



CABINET: 12 JANUARY 2021

Report of: Corporate Director of Place and Community

Relevant Portfolio Holder: Councillor David Evans

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SUBJECT: USE OF S106 FUNDS ON ORMSKIRK CYCLE AND PEDESTRIAN IMPROVEMENTS

Wards affected: Derby and Scott

1.0 PURPOSE OF THE REPORT

- 1.1 To seek authorisation to spend Section 106 funds on cycle and pedestrian improvements in Ormskirk.

2.0 RECOMMENDATIONS TO CABINET

- 2.1 To agree the use of £95,000 of S106 monies from planning permission 2012/0887/FUL (1 Hattersley Way, Ormskirk) to provide cycling and pedestrian improvements in Ormskirk town centre as outlined in this report.
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3.0 BACKGROUND & PROPOSALS

- 3.1 The Council's Green Infrastructure (GI) and Cycling Strategy (2017) recognises the importance of delivering green infrastructure and cycling in the borough, including the facilitation of increased levels of cycling. Investment in cycling will support the sustainable growth of West Lancashire and deliver public benefits, including health improvement opportunities, environmental improvements and enhancement of the economy. The current COVID pandemic has shown the importance of accessing sustainable and active travel and the positive impacts it can have on physical and mental health and the environment. The Council's

priorities include supporting a greener West Lancashire, and enabling everyone to be healthy, happy, safe and resilient.

3.2 In 2013, a development was approved at 1 Hattersley Way, Ormskirk (2012/0887/FUL) that required the payment of £100,000 to fund alternative transport works in the vicinity of the development site. Since the receipt of those funds, officers have been liaising with Lancashire County Council (2013) to identify an appropriate project to utilise those monies. Whilst £5,000 of that money has previously been spent on the delivery of the Pine Grove pedestrian and cycle link, there remains £95,000 to deliver alternative transport works that can support the Hattersley (retail) development.

3.3 A scheme has been identified to provide improved cycle and pedestrian connectivity from residential areas north of County Road to the Hattersley Way retail development, and beyond to Ormskirk Hospital and Ormskirk School. This will include:

- Controlled crossing facilities (toucan crossing) at A59 County Road / Yew Tree Road junction for the benefit of pedestrians and cyclists (costed at £109,000);
- Improved cycle route signage across the north-east side of Ormskirk, promoting sustainable travel to key destinations, including the retail development at Hattersley Way, Ormskirk railway station, Ormskirk Hospital and Ormskirk School (costed at £20,000). A plan of the proposed signage locations can be found in Appendix A.

The County Road / Yew Tree Road toucan crossing will be formally advertised on site, with residents immediately adjacent to the proposals notified by letter. Additional relevant stakeholders will also be notified. The proposed signage is along existing cycle routes and therefore consultation will not be extensive, involving cycling representatives and the County Councillor.

3.4 The scheme is thus costed at a total of £129,000, including works, fees and contingencies. It is proposed that the project will be funded by a combination of the remaining £95,000 of S106 monies secured from the development at 1 Hattersley Way (2012/0887/FUL) and £34,000 of LCC funding from its 2020/21 Cycle Safety Schemes programme. As the scheme supports cycling and pedestrian improvements, it accords with the stipulations of the S106 agreement to provide alternative transport works. Subject to approval by Cabinet (for the £95,000 contribution), and then by LCC Cabinet (for their £34,000 contribution), LCC anticipate that work can commence on this project from April 2021, enabling it to be delivered in the next financial year.

4.0 SUSTAINABILITY IMPLICATIONS

4.1 The promotion of walking and cycling will have positive sustainability implications for Ormskirk and West Lancashire, encouraging travel across Ormskirk including that between the Hattersley retail centre and Ormskirk town centre, bus station, rail station, hospital, school and Edge Hill University. The Hattersley site is

located in close proximity to the start of the proposed Burscough-Ormskirk linear park, which will begin from the Grove Farm residential development, and so this project will also help facilitate sustainable connectivity of Ormskirk to Burscough. The scheme will help reduce congestion, improve air quality and encourage a more active and healthy lifestyle for those travelling to, in and around Ormskirk.

5.0 FINANCIAL AND RESOURCE IMPLICATIONS

- 5.1 The proposals will be funded through a combination of Section 106 funding (as per the recommendation at 2.1 above) and Cycle Safety Scheme funding from LCC, as outlined at paragraph 3.4.

6.0 RISK ASSESSMENT

- 6.1 There is a limited risk for the scheme's delivery, associated for the Council with a decision in line with the recommendation at paragraph 2.1 above, given it is utilising Section 106 monies that the Council is already in receipt of and is facilitating a scheme that will be delivered by LCC, who are a reliable public sector delivery partner with a great deal of experience of managing such projects. The project will also reinforce the Council's image as a "green" Council committed to delivering improvements to walking and cycling, but also making connections that enhance the economy of the borough.
- 6.2 Should the S106 monies remain unallocated, or unspent, by 2026 then there is a risk that the Council would need to return the monies to the developer. However, as a scheme has been identified, with delivery expected in 2021/22, it is considered that there is a very minimal risk of return.

7.0 HEALTH AND WELLBEING IMPLICATIONS

- 7.1 The promotion of walking and cycling through this project will have positive health and wellbeing implications for those that use it and, indirectly, by reducing the number of private vehicles using the borough's roads, thus improving air quality.

Background Documents

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Report.

Equality Impact Assessment

There is a direct impact on members of the public, employees, elected members and / or stakeholders, therefore an Equality Impact Assessment is required. A formal equality

impact assessment is attached as an Appendix to this report, the results of which have been taken into account in the Recommendations contained within this report

Appendices

1. Plan showing proposed toucan crossing and cycle route signage
2. Equality Impact Assessment