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Chapter 1 Introduction

1.0.1 West Lancashire Borough Council is currently preparing the new Local Development Plan which will guide development in the Borough over the next 15 to 20 years. The West Lancashire Local Plan sets out the long term spatial vision, strategy and objectives which will guide future development over the period to 2027.

1.0.2 An important part of the plan process is to establish what infrastructure may be required in order to support development targets identified to meet the needs of the Borough. Infrastructure is essential to support increased housing provision, economic growth, mitigation of climate change impacts and to create thriving and sustainable communities. This document is the Infrastructure Delivery Plan (IDP) and provides background evidence regarding the infrastructure likely to be required to support identified development in the Local Plan. Through the process of discussions with infrastructure providers, the production of the IDP has also informed the development of the Local Plan by identifying infrastructure capacity and deficits and the most sustainable locations for development to be directed to within the Borough.

1.0.3 National Planning Policy Statement 12 highlights the importance of such planning as strategies and plans will only be effective if they can be delivered. The delivery plan needs to set out as far as practicable when, where and by whom actions will take place to deliver development and must demonstrate that the partners involved in delivery of the plan have been involved in its preparation.

1.0.4 The Draft National Planning Policy Framework (NPPF), which is the proposed streamlined national planning framework, continues to support the role of infrastructure planning and its importance in ensuring all Local Development Plans are deliverable.

Scope of this document

1.0.5 The IDP will underpin the emerging West Lancashire Local Development Plan, and inform the overall direction and approach to development, based on existing capacity and deliverable improvements. It also identifies, to some extent, how the local authority and its partners intend to fund infrastructure required to accommodate spatial growth in the Borough.

1.0.6 This is a 'living' document which will be kept under review and updated as appropriate. This is the first version of the plan and it will be updated annually to include changing plans and strategies, progress in terms of infrastructure provision and identification of any new infrastructure requirements.

1.0.7 The Infrastructure Delivery Plan is not just about proving the new West Lancashire Local development Plan is sound and deliverable. It should be an iterative project that is continued as a corporate plan and used to identify opportunities and needs in relation to all types of infrastructure. Furthermore, the valuable partnerships and relationships formed both internally and externally during this process will be taken forward beyond adoption of new West Lancashire Local Plan and used to facilitate the delivery of infrastructure in the future.

Chapter 2 Context and Background

Infrastructure Priorities

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

2.0.2 Chapter 3 of this document establishes the baseline provision of infrastructure for the Borough and table 2.1 gives an overview of the categories and types of infrastructure considered in this document.

Physical	Social	Green
Utilities and Waste - water supply, water treatment, waste and recycling, flood management, energy generation, telecommunications and broadband	Health - hospitals, GP's, dentist	Natural and semi natural spaces
	Care - elderly care, children's centres	Outdoor sports and leisure facilities
	Education - primary schools, secondary schools, higher / further education	Allotments
Transport - highways network, rail network, bus network, cycle network	Emergency Services - police, fire, ambulance	Play areas
	Community - youth centre's, libraries, village halls	Waterways
	Leisure - public house, leisure/sports centre	Corridors/footpaths

Table 2.1 Infrastructure types covered in the IDP

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

Standards

2.0.4 As one of the primary functions of this document is to identify any deficits or equally any capacity in infrastructure, it is important to understand what is the required standards for each particular piece of infrastructure. However, most providers now use performance indicators rather than nationally determined standards to determine their level of service. Where a provider does have clear standards to adhere too these will be referenced in the relevant section.

Chapter 2 Context and Background

2.0.5 The draft NPPF sets out the need to establish local level standards to be used as the basis of requirements. Since the abolishment of national standards over the period from 2000 there has been a void which makes it difficult to identify the quality of provision. When the draft NPPF is adopted, if a requirement for establishing local standards is contained within the final framework, future iterations of the IDP will need to address this requirement.

Growth Targets

2.0.6 Over the life of the New Local Development Plan (2012 / 2013 - 2027) there will be a need for a minimum of 4,650 new dwellings (net) based on locally-agreed targets. Similarly, there will be a need for 75ha of land to be developed for employment uses, based on the findings of the Joint Employment Land and Premises Study. These Borough-wide targets will be divided between the different spatial areas of the Borough based on infrastructure capacity, environmental capacity and local need.

National Policy

2.0.7 Planning Policy Statement 12: Local Spatial Planning (PPS12) identifies the critical relationship between providing robust delivery of infrastructure requirements and economic delivery and regeneration. The Local Development Plan should be supported by evidence of physical, social and green infrastructure requirements to support the amount of development proposed in an area. The evidence should include when the infrastructure will be provided and who by. PPS 12 also requires that the Local Plan should draw on and influence the strategies and investment plans of the Local Authority and other organisations. The infrastructure planning process should identify, as far as possible:

- infrastructure needs and costs;
- phasing of development;
- funding sources; and
- responsibilities for delivery.

2.0.8 Planning Policy Statement 1: Delivering Sustainable Development (PPS1) sets the overarching context for the planning system and the key principles for delivering sustainable development. In doing so, Local Authorities should take into account infrastructure requirements when bringing forward land for development to ensure that infrastructure and services are provided to support new and existing economic development and housing.

2.0.9 The Draft National Planning Policy Framework (NPPF) has recently undergone a consultation exercise. The NPPF aims to simplify planning guidance and streamline it from over 1000 pages to just 52. This is a key part of the Government's reforms to make the planning system less complex and more accessible, and to promote sustainable growth. As a result, existing planning policy statements and guidance are to be revoked and replaced by the single framework. Although this point should be noted, the emphasis on infrastructure planning to support local plans remains within the new NPPF and there is a continued requirement of local authorities to provide evidence to support this.

Methodology

2.0.10 West Lancashire Borough Council has been working with partners to produce an Infrastructure Delivery Plan which will support the new Local Development Plan and evidence how the development identified within the Plan will be delivered. However, data collected from partners and stake holders regarding infrastructure is only relevant for a limited time period, depending on the length of the partners business plan and also where each partner is within the timescale of their plans.

2.0.11 As a result, one of the fundamental parts of this process has been building strong relations with the relevant contacts within partner organisations. This will ensure a steady flow of information to enable the data to be continually updated as and when changes in circumstances occur. The ongoing support of partners is essential for the IDP to remain as a "living document". A list of all contacts and dates of meetings is available at Appendix B.

2.0.12 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 PCT. 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 to begin the process of face to face discussion which is often the most effective method of information sharing.

2.0.13 Information regarding the Councils development options as set out within the early drafts of the New Local Development Plan, was put to each partner in order to gain feedback regarding pressures and capacity upon infrastructure. Partners were then asked to quantify the likely impact and detail any required infrastructure improvements which would be necessary, and to indicate the cost of these improvements.

2.0.14 This document identifies the existing baseline infrastructure assessment and details feedback from partners regarding any required improvements. The specific details of projects and schemes of infrastructure are then listed within the main outcome of the infrastructure planning exercise, the Infrastructure Schedule (Appendix A). The schedule is organised into geographic areas of the Borough and includes the following details;

- Infrastructure type required
- Scheme details
- Lead partner in delivery and any supporting partners
- Cost
- Funding mechanisms
- Delivery time period within the plan, 5, 10, 15 years or more
- Notes about the scheme, delivery or programme

Chapter 2 Context and Background

- Any risk or contingency plans in place in the event the infrastructure is not delivered
- Colour coding to identify the certainty of scheme and funding as Committed, Uncertain and Long Term

2.0.15 It is this schedule which will be monitored and updated in future, along with the background document to some extent.

Governance and Delivery

2.0.16 In order to ensure that infrastructure planning and the Local Plan acts as an effective delivery vehicles for the Sustainable Community Strategy, a governing group has been established within the Local Strategic Partnership (LSP). The LSP Infrastructure Task and Finish Group has been set up to ensure that infrastructure planning is focused on delivering the required needs for the community and that it is realistic and deliverable.

2.0.17 The groups guiding principles are;

- To guide West Lancashire's Infrastructure Delivery Plan.
- To help deliver the infrastructure requirements for a local vision as set out in the Sustainable Community Strategy.
- To aid in the delivery of a sound Local Development Plan.
- To identify solutions to infrastructure barriers.

2.0.18 The group membership consists of the following;

West Lancashire Borough Council

- Ian Gill – LDF Strategy and Environment Manager (Chair);
- Gillian Whitfield- Principal Planning Officer (Champion);
- Georgina Isherwood - Estates & Regeneration
- Steve Kent - Leisure

Lancashire County Council

- Tracey Jardine – Lancashire County Council District Partnership Officer.

Wider Reference Group

- PCT – Jane Cass
- Parish Councils' Representative – Ian Cropper

- West Lancashire CVS - Greg mitten
- Southport and Ormskirk NHS Trust – Steve Taylor
- United Utilities - David Sherratt
- The Wildlife Trust for Lancashire, Manchester & North Merseyside - Dave Dunlop
- Environment Agency - Philip Carter
- Edge Hill – David Oldham

2.0.19 The group meets on an as and when basis and will oversee the process of establishing the first IDP and then may have a role to play in the ongoing monitoring and updating of the document along with potentially inputting into the establishment of the Community Infrastructure Levy.

Monitoring and Review

2.0.20 The delivery of infrastructure will be monitored on a regular basis and reported annually. Updating the IDP is likely to occur following the publication of the Annual Monitoring Report in order to link the document to the delivery of the Local Development Plan.

Community Infrastructure Levy and Section 106

2.0.21 Currently West Lancashire Borough Council secures planning obligations through financial agreements under Section 106 of the Town and Country Planning Act (1990). This money is then used for various purposes including the provision of open space, highway improvements and infrastructure deficits that arise as a result of new development. The Council is committed to establishing a Community Infrastructure Levy (CIL) Charging Schedule will will operate alongside the current Section 106 system and allow all development to contribute to more strategic infrastructure requirements.

Viability

2.0.22 The viability of development across the Borough was tested as part of the West Lancashire Affordable Housing Study (November 2010). The main purpose of the study was to establish the ability of development within the Borough in delivering affordable housing and what level would be considered viable. As part of the assessment, financial contributions were considered along with other policy requirements such as sustainable building design and open space.

2.0.23 In order to prepare for a CIL Charging Schedule, a full viability assessment will be carried out to establish the level of contributions that is affordable by development type and geographic location. The outcome of this work will establish approximately how much funding can be raised in order to support infrastructure delivery and assist in discussions with our partners when establishing funding streams for delivery.

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3.0.1 Below is a list of identified infrastructure considered as part of this plan and the categorisation of each type of infrastructure in terms of priority. As part of the development process and as a result of resource limitations, it is necessary to identify what infrastructure types are “essential” to the delivery of overall development, what types are “required” in order to mitigate certain impacts and what 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.

3.0.2 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 capacity along with any basic standards which must be adhered too in relation to each type of infrastructure.

	Infrastructure Type	Priority
Physical	Utilities and Waste	
	Water supply	Essential
	Foul water sewerage treatment	Essential
	Flood Management/drainage	Essential
	Waste and recycling	Essential
	Energy generation	Essential
	Communications	Required
	Transport	
	Highways network	Required
	Rail network	Desirable
	Bus Network	Required
	Cycle Ways	Desirable
Social	Health	
	Hospitals	Desirable
	GP's	Required
	Dentist	Desirable
	Care	
	Elderly Persons Care	Desirable
	Children's Centres	Desirable

Chapter 3 Baseline Infrastructure Assessment

	Education	
	Primary schools	Required
	Secondary Schools	Required
	Further / Higher Education	Desirable
	Emergency Services	
	Police	Required
	Fire and Rescue	Required
	Ambulance	Required
	Community	
	Libraries	Desirable
	Youth Centres	Desirable
	Village Halls	Desirable
	Leisure	
	Public House	Desirable
Leisure centres	Desirable	
Green		
	Waterways	Desirable
	Natural and Semi Natural spaces	Desirable
	Outdoor sports and leisure facilities	Desirable
	Allotments	Desirable
	Play areas	Desirable
	Corridors/ Footpaths	Desirable

Table 3.1 Infrastructure Priorities

3.1 Physical Infrastructure

Water Supply and Wastewater

3.1.1 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 and the creation of further capacity in the sewer network.

3.1.2 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 £56million to improve overall services in the Borough⁽¹⁾. Of this expenditure, more than £3million has been spent on maintaining water supply and a further £6million on water quality.

3.1.3 The following key evidence has been used to inform this section of the document;

- United Utilities Investment in West Lancashire Fact Sheet
- United Utilities AMP 5 Investment plan 2010- 2015
- Discussion with United Utilities
- Discussion with the Environment Agency

3.1.4 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

3.1.5 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

3.1.6 The Northwest 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 are expecting that Code for Sustainable Homes would improve this by encouraging reduced water consumption along with other activities for existing customers such as water metering, water butts, cistern displacement devices and general consumer awareness and education.

1 United Utilities "Investment in your area", <http://unitedutilities.co.uk/WestLancashire.htm> - accessed on 25th June 2010

3.1.7 Water supply in the Borough is not currently under any stress and 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. 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.

3.1.8 Although the supply of potable water does not currently present an issue for West Lancashire, due to the topography of the Northern Parishes, the flow of water is dependent upon pumping and this presents some hydraulic issues given the capacity of each pumping station. 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.

Waste Water

3.1.9 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 / Scarsbrick area, however, this will only provide a snapshot and will be monitored if driven by specific needs.

3.1.10 Map 3.1 shows the drainage areas for West Lancashire and which Waste Water Treatment Works (WWTW) each catchment drains too.

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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.

3.1.13 Elsewhere within the Borough, as a generality, waste water does not currently cause any major issues. The capacity of the network in and around Skelmersdale is substantial given the new town infrastructure and the treatment works at Hoscar does not currently suffer from excess pressure resulting in potential capacity issues. As part of the local plan process the Council has presented to United Utilities the maximum growth scenario for the Borough over the plan period and advised that the likelihood is that the majority of development will be delivered within Skelmersdale. United Utilities have confirmed that they have no major concerns regarding this proposed growth in relation to either waste water and / or potable water supply.

3.1.14 With regard to the situation relating to the major constraint within the waste water system affecting Ormskirk and Burscough, the approach from United Utilities is that due to regulation by OFWAT, they are unable to build speculatively and must have a degree of certainty before bidding for funding through the infrastructure investment cycle (5 year cycles). Therefore, when looking at areas for growth and in cases where the areas most sustainable in terms of national policy are constrained by inadequate infrastructure, the Council must engage in dialogue with United Utilities. If national policy provides compelling justification for development in areas of infrastructure stress then potential solutions such as phasing may be implemented to enable the development ahead of infrastructure improvements.

3.1.15 West Lancashire Borough Council now has a good working relationship with United Utilities and meet on a regular basis to discuss progress with the 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 has been devised which contains some basic "partnership text" detailing each parties commitment (albeit not legal) to assisting in the required delivery outcomes which will support development and alleviate issues for the community (Appendix C.1).

3.1.16 In addition West Lancashire Borough Council is part of an information sharing trial with United Utilities, aimed at providing the Council with all the required information up front to assist in developing the development planning process and targeting growth to the most appropriate areas. To date the following information has been supplied to United Utilities in order to support this process;

- Call for sites – Housing (SHLAA)
- Call for sites – Employment (JELPS)
- Extant employment floor space (over 500sqm)
- Extant housing supply (net)
- Population at LSOA level (2008/9 MYE)
- Population at ward (2001 Census)
- Residential properties (including student flats)

United Utilities have outlined the process to be followed in order to organise a potential bid for funding. This begins with the completion of the Integrated Asset Plans (IAP) by March 2012. The IAP for the West Lancashire area, and particularly for Burscough, will include recognition of the constraints presented by the local network and the treatment works. There is an ongoing process to developing the methodology for assessing and planning for the issues arising from new developments and a tool known as Optimus Prioritisation will likely form a part of this.

Flood Management

3.1.17 The Environment Agency are responsible for managing flood defence infrastructure and recognise that whilst flooding can not be completely eliminated, it can be managed. In doing so, 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.

3.1.18 The following key evidence has been used to inform this section of the document;

- The West Lancashire Strategic Flood Risk Assessment (SFRA) - this assesses flood risk arising from all sources and sets out potential mitigation measures. The SFRA is in turn directly influenced by the following pieces of important 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

3.1.19 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 low.

3.1.20 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.

3.1.21 Map 3.2 shows the locations of the indicative flood zones in West Lancashire. The highest areas of 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 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 in a direct flood risk area.



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Map 3.2 Indicative Flood Zones in West Lancashire

The Environment Agency is currently developing the Lower Alt with Crossens Pumped Drainage Catchment Strategic Plan which will consider the future of the catchment and how the area will be drained. The EA is consulting the public and stakeholders on a draft Strategic Plan which provides a summary on the progress in deciding on the preferred flood risk management approach in the catchment. They will use feedback from the consultation exercise to inform a preferred approach in summer 2012 at which time the Council will update the Infrastructure Plan as required

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 PPS25: Development and Flood Risk 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 the Level 2 Strategic Flood Risk Assessment.

3.1.22 Surface water flooding occurs where high rainfall events exceed 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 prolonged periods of rainfall. Infrastructure planning can play a key part in managing surface water flooding through Sustainable Urban 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 and where possible, betterment through redevelopment of sites is achieved.

3.1.23 In summary, the Level 1 Strategic Flood Risk Assessment (SFRA) shows where areas of higher flood risk are located. There is currently a scoping exercise underway to establish whether or not a Level 2 SFRA is required in the event development is proposed in areas at risk from flooding because there are no alternative sites available at a lower risk of flooding. In the event this is the case, the SFRA will be used to demonstrate whether these sites satisfy the Exception Test and then make recommendations about what mitigation is required. Policies within the new Local Development Plan promote Sustainable Urban Drainage Systems 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.

Waste and Recycling

3.1.24 In Lancashire, minerals and waste planning is the responsibility of the joint authorities of Lancashire County Council, Blackburn with Darwen Borough Council and Blackpool Borough Council. The joint authorities are currently preparing the Lancashire Minerals and Waste Development Framework (MWDF), which will replace the existing Minerals and Waste Local Plan 2006.

3.1.25 The following key evidence has been used to inform this section of the document;

- The Joint Lancashire Minerals and Waste Development Framework Core Strategy DPD, *Managing our Waste and Natural Resources*, February 2009.

3.1.26 The Joint Lancashire MWDF 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.

3.1.27 The Joint Lancashire MWDF Core Strategy was adopted in February 2009 and sets out how waste capacity will be managed in Lancashire. Promoting waste minimisation and increasing the awareness of waste is key. As is managing waste as a resource by

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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.

3.1.28 Policy CS8 of the document 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 proposal's contribution to achieving net-self sufficiency.

3.1.29 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.

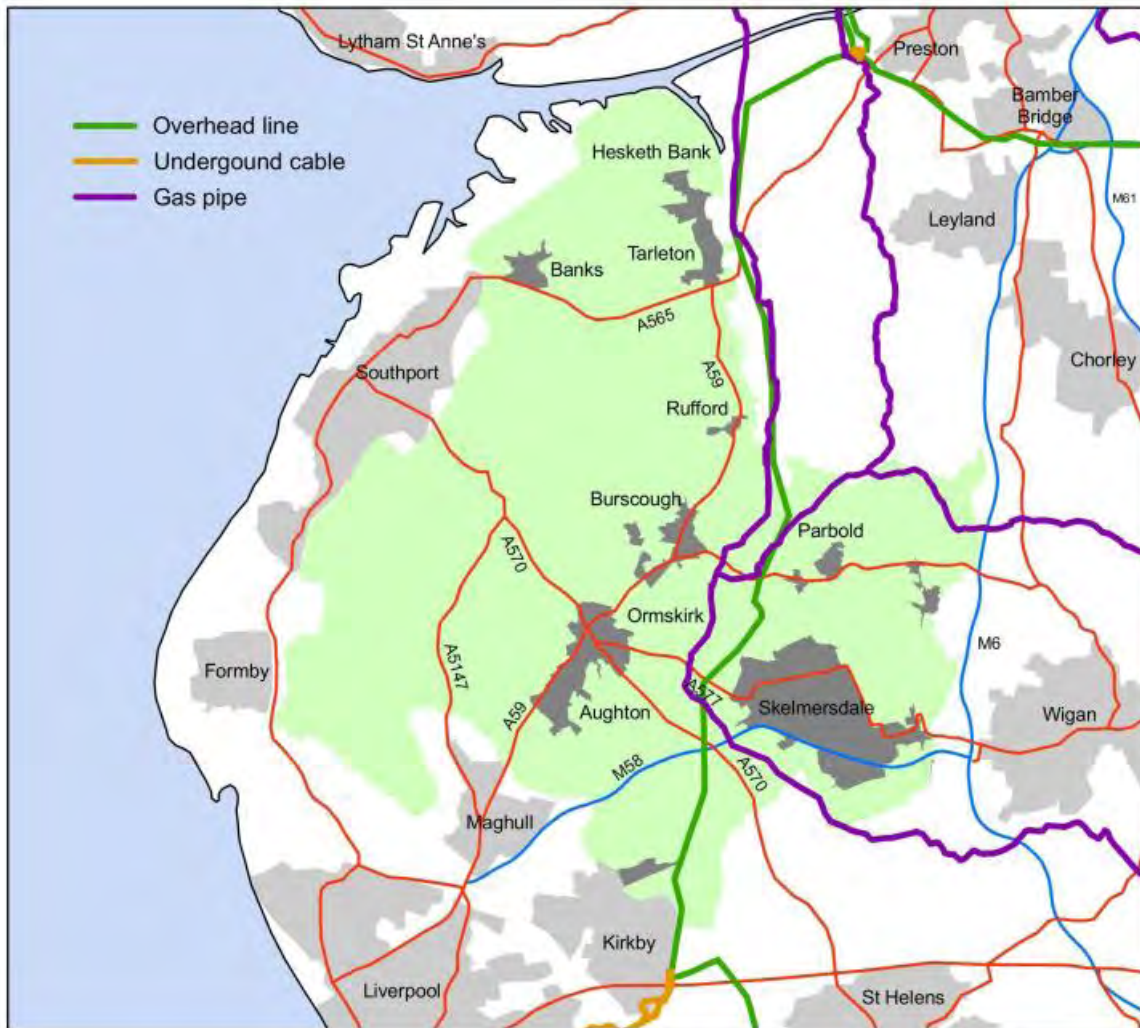
3.1.30 LCC have been consulted throughout the development of the Core Strategy Options and have raised no concerns with the proposals in the document.

3.1.31 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.

3.1.32 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 indicate that additional development would result in additional council tax which would in turn assist in funding the increased requirement for waste and recycling collections.

Energy Generation

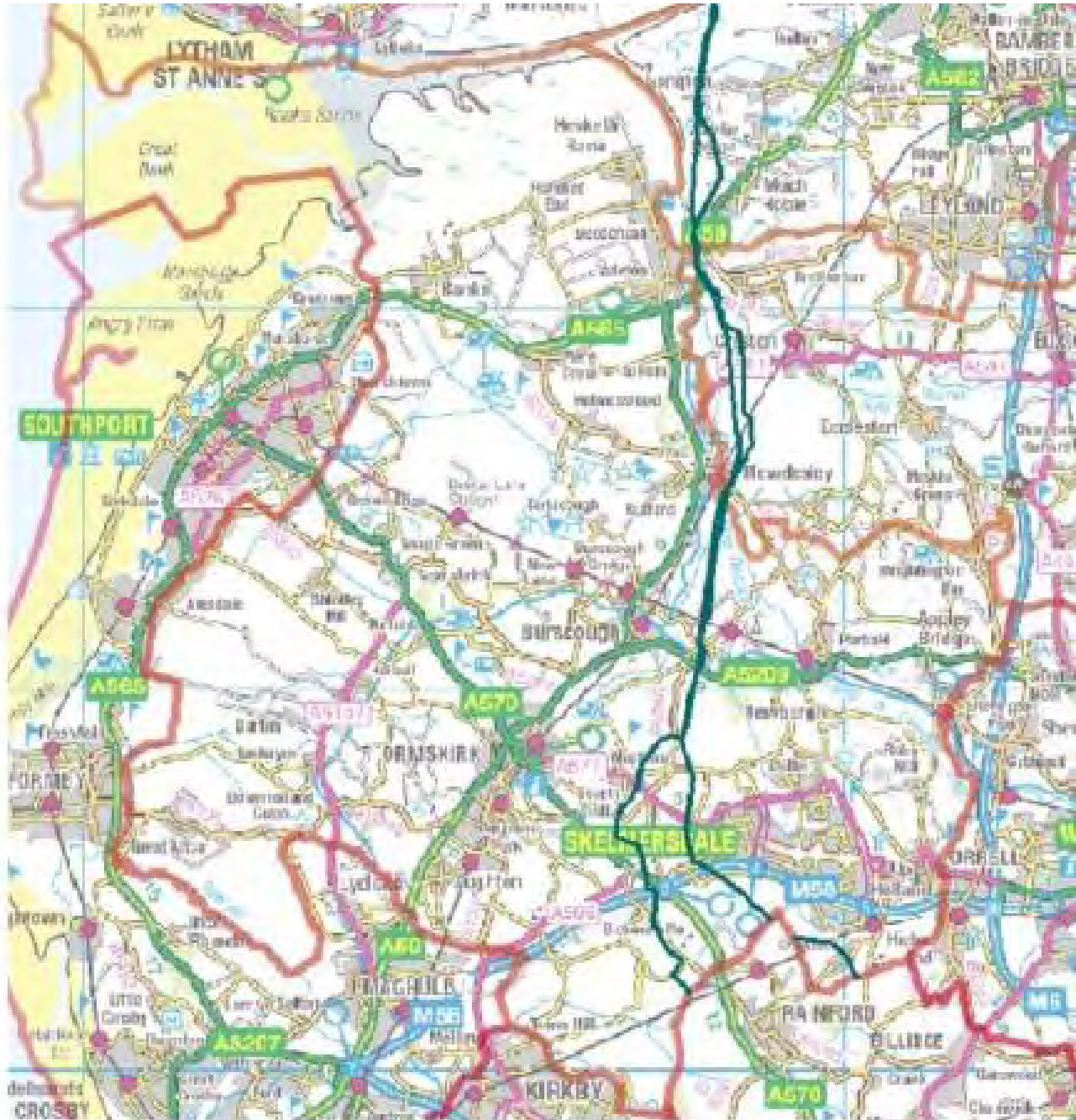
3.1.33 Energy Infrastructure within the Borough is displayed in Map 3.3. National Grid through Entec, must be consulted on all Development Plans in order to ascertain the potential impact on any major infrastructure which runs through West Lancashire. National grid are responsible for the high voltage 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 to the south of Skelmersdale.



Map 3.3 Energy Infrastructure

3.1.34 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 green in Map 3.4 below 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 proposals within our development plans do not conflict with the infrastructure or consultation zones.

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Map 3.4 Essar Oil Pipelines in West Lancashire

3.1.35 The following key evidence has been used to inform this section of the document;

- Scottish Power Manweb Long Term Development Statement (2009/10 - 2013/14).
- Electricity North West Long Term Development Statement
- GIS information relating to major infrastructure
- Discussion with energy operators

Electricity

3.1.36 Customers receive electricity which they are charged for from supply companies who then pay distribution network operators (DNO's) for the use of the electricity distribution network. Both underground cables and overhead lines are utilised to distribute electricity.

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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. The latter is most prevalent within West Lancashire due to the rural nature of the Borough.

3.1.37 Responsibility for the local electricity distribution network is now 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 the local area coverage is displayed in Map 3.5



Map 3.5 Electricity North West Network

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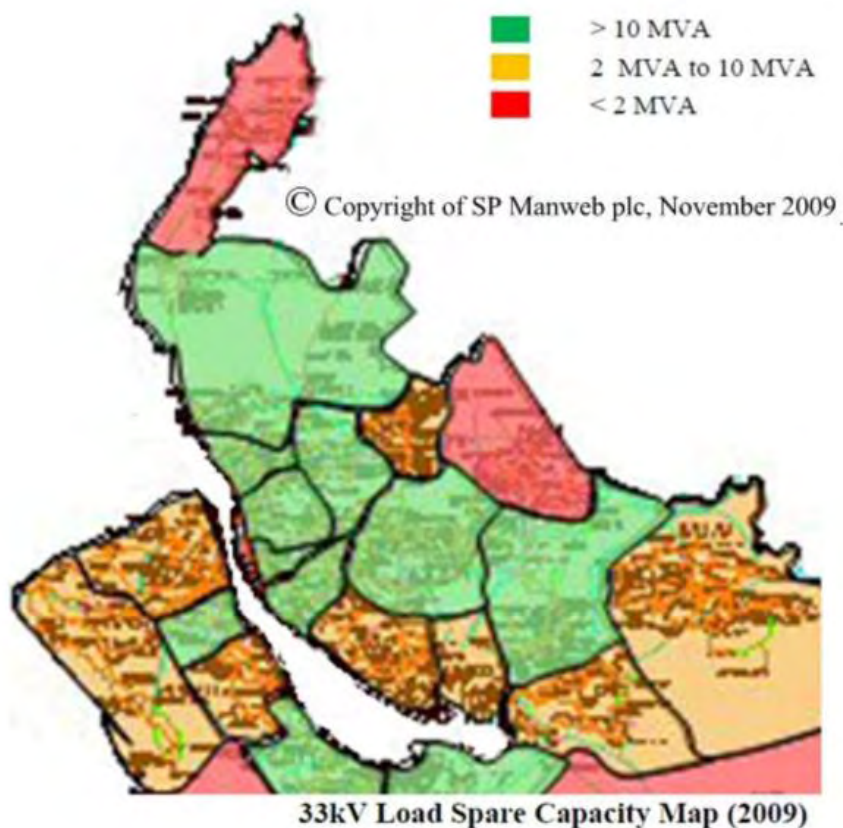
3.1.38 Specific information has been obtained from ENW in reference to their 33kV substations within West Lancashire. The information, displayed in the following table, identifies the capacity of the substation and the recorded maximum existing demand (for the year 2008/09). It also forecasts demand for a 5-year period (2009 – 2014) based upon known planned addition (or removal) of connected load.

ENW Substation Name	Voltage Level kV	Substation Capacity MVA	Maximum Load (2008/09) MVA	Forecast Load (MW)					Approx Available Capacity		
				2009/10	2010/11	2011/12	2012/13	2013/14	<2 MVA	2- 10MVA	> 10MVA
Burscough Bridge	33	17.5	13.3	12.7	12.7	12.7	12.7	12.8			
Ormskirk	33	22.9	13.9	13.1	13.1	13.2	13.2	13.2			
Pimbo	33	30.0	18.9	18.4	18.4	18.4	18.5	18.5			
Scarisbrick	33	5.0	5.7	5.7	5.7	5.7	5.7	5.7			
Skelmersdale	33	22.9	18.1	17.7	17.7	17.7	17.8	17.8			
Tarleton	33	17.5	16.9	16.9	16.9	16.9	17.0	17.0			
Willow Hey	33	22.9	14.8	13.8	13.8	13.8	13.9	13.9			
Woodfield	33	22.9	22.1	21.0	21.1	21.2	21.2	21.3			
Wrightington	33	22.9	15.1	14.8	14.9	14.9	14.9	15.0			

Electricity North West Network Capacity

3.1.39 The above table confirms that the only concerns in terms of capacity are for Tarleton, Scarisbrick and Parbold. The substations serving these areas are nearing capacity or in the case of Scarisbrick, exceeding capacity. This is likely to account for the fact that during the Core Strategy Options Paper Consultation events, many residents expressed concerns regarding frequent losses of power. Despite this lack of capacity, Electricity North West have not identified any improvement projects or schemes for the distribution network infrastructure within West Lancashire.

3.1.40 Scottish Power Manweb are responsible for the distribution of electricity in a small area to the south west of the Borough. The area lies to the west of the A5147 up to the boundary of Sefton covering Shirdley Hill, Barton, Downholland and Great Altcar. Map 3.6 is an extract from the Scottish Power Manweb Long Term Development Statement (2009/10 - 2013/14) and shows the spare capacity in the electricity distribution network for the area of the Borough Scottish Power Manweb covers. The map confirms that there are no capacity issues in the south west part of the Borough and capacity of more than 10MVA (or supply for up to 4,000 homes).



Map 3.6 Scottish Power Manweb Electricity Network

3.1.41 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

3.1.42 National Grid Gas owns and operates the local gas distribution network in the Northwest. 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.

3.1.43 Most urban areas of West Lancashire are served by the gas network (84% of residential properties). 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 greater than 200m from the grid. This 6% presents the best economic opportunities for micro-generation heating such as biomass boilers.

3.1.44 There are no identified constraints to capacity, and developments will require their own connections which will be managed by National Grid as and when.

Decentralised, Renewable and Low Carbon Energy

3.1.45 The following key evidence has been used to source this section of the document;

- Liverpool City Region Renewable Energy Capacity Study – Stages 1 and 2 – October 2010
- West Lancashire Renewable Energy Potential Study - April 2011

3.1.46 Over the period 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 in delivering 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.

3.1.47 The first stage of the study concluded that West Lancashire had a substantial amount of 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.

3.1.48 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 due to the key anchor loads which would ensure enough demand for energy such as the swimming pool and hospital, and not in relation to new large scale development as this will be established through the Local 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 enough critical mass in terms of allocated new development is likely to be located and then to apply a co-ordinated approach to delivering energy demand. Following the Preferred Options Stage of the Core Strategy, greater certainty regarding location of strategic development sites will open up the opportunities for planning for decentralised heat and energy networks. Such opportunities are likely to include Skelmersdale Town Centre, Burscough Strategic Site (Yew Tree Farm) and possibly any other larger non-strategic sites which may be identified through the Local Plan.

3.1.49 Stage 2 of the study identified 2 areas of least constraint with potential for commercial scale wind energy projects. They were identified as the most suitable locations, subject to identified constraints, including Green Belt. The study highly 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.

3.1.50 The West Lancashire Renewable Energy Potential Study 2011 provides an estimate of technical potential of renewable energy types rather than 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.

3.1.51 The findings support 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.

3.1.52 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.

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

Digital Infrastructure and Communications

3.1.54 The following key evidence has been used to inform this section of the document;

- Sam knows Broadband and Exchange Checker⁽²⁾
- West Lancashire Economic Study October 2009
- Mobile Operators Annual Roll-out Plan 2010

3.1.55 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 been reluctant to invest in new equipment in rural areas creating a large disparity between rural and urban quality of broadband provision.

3.1.56 Map 3.7 shows the broadband coverage across West Lancashire. The majority of the Borough benefits from broadband coverage of up to 8Mb, even in the more rural parishes although issues around low speed and poor reliability of supply occur at the edges of areas in the map.

2 <http://www.samknows.com/broadband/index.php>

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Source: Samknows.com / Google Maps 2011

Map 3.7 Broadband Coverage in West Lancashire

3.1.57 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 enabled but only two (across the borders) are currently SDSL enabled.

3.1.58 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. SDSL5 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.

3.1.59 Across Lancashire and the Northwest SDSL is being rolled out, with 16% of exchanges in Lancashire and 23.6% of exchanges in the Northwest already SDSL enabled. 100% of exchanges in Liverpool are already equipped for SDSL.

3.1.60 Next Generation, ultra fast broadband, currently provided by Virgin Media (which offers up to 50mb fibre optic 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.

3.1.61 A further issue is Local Loop Unbundling (LLU) – where internet service providers install their equipment in BT exchanges. The more LLU operators the more competitive the broadband market. Within West Lancashire there are still three exchanges yet to be unbundled (by contrast there are none in Liverpool) and only Skelmersdale and Ormskirk have a large number of LLU operators, resulting in less competition and less choice for consumers and businesses in West Lancashire.

3.1.62 At this stage there is no clear information regarding specific infrastructure requirements or costs. This will be monitored and updated in later iterations of the IDP.

Telecommunications

3.1.63 Mobile Operators Annual Roll-out Plans are circulated to Local Authorities every autumn. The plans provide an opportunity at an early stage for the Council to consider the operators' plans for the coming year, and to work with them towards the best solution for network development within the Borough.

3.1.64 The October 2010 plans identified 5 new installations which are set out in Table 3.2.

Operator	Site	Status
O2	T P Training Ltd, Railway Road, Skelmersdale	Proposed
O2	Paint Plant UK, 1 Pinfold Place, Skelmersdale	Proposed
T Mobile	Roundthorn Farm, Parrs Lane, Aughton	Proposed
T Mobile	Scarth Hill Lane, Westhead, Ormskirk	Proposed
Vodafone	Railway Road, Skelmersdale	Proposed

Table 3.2 2010/ 2011 Installations

3.1.65 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.

Transport

3.1.66 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 rurality of the area. Map 3.8 shows the location of West Lancashire and its settlements

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in relation to its neighbouring authorities. It also shows the main transport corridors, including the motorways (M58 and M6), main roads (A59, A570) and railways linking the Borough to outlying areas.



Map 3.8 Transport Links in West Lancashire

3.1.67 The following key evidence has been used to inform this document;

- Lancashire Local Transport Plan 2 - 2006/7 - 2010/11
- Lancashire Local Transport Plan 3 - 2011 - 2021
- Greater Manchester's Third Local Transport Plan - 2011/12- 2015/16
- Merseyside's Third Local Transport Plan
- West Lancashire Integrated Transport Review - WSP- 2008

- A Sub-Regional Transport Framework for Lancashire - Atkins - 2009
- Discussion with Network Rail
- Discussion with Lancashire County Council
- Discussion with the Highways Agency
- Discussion with Mersey Travel
- Aecom data set

3.1.68 West Lancashire shares limited interaction with the rest of Lancashire and much of the district looks towards the Liverpool City Region for economic activity. 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.

3.1.69 The Borough's strategic location ensures strong road and rail links with both Central Lancashire and Merseyside. With a population of 109,200 spread over an area of 347 square kilometres, West Lancashire has a relatively low population density of 315 people per square kilometre compared to 467 for Lancashire. 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 in parts from congestion.

Transport Planning

3.1.70 Within West Lancashire transport planning is the responsibility of Lancashire County Council who sets out the vision and objectives for future transport in the Borough within The Lancashire Local Transport Plan (LTP). 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.

3.1.71 LTP3 for Lancashire sets out within its strategy for the future of transport in Lancashire by 2021, how it 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.

3.1.72 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.

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- 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.

3.1.73 LTP3 also 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.

3.1.74 At this stage in the County Council's transport planning process, all of the above actions have been identified as priorities and the specific details of infrastructure or actions required to deliver these priorities have not yet been agreed. Details of such requirements will evolve once the Draft Implementation Plan has been adopted (late 2011) and in co-ordination with public transport operators and the Borough Council.

3.1.75 The Draft LTP3 Implementation Plan sets out how Lancashire County Council will invest £34.79 million on highways and transport services in West Lancashire, with £10.77 million of capital funding and £24.02 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

3.1.76 Details of the schemes and expenditure are set out within the Infrastructure Schedule in Appendix A.

3.1.77 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) 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 high 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 direct travel from Ormskirk and Preston to Southport.

3.1.78 In 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

3.1.79 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 the Highways Agency in relation to the major road network (M58, M6).

3.1.80 Vehicle ownership is relatively high in the Borough as a result of the rural nature and affluence in certain areas resulting in 43% of households owning 1 vehicle and a further 28% owning two. The highest users of cars are in the commuting settlements adjacent to the M6 corridor, such as Parbold and Wrightington. Conversely, the lowest users of cars are in Skelmersdale, where car ownership is significantly lower than the rest of the Borough. Most notably, 46% of households within Tanhouse in Skelmersdale own no vehicle (*WLBC Spatial Atlas, ONS, 2001*).

3.1.81 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 public transport (bus, train, cycle or on foot) to travel to work with a slightly higher than average number of people choosing to work from home, 10% compared to 8% in the North West and 9% in England (*WLBC Spatial Atlas, ONS, 2001*).

3.1.82 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. Ormskirk suffers, in parts, from congestion due to a large amount of traffic passing through from the motorway network to Southport and the rural areas.

3.1.83 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. Management of this issue has been explored and actions such as better car park management have assisted in reducing this congestion for the 2011/12 academic year. This is an issue that will require ongoing monitoring.

3.1.84 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 and the future of this will be considered as part of the A570/M58 to Southport Corridor Study. In the meantime LCC will continue to safeguard the route but the scale and likely cost of this project effectively rule out any detailed development work within the lifetime of the current Local Transport Plan.

3.1.85 The rural road network which predominates in the Borough, is largely occupied by agricultural and distribution traffic. Conflicts between passing large heavy goods vehicles servicing the employment and market garden areas occurs on many residential and inadequate roads. This issue could threaten the long term viability of businesses unless solutions evolve.

3.1.86 Through discussion with the Highways Authority and the Highways Agency it was established that there was a need for more detailed analysis to assess the true impact of additional development, on the road network in West Lancashire. As a result, the Council engaged consultants Aecom in September 2010 to carry out this work building on data supplied by Lancashire County Council.

3.1.87 The output of the traffic assessment tool predicts traffic flows and points of stress. This output has been submitted to LCC who are currently assessing the findings in line with their own understanding of the road network. The outcome of the overall assessment work will be included in a detailed transport technical paper which is currently being prepared by the Council and the Highways Authority. Any programmes of work arising from this will be included within the IDP at a later time when the document is updated.

3.1.88 Future development in the Borough is likely to be predominantly focused on Skelmersdale. The "New Town" style road network serving Skelmersdale has the greatest network capacity in the Borough and directing the majority of development here will limit the impact of traffic congestion on the rest of the Borough. Beyond Skelmersdale, the majority of the remaining development requirements are to be directed to the main settlement areas of Ormskirk and Burscough. Both key service centres are served by a range of transport modes including a frequent rail service at Ormskirk and 2 rail stations at Burscough. 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 with population and economic growth in the area. This is explored further in the rail section but should assist in reducing the impact of vehicular travel on the road network.

Rail

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

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

3.1.91 In terms of connections to the Region, the Borough is well placed, having critical infrastructure to connect 2 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 which is to be the focus for growth and regeneration in the future of the Borough.

3.1.92 The nearest station is at Up Holland which is isolated from the Skelmersdale settlement area and town centre. Providing a rail link to Skelmersdale has been a long standing aspiration for the Council. The Merseyside Route Utilisation Strategy (RUS) published in March 2009 undertook a high level demand forecasting and cost estimate exercise which identified that the proposed rail link has the potential to generate an attractive case for investment. However, this study was not detailed enough to justify investment and the RUS recommended a feasibility study be undertaken to understand if there was a case for investment.

3.1.93 In 2010, the Council, Lancashire County Council and Merseytravel agreed to follow this work up and jointly undertake a feasibility study. Given the high capital costs of a rail link it would be unlikely that the scheme could be justified on traditional transport benefits alone. Therefore, the feasibility study brief also required an assessment of the wider economic and social impacts that the link might generate in order to further enhance the case for investment. The output of the feasibility study is currently being finalised and it is hoped that this will give a greater indication of the broad cost of the project and the benefits of implementation.

3.1.94 References to the proposed rail link to Skelmersdale have also been made within the Lancashire County Council Third Local Transport Plan (LTP), and the Third LTP's for neighbouring areas. In addition the Third LTP for Merseyside identifies the regeneration of Skelmersdale as a priority for the neighbouring areas to Merseyside and the improved connectivity to the Liverpool City Region as key to this priority.

3.1.95 The Greater Manchester's Third LTP 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 Upholland and also for the potential links into Skelmersdale.
- Limited 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.

3.1.96 Although the above opportunities have been identified, only the Appley Bridge station improvements has 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 improvements. However, the support for the Skelmersdale rail link raises the profile of this scheme within the North West Region.

3.1.97 As previously stated, rail links to Ormskirk from the Liverpool City Region are strong, providing a 15 minute 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.

3.1.98 Burscough benefits from 2 rail stations on 2 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.

3.1.99 Merseytravel have commissioned consultants to undertake a detailed demand forecast and economic appraisal of options to reinstate services over the former Burscough Curves linking the Southport to Wigan line with the Preston to Ormskirk route. Reinstatement of the curves would allow direct services to be provided between Southport to Preston and

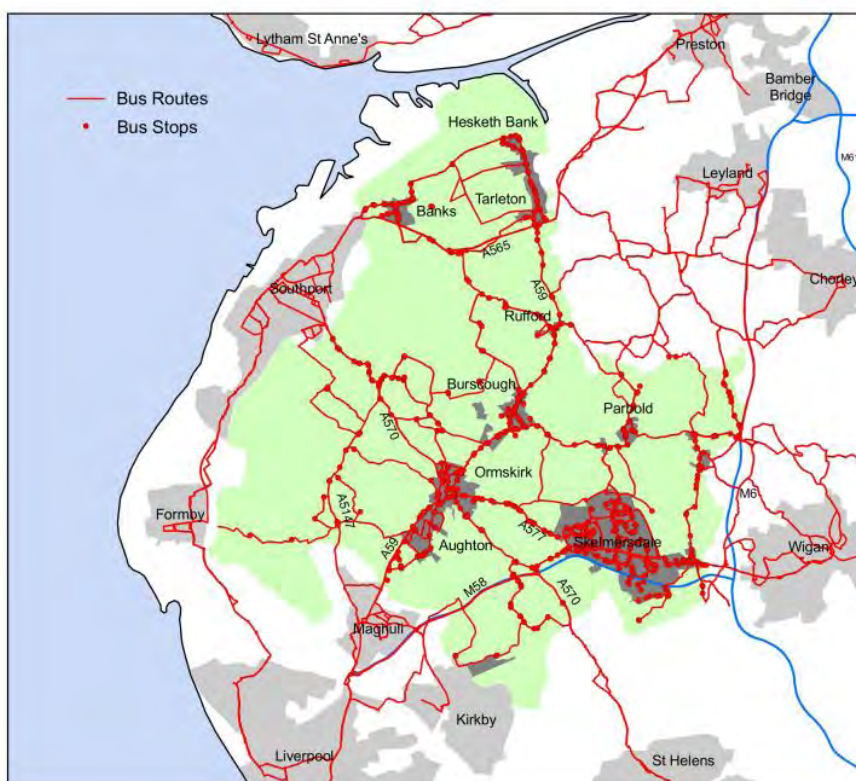
Ormskirk. However, the curves are identified as a Local Wildlife Site (Biological Heritage Site) so any significant damage to this component of the Borough's and County's Green Infrastructure would need to be mitigated.

3.1.100 Feasibility work has also been carried out to consider the case for and cost of extending the Merseyrail line from Ormskirk to Burscough Junction through electrification of the rail line. 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. Although the report is not yet complete, early findings have been shared with the Council which raise questions about the benefit to cost ratio (BCR) of all the various options. As a result, the Council is working with Merseytravel to address some of the assumptions made within the study before it is finalised and released.

Bus

3.1.101 One of the key priorities for both the Council and the County Council Highway Authority are 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 at a later time.

3.1.102 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. Bus transport on the main Wigan-Skelmersdale-Ormskirk-Southport corridor is relatively strong, however, bus services enabling access to the rural areas and in Skelmersdale (particularly for employment) are poor.



Map 3.9 Bus stops and routes in West Lancashire

3.1.103 The main bus operators in West Lancashire are Arriva which covers the majority of the Borough and in particular the centre, south and west. In addition, Stage Coach operates some services in the northern and eastern parishes. In order to address the issues of local community requirements, approximately 6 smaller operators provide link services such as school buses. A detailed list of the services currently operating within West Lancashire is available in Appendix C.2.

3.1.104 Lancashire County Council produced The Lancashire Bus Strategy as part of the Local Transport Plan 2 2006/7 - 2010/11. This sets out the detail of the County Council's policies for the supported bus network with criteria that varies between urban and rural areas.

3.1.105 In areas other than those defined as rural the approach is to use a threshold for the minimum proportion of the cost of a supported service to be met by users through the fare box. This threshold is set at 40% for all new and existing contracts. A "value for money" test is employed if less than 40 % of the cost is estimated to be met through the fare box. A scoring system is in place which enables the value of a service to be assessed in terms of its contribution to meeting County Council objectives.

3.1.106 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. The development would need to come 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 vital we direct development to areas which either have quality existing public transport links such as 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 potential improve the available services.

3.1.107 Therefore, 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 interoperable ticketing, better integration and simplified discounts and fare structures.

Taxis

3.1.108 Taxis are an essential part of the transport network within West Lancashire and due to low levels of car ownership, layout and poor internal transport network, Skelmersdale has higher than average usage levels.

3.1.109 There are no limits to the amount of licenses that can be issued and in 2008 the Council issued 355 private hire and 55 hackney carriage licenses. These figures have remained similar for a 10 year period.

Cycle Network

3.1.110 Cycling and walking to the work place is 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.

3.1.111 The Highways Authority have committed to working with the local community and the Council to identify a pilot area and improve the public realm of footways, cycleways and open space to encourage better connectivity, and to tackle the alienation of local communities as a result of the remote network of footways and cycleways, subways and large areas of landscaping. Any detailed infrastructure requirements and outcomes from this work will be included within future versions of the IDP.

3.1.112 Skelmersdale suffers particular problems due to the internal layout of the town with main roads effectively segregating parts of the town and there is also 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, where appropriate in Skelmersdale through the use of S106 funds. This includes providing appropriate links to employment areas.

3.1.113 Also, connectivity between Skelmersdale and Ormskirk is relatively poor with the main road, the A577, proving very busy discouraging 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, however there are difficulties due to landownership issues.

3.1.114 Within Ormskirk, the Council is exploring various options to improve cycling within the Town Centre which is currently an off-putting environment for cyclists. This may include better linkages between the Town Centre, Ormskirk bus and rail stations and EdgeHillUniversity.

3.1.115 The Council, along with Hesketh with Beconsall and Tarleton Parish Council's also have aspirations to deliver a LinearPark 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 Heketh Bank than the congested Station Road and Hesketh Lane. A feasibility study to explore options for the development of the park was completed in July 2010. The Council has limited resources to aid in the delivery of this park which could benefit from some funding through the Community Infrastructure Levy or other planning obligations if it where considered necessary to support development.

3.1.116 Many opportunities exist to improve/provide new cycle paths within West Lancashire and to link this in to the visitor economy. The Council is exploring a number of ways to improve links between Southport and many of the Boroughs attractions and to be part of wider cross boarder cycle routes which provide attractions in themselves. Any infrastructure programmes which evolve from this will be included within the IDP at a later time.

3.2 Social Infrastructure

3.2.1 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 facilities and the limited capacity to plan for their delivery, they are excluded from the IDP.

Health

3.2.2 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 over 8 years longer than men in the most deprived areas⁽³⁾. 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 average. Work is underway to address the inequalities and it is clear that interventions are beginning to have some impact, in the last ten years there has been a fall in death rates in men within West Lancashire, from all causes.

3.2.3 The following key evidence has been used to inform this section of the document;

- Central Lancashire Commissioning Strategic Plan - 2010 – 2014
- West Lancashire Health Profile 2010 – Association of Public Health Observatories
- Discussion with Central Lancashire PCT
- Southport and Ormskirk Hospital Trust Annual Business Plan 2010 / 2011
- Discussion with Southport and Ormskirk Hospital Trust
- Discussion with Lancashire County Council Social Services and Education.

3 West Lancashire Health profile 2010 - Association of Public Health Observatories

Health Provision

Hospitals

3.2.4 Ormskirk Hospital and Southport Hospital are both part of the Southport and Ormskirk NHS Hospital Trust. Ormskirk 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.

3.2.5 The Trust has a 5 year strategy (2009 - 2014) which contains a number of objectives set to ensure the Trust strives for excellence and safety, but recognises the financial constraints the NHS must operate within. The new financial climate has impacted on all NHS organisations and the financial plan for 2010/11 recognises this whilst establishing the capital expenditure program which is detailed in the Annual Business Plan 2010 / 2011.

3.2.6 As the financial planning of the Trust is limited to no more than 1 - 2 years in advance, very little can be drawn from this in support of the 15 year development plan the Council is preparing. Further discussions with the Hospital Trust revealed that in the preparation of the activity plan produced by the Trust, additional housing based on population projections was factored in to the planning process. Furthermore, the Trust were able to advise that the ageing population has also been factored in with respect to impact on social services. The conclusion of the discussion was that the service should be able to cope with additional pressure from the growing and ageing population and that currently, there are no plans for Ormskirk Hospital in terms of development or loss of services.

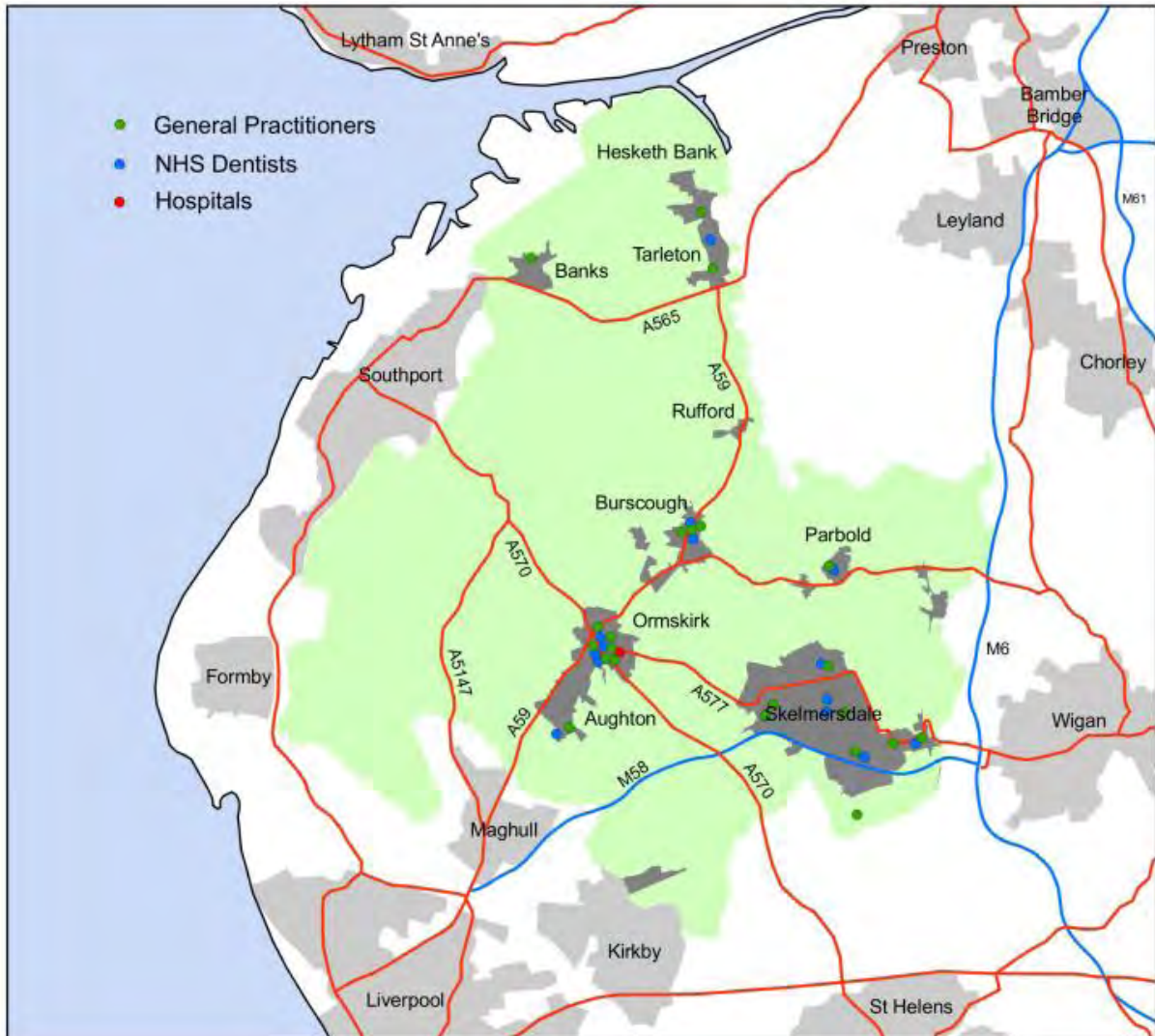
Primary Care

3.2.7 Primary care refers to services provided by GP's, dentists, community pharmacies and opticians. Around 90 per cent of people's contact with the NHS is with these services. Primary care within West Lancashire is the responsibility of Central Lancashire Primary Care Trust (PCT) and Sefton PCT who are responsible for health centres and community health services which operate out of these centres. Central Lancashire PCT, known as NHS Central Lancashire, cover everywhere in the Borough with the exception of the Western Parishes (Scarisbrick, Down Holland, Halsall) which are the responsibility of NHS Sefton. In terms of stand alone GPs, these also operate within some parts of West Lancashire but most are located within the PCT owned health centres. Appendix D, Map D.1, shows the level of deprivation within West Lancashire and all of the Central Lancashire PCT estates.

3.2.8 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 Map 3.10 The following tables set out which facilities are located in the different settlements and identifies any potential future issues in relation to the standard of the premises and the likely ability of the service to support new development. GP service standards are based on 1 doctor for every 1,800 patients, although it is likely that existing surgeries may have larger patient lists. Given patients access medical services at widely varied rates, it would not be appropriate to use the figure of 1800 to assess whether or not health facilities are capable of supporting future development needs in the Borough. Therefore,

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the use of qualitative feedback from Central Lancashire NHS has been used to inform this section of the document. Further engagement with the GP's within West Lancashire will assist in providing greater detail to this section in future iterations of the the IDP.



Map 3.10 Health Facilities Within West Lancashire

Skelmersdale and Up Holland

3.2.9 There are 5 health facilities within Skelmersdale and 2 within Up Holland.

Health Centre / Practice	Overview
Birleywood Health Centre	This health centre provides service to the south of Skelmersdale and parts of Up Holland. It is located in one of the most deprived areas of Skelmersdale and the facility is in a poor condition. Currently one GP and a practice are located at the health centre, totalling 5 GPs. In the event the location of development in Skelmersdale favoured the south of the

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Health Centre / Practice	Overview
	settlement, the land holding at Birleywood is a good size and suitable for redevelopment in order to increase capacity. However, given the precise location of development within Skelmersdale is currently unknown, identifying a need for a new or improved facility would be premature.
Sandy Lane Health Centre	Located to the west of the town centre and currently occupied by four GP's but requires upgrading in order to improve the premises and the car parking capacity. If development was to be located within the Sandy Lane area or west of the settlement, the health centre is currently underutilised to some extent, and, subject to car parking improvements, would be capable of upgrading to accommodate additional GP's.
Ashurst Health Centre	Ashurst is located in the north of Skelmersdale and has limited capacity given there is only one GP located here. However, the building is underutilised and in a poor condition. Therefore, any additional development within the north of Skelmersdale could likely be accommodated within the centre, subject to upgrade and improvement.
Hillside Health Centre	The centre has just undergone an extensive refurbishment and some of the services once offered at Sandy Lane are now located here. The centre has 2 GPs and supports the Beacon Primary Care Practise which has 7 GPs operating out of Ormskirk and Sandy Lane along with Hillside on a satellite basis. Hillside has the capacity to support additional GPs and its location near to the Town Centre means it is well placed in terms of supporting the regeneration and expected increase in population.
Concourse Walk-in-Centre	There are no GPs located here and the unit is in poor condition with limited capacity. Central Lancashire PCT have expressed an interest in occupying one of the potential new units within the newly created high street that is within the town centre vision. Planning for this is still premature due to the rate at which Skelmersdale Town Centre plans are being delivered. This requirement will remain on the Councils agenda and be reviewed at a later time when more detail is known regarding the master plan.
Hall Green Surgery - Up Holland	Located on Ormskirk Road in the west of Up Holland, the surgery has 3 GPs. No additional feedback has been supplied to suggest there are any capacity issues here.

Health Centre / Practice	Overview
Matthew Ryder Clinic - Up Holland	The clinic has just one GP along with community nurses. No additional feedback has been supplied to suggest there are any capacity issues here.

Table 3.3

Burscough

3.2.10 There are 3 health practices within Burscough, 2 of which operate out of the Burscough Health Centre.

Health Centre / Practice	Overview
Lathom House Surgery	Located on Lords Street to the east of the village centre. With only 2 GPs located here, the surgery may require additional support to accommodate the expected growth proposed at Burscough.
Burscough Health Centre	The Health Centre at Stanley Court to the east of the village centre is home to 2 practices. The Burscough Family Practice has just 1 GP and the Stanley Court surgery has 4 GPs. Although specific information regarding actual capacity has not been provided, the PCT advise that if new development triggers a need for increased facilities, it would be preferential to seek contributions towards the improvement of the existing facilities rather than new purpose built facilities. This would ensure the village centre is not undermined and help to limit the capital cost. Given significant growth within Burscough will be phased later in the plan (beyond 2017), it is appropriate to identify this potential future need but too premature to establish an appropriate course of action.

Table 3.4

Ormskirk and Aughton

3.2.11 The only hospital in the Borough is located in Ormskirk and is part of the Ormskirk and Southport Hospital Trust. However, Central Lancashire PCT also own many buildings in the hospital grounds and are currently looking to consolidate this holding. In addition a further 7 front line health facilities are located across the settlement area.

Health Centre / Practice	Overview
Hants Lane Clinic	The clinic sits to the north of the town centre and is generally community health focused. There are no GPs at the clinic and therefore no patient list or capacity issues.

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Health Centre / Practice	Overview
Dr Bishop-Cornet & Partners	Located on Derby Street near to the Town Centre with 3 GPs. No reported capacity issues.
Parkgate Surgery	Located on St Helens Road to the east of the town centre, the surgery has 3 GPs and no reported capacity issues.
The Elms	Also located on Derby Street, The Elms has 4 GPs and no reported capacity issues.
Dr Ranjit Ray	The surgery on County Road has 1 GP and no reported capacity issues.
Aughton Surgery	Located on Town Green Lane, the surgery has 4 GPs and no reported capacity issues.
West Lancs Health Centre	A new £3million state-of-the-art facility based at Ormskirk & District General Hospital and open from 8am to 10pm, seven days a week. The facility includes a Family doctor (GP –led health centre), an NHS dental service and a GP out-of-hours service. The health centre offers a walk-in service and has 4 GPs.
Dr S Biswas & Partners	Beacon Primary Care is located on Railway Road near to the town centre and also supports Hillside in Skelmersdale. Currently 7 GPs practice here and there are no known capacity issues.

Table 3.5

Northern Parishes

3.2.12 There are 3 facilities located in the Northern Parishes of the Borough. A medical centre to the south of Hesketh Bank, a Group Practice in Tarleton and a surgery in Banks. In reality, some of the residents in the Banks area are likely to look to Southport for many of their services including health. No GP or health facilities are located at Mere Brow or Rufford.

Health Centre / Practice	Overview
Dr S Taggart-Jeewa	This GP practice is located on Church Road in Banks. Although there are no known capacity issues, the building itself has additional capacity to support more GPs in the event further capacity was required.
Virian Medical Centre	2 GPs practice out of the Virian Medical Centre which is located on Hesketh Lane, north of Tarleton and south of Hesketh Bank. There are no known capacity issues.

Health Centre / Practice	Overview
Tarleton Group Practice	The practice is located at the health centre in Marks Square in Tarleton. With 5 GPs located here and PCT plans to improve this community health facility in the near future, capacity is unlikely to be an issue.

Table 3.6

Eastern Parishes

3.2.13 With just the one medical practice in the eastern part of the Borough located in Parbold, all other villages and settlements in the area either look to Wigan or Parbold to meet their health needs.

Health Centre / Practice	Overview
Parbold Surgery	The surgery is located on The Green in Parbold. There are 6 GPs based and no known capacity issues.

Table 3.7

Western Parishes

3.2.14 This part of the Borough does not contain any medical centres or GP practices and all of the small rural villages and settlements located in the Western Parishes would look to either the larger settlements within the Borough such as Burscough or Ormskirk, or over the border into Sefton for health services.

3.2.15 Appendix D, Maps D.2 - 4 show the locations of the health facilities in Sefton serving the settlements to the west of the Borough and those to the south west such as Great Altcar. No information regarding patient lists and GP capacity is currently available for these facilities.

Summary

3.2.16 Any significant increase in population would require additional GP provision and the main implication from an infrastructure planning perspective is to understand whether or not the facility can accommodate additional GPs. In some cases population growth could be catered for by the expansion of an existing practice (subject to the premises being suitable and/or capable of extension). In other cases a new building may be required. In terms of premises, some GP Practises are owners of the premises, whilst others are leased to the practice by the PCT.

3.2.17 The location of existing practises 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 may go in the future. NHS Central Lancashire have confirmed that a contribution to the upgrade of the Burscough health centre may be required later in the plan in order to accommodate the increasing population and additional development expected to be located here. They have also confirmed that the rest of the Borough, with the exception of Skelmersdale have reasonable capacity to accommodate any increase in population and demand on health facilities. Given the majority of development is to be focused

on Skelmersdale, this is likely to require either an upgrade to the existing facilities which are currently evenly distributed around the town. As these upgrades would be dependant upon understanding the exact location of development, it will be difficult to estimate the cost of the improvements and to which health facility the upgrade will be needed. These details will be included in the infrastructure delivery schedule (Appendix A) at a later time and only basic information has been included within this version of the IDP to identify the potential future requirements.

3.2.18 The National Health Service is amongst those services currently under review by the Government who intends to change the public health system and reform how the funding is spent. The future implications these proposals will have on health infrastructure in the Borough are not yet fully understood and the changing role or phasing out of Strategic Health Authorities and Primary Care Trusts will be kept under review. This changing context will continue to be monitored through the IDP and the good working relations the Council has established with both the PCT and West Lancashire GP Consortia will be progressed.

Dentists, Pharmacies and Optometrists

3.2.19 Having reviewed the data available regarding the location of dentists, pharmacies and optometrists, its 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 can be dependant upon commercial decisions, little can be done at this stage of planning to facilitate this. For information, the locations of dentists, pharmacies and optometrists has been included at Appendix D, Maps D5 - D12.

Care

Elderly care

3.2.20 In West Lancashire, the general population is expected to increase by 7% between 2006-2031. The proportion of people aged over 60 is expected to rise by 32% whilst the proportion of people aged over 75 is expected to dramatically rise by 110%. As a result of this 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.

3.2.21 The following key evidence has been used to inform this section of the document;

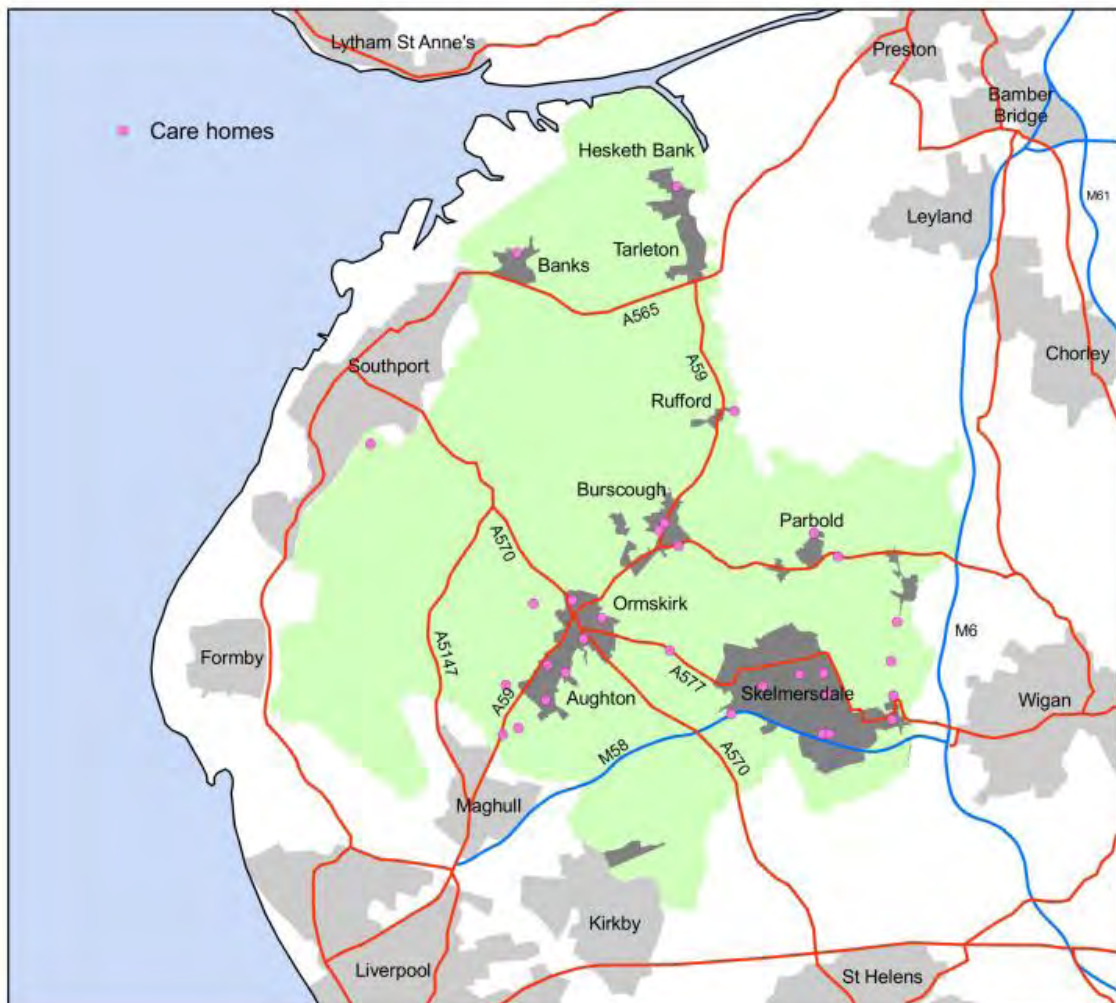
- An Ageing Population in West Lancashire 2009
- Discussion with Lancashire County Council
- Discussion with West Lancashire Borough Council Strategy, Policy and Projects Team for Housing

3.2.22 Planning for elderly care in West Lancashire is 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 too. However, Lancashire County Council are currently undertaking a review of housing related services for the elderly (as at June 2011).

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3.2.23 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 from 4.6% in 2008 to 5.8% in 2025. By 2025, it is estimated that 1,697 people over 65 will be living in care homes, an increase of 86% on the 2008 figure of 911.

3.2.24 Map 3.11 below 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. New facilities have since been granted planning permission and have been opened or are in the process of being developed. These include, the conversion of the Beaufort Hotel in Burscough to a 29 bed care home and the construction of Brookside in Ormskirk near to the Town Centre. Brookside will consist 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 will provide a flexible home care and support service for people living in the development and elsewhere in Ormskirk and is expected to be completed late 2011.



Map 3.11 Care Homes in West Lancashire

3.2.25 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 therefore the Council has limited capacity to plan for this.

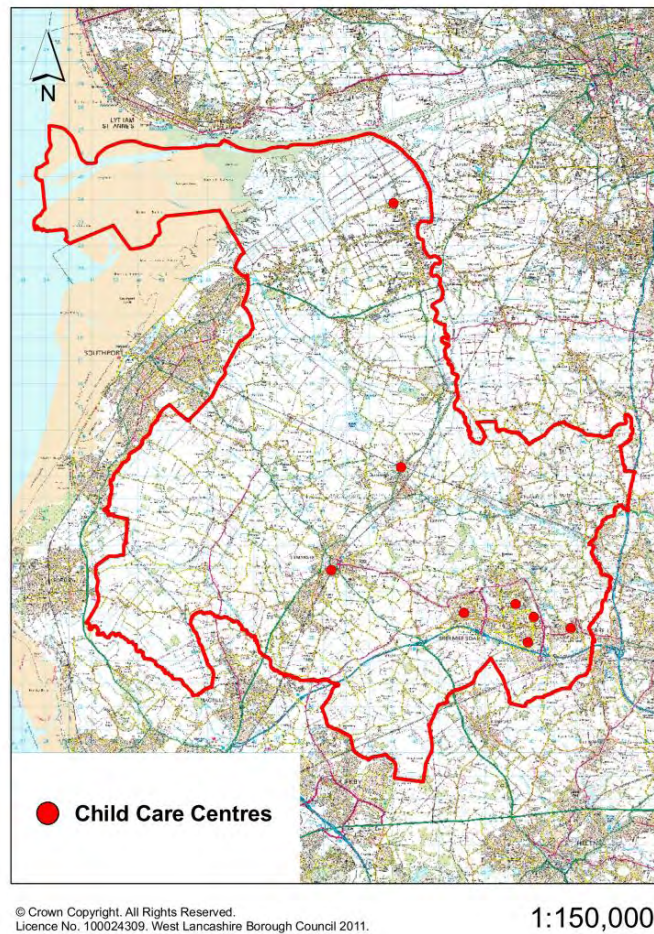
3.2.26 At this stage of the IDP process there are no identified projects to be included within the infrastructure delivery schedule. However, this area of planning will require an increasing focus in order to ensure spatial planning can influence the quality of life for West Lancashire's ageing population.

Children's Centres

3.2.27 Lancashire County Council (LCC) oversee 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.

3.2.28 LCC have advised that there will be no further capital expenditure on children's centres (sure start) and funding would now be limited to maintenance only. Furthermore, 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.

3.2.29 Within West Lancashire, there are 8 Children's Centres, 5 of which are located in Skelmersdale, and 1 each in Ormskirk, Burscough and Tarleton / Hesketh Bank. These are identified on Map 3.12. In addition there are almost 20 private day nurseries, again most of which are in Skelmersdale, then Ormskirk, Burscough and about a third are located in the rural parishes. This indicates there is a commercial demand for such facilities in some of the Boroughs rural areas.

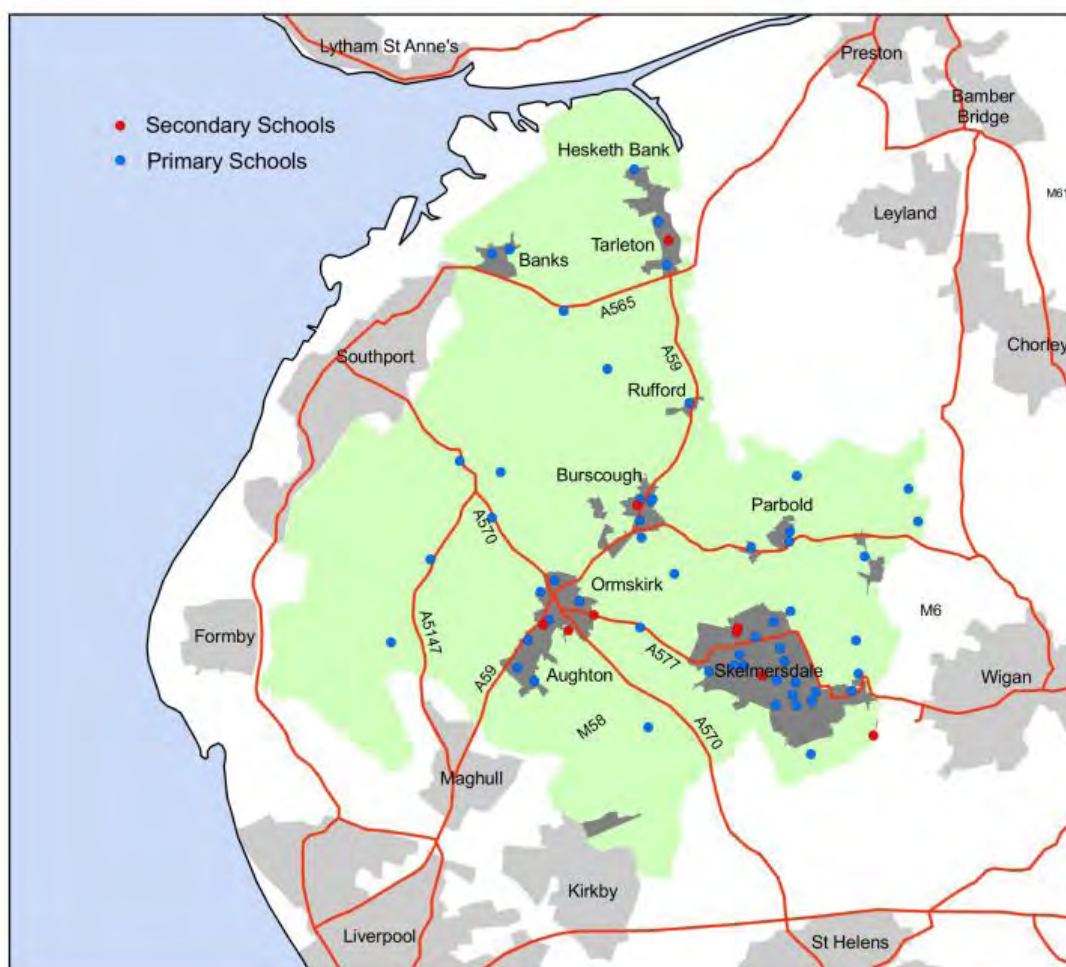


Map 3.12 Child Care Centres in West Lancashire

3.2.30 In terms of planning for the future, the IDP can offer little in the way of ensuring 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 funding does become available and to allow for the engagement of third sector functions which support the community.

Education

3.2.31 Lancashire County Council are also responsible for the provision of education within West Lancashire. Despite the previous Governments spending programmes for secondary and primary schools (Building Schools for the Future and Primary Capital Programme), West Lancashire did not receive funding from any of these initiatives.



Map 3.13 Schools in West Lancashire

3.2.32 Map 3.13 shows the distribution of schools across the Borough. The primary schools feature mainly in the larger settlement areas but are 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.

3.2.33 When forecasting pupil numbers for secondary education needs, the catchment area is the entire Borough. Therefore, regardless of where growth is predicted within the Borough, capacity is measured as a total of all secondary schools combined. For Primary education provision, the area is more localised and pupil numbers are forecast for a settlement area and capacity of the local schools is then assessed to ensure adequate provision.

3.2.34 Education operates 5 year planning periods for forecasting and assumptions made are based on each new dwelling generating 0.35 pupils for primary schools and 0.25 pupils for secondary schools. Birth rates are also taken into account.

Secondary Education

3.2.35 Based on the January 2011 forecasting and factoring in birthrate and migration rates, there should be capacity for 1519 secondary school places across the Borough. Using the above forecasting calculation of 0.25 pupils per dwelling, this would be enough to

accommodate more than 6000 dwellings and is therefore capable of supporting the likely growth needs of the Borough as indicated in the new Local Development Plan. This will be monitored and kept under review.

Primary Education

Skelmersdale and Upholland

3.2.36 Over the next 5 years, capacity is forecast for around 700 places in primary schools in this area. This would support an additional 2000 dwellings over the next 5 years. Although it is expected that more than 2000 dwellings will be delivered in Skelmersdale, this is over the full 15 years of the plan. It is likely that in the first 5 years of the plan (2012 - 2017), no more than 1000 dwellings would be delivered and would therefore easily be supported by the 700 places. Currently migration out of Skelmersdale is high but this could change if the area improves.

Ormskirk and Aughton

3.2.37 Around 230 school places are predicted to be available in the Ormskirk settlement area in the next 5 years. This could accommodate around 650 dwellings or 130 per year. Given the wider physical infrastructure constraints and the need to regenerate Skelmersdale, it is unlikely that more than 130 dwellings per year would be brought forward in the Ormskirk area and therefore no capacity issue has been identified.

Burscough

3.2.38 Feedback from LCC suggests that birthrates in Burscough rose last year. However, it is unclear to see yet whether this is a trend or just a blip. Based on existing trends, there is capacity in the Burscough area for 203 school places in the next 5 years, equating to a total of 580 dwellings or 116 per year. As with Ormskirk, given the various needs to phase development, it is unlikely that housing completions would exceed 116 per year in Burscough alone. Therefore, capacity is likely to be acceptable for the first 5 years of the plan. Beyond this period, there may be a requirement for additional primary school places as a result of the Burscough strategic site, in the event this is the "preferred option" for development. This will be monitored along with the fluctuating birth and migration rates.

Northern Parishes

3.2.39 Across the northern parishes of Banks, Rufford, Tarleton and Hesketh Bank, over the next 5 years it is forecast that around 303 school places will be available. This capacity would support around 865 dwellings in total, equating to 173 per year. This level of capacity is sufficient to support the levels of development likely to be delivered across the northern parishes over the next 5 years.

Eastern Parishes

3.2.40 The popularity of village schools is picking up in general and this will support the sustainability of these facilities which have, in the past, suffered from a decrease in pupil intake. Parbold is a popular location for families and as a result it is the only area in the Borough where there is a current shortfall of primary places. The eastern parishes is forecast to be short by around 13 places in the next 5 years. If any significant development was

proposed then it would be necessary for this to contribute to the upgrade of one of the existing schools to accommodate the increase in capacity. Development in the eastern parishes is likely to be restricted to a minimal amount to meet local need (possibly less than 10 per year). As this is an existing capacity issue then it would be partly the responsibility of LCC to look to remedy this capacity problem. However, if a major development was to exacerbate the issue then it would be expected to contribute to the solution. Parbold Douglas is currently a 1 form entry school but could accommodate an upgrade to a 1.5 form entry school if the need was identified.

Western Parishes

3.2.41 In the western parishes of Scarisbrick, Halsall and Haskayne, a total capacity of 106 school places is forecast over the next 5 years. This would support development of 302 dwellings in total and around 60 per year. Given these villages are rural and amongst the least accessible in the Borough, it is highly unlikely that development of this level would be allocated here and therefore no capacity issues are currently noted for the western parishes.

Summary

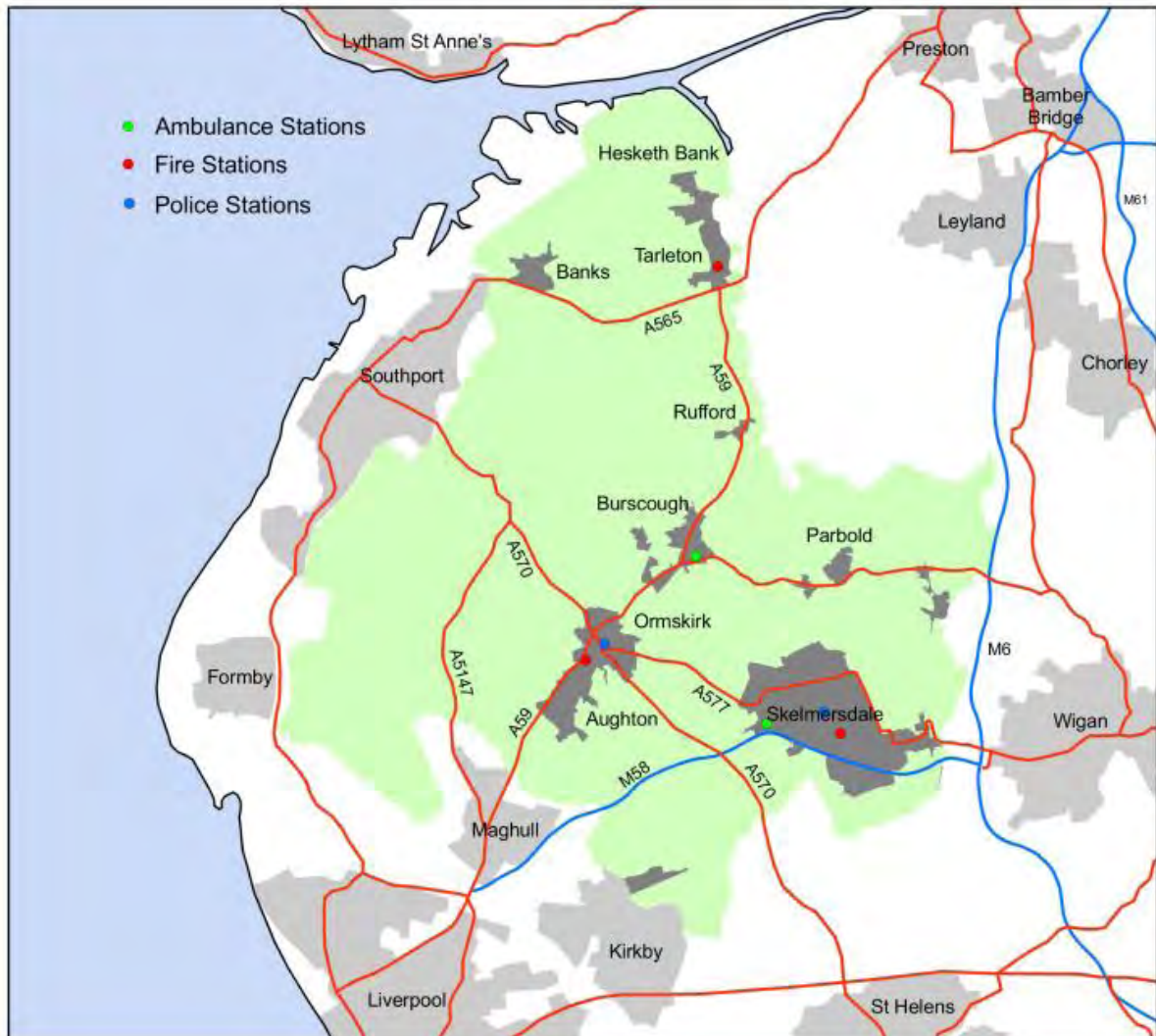
3.2.42 Beyond the initial 5 year planning period for education there may be a requirement for additional primary school places as a result of the Skelmersdale Strategic Site and Town Centre regeneration, the Burscough Strategic Site to the west of Burscough and any development in Ormskirk that may take place in the Green Belt. One the "preferred option" for future development has been identified, this will be monitored along with the fluctuating birth and migration rates and if it is identified that there will be a capacity issue, then an additional 1 form entry may be required in any one of these areas. If this is the case, then initially the Education Authority would look to extend an existing school in order to avoid costs. However, not all schools are capable of extension due to land holdings and a new school may be required.

Emergency Services

3.2.43 The following key evidence has been used to inform this section of the document;

- Lancashire Fire and Rescue Service Performance Report and Action Plan 2009
- Discussion with Lancashire Fire and Rescue and Lancashire Constabulary

3.2.44 Map 3.14 below shows the locations of all emergency services in West Lancashire.



Map 3.14 Emergency Services in West Lancashire

Police

3.2.45 Lancashire Constabulary are responsible for the police service within West Lancashire and has 2 police stations in the following locations;

- Burscough Street , Ormskirk
- Southway, Skelmersdale

3.2.46 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 the austerity measures currently in place, Lancashire Constabulary is reviewing its spatial provision. The needs of the Borough and Lancashire Constabulary's aspirations will be much clearer once this review is completed. Table 3.8 shows all of the Lancashire Constabulary assets across the Borough and the use of each asset.

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District	SiteName	Site_Info.Address1	Site_Info.Address2	Site_Info.Address3	Site_Info.Town	Site_Info.PostCode	Use
West Lancashire	Skelmersdale, Coronation Park Neighbourhood Police Post (NHP)	Old Skelmersdale Police Point	Coronation Park			WN8 8HW	Neighbourhood Police Office
West Lancashire	Skelmersdale Banksbarn NHP	185 Banksbarn	Digmoor		Skelmersdale	WN8 9ER	Neighbourhood Police Office
West Lancashire	Skelmersdale Birch Green (Fairstead) NHP	36 Fairstead	Birch Green		Skelmersdale	WN8 6RD	Neighbourhood Police Office
West Lancashire	Banks, Hoole Lane NHP	Link-In Centre	44 Hoole Lane		Banks	PR9 8BD	Neighbourhood Police Office
West Lancashire	Parbold Rural Beat	4 Tanhouse Lane			Parbold	WN8 7HG	Police Office
West Lancashire	Rufford Rural Beat				Rufford	L40 1SB	Police Office
West Lancashire	Scarisbrick Rural Beat				Scarisbrick	L40 9RN	Police Office
West Lancashire	Tarleton Police Post	Windgate, Liverpool Road			Tarleton	PR4 6HL	Police Office
West Lancashire	Aughton Police Post	Middlewood Road, Town Green			Aughton	L39 6RG	Police Office
West Lancashire	Burscough Police Station	Liverpool Road (North)			Burscough	L40 5TN	Police Station
West Lancashire	Ormskirk Police Station	1 Derby Street / Burscough Street			Ormskirk	L39 2BJ	Police Station
West Lancashire	Skelmersdale Police Station	Southway			Skelmersdale	WN8 6NH	Police Station

Table 3.8

Fire

3.2.47 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

3.2.48 The 2009 Emergency Cover Review within the Lancashire Fire and Rescue Service Performance Report and Action Plan 2009 sets out how fire and rescue performance and planning is monitored. 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) 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.

3.2.49 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.

3.2.50 For information the Emergency Cover Review 2009 extracts for all station areas in West Lancashire were taken from the Lancashire Fire and Rescue website at <http://www.lancsfireandrescue.org.uk/prap-2009/> and all state that there are no proposed changes in West Lancashire.

Ambulance

3.2.51 The North West Ambulance Service is responsible for ambulance provision within West Lancashire and has 2 ambulance stations at the following locations;

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

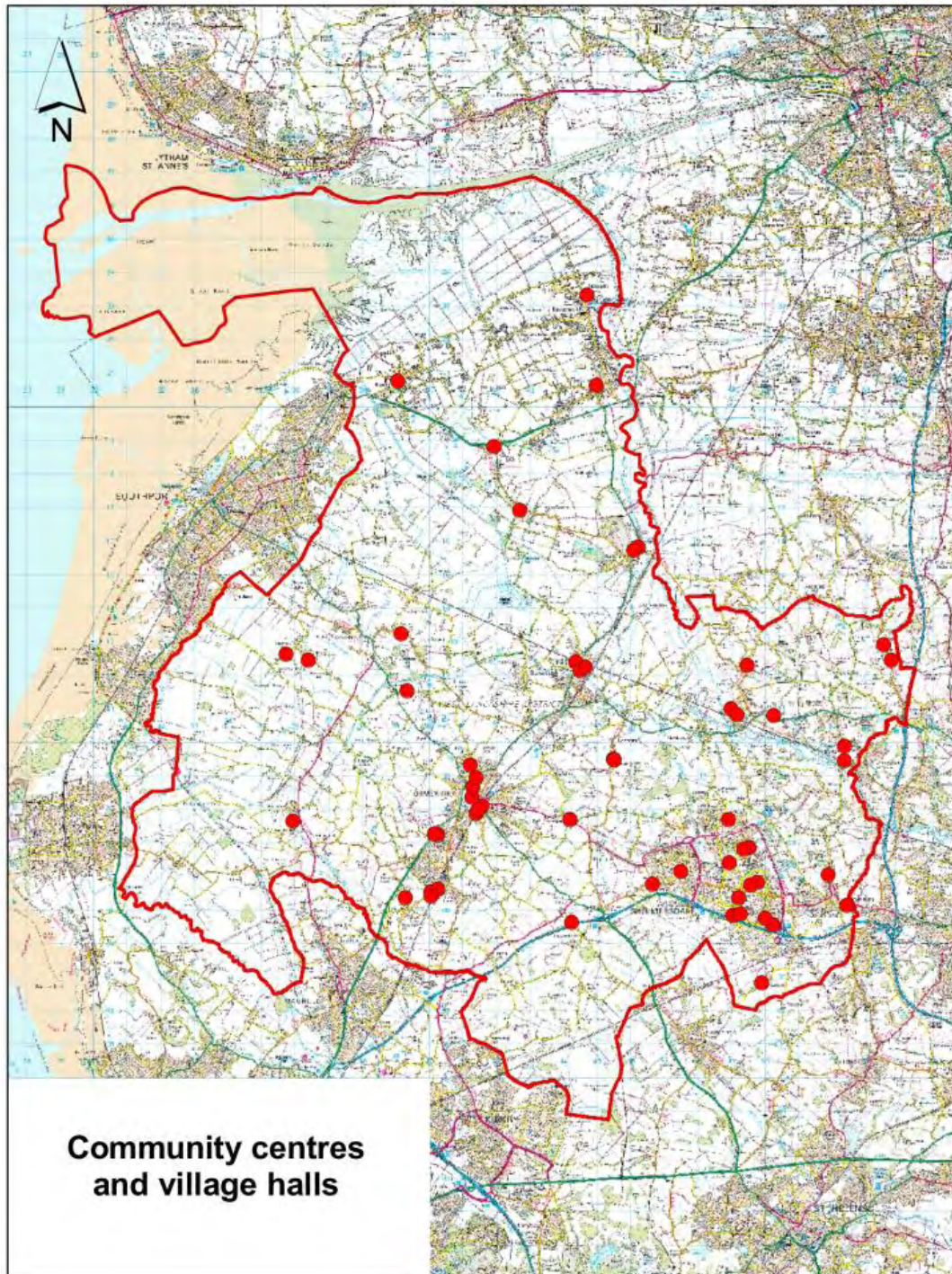
3.2.52 The North West Ambulance Service has been consulted through the preparation of the Infrastructure Delivery Plan and the New Local Development Plan. The North West Ambulance Service has not indicated that the proposed development will impact on service delivery or result in a requirement for infrastructure improvements.

Community

3.2.53 Map 3.15 below shows the location of all community centres and village halls across the Borough. In the future it will be important to consider co-location of several types of facilities including health, training, libraries and faith centres in one location creating

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"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.



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Map 3.15 Community Centres and Village Halls in West Lancashire

3.2.54 Notwithstanding the above, further discussion has taken place with Lancashire County Council in relation to library provision in the Borough. In the last few years Skelmersdale library has undergone significant improvements, including investment in over 40 PCs for public use, the installation of self-service facilities for loan and return of books and other items and the creation of a dedicated space on the first floor to encourage young people to use library services. However, given the uncertainty regarding the possible future of the library and the proposed new library through the Skelmersdale Town Centre Regeneration along with the generally good condition of the existing library infrastructure, the library has not been included in the County Councils "Regenerate" library refurbishment programme.

3.2.55 It is now highly unlikely that a new library will feature in the town centre plans due to cost and feasibility. Skelmersdale Library has no public toilet facilities and currently patrons are expected to use facilities at the adjacent swimming pool. However, the County Council's Young Peoples Service are now planning to relocate their West Lancashire Local District Office into the Skelmersdale Library premises by early 2012 and as part of the building work associated with this project, fully accessible toilet facilities for the public will be provided.

3.2.56 Ormskirk library has recently 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. Up Holland library was also refurbished in 2009 to update the facilities following the construction of an extension to create a community room, built using section 106 funding. No further improvements are identified for the Borough as the provision is generally regarded as good and in the case of Tarleton and Parbold is described as excellent. The major identified need in the Borough relates to Burscough, where the library on Mill Lane, in premises rented from WLBC, is currently extremely small and inadequate. The County Council has no plans for a new library as capital funding is currently not available. If significant development were to progress in Burscough it would be preferable to have a new library, possibly co-located with other community facilities and close to the village centre. Based on the cost of building a similar sized library at Heysham, a budget of around £950,000 would be required. However, this does not include project fees or land acquisition as the site was already in LCC ownership.

3.2.57 LCC is interested in working with the Council to develop a solution to the problems around library provision in Burscough, including identifying an appropriate site and investigating what funding is available including Section 106 contributions.

Leisure

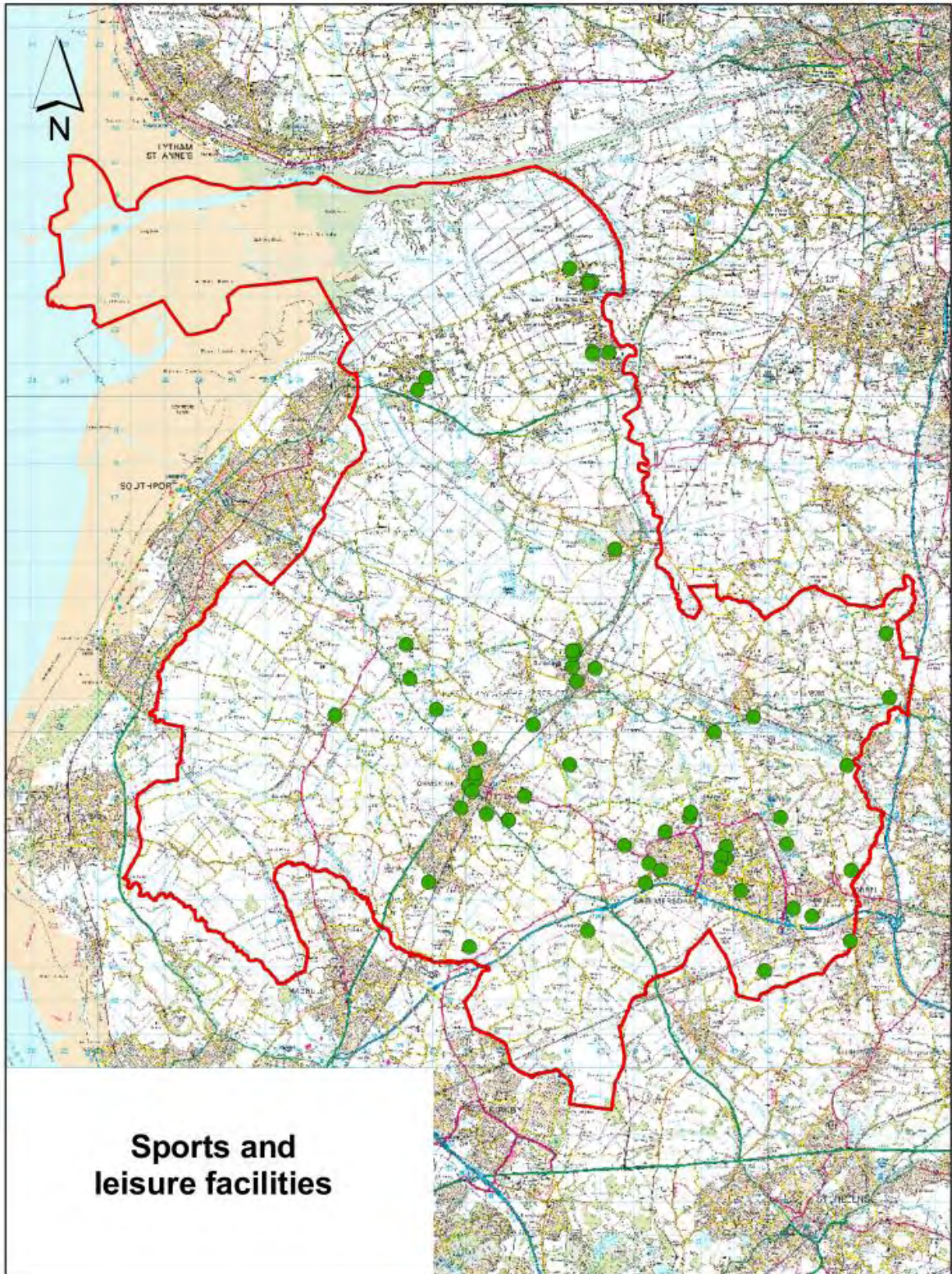
3.2.58 West Lancashire Borough Council Leisure facilities are managed in partnership with the West Lancashire Community Leisure Trust. There are five community leisure facilities including banks Leisure Centre, Burscough Leisure Centre, Park Pool (Ormskirk) and Nye Bevan Pool and the a separate Leisure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

Chapter 3 Baseline Infrastructure Assessment

Facility	Banks	Burscough	Park Pool	Nye Bevan	Skelmersdale
Swimming Pool		•	•	•	
Health Suite			•	•	
Gym	•	•	•	•	•
Workout Studio		•	•		
Sports hall	•	•			•
Squash courts		•			•
All weather pitch	•	•			•
Cafe / bar	•				•
Car park	•	•	•	•	•
Activity / meeting / function rooms	•	•			•

Table 3.9

3.2.59 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 3.16 below shows the location of all sports and leisure facilities across the Borough, including Council and private leisure centres, sports clubs and recreational fields.



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1:150,000

Map 3.16 Sports and Leisure Facilities in West Lancashire

Chapter 3 Baseline Infrastructure Assessment

3.2.60 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, also near Burscough. 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 £350,000 and as yet funding has not been secured for it.

3.2.61 In terms of standards and provision, much of the open space provision is assessed in the Green Infrastructure section of this document. However, the delivery of leisure services in the broader sense requires further analysis and will be expanded on within future reviews of the IDP.

3.3 Green Infrastructure

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

3.3.2 The largely rural landscape of the Borough is dominated by open arable and market gardening land used 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 Plain National Character Area.

3.3.3 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 Outmarsh; and others for which an access charge is levied such as the National Trusts Rufford Old Hall and the Wildfowl and Wetland Trust's Martin Mere Wetland Centre. These and other nature tourism sites are marked jointly through the Ribble Coast and Wetlands Initiative.

3.3.4 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 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.

Planning for Green Infrastructure

3.3.5 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.

3.3.6 The following key evidence has been used to inform this section of the document;

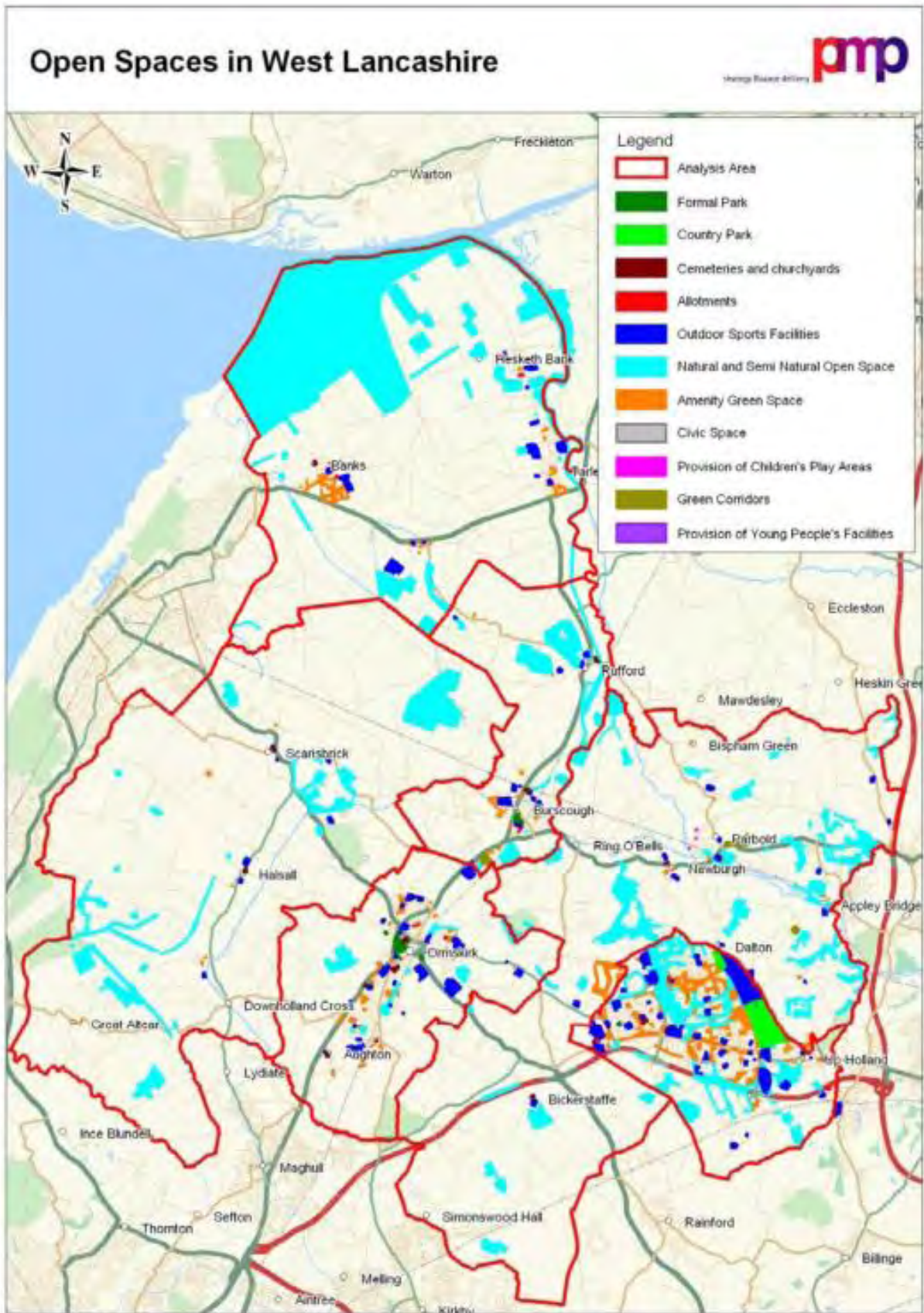
- West Lancashire Borough Council Open Spaces, Sport & Recreation Study - October 2009

3.3.7 Through the Local Plan, the Council will seek opportunities to maximise green infrastructure through development. Green and open space, sports and recreation provisions 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 allotment's, parks and garden areas.

3.3.8 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 were 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)

3.3.9 Map 3.17 shows the results of the assessment.



Map 3.17 Current Provision of Green Infrastructure and Recreational Facilities in West Lancashire

Natural and Semi Natural Spaces

3.3.10 Natural and Semi Natural Open Space is one of the most frequently visited and valued type of recreational space in the Borough and includes woodlands, urban forestry, scrubland, grassland, wetland, nature reserves and wastelands with a primary purpose of wildlife conservation and biodiversity within the settlement boundaries.

3.3.11 There is an abundance of natural and semi natural open space in West Lancashire covering around 199.05ha across 12 different locations in the Borough. However, there is an uneven distribution with an overly high amount in the East and Skelmersdale and Up Holland.

3.3.12 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 or provision.

Future Projects

3.3.13 Although there are no definite planned future projects, the Council does have aspirations to create 3 future linear parks along former disused railway lines and also for the rationalisation of existing provision.

3.3.14 The Council together with Lancashire County Council (LCC), Tarleton and Hesketh Bank with Becconsall Parish Council have commissioned consultants to carry out a Feasibility Study for a Linear Park along the canal and River Douglas at Tarleton and Hesketh Bank. The site is approximately 55ha in size and lies within the Ribble Coast and WetlandsRegionalPark. The Feasibility study is intended to outline potential options for the development of the park.

3.3.15 The 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 transport link between the two settlements.

3.3.16 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

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

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

Chapter 3 Baseline Infrastructure Assessment

3.3.18 A total area of 232.55 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.

3.3.19 Across the Borough there is currently a shortfall of playing pitches of different types which is expected to grow by 2026 (set out in Table 3.1). Ormskirk has the greatest deficiency with a shortfall of 23.1 pitches for all sports, followed by Skelmersdale/Upholland which has a shortfall of 10.6 pitches and the north of the borough which has a deficiency of 9.4 pitches followed by the east with a deficiency of 8.3 pitches, Burscough and Rufford has a deficiency of 2.8 pitches and the west has a deficiency of 2.5 pitches.

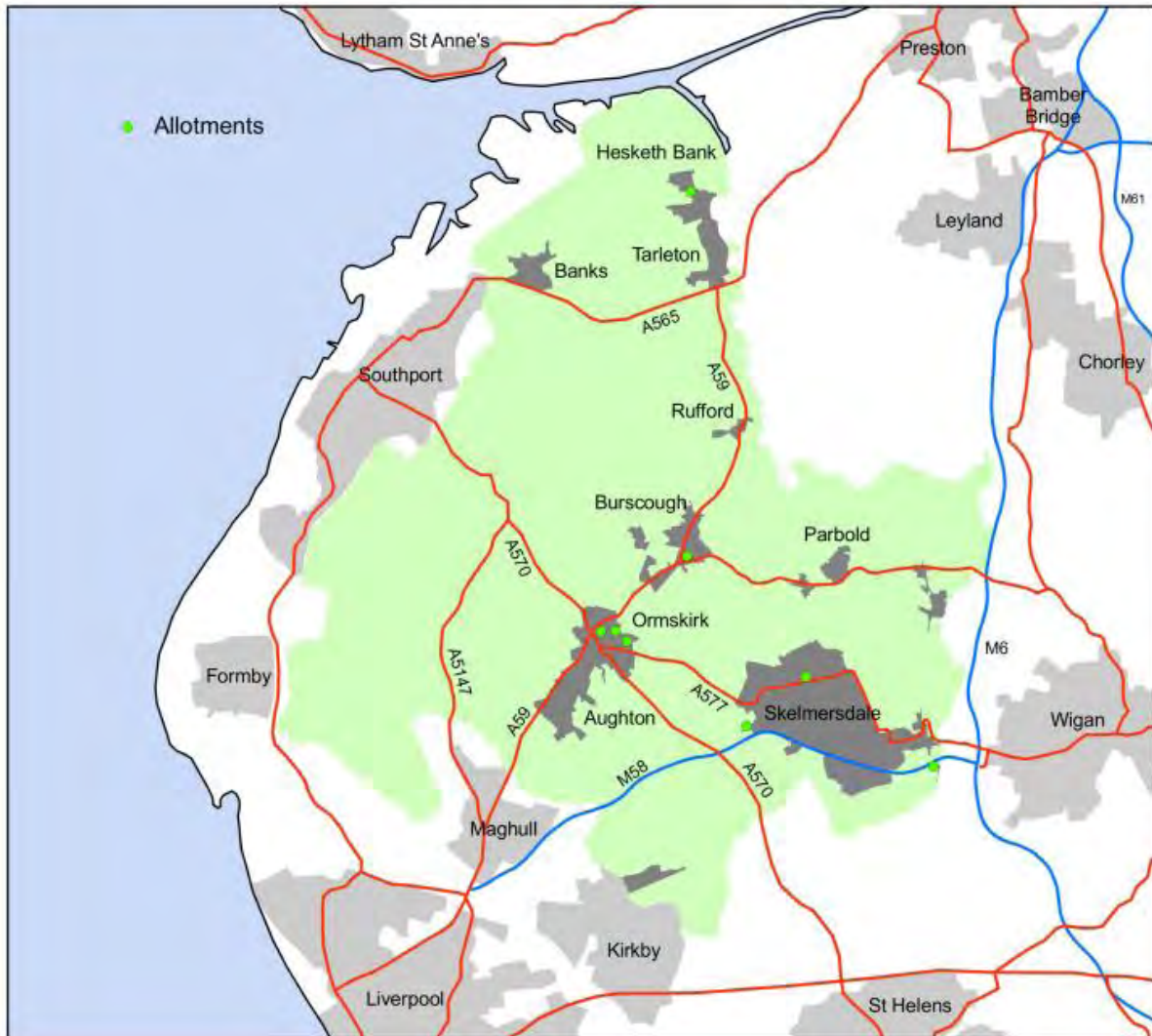
Future Projects

3.3.20 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. Also if a strategic site is identified within the Local Plan process the Council would like to see the provision of new sporting facilities for the benefit of the wider community.

Allotments

3.3.21 One of the most valued types of open space as they provide a number of benefits to the community is allotments as they enable people to grow their own produce as well as providing recreational facilities and improving health.

3.3.22 West Lancashire currently has 9 allotments which have 85 individual plots. The Council owns 6 of these sites and 3 are owned privately. The location of allotments in the Borough is displayed in Map 3.18.



Map 3.18 Allotments in West Lancashire

3.3.23 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.

Future Projects

3.3.24 The findings of the 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
- Meet demand through the provision of at least 2 new allotments

Play Areas

3.3.25 Play areas allow children the opportunity to interact with their peers without causing a nuisance to local residents. In recent years the council has adopted a policy on providing fewer but better quality sites.

3.3.26 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.

3.3.27 There are currently 85 sites aimed at children under 12 and 11 sites aimed at children 12 and over. Over half the sites are located in Skelmersdale with the least amount of sites being located in the Northern parishes of the Borough.

3.3.28 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.

Waterways

3.3.29 West Lancashire is served by a number of waterways including the River Douglas to the North of the Borough and the Leeds and Liverpool canal (which is the longest in England) 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.

3.3.30 There are several marinas in the Borough providing recreational opportunities including Fishermans Wharf and St Marys Marina in Rufford, and the Scarisbrick Marina in Scarisbrick.

3.3.31 British Waterways are responsible for the canals which flow through the Borough, and from April 2012 will move into the charitable sector under the name the Canal & River Trust. Canals are recognised as a form of open space in PPG17 (Annex 1: Definitions) but have broader functions in terms of providing flood alleviation and drainage along with sustainable transport infrastructure.

3.3.32 British Waterways currently operates a 'steady state programme' which uses the majority of the financial budget to ensure that the waterway network remains safe and operational and basic maintenance is carried out. In addition to the General Works Programme of maintenance and vegetation management, British Waterways carry out reactive repairs and have a rolling programme to replace lock gates and other operational structures.

3.3.33 British Waterways is due to carry out the following major projects within West Lancashire over the next 3 years:

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

3.3.34 Also, British Waterways' Enterprise team is currently working towards securing funding for towpath improvements to the west of Burscough Wharf as far as Martin Lane. Part of this funding has been secured from the Lancashire County Council Environmental Fund and the remainder may be secured from Sefton Council's Local Sustainable Transport Fund, although this has not yet been confirmed.

3.3.35 There are other stretches of towpath within the Borough that would benefit from upgrading, including the stretch adjacent to Rufford Hall, to fit in with the Ribble Coast & Wetland Regional Park and/or the River Douglas Linear Park concept scheme, although funding has not been secured at this stage. British Waterways 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

Corridors/footpaths

3.3.36 West Lancashire has a good supply of green corridors and a large number of footpaths and cycle ways already within the Borough. The rural nature of the area and existing public footpaths ensures 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.

3.3.37 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 cycle ways.
- The provision of 3 linear parks linking Ormskirk to Skelmersdale, the canal and River Douglas corridor in Tarleton and Hesketh Bank and the former railway line at Banks.
- The Council would also like to encourage a new link between Ormskirk and Burscough.

3.3.38 Aside from the above initiatives and aspirations, no current projects exist in order to improve the delivery of this type of infrastructure.

Chapter 4 Delivery

4.0.1 The infrastructure planning process involves a co-ordinated focus from both the 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 existing deficits exist. They also identify infrastructure which may be required to support future development, when this will be delivered and if there are any committed funds for the infrastructure.

4.0.2 This document will support the West Lancashire Local Plan and demonstrate how deliverable the spatial strategy is over the plan period to 2027. The most important part to the infrastructure planning process and the main outcome is the Infrastructure Schedule (Appendix A). This part of the plan identifies what is required, who will deliver it, how it will be delivered and any risks or contingency associated with delivery. The Schedule also indicates the level of commitment given to each project or scheme and who is responsible for delivering it. This will assist with the monitoring process, as will the timescale column which places projects into 5 year tranches according to when they are likely to be delivered.

Infrastructure Highlights

4.0.3 This section identifies the highlights of the IDP information for each of the settlement area noting any key deficits and capacity for infrastructure which is likely to impact on the distribution and quantum of development across the Borough.

Skelmersdale and Up Holland

4.0.4 The largest settlement area within the Borough benefiting from new town infrastructure following its designation as a new town in the 1960's, Skelmersdale was built to accommodate a much larger population of around double the existing 40,000. Therefore, 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 and a great deal of capacity within the sewer network.

4.0.5 One of the main issues for Skelmersdale in terms of infrastructure is the lack of sustainable transport links. The towns rail station was closed in the 1950's leaving it the second largest town in the north west without a railway station. The Council, County Council and rail operators have aspirations to see a rail link delivered here and some funding has been allowed in the Local Transport Plan 3 to explore the feasibility of this. In terms of bus links, these are limited due to the need for demand to ensure bus routes are sustainable. 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, the County Council are considering ways of advertising existing bus routes and incentivising people to use them.

4.0.6 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 1 form entry primary school. However, as the specific sites which will come forward in the first 0-5 years of the plan period are currently unknown, it is not possible at this stage to identify a

location and any project details. Both Central Lancashire NHS and Lancashire County Council are aware of this potential future need and are prepared to work with the Borough Council and developers as greater certainty regarding deliverable sites comes forward.

Ormskirk and Aughton

4.0.7 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. A long standing proposal for an Ormskirk Bypass is still an aspiration of both the Council and Highways Authority but due to the lack of funding available for such a scheme, the likelihood of it being realised is extremely low.

4.0.8 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 the transport evidence base background paper.

4.0.9 Both Ormskirk and Aughton are also well placed in terms of sustainable transport. The Liverpool - Ormskirk rail line runs through the settlement and provides a 30 minute rail service into Liverpool every 15 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 interchange and bus link. Ormskirk has a bus station which connects with the rail station but is currently in poor condition with limited stands. The Local Transport Plan 3 identifies initial funding of £70,000 in the period 2013/2014 towards the upgrade of the bus station which is expected to cost around £1 million. The remaining funding will need to be secured by the Highways Authority through later Local Transport Plans and by the Council through other sources including Community Infrastructure Levy.

4.0.10 In terms of provision of key services, Ormskirk has a good shopping centre, 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 affects Burscough, Scarisbrick and Rufford and is explored in detail in chapter 3.1 of this document. Excessive development would put pressure on the wastewater infrastructure.

4.0.11 United Utilities have confirmed that the issue is a result of the tight ecological constraints placed on the New Lane Waste Water Treatment Works and that no further foul water may be treated there without a solution to resolve the issue. United Utilities intend to complete the Integrated Asset Plan (IAP) for the area by March next year which will include recognition of the constraints presented by the local network and the treatment works in Burscough. This will then be assessed along with other issues in the wider catchment area to establish which schemes will be prioritised for funding. If funding were made available then the potential for a transfer scheme or other solution such as a new waste water treatment works would be looked at in greater detail. The solution is likely to be subject to 3rd party dependencies such as land availability, Environment Agency consents and planning permissions. If these were acceptable and the project progressed it could be realistically expected that it would be completed by the end of the spending period in which funding was allocated i.e. 2020.

4.0.12 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. However, there are some localised and historical flooding issues associated with the capacity of the sewer system within Aughton around Prescott Road. Works carried out in 2008 addressed this problem but did not leave any capacity to accommodate significant new development. Therefore, from a utility provision perspective, provided surface water run off was managed on site and developments did not exacerbate the existing capacity constraint of the sewer network, some additional development could be accommodated provided the concentration was not too significant. Any development which comes forward in the southern part of the Ormskirk / Aughton settlement area is likely to impact on the rural road network and should be located as close as possible to the main arterial routes (A59 / A570) to avoid significant impacts from traffic.

Burscough

4.0.13 Burscough is the Boroughs 3rd largest settlement located on the A59 and benefits from 2 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 are half hourly but less frequent on the Ormskirk - Preston line which fluctuates between 1 and 2 hours between each 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.

4.0.14 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.

4.0.15 Equally as important for Burscough is the waste water capacity issue which constrains Ormskirk and is set out in detail in paragraph 4.0.11. In addition to the treatment of waste water, Burscough suffers from significant surface water flooding in parts during storm surges and periods of heavy rainfall. This is due to the limited capacity of the system which stores and moves run off away from the area to the waste water treatment works. 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.

4.0.16 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 likely to be located in the third largest settlement in the Borough. As the precise location of this development within the settlement is not yet known, it is not possible to identify which specific health centre or primary school should be improved. Furthermore, a greater degree of certainty

regarding the likelihood of housing numbers would need to be established either through planning applications or an allocation within the Local Plan before the health and education authorities would commit to project planning.

Northern Parishes

4.0.17 The main villages in the Northern Parishes are Banks, Tarleton, Hesketh Bank and Rufford 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.

4.0.18 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. This one route in and one route out arrangement causes issues with congestion and does not present significant opportunities for improvement. A proposed scheme to link Green Lane to the A565 directly without severe bends is likely to reduce the amount of HGV traffic currently travelling through the settlement but it is unlikely to act as an alternative route for residents of the settlement due to distance associated with the detour. Therefore, it is not entirely appropriate to allocate significant development here which would cause a further burden on the road network. This is the advice offered by the Highways Authority.

4.0.19 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 as with the Burscough - Preston service.

4.0.20 In terms of utility provision, recent water supply demand for the Market Gardens in the Northern Parishes have resulted in limited water infrastructure capacity. Furthermore, United Utilities have confirmed they could not guarantee that they would be able to maintain standards of service to customers in the Northern Parishes if significant development went ahead. Due to the levels of draw off at peak demand on the local mains (market garden related), frequent bursts and pressure related issues are occurring in the area and resulting in numerous customer complaints. As there are very limited supply options into the area, United Utilities would be reliant on increasing capacity from existing mains or creating new connections to supply the area. There is currently no funding within the existing AMP (up until 2015) for this work and no indication that an application for funding to Ofwat will be made. Given the significant issues associated with the larger settlements of Ormskirk, Burscough and also Scarisbrick and Rufford, it would be unrealistic to expect the utility provider to pursue costly solutions to both of these issues at this time. This capacity issue creates a limitation on development in the northern parishes beyond anything significantly more than that required for local need.

Eastern and Western Parishes

4.0.21 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 does pass 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 on the A5209 in the east and through traffic to Southport causing some issues on the A570 in the far west of the Borough.

4.0.22 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.

4.0.23 Parbold in the east of the Borough is the only village to have an existing capacity issue with primary school places which is currently marginal at the moment.

4.0.24 In terms of utility provision, the eastern parishes have recently received a flood alleviation scheme in the Fairhurst Drive area and any further significant development here could result in overloading the local system again. However, having proposed a small figure of around 80 dwellings and a small amount of employment land to United Utilities, the feedback was positive that this could probably be accommodated subject to properties being spread over the catchment and assuming only foul flows and no surface water run off.

4.0.25 Within the western parishes, Scarisbrick is also limited by the waste water treatment capacity issue affecting Ormskirk, Burscough and Rufford. In addition, Electricity North West information shows that the electrical network covering Scarisbrick is currently over capacity. Therefore, any significant additional development in this area would also be burdened with the requirement to upgrade the network.

0-5 Years Priorities

4.0.26 Following a review of the infrastructure baseline and requirements to support new development, it is clear that the 2 main issues are waste water treatment capacity within the Ormskirk, Burscough, Scarisbrick and Rufford area and 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.

4.0.27 In terms of priorities for the Council and through development, joint working with the utility provider, United Utilities, is vital. A partnership agreement has been established and is available in Appendix C.1. This document carries no legal weight but has helped to establish a common ground between both the Council and United Utilities in terms of identifying existing issues for the Borough and agreeing priorities.

4.0.28 The Council and the Highways Authority are currently analysing the findings of traffic assessment tool work which has been produced by Aecom Consultants. The tool establishes the traffic flows that are likely to result from the levels of development set out in the emerging West Lancashire Local Plan. The County Council Highways Authority are assisting in analysing this information to identify where route capacities may be limited and where the greatest amount of congestion issues are likely to occur. From this information the Highways Authority will then be in a position to offer suggestions for any measures which may assist in alleviating some of the congestion.

4.0.29 The key outcome of this work will identify where, in the Borough, the main congestion issues will occur which will then allow the Council to focus on areas where the least impact is expected. It should be noted that new development will inevitably increase traffic flows

and result in some congestion issues. Equally, it is inevitable that some development will be required in areas which suffer from congestion. Where this is the case, it will be vital to ensure sustainable transport links are available to allow people the opportunity for access to alternative modes of travel other than cars.

4.0.30 5.6 Given the technical nature of this work and the ongoing analysis, greater detail regarding traffic and transport is set out within a transport background paper which is currently being drafted.

Next Steps

4.0.31 This is the first draft of the Infrastructure Delivery Plan and it basically sets the scene in terms of the level of infrastructure across the Borough and how infrastructure will need to be improved to support new development.

4.0.32 The Infrastructure Delivery Schedule, set out in Appendix A, will become the focus of this document and all future discussions with stakeholders. The detail in the schedule will be increased as partners plans evolve and greater certainty regarding the West Lancashire Local Plan becomes available. For monitoring purposes, any schemes which come to fruition will then be removed from the schedule.

4.0.33 An infrastructure joint working group has been established within the Liverpool City Region and regular meetings take place in order to discuss which cross boundary infrastructure schemes must be prioritised. Future versions of this document will include a section for sub-regional schemes.

4.0.34 Internal governance will continue to exist through the established Local Strategic Partnership Infrastructure Delivery Task and Finish Group. The role of the group will be to continue to bring stakeholders together, monitor and review the schedule and to offer guidance in terms of moving infrastructure schemes forward.