>Library</td>
</tr>
<tr>
<td>The Grove Young People and Children’s Centre</td>
<td>Neighbourhood Centre</td>
<td>Library satellite</td>
</tr>
<tr>
<td>Station Approach, Burscough</td>
<td></td>
<td>Welfare rights</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Wellbeing, prevention &amp; early help service (0-19 years)</td>
</tr>
<tr>
<td>Ormskirk library</td>
<td>Neighbourhood Centre</td>
<td>Library</td>
</tr>
<tr>
<td>Burscough Street, Ormskirk</td>
<td></td>
<td>Wellbeing, prevention &amp; early help service (0-19 years)</td>
</tr>
<tr>
<td>Park Children’s Centre</td>
<td>Retained</td>
<td>Wellbeing, prevention &amp; early help service (0-11 years)</td>
</tr>
<tr>
<td>Barnes Road, Skelmersdale</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Zone</td>
<td>Retained</td>
<td>Wellbeing, prevention &amp; early help service (12-19 years)</td>
</tr>
<tr>
<td>Southway, Skelmersdale</td>
<td></td>
<td>Youth offending team</td>
</tr>
<tr>
<td>West Lancashire Adult Disability Day Services</td>
<td>Retained</td>
<td>Adult disability day services</td>
</tr>
<tr>
<td>Spencers Lane, Skelmersdale</td>
<td></td>
<td></td>
</tr>
<tr>
<td>St Johns Children’s Centre</td>
<td>Retained</td>
<td>Wellbeing, prevention &amp; early help service (0-11 years)</td>
</tr>
<tr>
<td>Flamstead, Birch Green, Skelmersdale</td>
<td></td>
<td></td>
</tr>
<tr>
<td>First Steps Childrens Centre</td>
<td>Retained</td>
<td>Wellbeing, prevention &amp; early help service (0-11 years)</td>
</tr>
<tr>
<td>Eavesdale, Skelmersdale</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ormskirk Mere Brook Day Centre</td>
<td>New/Retained</td>
<td>Older People’s Daytime Support Service</td>
</tr>
<tr>
<td>Brookside, Aughton</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Community centres and village halls

12.14 Map 12.1 shows the location of all community centres and village halls across the Borough. As with LCC services, the future may see the consideration of the co-location of several types of facilities including health, training, libraries and faith centres in one location creating "community hubs". At this stage limited information is known about what facilities could be brought forward to support emerging development. Therefore, this area of the IDP will be expanded in future reviews as more information becomes available.

Map 12.1  Community Centres and Village Halls in West Lancashire
13.1 Lancashire County Council is responsible for the provision of education within West Lancashire to ensure that every child living in the County is able to access a mainstream school place in Lancashire. Some children have special educational needs that mean they may require access to school provision outside of Lancashire.

13.2 Map 13.1 shows the distribution of schools across West Lancashire. The primary schools feature mainly in the larger settlement areas but are also located to some extent in the smaller villages and rural areas. Secondary schools are concentrated in the main settlements of Skelmersdale, Ormskirk and Burscough and in the larger village of Tarleton.

*Map 13.1 Schools in West Lancashire*

13.3 Over the coming years, Lancashire County Council and its local authority partners will need to address a range of issues around school organisation in order to maintain a coherent system that is fit for purpose, stable, and delivering the best possible outcomes for children and young people. Pressure for additional school places can be created by an increase in the birth rate, new housing developments, greater inward migration and parental choice of one school over another. If local schools are unable to meet the demand of a new development...
there is the potential for adverse impact on the infrastructure of the local community, with children having to travel greater distances to access a school place.

13.4 LCC Education (School Planning Team) operates 5 year planning periods for forecasting and the assumptions made are based on birth rates, migration rates and the anticipated delivery of new housing.

13.5 When considering the impact of new developments, assessments take into account the number of bedrooms of each proposed dwelling, as this affects the anticipated number of school-age children likely to arise from a particular development. Typically, at a pre-application/outline application stage, the dwelling bedroom information is not generally available and, therefore, LCC has made the assumption that all dwellings will have 4 bedrooms so a 4 bedroom pupil yield is thereby applied. The rate for each new 4 bed dwelling is 0.38 pupils for primary schools and 0.15 pupils for secondary schools (this rate has been updated since the 2012 IDP). Yields reduce with smaller house sizes. In order to assess the impact of a development the School Planning Team consider demand for places against the capacity of primary schools within 2 miles and secondary schools within 3 miles. These distances are in line with Lancashire County Councils Home to School Transport Policy.

13.6 When providing an education impact assessment for a development, LCC examines the impact within 5 years, which is considered a reasonable timescale for a development to come forward. In order to provide a longer term assessment (up to 2027), LCC makes a number of assumptions to allow it to project forward, namely that the birth rate will remain the same for future years, the migration of births into schools will continue at the same rate, and that demand in years 5 to 10 will remain unchanged.

Primary Schools

13.7 When forecasting primary school requirements, LCC uses a number of named planning areas in each district to assess the impact of development on a range of schools in that area. A planning area reflects a group of schools in an area and natural travel to school routes.

13.8 Based on the August 2016 forecasts, factoring in birth rate and migration rates, there should be a surplus of 1716 (2016-2021) and 1366 (2021-2027) primary school places in West Lancashire as a whole, meaning that there are sufficient primary school places to address demand over the next five years and beyond.

13.9 However, the pupil projections indicate that before 2027 there is expected to be a shortfall of 74 places in the Burscough planning area. Other planning areas are projected to have sufficient places up to 2027. However, there may be small pockets where a shortage of places is identified due to the distance away from schools that have surplus places. This will be monitored and kept under review. Table 13.1 provides an indication of the potential demand for primary places expected to come forward in West Lancashire.
13.10 The Yew Tree Farm development in Burscough will require careful monitoring as more specific information regarding the number of dwellings and bedrooms and phasing comes forward. An education assessment was last produced October 2014.

Table 13.1: Primary School Projections West Lancashire

<table>
<thead>
<tr>
<th>West Lancashire Planning Area Primary</th>
<th>Existing Capacity</th>
<th>2016-2021</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Projected Capacity</td>
<td>Surplus / Shortfall of Places +/-</td>
<td>Projected Capacity</td>
<td>Surplus / Shortfall of Places +/-</td>
</tr>
<tr>
<td>Burscough</td>
<td>912</td>
<td>735</td>
<td>177</td>
<td>986</td>
<td>-74</td>
</tr>
<tr>
<td>Parbold &amp; Wrightington</td>
<td>1152</td>
<td>1067</td>
<td>85</td>
<td>1046</td>
<td>106</td>
</tr>
<tr>
<td>Scarisbrick &amp; Downholland</td>
<td>457</td>
<td>420</td>
<td>37</td>
<td>400</td>
<td>57</td>
</tr>
<tr>
<td>Skelmersdale</td>
<td>3905</td>
<td>3063</td>
<td>842</td>
<td>3159</td>
<td>746</td>
</tr>
<tr>
<td>Upholland &amp; Crawford Village</td>
<td>540</td>
<td>460</td>
<td>80</td>
<td>407</td>
<td>133</td>
</tr>
<tr>
<td>Ormskirk</td>
<td>2236</td>
<td>1867</td>
<td>369</td>
<td>1889</td>
<td>347</td>
</tr>
<tr>
<td>Tarleton Banks &amp; Rufford</td>
<td>1312</td>
<td>1186</td>
<td>126</td>
<td>1262</td>
<td>50</td>
</tr>
<tr>
<td>Total</td>
<td>10514</td>
<td>8798</td>
<td>1716</td>
<td>9148</td>
<td>1366</td>
</tr>
</tbody>
</table>

* Please note that the above figures include 5 year housing projections
* Please note also that the Projected Demand including Housing is based on a pupil yield that assumes that all housing will be 4 bedroom and smaller dwellings will result in reduced demand.
* Projections above assume that births and migration rate will remain as detailed in the 5 year projections.

Source: LCC Education Team (Aug 2016)

Secondary schools

13.11 Secondary education planning is based on the whole Borough, rather than on individual planning areas, accepting that older children are able to travel independently and there is greater parental preference in terms of freedom to travel. Therefore, regardless of where growth is predicted within the Borough, capacity is measured as a total of all secondary schools combined. The secondary projections consider migration of primary pupils accessing secondary school places.

13.12 Based on the August 2016 forecasts, factoring in birth and migration rates, there should be a surplus of 361 (2016-2021) and 705 (2021-2027) secondary school places meaning that there are sufficient secondary school places to address demand up to 2027, although there may be small pockets where a shortage of locally-accessible places is identified due to the distance away from schools that have surplus places. This will be monitored and kept under review.

Table 13.2: Secondary School Projections
### Summary

**13.13** Demand across district borders can have a negative and positive effect. However, there are no immediate issues with neighbouring authorities that would cause significant concern to West Lancashire going forward with the developments set out in the current Local Plan (‘WLLP’). Developments coming forward close to Borough boundaries require careful assessment and have the potential for inward or outward migration. In regards to pupils accessing education it should be noted that West Lancashire is mainly an exporter of pupils across boundaries rather than an importer of pupils coming into the Borough.

**13.14** Currently West Lancashire does not have any major concerns regarding the provision of school places for either primary and secondary education, based on the housing figures from the WLLP up to 2027. Beyond the initial 5 year planning period for education there may be a requirement for additional primary school places within Burscough as a result of the planned growth. This will most likely be provided through developer contributions via planning obligations attached to the development. Similarly, due to the proximity of developments to schools with surplus places and the fact a development catchment may straddle more than one planning area, education contributions may still be sought from specific housing developments. There may also be ‘bulge years’ when high cohorts may require a temporary solution to be found within the existing capacities of schools. Existing capacity issues within the planning areas will be monitored by the County Council, as will birth and migration rates.

**13.15** Over the period of the Local Plan, the aspirations of the Council may result in the number of homes built exceeding predicted levels as new development land and windfall sites come forward. For this reason LCC has reserved the right to revisit this school place information, which only provides a position at this point in time.

**13.16** The government’s policy on academy and free schools has the potential to change the service delivery. Currently all new schools coming forward will be free (academy) schools. The School Planning Team involvement in the management of pupil places reduces significantly in free schools and has an overall effect on the remaining LCC managed schools. Changes in the political landscape at Borough, County and national level may change or challenge current legislation and policy. The academy programme is still at an early stage and therefore difficult to report on how this affects mainstream schools. Parental school choice may also cause fluctuations in physical numbers within West Lancashire and also cause migration in or out of the Borough based on parental choice, if schools within their area fall below expected standards.

**13.17** A Department for Education Planning Regulation, Section 77 of the Schools Standards and Framework Act, restricts the use of playing fields to facilitate the expansion of existing

<table>
<thead>
<tr>
<th>Capacity</th>
<th>Projected Capacity</th>
<th>Surplus / Shortfall of Places</th>
<th>Projected Capacity</th>
<th>Surplus / Shortfall of Places +/-</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Lancashire</td>
<td>6370</td>
<td>6009</td>
<td>361</td>
<td>5646</td>
</tr>
</tbody>
</table>

* Please note that the above figures include 5 year housing projections.

Source: LCC Education Team (Aug 2016)
schools, and may restrict the ability of schools to expand where a significant development is coming forward.

14.0 Emergency services

14.1 As a result of amendments to national planning policy through the National Planning Policy Framework, there is no longer a requirement to consider the provision of the emergency services as infrastructure to support development. This is likely to be due to the fact that these services do not necessarily follow physical development patterns and that service provision depends on other key considerations such as crime rates, and fire risks which are usually lower within new developments. However, given there could be potential for co-locating such services through new development, particularly where larger scale development is proposed, this topic remains in the IDP.

Map 14.1 Emergency Services in West Lancashire

- Ambulance stations
- Fire stations
- Police stations

Source: WLBC 2016
Police

14.2 Lancashire Constabulary is responsible for the police service within West Lancashire and has 2 police stations in West Lancashire:

- Burscough Street, Ormskirk
- Southway, Skelmersdale

14.3 Development is not directly related to police demand and infrastructure and it is more usual for crime levels to dictate police deployment. However as a result of funding cuts, Lancashire Constabulary has, over recent years, been forced to reduce the number of police stations across the Borough.

Fire

14.4 West Lancashire has 3 fire stations at the following locations;

- Ormskirk Fire Station, County Road, Ormskirk
- Skelmersdale Fire Station, Tanhouse Road, Skelmersdale
- Tarleton Fire Station, Hesketh Lane, Tarleton

14.5 The Lancashire Integrated Risk Management Plan 2013-2017 sets out the priorities of the fire service and illustrates how they will measure and assure performance. Rather than being development driven, service improvements are based on risk and response. To quantify fire risk, a profile is created for critical fires, fire casualties and deprivation for the Lower Super Output Area (LSOA)\(^8\) under analysis. A formula is then applied which allows the determination of a score and subsequent risk grade for each. This risk score is then used to determine appropriate attendance times within each LSOA for the first and second fire engine, then the average time taken to attend incidents in each area is measured.

14.6 Therefore, although new development may be proposed in a given area, this may not necessarily increase the likelihood of fire risk which would result in Lancashire Fire and Rescue reviewing services available in the Borough. Furthermore, new residential development generally has better levels of fire and risk prevention built into the design, thus avoiding the need for major service improvements.

Ambulance

14.7 The North West Ambulance Service is responsible for ambulance provision within West Lancashire and has two ambulance stations at the following locations;

- Skelmersdale Ambulance Station, 8 Westgate Industrial Area,
- Burscough Ambulance Station, Junction Lane, Burscough

\(^8\) A Lower Super Output Area is a grouping of between 400 and 1200 households (1,000 – 3,000 people) used for statistical analysis of population, etc. characteristics.
14.8 The North West Ambulance Service (NWAS) acknowledge that an increased population will have an impact on responses and resources. The location of developments is important for NWAS to ensure they are able to be on a scene within 8 minutes of receiving a genuine emergency call. The location of development is required to determine where best to position vehicles to achieve the required response time.

14.9 NWAS has, so far, not indicated that proposed development in the WLLP will impact on service delivery or result in a requirement for infrastructure improvements. However, the Council will continue to liaise with NWAS, as with other infrastructure providers, as the likely sizes and locations of future development become clearer.

Key evidence
- Discussion with Lancashire Fire and Rescue and Lancashire Constabulary
- Central Lancashire Commissioning Strategic Plan - 2010 – 2014
- West Lancashire Health Profile 2015 – Public Health England
- Liaison with Central Lancashire NHS
- Southport and Ormskirk Hospital Trust Annual Business Plan 2012 / 2013
- Discussion with Southport and Ormskirk Hospital Trust
- Discussion with Lancashire County Council Social Services and Education.
- LCC Closures Map 2016 (link)
15.0 Leisure facilities and natural space

15.1 West Lancashire Borough Council Leisure facilities are managed in partnership with the West Lancashire Community Leisure Trust. There are four community leisure facilities including Banks Leisure Centre, Burscough Leisure Centre, Park Pool (Ormskirk) and Nye Bevan Pool in Skelmersdale. The centres each offer the following services;

Table 15.1 Facilities at each Council leisure centre

<table>
<thead>
<tr>
<th>Facility</th>
<th>Banks</th>
<th>Burscough</th>
<th>Park Pool, Ormskirk</th>
<th>Nye Bevan, Skelmersdale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swimming pool</td>
<td></td>
<td>YES</td>
<td>YES</td>
<td></td>
</tr>
<tr>
<td>Health Suite</td>
<td></td>
<td></td>
<td>YES</td>
<td></td>
</tr>
<tr>
<td>Gym</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td></td>
</tr>
<tr>
<td>Workout studio</td>
<td></td>
<td>YES</td>
<td></td>
<td>YES</td>
</tr>
<tr>
<td>Sports Hall</td>
<td>YES</td>
<td>YES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Squash Courts</td>
<td></td>
<td></td>
<td></td>
<td>YES</td>
</tr>
<tr>
<td>All weather pitch</td>
<td>YES</td>
<td></td>
<td></td>
<td>YES</td>
</tr>
<tr>
<td>Café/bar</td>
<td></td>
<td></td>
<td></td>
<td>YES</td>
</tr>
<tr>
<td>Car park</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>Activity rooms</td>
<td>YES</td>
<td>YES</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

15.2 In addition to the above leisure facilities there are several privately owned and managed health and leisure venues across the Borough. These operate on a commercial basis and are out of the control of the Council. Map 15.1 below shows the location of all sports and leisure facilities across the Borough, including Council and private leisure centres, sports clubs and recreational fields.

15.3 West Lancashire Borough Council has indicated a desire to replace the existing leisure facilities in Skelmersdale and Burscough. The sports centre in Skelmersdale was detached from the swimming pool facility but was in such a poor state of decline that it closed in 2012. The Council’s aspirations for a new wet and dry leisure centre has been documented in the IDS and will be updated as and when more detail is available.
15.4 Due to the rural nature of West Lancashire, much of the leisure offer relates to activities associated with the countryside. The Borough has several wildlife sites including Martin Mere near to Burscough and Mere Sands Wood, near to Rufford.

15.5 The Wildlife Trust for Lancashire, Manchester and North Merseyside has confirmed that there is an urgent requirement to extend and improve the visitor centre at Mere Sands Wood in order to provide additional, much needed public space, improvements to public facilities and a café and dining area to improve the offer and enhance the financial sustainability of the visitor centre. Initial project plans indicate that the cost would be in the region of £600,000 and, as yet, funding has not been secured.
Green Infrastructure

15.6 West Lancashire contains a significant proportion of best and most versatile agricultural land and the largest area of designated Local Wildlife sites in Lancashire. The Borough is home to internationally significant, ornithological wildlife sites such as Martin Mere and the River Ribble Estuary.

15.7 The largely rural landscape of the Borough is dominated by open arable and market gardening land on drained mosslands to the north, west and south with lightly wooded pastoral farmed ridges to the east and a coastal and fluvial plain through the centre. The major part of the Borough lies in the Lancashire and Amounderness (northern Fylde) Plain National Character Area.

15.8 West Lancashire also has a number of private open space / nature reserve / recreational areas. These include freely accessible sites such as The Wildlife Trust's Mere Sands Woods and RSPB's Hesketh Out Marsh; and others for which an access charge is levied such as the National Trust's Rufford Old Hall and the Wildfowl and Wetland Trust's Martin Mere Wetland Centre. Martin Mere has experienced problems with flooding, which is an issue for their service delivery, and needs to be addressed in order to protect the reserve and its tourism.

15.9 In total the Borough Council owns and manages over 300 hectares of parks, playgrounds, open space, golf courses and outdoor facilities across the Borough including 66 parks / playgrounds and the Beacon Country Park golf course. Over recent years the Council has improved provision within parks and implemented projects to provide skateboarding facilities, multi-use games areas, teen shelters and new play areas.
Green Infrastructure

15.10 In recent years there has been a national recognition of the importance of parks and green spaces as they:

- Contribute significantly to social inclusion because they are free and accessible to all
- Can become a centre for community spirit
- Contribute to child development through scope for outdoor, energetic and imaginative play
- Offer numerous educational opportunities
- Provide a range of health, environmental and economic benefits.

15.11 Through the Local Plan, the Council will seek opportunities to maximise green infrastructure through development. Green and open space, and sports and recreation provision can be used to address surface water and climate change issues. The multi functionality of green infrastructure should be recognised and enhanced where possible through development. The integration of green assets within development can be used to assist with flood storage, recreational provision and biodiversity and should therefore be encouraged through the Local Plan Policies. Furthermore, SuDS solutions that incorporate irrigation systems will help support and maintain allotments, parks and garden areas.

15.12 In July 2009 a full assessment of open space, sports and recreational facilities across the Borough was undertaken. Each typology within open space, sports and recreational facilities was assessed using the following 3 standards;

1. Quantitative standards (Provides an understanding of the existing level of provision including deficiencies);
2. Accessibility Standards (Identifies how accessible sites are);
3. Qualitative standards (Identifies the key factors which need to be improved).
Natural and Semi Natural Spaces

15.13 Natural and Semi Natural Open Space is one of the most frequently visited and valued type of recreational space in the Borough; it includes woodlands, urban forestry, scrubland, grassland, wetland, nature reserves and wastelands with a primary purpose of wildlife conservation and biodiversity enhancement within settlement boundaries.
15.14 There is an abundance of natural and semi natural open space in West Lancashire covering around 200ha across 12 different locations in the Borough. However, there is an uneven distribution with a disproportionate amount in the east and Skelmersdale and Up Holland.

15.15 Following the application of quality standards, a deficiency of 0.36ha across the Borough was identified and is set to rise to a deficiency of -15.48ha by 2026. Deficiencies are particularly high in Ormskirk and Skelmersdale and parts in the north of the Borough. Only Burscough, Rufford and the east of the Borough have a surplus of provision.

Future Projects

15.16 Although there are no definite planned future projects, the Council does have aspirations to create four future linear parks along former disused railway lines and also for the rationalisation of existing provision.

15.17 The Borough Council together with Lancashire County Council (LCC), Tarleton Parish Council and Hesketh with Becconsall Parish Council, is investigating the feasibility of a Linear Park along the Canal and River Douglas at Tarleton and Hesketh Bank, with a study intended to outline potential options for the development of the park.

15.18 The Borough Council and LCC are also considering the viability of creating a linear park between Ormskirk and Skelmersdale. Although at an early stage, it is considered that this could provide a much needed alternative and sustainable transport link between the two settlements.

15.19 A third linear park is planned to connect Burscough-Ormskirk, and will largely be delivered through the development of the Yew Tree Farm, Burscough and Grove Farm, Ormskirk allocated sites. Some funding has also been secured through developer contributions (section 106 agreements). A fourth linear park is proposed for delivery in Banks along the disused railway line.

15.20 Through the Skelmersdale Town Centre SPD the Council hope to see improvements to the quality of open space surrounding the Town Centre. In particular, improved management of the wooded cloughs in the Town Centre would be valuable, ensuring that the environmental and ecological features are protected and enhanced, as well as their recreational value.
Outdoor Sports Facilities

15.21 Outdoor sports facilities function as both recreational and amenity space and as formal sports facilities. Facilities within West Lancashire include:

- Playing pitches
- Synthetic turf pitches
- Tennis courts
- Bowling greens
- Athletics track

15.22 A total of 233 hectares of outdoor sports facilities is spread across 160 sites within the Borough. The highest amount is located in Skelmersdale and there are significantly fewer facilities in the west of the Borough than in all other areas.

15.23 Across the Borough there is currently a shortfall of playing pitches of different types; this shortfall is expected to grow by 2026.

- Ormskirk has the greatest deficiency with a shortfall of 23.1 pitches for all sports
- Skelmersdale/Up Holland has a shortfall of 10.6 pitches
- The north of the Borough has a deficiency of 9.4 pitches
- The east has a deficiency of 8.3 pitches
- Burscough and Rufford has a deficiency of 2.8 pitches
- The west has a deficiency of 2.5 pitches.

(Source: Playing Pitch Strategy 2009)

Future Projects

15.24 There are shortfalls of pitches in all areas of the Borough and the overall quality of facilities is poor. However, there are many opportunities for improvements to facilities across West Lancashire as well as the provision of new facilities. Possible options to be explored will include securing the use of school facilities for community use, or securing provision through strategic sites with sporting facilities that can benefit the wider community.

Allotments

15.25 Allotments are one of the most valued types of open space as they provide a number of benefits to the community enabling people to grow their own produce as well as providing a recreational facility and improving health.

15.26 West Lancashire currently has 24 allotment sites with a total of 370 plots. Of those, 8 sites (124 plots) are owned by the Council, and the remainder are private. The location of allotments in the Borough is displayed in Map 15.3.
Despite the current provision, there is a deficit of allotments in West Lancashire and due to increasing demand the Council's waiting list has grown, particularly in Skelmersdale. The existing sites do not have the capacity to meet the expected level of demand and there is no room for further expansion. The findings of the Open Space Study recommend that the Council allocate at least 2 new allotments within the Borough and that the following key priorities should be implemented; Improve the quality of allotments, ensure protection of existing allotments and meet demand through the provision of at least 2 new allotment sites.

During 2016/17, the Council delivered new allotments in Skelmersdale utilising CIL funding. A number of further allotments schemes are registered on the IDS awaiting funding, appropriate land and/or delivery.
Play Areas

15.29 The right to play and informal recreation for all children and young people up to 18 years of age is enshrined in Article 31 of the UN Convention of the Rights of the Child. Play is an essential aspect of their development, culture and quality of life. Play areas allow children to interact with their peers, keep them healthy and active, allow children to experience and encounter boundaries and assess risk, understand people and places, and promote their learning.

15.30 There is a distinct difference between play facilities for children and young people. These differences include the size and types of facilities and can be defined as provision for children under 12 and provision for young people who are 12 and over. Provision for under 12 years old typically includes swings, roundabouts and climbing frames, whilst that for over 12 year olds includes skate parks, BMX tracks, basketball courts, youth shelters, multi-use games areas (MUGAs) and informal kick-about areas.

15.31 The 2014 WLBC Play Area Strategy states there are currently 91 play facility sites in West Lancashire, equating to more than 4 hectares in total. Area-wise, over half the sites are located in Skelmersdale with the least total area of sites being located in the Northern Parishes. Of the 91 sites, 39 sites are in Skelmersdale / Up Holland, 25 sites are in Ormskirk / Aughton and the Western Parishes and 27 are in the Northern Parishes. All three areas have a similar current standard per 1,000 population. Although over half of all sites are in Skelmersdale this is also the area with the greatest level of dissatisfaction by residents due to population size and quality of facilities.

15.32 Since the 2014 Play Area Strategy, “The Zone”, has opened in Skelmersdale Town Centre (in 2015) and is a £2 million youth zone which includes an outdoor (MUGA) along with a studio, performance workshop area, gaming areas and youth support services.

15.33 The Council’s Play Area Strategy 2014 favours the provision of fewer but bigger and better play sites, instead of a greater number of small sized play areas. This is to help ensure an efficient and effective framework of play facilities across the Borough, particularly during current economic challenges. Larger play sites offer a greater range and diversity of equipment which has stronger appeal to a variety of users. It is acknowledged that individuals must be willing to travel further in order to access such sites. Subsequently diverse equipment on key sites to cater for all age ranges is also essential. Equally, opportunities to expand provision catering towards older age ranges, such as fitness equipment, should also be explored and encouraged.
Waterways

15.34 West Lancashire has a number of waterways including the River Douglas to the north of the Borough and the Leeds and Liverpool canal from Appley Bridge in the east to Haskayne in the west. In addition, the Rufford Branch of the Canal provides a navigable connection to the Lancaster Canal to the north via the Millennium Ribble Link.

15.35 There are several marinas in the Borough providing recreational opportunities including Fisherman’s Wharf and St Marys Marina in Rufford, and the Scarisbrick Marina in Scarisbrick.

15.36 The Canal and Rivers Trust (CRT) are responsible for the canals which flow through the Borough. Canals are recognised as a form of open space for wildlife and recreation but have broader functions in terms of providing flood alleviation and drainage along with sustainable transport infrastructure.

15.37 The Canal and Rivers Trust operate a ‘steady state programme’ which uses the majority of the financial budget to ensure that the waterway network remains safe and operational and that basic maintenance is carried out. In addition to the General Works Programme of maintenance and vegetation management, reactive repairs are carried out through a rolling programme to replace lock gates and other operational structures.

15.38 Dependent on funding, the following work to the canal infrastructure is planned within West Lancashire:

- Works to Crabtree Lane Swing Bridge near Burscough,
- Main line dredging near Scarisbrick Bridge, and
- Improvements to Aqueduct 12 at Briars Lane, Lathom.

15.39 The Canal and River Trust have identified a number of sections of towpath at Burscough, and towards the Wigan Borough boundary, that would benefit from improvement. In addition, they have identified further towpath sections within the Borough that would benefit from upgrading, including the the River Douglas Linear Park scheme, although funding has not been secured at this stage. The CRT will seek to secure financial contributions towards towpath improvements from development proposals throughout the Borough that are likely to generate increased use of the towpath by pedestrians and cyclists. CIL provides one such funding route.
Corridors / footpaths

15.40 West Lancashire has a good supply of green corridors and a large number of footpaths and cycle ways. The rural nature of the area and existing public footpaths ensure most residents have relatively easy access to the countryside. These types of green corridors also help to facilitate wildlife migration as well as providing opportunities for walking and cycling to improve health.

15.41 In recent years the creation of new footpaths and cycle paths has been a focus within West Lancashire, particularly in Skelmersdale in order to assist in linking settlements to outlying rural areas. The Council hopes to increase and improve this network and has several plans including:

- Significant improvement planned in Skelmersdale through the Skelmersdale Town Centre Regeneration, linking residents with the town centre through footpaths and cycleways.
- The provision of 4 linear parks linking Ormskirk to Skelmersdale, the canal and River Douglas corridor in Tarleton and Hesketh Bank, the former railway line at Banks, and a new link between Ormskirk and Burscough through the proposed development at Grove Farm to the north of Ormskirk and along the land to the west of the rail line, linking into the proposed Yew Tree Farm site via Abbey Lane.
- The creation of a “West Lancashire Wheel” comprising the above 4 linear parks, as well as other sections of footpath / cyclepath, enabling access by sustainable non-motorised transport between the main settlements, facilities, and rural attractions of the Borough. The West Lancashire Wheel is referred to in the West Lancashire Economic Development Strategy 2015-2025 and the forthcoming Green Infrastructure and Cycling Strategy.

Key evidence

- WLBC Open Spaces, Sport & Recreation Study – October 2009
- (Draft) Green Infrastructure (GI) Strategy 2016, WLBC
- West Lancashire Economic Development Strategy 2015-2025
- Play Area Strategy 2014, WLBC
- Discussions with Canal and Rivers Trust
- Discussion with Lancashire Wildlife Trust
Chapter 4 Delivery

16.1 The infrastructure planning process involves a co-ordinated focus from both the Borough Council and its partners in order to consider, at a strategic level, the nature of infrastructure provision within the Borough. The previous chapters of this document outline the existing provision of infrastructure types within the Borough and where deficiencies currently exist. They also identify infrastructure which may be required to support future development, when this will be delivered, and whether there are any committed funds for the infrastructure.

16.2 This document will support the emerging West Lancashire Local Plan Review. The most important part to the infrastructure planning process and the main outcome is the Infrastructure Delivery Schedule (IDS) which supplements the IDP and can be found on the Infrastructure Planning page of the Council’s website. The IDS identifies what is required, who will deliver it, how it will be delivered and any costs, funding, risks and contingencies associated with delivery. This will assist with the monitoring process, and in the assessment and prioritisation of infrastructure projects for CIL funding.

Infrastructure Highlights

16.3 The paragraphs below summarise the key IDP information for each of the settlement areas.

Skelmersdale and Up Holland

16.4 Skelmersdale is the largest settlement area within the Borough, benefiting from new town infrastructure following its designation as a new town in the 1960s. Skelmersdale was originally designed to accommodate a much larger population – around double the existing 40,000. The layout of the town ensures congestion free roads and excellent road links with the strategic road network through the M58 situated to the south of the town. There is also significant capacity within the sewer network.

16.5 One of the main issues for Skelmersdale in terms of infrastructure is the lack of sustainable transport links. The town’s rail station was closed in the 1950’s leaving it the second largest town in the north west without a railway station. The Borough and County Councils and rail operators have aspirations to see a rail link to Skelmersdale delivered here and some funding has been allocated in the Local Transport Plan 3 to explore the feasibility of this. In addition, electrification of the Kirby -Wigan line is also an aspiration which could improve the efficiency of rail links to Wigan, Liverpool and Manchester.

16.6 In terms of bus links, these are limited due to the need for demand to ensure bus routes are financially viable. As the demand for bus services to employment areas and other parts of the town has never been significant or sustained, delivering sustainable bus links has always been problematic. Rather than providing additional heavily subsidised bus services with ever-diminishing funds, the County Council are considering ways of advertising existing bus routes and incentivising people to use them.
16.7 Through the infrastructure planning process, a need for improving health facilities to serve an increasing population was identified, as was the potential for an additional single form entry primary school. Both Central Lancashire NHS and Lancashire County Council are aware of potential future needs for education and health facilities and will work with the Borough Council to ensure delivery of necessary infrastructure.

16.8 The Council’s Leisure Strategy identifies the need to replace the Nye Bevan Leisure Centre in Skelmersdale and proposals for the delivery of a new wet and dry leisure centre in Skelmersdale are being considered.

16.9 Connectivity through means other than the car in Skelmersdale is generally poor. This is recognised in both the transport and green infrastructure sections of the IDP and by both the Borough and County Councils. As such a programme of works to improve cycle and footpath links and accessibility through the Tawd Valley has been identified as a key infrastructure requirement and part of the Local Transport Plan.

Ormskirk and Aughton

16.10 Ormskirk and Aughton has the second largest population in the Borough after Skelmersdale. The town benefits from being located on the strategic road networks of the A59 (Liverpool-Preston) and the A570 (St. Helens-Southport). However, the benefits of the good road connections also result in congestion impacting on the pinch points in Ormskirk Town Centre. Plans to build a by-pass of Ormskirk are no longer being pursued. This is because traffic congestion in Ormskirk is caused predominately by local traffic and so a bypass would be unlikely to alleviate the congestion.

16.11 Softer measures will need to be considered in order to alleviate some of the congestion pressures on the town and these will be explored in more detail within supplementary transport and movement studies carried out by Lancashire County Council as the Highway Authority for West Lancashire.

16.12 Both Ormskirk and Aughton are well placed in terms of sustainable transport. The Liverpool-Ormskirk rail line runs through the settlement and provides a 15 minute frequency service into Liverpool, with the journey taking 30 minutes. Trains also run north to Preston but on a less frequent service and connections can be made to Manchester through the Burscough Junction - Burscough Bridge bus link. Ormskirk has a bus station which connects with the rail station but this is currently in poor condition with limited stands.

16.13 In terms of the provision of key services, Ormskirk has a reasonable primary shopping area, supermarket, health and education facilities along with good leisure and cultural facilities. The main concern in terms of infrastructure provision is the constraint on waste water treatment which also affects Burscough, Scarisbrick and Rufford and is explored in Section 4 of this document. Excessive development would put pressure on the wastewater infrastructure and this is an issue which is currently under investigation by United Utilities. The waste water capacity issue does not impact on Aughton and any part of the settlement south of the ridge which runs east to west through Ormskirk.
Burscough

16.14 Burscough is the Borough’s third largest settlement located on the A59 and benefits from two rail stations which provide links to Manchester and Southport through Burscough Bridge and Ormskirk (Liverpool) and Preston through Burscough Junction. The rail service linking the settlement with Manchester is half hourly; on the Ormskirk - Preston line, services are less frequent, with an approximate 90 minute service. One of the key priorities for the settlement in terms of infrastructure is to improve this service to at least an hourly service. This has been identified as an ambition within the LTP3 but no funding has been allocated to support this.

16.15 One of the main concerns for Burscough in terms of infrastructure is the impact of congestion and the need for schemes which will assist in alleviating existing and potential uplifts in congestion through new development. The road network through Burscough generally flows well unless a vehicle such as a bus, refuse vehicle or HGV stops on the carriageway causing a blockage on one lane. The highways authority are aware of this and there may be opportunities in future to improve junctions, introduce lay-bys and other soft measures which will allow a continuous flow of traffic through the centre and around the industrial area. The opportunity for by-pass routes is currently limited due to funding and physical barriers such as the canal and rail lines. However, other potential rail improvements which are currently being investigated include the continuation of the electrified Liverpool - Ormskirk line and Merseyrail service to Burscough Junction.

16.16 Equally as important for Burscough is the waste water capacity issue which constrains Ormskirk and is set out in Section 4. In addition to the treatment of waste water, Burscough suffers from surface water flooding in parts during storm surges and periods of heavy rainfall. Worsening of this issue may be limited through the implementation of sustainable urban drainage systems and improvement of the existing situation may also be realised by removing surface water from the sewerage system or by building surface water attenuation into any significant new development sites.

16.17 The need for an extension to one of the existing health centres and one of the primary schools has been identified in order to accommodate an increasing population and the pressure on existing services that may be associated with the level of development proposed in the West Lancashire Local Plan 2012-2027 Through the planning process these infrastructure requirements will continue to be discussed with the providers and key developers / landowners who may assist in the delivery of these requirements.

Northern Parishes

16.18 The principal villages in the Northern Parishes are Banks, Tarleton, Hesketh Bank and Rufford, along with some smaller settlements such as Mere Brow. Infrastructure provision is good in Tarleton and Hesketh Bank in terms of community and shopping facilities, with a more restricted offer in Banks and Rufford. Banks looks to Southport for much of its needs with Rufford relying on Burscough.
16.19 In terms of highways and transport, Tarleton and Hesketh Bank are located north of the A565 which provides a good link to both Southport and Preston. However, the settlement has a linear form which has grown organically around the main route through the area, Church Road and Hesketh Lane / Station Road. This one route in and one route out arrangement causes issues with peak hour congestion and does not present significant opportunities for improvement. A proposed scheme to link Green Lane (west of Tarleton) to the A565 directly, to reduce the amount of HGV traffic currently travelling through the settlement, is under consideration by LCC.

16.20 None of the villages in the Northern Parishes benefit from sustainable transport links which are as good as Burscough or Ormskirk. Rufford has a station on the Ormskirk - Preston rail line but the service is limited. Bus routes pass through Banks, Rufford and Tarleton.

**Eastern and Western Parishes**

16.21 Both areas are predominantly made up of villages with very limited local services, sustainable public transport links and infrastructure of any type. The Southport – Manchester rail link passes through Parbold and Appley Bridge in the Eastern Parishes making these villages slightly more accessible. However, road links are predominantly rural with issues such as HGV traffic already impacting the A5209 in the east and through traffic to Southport causing some issues on the A570 in the far west of the Borough.

16.22 Key opportunities in the Western Parishes exist for the areas along the boundary that may tap into the facilities within Southport. This is also the case for the most easterly settlement of Appley Bridge which has strong links with Wigan.

16.23 Within the Western Parishes, Scarisbrick is also limited by the waste water treatment capacity issue affecting Ormskirk, Burscough and Rufford. Electricity North West information shows that the electrical network covering Scarisbrick still has spare capacity.

**Strategic Infrastructure Priorities**

16.24 In relation to West Lancashire, due to the location of the main settlement areas away from the district’s ‘borders’, very few of the Borough’s infrastructure requirements fall outside of the authority area. Exceptions to this include the possibility of development on the strategic road network, the impact of any development on the Sefton border on any services in Sefton, and the shared hospital facilities as a result of the Ormskirk and Southport Hospital Trust arrangements. The latter two issues are picked up within Section 10 of this document.

16.25 In relation to the impact of development on the strategic road network, during 2011 the Council engaged with Highways England on the Local Plan proposed growth. As a result, Highways England carried out some high level modelling work. The outcome of this work identified that there would be no negative impacts upon the strategic road network as a result of the proposed growth within the current Local Plan. Development figures and
locations have not yet been proposed for the emerging Local Plan Review, and so detailed analysis of the potential impact on road networks cannot yet be identified. The Council will continue to work closely with LCC, and its forthcoming studies, with regard to traffic modelling.

Current Infrastructure Priorities

16.26 The conclusions of the 2012 IDP remain relevant at the time of writing this 2016 update, as site allocations from the 2012 Local Plan come on stream. The main infrastructure priorities identified in the 2012 IDP are as follows:

• waste water treatment capacity within the Ormskirk, Burscough, Scarisbrick and Rufford area;
• highways capacity around the main settlements of Ormskirk / Aughton and Burscough and in some hot spot locations within the rural parishes such as Tarleton and Hesketh Banks;
• poor sustainable transport links in Skelmersdale have been identified and are required to be improved if the Local Plan aspirations for growth are to be realised within the Boroughs main Town.

16.27 In terms of priorities for the Council and through development, joint working with the utility provider, United Utilities, remains vital. There remains a need to address the lack of sustainable transport options in Skelmersdale and the general poor connectivity within the town by means other than car. This is something which the Borough Council has been working closely with the County Council on and any resulting infrastructure projects or schemes will be included in the IDS.

Next Steps

16.28 As stated above, this 2016 IDP update is the first of two stages, outlining the current situation with regard to infrastructure provision in the Borough. Over the coming 12 months or so, it is expected that consultation will take place on the Local Plan Review Issues and Options document, considering the future planning of West Lancashire. Subsequently, a preferred option(s) for future development locations and amounts will be prepared. This work will involve further / ongoing liaison with infrastructure providers as the feasibility of potential ‘preferred options’ is investigated (i.e. establishing the additional infrastructure that would be required, and whether it could realistically be provided). Stage 2 of the IDP update will report on future infrastructure provision in West Lancashire and will accompany the Local Plan Review Preferred Options document. An updated Infrastructure Delivery Schedule will be prepared in tandem with stage 2 of the IDP update.

16.29 The IDS will continue to be monitored and reported on as part of the Council’s Annual Monitoring Report.
APPENDIX A Bus services operating in West Lancashire

Due to funding cuts LCC have been unable to continue to subsidise many routes, resulting in the withdrawal of bus services across the Borough. This has particularly affected rural services, as they have fewer users to support the continuation of the service. Up to date information on bus services, including timetables, can be found at [http://www.lancashire.gov.uk/roads-parking-and-travel/public-transport/bus-timetables](http://www.lancashire.gov.uk/roads-parking-and-travel/public-transport/bus-timetables).

Table A2.1 Bus Services operating in West Lancashire (as at October 2016)

<table>
<thead>
<tr>
<th>Service</th>
<th>Operator</th>
<th>Route</th>
<th>Operating</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>113</td>
<td>Stagecoach</td>
<td>Preston-Wrightington Bar-Standish-Wigan</td>
<td>Monday-Saturday</td>
<td>Wholly LCC subsidised</td>
</tr>
<tr>
<td>152</td>
<td>HTL Buses</td>
<td>Ormskirk-Edge Hill-St Helens</td>
<td>Monday to Saturday</td>
<td>3 services a day</td>
</tr>
<tr>
<td>2</td>
<td>Stagecoach</td>
<td>Preston-Longton-Tarleton-Hesketh Banks – Banks – Southport</td>
<td>Monday to Saturday</td>
<td>LCC subsidise extension from Tarleton to Ormskirk</td>
</tr>
<tr>
<td>2A</td>
<td>Stagecoach</td>
<td>Preston-Longton-Tarleton-Rufford-Burscough-Ormskirk</td>
<td>Monday to Saturday</td>
<td></td>
</tr>
<tr>
<td>X2</td>
<td>Stagecoach</td>
<td>Liverpool-Formby-Southport-Crossens-Banks-Tarleton-Preston</td>
<td>Monday to Sunday</td>
<td></td>
</tr>
<tr>
<td>3A</td>
<td>Rotala Preston Bus (on behalf of LCC)</td>
<td>Burscough-Newburgh-Parbold-Ashurst-Skelmersdale-Hall Green-Roby Mill-Appley Bridge</td>
<td>Monday to Saturday</td>
<td>Wholly LCC subsidised. Revised service to operate between Burscough, Skelmersdale and Appley Bridge, changing from 3 to 2 buses. Connections made with commercial Service 2A at Burscough for through journeys to Ormskirk. Wrightington unable to be served within timetable and direct between Skelmersdale and Highgate Estate for reliability.</td>
</tr>
<tr>
<td>300</td>
<td>ARM</td>
<td>Southport-Halsall-Bootle-Liverpool</td>
<td>Monday-Sunday</td>
<td>LCC part subsidise extension from Lydiate to Southport</td>
</tr>
<tr>
<td>Service</td>
<td>Operator</td>
<td>Route</td>
<td>Operating</td>
<td>Notes</td>
</tr>
<tr>
<td>---------</td>
<td>----------</td>
<td>-------</td>
<td>-----------</td>
<td>-------</td>
</tr>
<tr>
<td>310</td>
<td>ARM</td>
<td>Skelmersdale-Ormskirk-Aughton-Liverpool</td>
<td>Monday-Sunday</td>
<td></td>
</tr>
<tr>
<td>313</td>
<td>ARM</td>
<td>Skelmersdale-Ashurst-Skelmersdale</td>
<td>Monday-Saturday</td>
<td></td>
</tr>
<tr>
<td>347</td>
<td>Holmeswood Coaches (on behalf of LCC)</td>
<td>Southport-Churchtown-Banks-Mere Brow-Rufford-Chorley</td>
<td>Monday to Saturday</td>
<td></td>
</tr>
<tr>
<td>347</td>
<td>Holmeswood Coaches (on behalf of LCC)</td>
<td>Chorley-Rufford-Mere Brow-Banks-Southport</td>
<td>Monday-Saturday</td>
<td>Wholly LCC subsidised. Service maintained with single vehicle operation on two hour frequency</td>
</tr>
<tr>
<td>351</td>
<td>South Lancs Travel</td>
<td>Appley Bridge-Roby Mill-Tontine-Wigan</td>
<td>Monday, Wednesday, Thursday</td>
<td>One service a day</td>
</tr>
<tr>
<td>375 385 395</td>
<td>Arriva</td>
<td>Southport-Ormskirk-Skelmersdale-Hall Green-Orrell-Wigan</td>
<td>Monday to Sunday</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Rotala Preston Bus (on behalf of LCC)</td>
<td>Ormskirk-Aughton Town Green Circular</td>
<td>Monday to Saturday</td>
<td>Service maintained and continue to interwork with other Ormskirk Town Service 6. Single vehicle operation</td>
</tr>
<tr>
<td>6</td>
<td>Rotala Preston Bus</td>
<td>Ormskirk-Scott Estate Circular</td>
<td>Monday-Saturday</td>
<td></td>
</tr>
<tr>
<td>635</td>
<td>South Lancs Travel</td>
<td>Wigan-Standish-Wrightington Hospital</td>
<td>Monday to Sunday</td>
<td></td>
</tr>
<tr>
<td>762 / 763</td>
<td>Holmeswood Coaches</td>
<td>Runshaw College-Southport</td>
<td>Monday to Friday</td>
<td>1 service a day each way</td>
</tr>
<tr>
<td>EL1</td>
<td>South Lancs Travel</td>
<td>Ormskirk-Edge Hill circular</td>
<td>Monday-Saturday</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Stagecoach</td>
<td>Croston-Adlington</td>
<td>Monday-Saturday</td>
<td></td>
</tr>
</tbody>
</table>