

## Appendix 2a –Additional Comments

### Objective 1:

The new landscaping sounds good but it would be nice to see more detail. Has consideration been given to using only native species instead of non native ornamental trees.

More should be done to discourage drivers from turning left from St Helens road onto Railway road as it is used as a rat run by many and can be very dangerous for pedestrians crossing here.

Moor Street should be blocked to traffic except for traders. To many takeaway Drivers use it and Aughton Street as a Rat Run.

The other pedestrian crossings are long overdue.

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Will entry to Moor Street be stopped?

Currently a rat run for taxis and delivery vehicles when the other Town Centre access points are locked.

Were will taxis park?

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Please do not remove waste bins or the lovely wide slate seating that exists at present.

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The council spent a staggering amount of money to re-pave the town centre, since then anytime anyone has had to dig anything the ground has been replaced with strips of badly laid tarmac, it looks atrocious, will there be anything in place to prevent this?

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Mostly, I agree but the proposal to remove waste bins is negative, as it would lead to people discarding used tickets, sandwich wrappers, drinks containers and maybe even dog faeces onto the newly paved areas. Also, there is not enough imagery to be able to form an opinion of certain matters, such as covered waiting areas for bus passengers. Whilst it is important to provide access for pedestrian and cyclists to and from the railway station, it is to be, after all, a modified bus station. Bus travel should become a good alternative to travel by car, not consigned to being an afterthought.

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And do we get free car parking? Or should I continue to do all my shopping online?

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Visually attractive sustainable energy generation pieces could be installed to encourage communities to install.

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Seems like change for the sake of change.

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All work/new builds needs to keep the character of the town and the hideous new building for shops/student accommodation like the recent construction on Church Street should not be allowed.

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Do not agree with cycle lane as you drive into St Helens Road if this means going into a single lane. The traffic build up in Moor Street is just ridiculous and the junction at the bottom of Wigan Road is already continually blocked. If more houses are built on the hospital site and even more road traffic it will take more than the 20 minutes that it can take at the moment.

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Why would you remove street lights and waste bins? Surely these are a necessity.

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The town centre improvement look excellent. Use similar materials and this should be a success

It appears that the traffic on small lane and bridge street will increase. I think this need looking into by a company out side if Lancashire

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This is the worst decision I have ever heard of. We built the new bridge to take the traffic. Small lane and bridge street could become family homes again and safe if we had traffic go along main roads.

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Nice cafe would be useful whilst waiting for the bus

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A water feature

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Appears to just replace traffic signals with roundabout and renew bus station buildings. I advocated a roundabout 10 years ago. Why not immediately paint roundabout and switch off traffic lights to see how it works.

A new bridge over the railway at Derby Street is scheduled, why not have the bridge between Derby Street and the bus station thus taking the traffic from Derby Street to St Helens Rd via the bus station and relieving the streets, which have domestic housing, and are used as the existing route, of heavy traffic?

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Change is minimal for the extortionate amount being spent.

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Removal of planters, waste bins and street lights will be detrimental to the area for residents and visitors.

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It's over the top and not necessary - just refurbish what's there and use the money for Covid recovery

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If trees are utilised they must be of a substantive size otherwise they will not flourish and be vandalised -ie a waste of money

Paved areas must be nadw more robust to allow delivery services without the surface breaking up

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Whilst I welcome the open space. Ideally a bus station should have a waiting room not just open shelters. Also there would be some supervision or other amenities offered such as toilet or drinking facilities. The other public toilets by indoor market are out of date and should be discontinued.

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We need waste bins , a lot of rubbish in hedges around the car park

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As well as structural changes I think we need to also add green - trees planting our town in a sustainable way

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Why are you insisting on cycle lanes when they are a waste of time and money. Throughout the country residents are saying similar and yet our council still won't listen.

I am yet to see a student riding a bike if that is the objective.

Why does the Council ask for input from residents and yet ignore comments they make? Baffles me.

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Safety for visitors/residents vital, plans must include slip proof paving for elderly, disabled etc. This area must align in appearance with Moor St, St Helens Rd, Wigan Rd, path from station. Paving must be easily and affordably maintained, repaired, replaced. For every bench, a litter bin vital. What is planned to manage litter if waste bins removed? Planters previously stated by WLBC as important for street scene, why change of plan? How/who to define what is unnecessary re waste bins, street lights, planters, road signs?

We also need a Pedestrian crossing from Moor Street to St Helens Road. On the Corner (where the Bicycle Shop is over to the Bridal Gown Shop)

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It has been an ongoing issue for my whole life and the town didnt need change in the first place it is a beautiful town already.

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Although the images shown to us so far are fairly vague I can only see what appears to be one shelter which appears to be at the start of the bus terminus where passengers are at present discharged from their bus. Are toilet facilities still to be included as they appear to be missing from the plans. If they are not in the plans the nearest toilet facilities will be opposite the old indoor market. Quite like the fact that there will be a roundabout at the bus terminus entrance instead of traffic lights.

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Cycling in Ormskirk feels incredibly unsafe so any scheme that slows traffic and gives cyclists more space is a huge step forward and will recieve a warm welcome from me!

Traffic coming down Wigan Road at busy times backs up to the Hospital lights so ensuring a better flow would improve the pollution problem and road user frustration. It is unclear if your scheme will help this.

Seating is needed by the infirm while waiting for busses but our climate is very often inclement so sheltered seating is very desirable. If there are insufficient funds to keep areas swept, planted shrubs or trees will just add to drifts of leaf litter. Trees and shrubs may also provide places for muggers to wait for victims and teenagers to lurk. I would prefer low planting.

My main concern about the paving designis that some types of natural stone become overgrown rapidly with algae and very slippery. Please ensure a choice that does not become a slip hazard.

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Covered areas at bus station for weather protection. More seating in town centre . Flower baskets like maghull square. Waste bins all around the town. Additional seating in the park and an outside cafe area in the summer

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I think Ormskirk has suffered from having paving implemented and it not being maintained by the council when works are done. Also the bollards going on to moor Street it doesn't stipulate the exact location.

The bollards or force traffic to travel around the already congested one-way system to try and come in to the The car park and onto Station Road.

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How are the busses going to negotiate the new small roundabout without stopping the flow of traffic around the one way system and cause tailbacks up Wigan road and Stanley Street . There are not enough seats and shelter for the vulnerable population waiting at the bus stations . What an absolute waste of £3m

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Shame that the paving on Moor street has recently been replaced in patches with tarmac but appreciate the effort to use a consistent material for this area.

Regarding the bus station alterations you haven't factored in toilets for the bus drivers to use, which is extremely important.

The bus drivers need these facilities!

I hope you are not thinking of taking our access from Moor Street to Railway Road. I am disabled and cannot walk far, I use parking site opposite Bargain Booze by bus station to park using my blue badge to access town centre. If there is no space there, I park in Railway Road.

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I am one of those fuddy duddies who thinks that pavements would look better if NO money was spent on them after they are down BUT that they WOULD look better if 1- workmen left the brickwork AS THEY FOUND IT and 2- if people got a big fine for spitting out their chewing gum, the pavements are absolutely full of squashed chewing gum which is unhygienic and ugly 3 I am against spending huge amounts on street furniture - why not just get ordinary benches and get QUOTES from local firms or ask some local carpenters and apprentices to MAKE them esp when so many have lost their jobs with the covid problem I am a cyclist and find it dangerous going from St Helens Rd to eg the parish church, have had a few close calls... Why do so few students use bicycles? They don't have that much to carry, they could use a backpack... There are probably not enough designated bicycle paths on St Helens rd And the buses could easily put a bike rack on the front in case it is too cold or rainy for the return journey

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Do not remove litter bins.

The bus station needs a booking office or somewhere with details of bus routes & times of journeys

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Pedestrian access to Moor Street should be a top priority. Still plenty of hazards to negotiate including cyclists

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Whilst I agree that the layout for the roads and crossings look good, the cycle lane I feel should take an alternative route maybe via Moor St and Railway Rd instead rather than through the bus station where there are many pedestrians.

If the objective was for cycles to use this proposed link to the train station then why was no cycle lane or infrastructure put in place when the railway link path was recently updated?

The path is not currently wide enough to be accommodating cycles and pedestrians.

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By the removing the old building, which is an eyesore and has become a haven for gangs of local youths to congregate under, I think the plans should help to make the area look more attractive and 'open'.

I would like to see the street furniture reflect the history of the town, such as benches similar to elsewhere in the town centre with the iconic 'tower' and 'steeple' at each end.

Can I also suggest trying to tie in with design features present at the train station (which is a listed building) which is a short walk away down the newly-installed path. I'm very keen overall that rather than seeing them as two separate facilities, the bus and train stations are seen as one overall transport facility. For instance, the design of the metalwork supporting the roof over the platform at the train station could be copied for the new shelters that are proposed at the bus station. In addition, the look and design of the train station ticket office

(e.g. door / windows) could be copied for the new toilet / drivers' block proposed for the bus station.

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"New high quality surfaces to complement the rest of Moor Street, including the pavement leading up to the bus station"

The projected streetscene in the image is quite devoid of colour. The use of grey for the paving slabs looks great on a rendered 3D image, but in reality, I'm not so sure. It's not particularly innovative or imaginative, which feels like a waste considering you're effectively starting with a blank canvas.

A quick glance at 'paving design for public realm solutions' on Pinterest brings back countless clever examples from the UK and around the world, where an innovative design has been implemented, like this one in Sheffield (<https://www.pinterest.co.uk/pin/300544975133626010/>), where the colours are much softer and the design itself is quite artistic - it shows a bit of thought went into the design. It helps give the paving some character, as opposed to resembling a game of Grey Tetris, where only two colours exist - light grey and dark grey.

The image projects a sunny day - the use of artificial sunlight is blinding - yet it still fails to capture the imagination. Perhaps grey has been used knowingly, that very soon after development, the pavements will soon gather chewing gum and other less permanent litter features.

It looks as though a similar formula is being used to the Preston Fishergate scheme - where the design may appear to be soft and gives an impression of 'shared space for all', actually does nothing to deter bus and taxi drivers from speeding along.

Use of materials on their own does not guarantee pedestrian safety.

Then there is the issue of loose paving slabs too. See also Fishergate, again.

"Improved access for pedestrians by removing kerbs"

This is to be welcomed. Indeed we need to remove more kerbs at desire path crossing points around the District.

"Removing unnecessary road signs, waste bins, planters and street lights"

Again, to be welcomed, although I would like to think any bins, planters and street lights that are removed are repositioned somewhere else.

"Removable bollards to enable access on to Moor Street from the St Helens Road junction. This could then be temporarily closed off for events and/or an extended Market"

This is a great idea and to take this idea to the next level, how about using these bollards between 7am and 7pm every Sunday, and temporary allow two-way traffic in and out of the taxi rank part of Moor Street so as not to upset the precious taxi drivers.

This way, they could simply turn round and head south or east if that's where they're heading (as so many do, i.e. to Skelmersdale or Aughton/Maghull), without heading all the way round Railway Road and Derby Street.

This would effectively turn Railway Road into a pedestrianised street every Sunday, leaving the road open to all users except motorists.

If a megacity such as Jakarta can pull it off, I don't see why a small town such as Ormskirk can't do it. It would be a UK first. Other towns and cities try it once per year, perhaps for World Car Free Day (September), but none do it every week in the UK.

If that's too much ambition to swallow in one go, perhaps it could be a seasonal occurrence - every summer, for example. Or when there are one-off/artisan markets on, etc.

"New trees, benches and other high quality street furniture"

There are indicative plans to plant new trees, but what kind? And why so few? Has there been consideration given to the use of Sustainable Urban Drainage Systems (SUDS), as used in (e.g.) Grangetown, Cardiff? There is an excellent opportunity here to create lots of new greenspace - a mix of planters, trees, hedges, shrubs, plants.

Instead, all we're going to get is The Cheapest Available Tree On The Market (i.e. the ones used next to new bypasses), which will look as lifeless as their surrounding paving slabs. Why not use this space to inject a bit of colour and (wild)life?

There is a large space outside The Bicycle Lounge, which is often used a social meeting point for local cyclists. Why not take this opportunity to enhance this little meeting space, perhaps to include benches? Cycle stands? Green features? A water refill station?

Regarding the use of trees, instead of persistently choosing the cheapest available trees (also the cheapest to maintain), why not consider the use of (e.g.) fruit trees? There is some new greenspace in the image near the new cycle lane, but perhaps this space can be utilised to plant new/different kinds of tree. Particularly along the path to the railway station. This is much more common in Europe and is much better for the local ecology, as well as having obvious perks for people (i.e. over-hanging fruit for people to pick at).

Other comments:

Next to the Bicycle Lounge is of course the taxi rank, but quite often, they have a number of cars parked on both sides of the road. This design shows a new bay (at the behest of pedestrian space), but I am concerned that taxis will continue to park on the other side of the road too, so this will require enforcement, or at least, could be prevented by tactfully locating trees, hedges or even bollards at the edges of the pavement.

I'm also pretty certain the taxi drivers will find something (anything) to complain about here, so you would do well to remind them they should be grateful for still having a taxi rank right outside their office. The self-importance of the taxi driver knows no bounds.

All in all, improvements can be made to the design here. It would be nice to see a few different options and for the urban designers to perhaps be a bit more creative. There's a great opportunity to revitalise this part of the town and Make Public Transport Cool Again. A nice place to hang out while waiting for a bus or a train.

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This is a really welcomed project.

I would like to be assured that the car parking spaces are still available.

A defibrillator

Public toilets

Trees lit up like Moor street trees

Don't put concrete benches put wood ones

An issue that I can see coming into play is the taxi rank and taxi company opposite the current bus station. Without deterrents to prevent taxi drivers dumping their cars on pavements and surrounding areas, especially if kerbs are dropped, the space for pedestrians and cyclists will not be adequate. However, depending on where the bollards are situated might prevent this.

With regards removal of bins, obviously these need to be replaced in more suitable locations to ensure the area is kept tidy and litter free.

The design is more visually attractive and less cluttered, as long as my above points are adhered to, otherwise there is potential for the area to be cluttered with parked cars (whose drivers claim they have nowhere else to park) and rubbish.

The temporary cycle lane along St Helens Road is now cluttered with parked cars often precariously parked as seemingly drivers would much rather have parked cars than a safe cycle lane to take cars off the roads (and ultimately out of their way!!)

I would suggest that it would be more favourable to plant trees that are both attractive and locally sourced rather than contracting out to have the cheapest possible alternatives that are not suitable/add nothing to the area apart from ticking a box on the proposal.

I would say that lighting should be top of the list of priorities as currently the bus station area can be very dark and dismal especially in the winter months. People will feel safer and more encouraged to use the space provided.

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there will always be a need for waste bins, but there is an urgent need for bins with appropriate segregation of waste,

defined lanes for cycling

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From an urban design perspective, the space bleeds into the backs of housing etc - could do with containment here and a strong tree line would achieve that

While the ped spaces are generous, they don't look inviting - more basic function of the bus station than a public space

Grouping trees always better than planting in strings

Trees like company and don't do so well isolated in a sea of hard materials

Groups also define space better - and this is a big hard space

Same with people and seats - need to be comfortable & safe in a landscape like this

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How can anyone possibly comment on this? There are just words and no firm proposals...no details.  
On one hand you speak of more trees and on the other to remove planters....

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There is always scope for improvement to any town centre but a balanced view is required and high street shopping is unfortunately on the decline and everyone appreciates this fact. It is borne out by the diminishing number of shops and retail failures through increasing online shopping. Whilst efforts to make visual improvements is to be applauded, I would not consider the proposed roundabout to be an advantage to either motor vehicles, pedestrians or cyclists. Anyone familiar with the traffic lights on both Derby St/Knowsley rd/Wigan rd/Moor st and those at the Bus station entry point, will know that there is considerable red light shooting. (I am conscious of this on most occasions negotiating the junctions.) The point I make, here is that the give way to traffic from the right status will be severely abused, adding a greater hazard to cyclists, pedestrians and law-abiding motorists. I cannot see how this proposal will enhance the area.

## Objective 2:

Agree with the proposals, its a particularly bad spot for pedestrians trying to cross St Helens Road to the Bus Station.

Has consideration been given to where traffic will be diverted to, I travel by bus 5 days a week for work and Wigan Road, Moor Street and St Helens Road are very congested and add delays o up to 10 minutes to Journeys just getting to the Bus Station at Peak times heading into Ormskirk. If the Road is narrowed where will the traffic go? Will congestion just get worse?

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Most people coming from the station will be walking not cycling so I think the emphasis should be on pedestrianisation.

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I don't think it will 'encourage' as such, more just make people's commute nicer to look at aesthetically, the roundabout will be better however there needs to be better crossing for the bus station side for pedestrians

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It seems, again that buses are a low priority in the scheme. The junction currently allows buses to use the outer lane, while vehicles (not just cars) can use the inner lane. Buses approaching the bus station from Moor Street (i.e. Skelmersdale/Wigan route) would havr to perform a 270 degree turn around a MINI roundabout, no doubt crossing the centre point in the process. It is also unclear how air quality would be improved significantly in the bus station itself until less-polluting vehicles are used extensively.

The objective is admirable but the implementation needs to be re-thought.

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And do we get free car parking? Or should I continue to do all my shopping online?

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Unsure that having a cycle lane incentivises cycle use to be honest. It's more a lack of a disincentive

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On St. Helens Road I would suggest removing all options for parking to encourage cyclists, reduce chances of cars discouraging cycle path usage & it would encourage more pedestrians to utilise the area on foot. This would encourage the usage of small stalls in the area, aesthetically pleasing furniture & cycle lanes safety.

In regards to cycling, I would suggest a pumping station that is metal & weather/ vandalism proof that has a multitude of tools attached for bike maintenance. I've seen several areas utilise these features when encouraging cycle usage. Secure storage with CCTV or other locker mechanisms as bike theft has increased in the area & I feel that simple Sheffield stands are no longer an attractive option for bike users with the cost of bikes going up & availability decreasing.

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I don't understand how this improves air quality. Additionally, this is a minuscule improvement to cycling.

If WLBC is serious about cycling, this is not substantial enough. Besides, Ormskirk is already relatively cyclist friendly. It does not need the investment like other towns in West Lancs does.

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Ormskirk is already a bottleneck for traffic and this proposal will not help until a by-pass is constructed. The semi-pedestrian conversion of Hayfield Road although an improvement for the residents of Hayfield Road has been to the detriment of everybody else especially the residents of Scarisbrick Street.

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I do not need you to encourage me to walk more I walk when I want to, I walk from the top of Wigan Road into the town centre 3 times a week for food shopping, this takes me past the area you are wanting to alter. How will the air quality be better when it will be standing traffic all the way down which it often is now and will be even worse by having a single traffic lane in St Helens Road. Have you even done a proper survey of St Helens Road, it is the quietest road in Ormskirk hardly anyone walks down it, I only go down it to my dentist.

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This seems like an important but still fairly small step in encouraging walking and cycling. I hope that it is just a start and that momentum toward this end will build.

Could the changes include facilities for cycle "parking" such as bike racks and/or a cycle "hub" ? (A cycle hub would provide indoor racking for cycle storage. Regular users would obtain access to this by registering and being provided, in return for a modest initial charge, with an entry fob.) One of these at Sheffield railway station has in years past proved very useful indeed.

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This is obscene. Why would you narrow the roads on an already busy street? The roundabout is the worst idea and will create nothing but more traffic, confusion and will no doubt cause accidents. Moreover, there is no call or need for this section of road to change. It is fine as it is with the traffic lights. It's a waste of money to change something that is not broken and could cause potential harm.

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It is very unclear how you would access the separate directional cycleways from the station link cycleway due to the shared space. It does not feel "joined up", as there is no junction provision for cycling, which can only lead to conflict and potential injury either between people on foot and bikes in the shared space or people on bikes and in motor vehicles on the roadway.

Would a passing motorist look at this and think it was a safe enough alternative than driving in their car? I highly doubt it.

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There are plenty of places for cyclists to go. How about Knowsley road being a cyclist road.

I don't know why I am making these comments as you will do what you are going to do anyway.

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I honestly don't think it is necessary to increase the width of the pavement or to create a bicycle lane as, from observations on my daily visit to the town, I very rarely see any people on bicycles. Students, whom I would have thought would be encouraged to use such facilities, still seem to use their cars. I really don't think the

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better facilities will increase the numbers using them x

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Although I agree that these changes would help achieve your objective I STRONGLY OPPOSE the addition of a cycling lane between Moor Street and the main St Helens Rd. We saw in 2020 the absolute chaos caused to the whole traffic system in that area when that section of St Helens Road was temporarily reduced to one lane and if made permanent it would be a disaster for those of us who are reliant on cars. As a resident of West Lancs and an Ormskirk business owner, I am reliant on my car to get to work and get my children to school (both Greetby and Ormskirk School) due to the lack of public transport from where we live to our closest schools. There are many of us in this situation who already have no choice but to suffer the congested traffic around Ormskirk every day. Please don't make our lives any more difficult!

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Cycle path should be protected with some form of physical barrier ie planters or bollards, to encourage more people to use bicycle as a regular form of transport.

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Better footpath to railway 🚂 station

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It's the same setup as now

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Too small an area of change to have the impact you are inferring will occur.

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This will cause lots of traffic onto Wigan road, just like when one lane was closed off for the "pop up" cycle lane during the first lock down in 2020 that not one cyclist used as they still used the lane for cars. Traffic will then back up along the one way system and cause major delays just like in summer 2020. Also very few people actually indicate at the lights near the bus station so a mini round about will cause chaos and accidents. The only beneficial thing I can see on this proposal is the crossing which will make it safer for pedestrians.

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It's not necessary - this won't increase bus or cycling. Use the money for Covid recovery in the community

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Unsure the actual need for cycle lanes. I don't believe I see cyclists very often in the town centre. The cycle lanes we do have (A59) are not used by cyclists, they would rather ride on the footpaths and be rude to pedestrians or gang up on the carriageway and cause hindrance to drivers!

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Cycle lanes are not an incentive to cycle into town and only result in narrowing roads creating problems for motorists

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The cycle lan introduced along with closing lower end of Rough Lane have not resulted in more cyclists just disrupted a way into town for motorists More free car parking needed

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To encourage cycling and walking amenities should also be offered

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Cycling and cycle paths great idea

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This is dangerous and hasn't been thought through.

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What's the point in cycle lanes, waste of time

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Welcome provision of crossings, pedestrian safety paramount.

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Presume the cycle path shown will link up with the new cycleways to the rear of the station which head to either Burscough or along paths to Dark Lane etc

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Whilst I agree with the Proposals to provide a safe crossing in this area, I think there is too much emphasis on Cyclists, I understand the reasons but cycling is not an option for the Elderly and Infirm.

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Nota fan of mini roundabouts. We have two near us and often cars fail to stop and have nearly crashed into us turning right on numerous occasions. I now look out for approaching cars so I'm ready for them not to stop.

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Keep the lights.

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If you want to encourage walking and cycling, help people be able to afford bicycles and improve your green spaces not the town center.

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We had a cycle lane during 2020 and I didn't see it used once!

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Beautiful when first laid but have you really looked at the town centre that once was also beautiful but is now a sad looking mixture of block paving and tarmac patches. Labour councils fault for not insisting road works are repaired as they were meant to be.

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Having seen coaches and articulated lorries mount the pavement and use the whole breadth of the road to traverse the corner from Moor St to St Helen's Road I think your proposed layout may cause more problems as it has very narrow lanes, particularly at the entrance to St Helen's Road. As a cyclist I would not want to be passed by another vehicle in this area. Believe me, far too many drivers will not wait while a cyclist negotiates an obstacle!

As a pedestrian, however, wider pavements are highly desirable

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Does Ormskirk really need Cycle paths?

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Getting from the dedicated cycle lane onto St Helens Road will be difficult as you have to either; make 2 road crossings where cyclists and pedestrians will be forced to mix or progress onto Moor Street followed immediately by turning right at the proposed mini roundabout. The quick left-right will make giving clear hand signals/road positioning difficult creating a potentially dangerous situation where motor vehicles are not sure of cyclists intentions leading to an increased risk of collisions.

A possible alternative is to have a separate cycle lane that runs around the perimeter of the bus station and deposits cyclists wishing to travel to St Helens Road at the same exit that the buses use, with a simple right turn onto Moor Street, followed by a much safer left turn at the mini roundabout. See the Oxford Road scheme in Manchester for how to integrate the cycle lane with bus stops.

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There is no need for a cycle lane within the bus station. Where is this going? Down the steep hill to the railway? This will make it unsafe for bus and train users. The ones on St Helens Road are OK.

Why a roundabout at the bus station "entrance." If buses can exit here it will. Make it harder to judge when to cross. 2 roads to the roundabout are exits so this is unnecessary.

A toucan crossing after a roundabout on a busy junction will cause traffic chaos. What road simulations/traffic analysis support this?

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The widening of pavements and measures to slow traffic look great for encouraging walking. However the design of the bike lane where the bus station used to be looks like it will cause conflict. The bike lane suddenly stops in the middle of a pavement There is no obvious way to join the road. Cyclists will probably not dismount and will simply ride over the pavement, this will lead to pedestrians being frustrated with cyclists zooming through their space.

In your plan, there is no obvious way depicted that the cyclists should join the road at the roundabout and thus connect up to the other planned cycle lanes. This will lead to cyclists joining the roundabout in unsafe and/or illegal ways. This frustrates drivers, causes a negative public perception of cycling, and endangers cyclists. The bike lane needs to lead cyclists to the road and other cycle lanes in a way that is safe and fair to everyone- cyclists, drivers and pedestrians.

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If you want to encourage cycling, your cycle network has to be easy and intuitive to use. This means joining up

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the infrastructure so that it flows seamlessly for the cyclist and protects them at dangerous places like junctions or roundabouts. The navigation of roundabouts and junctions is the kind of hair-raising experience that puts people off cycling in the first place, so it is a bit puzzling to me that this is the only place without protected cycle infrastructure on the plan.

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Footpaths are wide enough..roundabout is a waste of money the lights work good. The trial cycling paths have not been used..yewtree road is a joke !

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We have seen by the ill conceived and L implemented restrictions that were placed on Saint Helens Road to the junction with ruff Lane. It's only increased waiting times and traffic pollution and poor air quality by vehicles waiting to access and maintain the route through Ormskirk. The new crossings Very close to the roundabout will be dangerous vehicles approaching from more street looking to turn left onto Saint Helens Road will have late visibility of the crossing. Why not improve the existing infrastructure and put crossings in there.

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I walk round Ormskirk most days and don't have any issues . My concerns are that on sunny summers days Ormskirk is clogged up with traffic going through from the M58 to Southport this will only make it worse in conjunction with narrowing of the railway bridge so air quality will get worse not better . An Ormskirk by pass would give you better air quality in the town ( been on radar for 40 years ) Out of the £3m why not give vulnerable people somewhere to sit and rest , at the bus station .

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Have you had any survey done on cycling numbers

We had a cycle bay hiring point but it was never used and removed inside a year

Have you checked on cycle hire at the train station as when I asked I was informed that it was very low.

Has a survey been done on student cycling from the university to the town centre and back.

So is it not best to do surveys before carrying out new cycling lanes[ and inform us of the surveys]

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Toucan crossing a great idea outside Kebab shop - could this replace the crossing further up at major junction?? Danger it could stop traffic again after such a short distance

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You are not including disabled people in your ideas, only cyclists and people that can walk!! You are going to make it more difficult for me to find parking , using my Blue Badge and park as close as I can to the town centre.

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Are there no civil engineers in Ormskirk to work on this

And where you REALLY need a traffic light is at Knowsley rd /st Helens rd /small lane junction

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The cycle lanes weren't used much when last erected. They caused traffic problems. I don't agree with a roundabout. The traffic lights are fine as they are.I agree something needs to be done about crossing the road on corner of St Helens Road. It's an accident waiting to happen.

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Cycling is a non-starter in this country because of the weather. People will not cycle to work or Uni if they are not provided with secure storage for bikes, changing/locker rooms and showers. No one will want to arrive at work covered in mud, or soaking wet if these facilities are not available.

Even young people attending Edge Hill do not use bikes or walk for that matter after they arrive by train. They would rather wait 20+ minutes for the next bus when they could have walked there in that time.

Narrowing the roads is ridiculous. There will be tailbacks right up and down Wigan Road making access to the Hospital even more hazardous than it is now and delaying the buses causing timetable chaos.

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I do not see how this will improve air quality when there is no plan in place to divert the current volume of traffic.

You propose a crossing on St Helens Rd, that's fine, however I would suggest it be moved further from the bend, otherwise someone may be killed from the swiftly moving vehicles negotiating the roundabout due to the omitting of traffic lights at the junction.

Furthermore if you have a crossing on St Helens Rd then why add another on Moor St with a central island?

This will only make driving more difficult for the lorries passing through and the buses serving the town - your plan is to reduce street furniture yet you are adding unnecessary road furniture.

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There are a couple of issues affecting pedestrian movement and/or safety, as follows:

a) The uncontrolled crossing on Railway Road looks very narrow compared to the other new crossing points. This is a heavily used pavement, particularly on market days and at school finishing times.

b) The pavement on Moor St outside the taxi rank is currently a 'pinch point'. I appreciate the loading bay is required by the shops and taxis, however if the pavement is no wider than at present then this is a potential hazard for trips/falls if pedestrians feel the need to step into the loading bay to pass oncoming pedestrians.

c) Similar to above, the pavement on St Helens Rd is currently a 'pinch point' with pedestrians needing to step into the road to pass oncoming pedestrians. If the new pavement is no wider then this issue will remain.

d) The road on Moor St, outside the Natwest Bank, is restricted to one way traffic, with a 'No Entry' sign being sited just past the car park for the Natwest Bank. However vehicles frequently access Moor St through the No Entry signs and proceed the wrong direction towards Moorgate. I have personally on several occasions been walking across Moor St within the pedestrianised zone, crossing towards the Natwest bank building, and had to stop in my tracks as a vehicle has come across in front of me travelling in the wrong direction. I feel something more should be done to physically prevent vehicles from doing so. Could moving bollards be built here which are permanently in the 'up' position, with automated lowering to allow vehicles to exit?

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Cyclists seem to assume they have priority where path shared wot pedestrians and seldom give warnings when approaching from behind. Suggest provision for dedicate pedestrian safety.

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I fully support proposals to improve infrastructures for cyclists and pedestrians, who too often lose out to the motoring lobby, although I do have some reservations.

The new cycle path through the bus station is a welcome addition, and will help join up with the cycle path leading from the train station (and further afield - Old Boundary Way / Hattersley Retail Park). However, I do have to question the abrupt way in which the path stops at the edge of the bus station, with cyclists then expected to ride straight into the path of pedestrians (as the artist's impressions show) before they join up again with the path up St Helens Road.

I was also interested to see the cycle paths highlighted on both sides of St Helens Road. Will these be going in as part of the work, and is the aspiration to have them go all the way up to the Edge Hill University campus? I hope so!

And just regarding pedestrians, with taking out the traffic lights at the junction, I fear they will find it a lot harder to cross from St Helens Road across Moor St to get to the bus station given what I believe will be a fairly constant flow of moving traffic leading up to and around the new roundabout. I would suggest that a pedestrian crossing with traffic lights is needed, rather than the 'uncontrolled crossing' indicated in the drawings (I assume that is one where you wait for the traffic to stop of its own accord before you can cross?).

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Finally, regarding improving air quality, can I suggest that the Council takes this opportunity to install electric vehicle charging points at some (or all?) of the car park spaces at the bus station. Ten years from now, all new cars on sale in the UK are due to be electric, and this is a great chance to encourage people to make the move to EVs and hence improve air quality in the town by reducing emissions.

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"The Council wants to encourage more walking and cycling to improve the health of residents and to improve air quality."

Then they're going to have to stand firm on this in the face of a loud, vocal minority of Daily Mail reading, Facebook Community Group users who despise anyone on a bike - even just the thought of cycling is enough to make their blood boil.

They are a dangerous, self-entitled section of people, and if the Council really means what it says in the above statement, then it will need to stand a lot firmer than the way it handled the pop-up cycle lane along St Helens Road, which built up a furious head of steam on social media and in the local newspapers, all because motorists had to wait a few seconds longer in their cars at traffic lights.

The Council must not deviate from its stance - the need to reduce pollution, improve road safety, and improve public health, as well as making our streets more people friendly.

If it bows down to Blue Labour pressure - which is what the District is - these schemes will never progress.

The money that could be spent on new "relief roads" around the District (hundreds of millions of pounds) could truly revolutionise local travel for residents that would change the face of transport in the District forever.

The legacy would far outlast the age of the Petrol/Diesel car (soon coming to end), and would usher in a new age of active travel.

The money would more than cover all aspirational schemes as well as funding brand new ones.

This is where the Council must stay true to its word if anyone is to seriously believe the above statement.

"Narrowing the roadway and increasing the width of the pavement. By making this section more pedestrian-friendly it will improve the link between the bus station and St Helens Road to the town centre."

Narrowing the road and increasing width of pavement is a positive step forward. I'm glad this design concept is finally coming into view, although we have decades of car-centric road design to unravel.

There are lots of ludicrously wide/flared junctions, such as the side junction for Tower Hill along Wigan Road. I hope the Council address these key crossing points in future schemes. And hopefully sooner rather than later.

"Improving the St Helens Road/ Moor Street junction to remove traffic signals and replace it with a mini-roundabout and create a toucan crossing."

I like this concept. It's quite bold. It always felt like a strange junction that never really worked well for either user. Its good that cars can continue to flow west toward Railway Road without stopping although I'm sceptical as to how many motorists will pay any attention to the new 'faux' crossing across Moor Street, likewise when they swing east off the roundabout toward Wigan Road. The crossings are in the right places but perhaps zebras could have been used. Give the pedestrian more clout.

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Overall, I'm pleased with the design proposal, which features new cycle lanes on either side. I know full well what kind of reaction will receive on social media and in the local papers, but its actually a really positive step forward. Overdue, considering the rise and rise of Edge Hill Uni, and hopefully its only the start of a more complete route up towards the Uni itself, but I think the proposals are good. Its nice to see a bit of thought's gone into it.

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I know that this area currently has an excessive level of air pollution and by encouraging more active travel, this could be reduced by providing a safer environment such as that proposed.

The phrase 'build it and they will come' comes to mind, however there needs to be publicity than reflects this notion that depicts ordinary people, in order to encourage this active travel.

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sufficient drop off and pick up places.

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I agree that walking and cycling can contribute to improved health and that improvement of air quality will need a variety of factors including people using low emission vehicles and providing safer pedestrian and cycling facilities to encourage people not to use cars. I am aware that modelling has been done on traffic flows but it is difficult to comment on the impact of these proposals on emissions and air pollution without sight of the conclusions of this modelling which I understand I can only access once I submit this consultation submission.

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Please aim to include as much tree planting and foliage as possible as this is important environmentally and for well being.

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The plans are difficult to follow, it may be they are incompatible on an ipad. I assume the cycle path will link to the train station.

I would welcome seeing better plans..

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There will be very few cyclists using the ramp from the train station. Railway passengers with bikes must buy special tickets, in advance to be permitted to take bikes on trains. Unless foldable, a bike is not permitted on a bus in any instance. Why is there therefore a need to link the ramp with a new path/cycleway (involving the demolition of a serviceable building) to Moor street? As far as pedestrians are concerned there is adequate paving from the ramp linking to moor street. At Moor street (opposite the taxi shop and off license) the road is scarcely busy and does not represent a hazard to either cyclists or pedestrians.

No objection to making the area more pedestrian friendly. However, making this area the priority in lieu of introducing dedicated cycling lanes and safer roads in Ormskirk, is a case of mistaken priority.

The ramp work has been done- as stated above, there will be very few cyclists if any arriving by train.

Demolition of present bus station to accommodate the link from the ramp to Moor st ( for the non-existent cyclists) is a sheer waste of resources.

The dedicated cycle route from the Bus station to Edge Hill University, rear entrance gate under the previous scheme (approved in January) and this, actually stops at the Knowsley Rd/ Ruff lane traffic lights. Why has the plan not included the remainder of the route which represents ¾ of the route from the bus station to EHU.

From this point to the rear entrance gate is without doubt, the most dangerous section of road. Despite having a 20mph speed limit, the significant majority of motorists using the road are generally speeding at between 35 and 70 mph. The LCC survey carried out over 2 years ago was deeply flawed! Cyclists & pedestrians are at great risk on this road due to motorists adopting it as an unofficial Trunk road, subject only to the National speed limit. There were numerous accidents last year, fortunately no major injuries.

However, unless LCC Highways take steps to impose traffic calming on Ruff Lane (proper) there will be accidents resulting in either serious injury or death; the community will hold the LCC councillors and officers responsible for injuries and deaths due to a failure to recognize the dangers and prioritize other works ahead of essential traffic calming. Cyclists are very afraid to use the road in the current state and I have witnessed myself the crass selfishness of drivers either passing too close to the cyclists or forcing them to take evasive action.

LCC seem to be oblivious to the plain fact that they have allowed, through lack of action, many roads in Ormskirk to become a racetrack! Despite frequent accidents at the Green lane County rd junction the only

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action so far is cctv at the junction. Traffic calming is required on Green lane as the 20mph is largely ignored here too!

I have attended meetings with Cllr Iddon and Cllr Adrian Owens on three occasions ( one on site and two at County Hall in Preston) together with Highways officers and while discussions indicated action for traffic calming in order to establish the Safe Cycle route, the two councils are now presenting us with a scheme that does not fulfill it's objectives, certainly not for pedestrians and cyclists wishing to use the major part of the route to EHU's rear entrance.

The Budget of £ 2.4 million is excessive for what are basically minor works and represent poor value for money given the description of the work. There are considerable areas of the scheme that can be scaled down in order to conserve resources in these straightened times.

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### Objective 3:

The proposals do make the Bus Station look nicer and more modern.

However as someone who uses the bus to travel to work 5 days a week I'm more concerned about function, its unclear if you are providing enough shelter for passengers once the old building is demolished. Since the buses are often delayed by 10 to 15 minutes because of Road congestion I would rather have somewhere warm and dry to wait than nice looking paving stones.

At peak morning times there are 30+ college students waiting for there coaches to pick them up a small bus shelter at each stop wouldn't be enough to accommodate everyone.

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I agree but not convinced that the cycle areas would get the use you imagine they would.

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Please see my previous answers. I have not been able to go back and change my comments about bus shelters. Why can't I amend ealier comments? This consultation does not provide a set of plans before comments are called for!

Apart from replacing outdated facilities, the bus aspect is rather 'thin', with shelters seeming to be too small for busy times.

A narrowed exit is asking for trouble, as bus drivers already struggle to perform a left turn out of the station without crossing to the other side of Moor Street.

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And do we get free car parking? Or should I continue to do all my shopping online?

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The new, smaller facilities building looks tucked away out of sight, out of mind. It does not appear easy to casually police it from becoming an antisocial behaviour hot spot

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Again I'll mention the security of the bike shelters due to increased value/ reduced availability leading to higher theft cases. To consider the ground surface between cycle lanes & pedestrian paths to encourage attention & reduce chance of collision.

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It may not be the final design, but the open bus shelters appear to provide very little protection from wind and rain and in the case of the stand used for people travelling up to Edge Hill is far too small.

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Again, this seems like change for the sake of change. There is no tangible improvement for a lot of money being spent. This is a waste of money.

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I approve to the removal of the bus station but not so more student accommodation can be built in the future. What has happened to the information centre or has this been deemed not necessary any more.

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The pathway to the train station via the bus station is not conducive to both pedestrians and cyclists and I suspect pedestrians will be injured if this is not blocked off to cyclists.

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The bus station looks as though it will be an improvement as long as there is decent bus shelters and we do not lose to many car parking spaces.

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I've just seen that there is to be provision for a cycle hub. As can be seen from my earlier comment, I think this is an excellent idea....and that comment is now otiose: sorry.

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I am not convinced that the provision of car parking as part of this development is necessary. I urge the progressively increasing discouragement of the bringing of cars into the town centre. If car parking is really needed (e.g. for those who may travel by car from a considerable distance but for whom public transport is as yet unsuitable), could this best be provided using a space that is outside the town centre but has park & ride/park and cycle/park and walk facilities ?

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Great idea, should have been done years ago!

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As a bus station, it feels no more modern than it currently is. More modern shelters does not detract from the fact that the stands furthest away from the town centre will still be a lonely and potentially intimidating place to be outside of daylight hours.

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Can the car parking provision not be removed/relocated/reduced to bring the stands closer to each other to reduce this isolated feeling?

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More public money being wasted

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Just hope there is enough room for the buses and coaches that frequent the station

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I would seriously consider making temporary bus stops permanent.

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The positions are more convenient for bus traffic and safer. Then redevelop the bus station.

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To small a change to have any impact. May affect traffic by removing the traffic lights and placing roundabout as this area backlogs during rush hour.

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Making st Helens rd into a single lane is a disaster waiting to happen for traffic which will discourage visitors as traffic will turn people away

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There is no provision of a heated waiting area with facilities such as WiFi/charging, shop or planters.

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It does nothing for buses or their users. Use the money for Covid recovery in the community

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No warm waiting areas for bus users. If you want people to use public transport then it's pedestrians need the safe hub not bicycles. Again all this emphasis on cycling.. this is not Oxford or Amsterdam!

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I don't understand how any of this is heritage or anything to do with the history of Ormskirk.

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Awaiting room would enhance the bus station Keep as much free access for motorists as possible Why all the fuss about expensive paving ?

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We need a covered room for passengers to wait and sit down and modern with wi fi etc .

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I may have missed it but not clear what happens to car park. Also is there an adequate way to drop passengers

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at the bus station.

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Yes we need the bus station updated but the plans are a disgrace.

Ormskirk still requires a fully functioning bus station.

Have you checked the railway station. Bikes are never used. This was also a complete waste of money and so are your ideas.

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Absolute waste of money which could be spent elsewhere

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With no plan for a waiting room , or Toilets , or even a facility for a small shop ,this is just not good enough , you can do better with a little effort.

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Major flaw is failure to provide concrete recognition of the historical aspects highlighted in overview. Why not consult local historical /heritage societies, maybe volunteers could be provided for information desk, local walks. At least, essential to include in small toilet / facilities building (already planned ) a visitors' area with information on Ormskirk and surrounding area, including walking/cycling trails (could link with Martin Mere similar initiative in Burcough). Obvious lack of covered waiting room for transit passengers and provision of hot drinks/refreshments via vending machine. Also scope to provide by inexpensive and robust wall mounted video loop information on onward connections, also WLBC messages, government and public health advice, adverts for local services, etc. Ormskirk Station a good model and its small shop v useful, should be signposted from bus station.

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This is a bus station. There is no waiting room with toilet facilities, bus shelters are open. Very little seating in place for bus users.

The concentration is on cyclists rather than people who use the bus. Many bus users are elderly and do not have any other means of transport.

It appears to focus on beautification rather than providing the services and facilities required by its customers. Surely both can be achieved.

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Seems to accommodate bus transport and walking and cycling routes. Perhaps there should be improved footpaths right out to Dark Lane and the opposite way towards old Hattersleys site and Burscough

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The bus station to me is a good town feature and other than new signs and a change of use for the 'information center' (potential for a small council owned cafe) i think it doesnt need to be changed.

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A tourist or travel information centre is needed - and an indoor waiting room.

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Wow.....found a second bus shelter. Obviously great in the summer IF the sun shines but what happens during the rest of the year when we are receiving a supply of water from the sky which is good for our water supplies but not welcome to be falling on our bodies.

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Temporary bus stops in St Helen's Road will be a big hazard to cyclists, who will have to pull into a concentrated traffic stream to pass them.

There is a likely problem from cyclists exiting at speed the planned new cycleway into the footpath going down to the station.They will be unsighted until the last minute and there will be a danger of collisions with less-mobile pedestrians on the path. This is already dangerous enough, especially when covered with wet leaves in the autumn.

Is the planned new building really big enough for office and toilets? It doesn't look like it is!

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Instead of yet more cycle paths why not some nice outdoor seating, a place where people can sit and weight

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for the bus.

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What is the purpose of putting a cycle lane in the bus station? It literally goes no where. This could be used for new facilities.

The tiny cycle station is insufficient.

Removal of current trees during a climate crisis. This is abhorrent and out of touch.

The car park exit onto a roundabout entrance will make this more difficult for all involved.

There is less cover for bus users and next to no new facilities. This will not encourage bus use.

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Sounds good

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The demolition of the existing bush shelter is long overdue but there is no facility shown for shelter in bad weather for people who will be waiting for buses. Increased cycle lane along Towards the train station does not seem justified to the expense due to the limited number of cyclists that have been seen to use that area and what evidence is there based for this extra expenditure?

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It's a waste of taxpayers money you are leaving people exposed to the elements . It's all very well looking at pictures in the summer but what about the depths of winter waiting for a bus . I don't see why you think demolishing the bus station will make more people come into Ormskirk . There are no decent shops as they have all closed down . Most people come in on the train anyway .

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Will there be any air monitoring

Will there be any electrical car charging points

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Unsure of how the cycle path is handled with the temporary coach parks on St Helens Rd? There does seem ample room in the bus park area could coaches not be accommodated in there? Lancaster (a modern bus station) seems to have used limited space well - has this type of park been considered? I can see this design makes minimal disruption to the working bus station but worth considering a more creative use of the generous space?

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Need to factor in toilets for bus drivers

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pavement in front of Chapel Gallery is in desperate need of widening

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Apart from lack of shelter I think the bus station is fine as it is. It needs a booking office or time tables but why waste the money on changing it.

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I would have liked to have seen more seating space / protection for those waiting for buses - it gets very cold / windy in this area. Also not sure why we have kept the parking area.

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Again reducing the width of the road for the cycle lanes will cause traffic to queue both up and down Wigan Road therefore causing access to the Hospital to be even more hazardous than it is now. Buses will also be affected by the queues causing disruption to the already inadequate service to the Hospital.

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The demolishing of the bus station is completely unnecessary.

The current building supplies suitable toilet facilities to the public and to bus drivers and is situated in the most convenient location.

Provision for a cycle hub can be made by adapting the current building of which 70% is now unused space.

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To demolish and create what you intend is crazy when money can be better spent elsewhere in the current climate.

You propose toilet and rest facilities for bus drivers but what about the general public?

Making people walk to the other side of the bus station to visit the toilet is less than convenient.

You propose a dedicated coach stand for the many visitors to be attracted to the town. Where are the coaches going to park up? as there looks to be no provision for 2 coaches to park up and wait whilst visitors browse the market.

Access/egress into the car park looks sensible only if the proposal of a crossing on Moor St is removed.

The temporary proposal of using St. Helens road as bus stops is ok, however please consider the 375 Wigan bound will be facing the wrong way in the town due to the route it takes.

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I don't feel the plans significantly 'improve' or in particular 'modernise' the bus station.

A few suggestions from me in these areas:

Firstly, by taking away the old 1970s building, it means bus passengers will have to wait under shelters for their bus in bad weather. In an ideal world, I'd like to see a replacement covered and manned area / waiting room, possibly incorporating a shop or cafe, and with wifi access for passengers to utilise.

I'd also like to see the inclusion of electronic display boards giving times of buses, whether they're delayed etc in the same way that the train station does. And how about also including a live display of train times at the bus station for passengers coming into the town by bus and going on to take a train?

It's imperative also that security is improved at the bus station - as I've highlighted, the current facility has been plagued by gangs of threatening local youths, which would put me off using the bus station during evenings. I would therefore like to see the bus station very well lit, with CCTV in place covering all areas.

On a similar note, the proposed 'Cycle Hub' needs to be truly secure, and not just some covered Sheffield stands as is suggested. Really secure bike lockers are needed, and it would also be good to install a free air pump for cyclists to use and other tools and possibly a water fountain too for cyclists to use.

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"The demolition of the existing bus station building"

Yes, this is long overdue. It will be a welcome relief to see it go, and I'm glad the Council refused permission to build flats there.

A town as big as Ormskirk with such a busy rail station has deserved a bus/rail interchange befitting of its patronage for a long time now. That we are only getting round to this now in the 2020s is quite staggering, but of course, this is to be expected when the political system keeps on destroying local government and depriving them of investment in key public services.

"The creation of a two-way cycle path running north-south across the western side of the bus station through land where the bus station building currently is"

The new path from bus to rail station (which is not a cycle path, which was a bit misleading) was a job well done, and a massive improvement on the old path, which was an absolute disgrace and a stain on the town, especially with the amount of ASB it used to attract.

This new section through the side of the bus station seeks to connect the rail station path with the cycle lanes marked out in Objective 2, so I applaud the intent here. The easy thing to do would have left a big shared space open to anyone, but the creation of a segregated cycle lane (presuming it is segregated) is a welcome

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move addition. Again, its good to see some ambition.

"A new "Cycle Hub" for secure, sheltered cycle parking"

Not entirely sure what this is referring to, but if its cycle hire, while I'm all for making active travel easier for people, I'm not convinced it will work. Who knows. Other University towns have massive cycling levels, and if this particular hub looks the part with decent bikes for hire, it may do well. I hope so.

Re the cycle parking - I think its really important the Council gets this right. The parking facility needs to be big, well sheltered (not exposed to windy showers), and truly secure. That means it needs to be prominent - with good surveillance. But the location is good because its near the bicycle shop, and if it looks good (check out Green Roof Shelters - <https://greenroofshelters.co.uk/green-roof-cycle-shelter/>), it will also help attract new users.

Currently, cycle parking in the town is peripheral. Frivolous. There are one or two Sheffield stands about but no sheltered parking that I can think of.

If cycling to become normalised and 'acceptable', then Councils must offer much better parking provisions.

When I go the Doctor's Surgery on St Helens Road I have to chain my bicycle up to a drainpipe. This is a sad state of affairs, but very much symbolic of cycling infrastructure in the UK. There are no end of poor examples.

"The creation of a new, smaller building on the eastern side of the bus station to accommodate public toilets and facilities for bus drivers"

So long as the public toilets remain, this is fine.

"A redistribution of the bus stands, which will have new modern bus shelters, and a drop-off/pick-up stand specifically for coaches"

As the new station is not going to incorporate an actual bus station into its proposals, i.e. like the one in Chorley, the least the Council can offer is quality bus shelters with digital info boards, customer activated heating (<https://www.solairaheaters.com/commercial-comfort/transit-bus-shelter-heating/>) and living/green roofs (<https://news.leicester.gov.uk/news-articles/2020/october/leicester-s-bus-shelters-to-go-green-as-part-of-new-partnership/>).

Bog standard bus shelters won't cut the mustard. Buses, much like cycling and walking, is seen as inferior to car travel. Almost embarrassing. And with such appalling infrastructure, a lack of network coverage and extortionately high fares, its little wonder why buses are shunned.

Bus stops, much like cycle parking, are all part of the big picture. Councils need to haul our bus system into the 21st century if its to stand any chance of survival beyond the next few Tory governments.

It needs to be modernised - glamourised even. It needs to be proud of itself, and for it to be confident in going head-to-head with the private car.

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Currently, buses are the fat kid at the back of the class who no-one wants to speak to.

Bus stops/shelters are a part of the 'face' of the bus system.

In the competitive, capitalist world in which we live in, Councils and bus operators have got to try harder to make it a truly competitive form of transport, because at the moment it's just hopeless. Much the same way people used to view car brands such as Skoda or Lada.

In a socialist planned economy, this would be less of an issue, but as things stand, buses have to compete with the car, and they currently don't stand a chance. It's such an uneven playing field, it's not even a competition.

Most people have probably not travelled on a bus for a good number of years - perhaps going back to their school days. I dare say more people have been on a bike in recent years than they have on a bus.

Councils and bus operators have got to start, at the very least making buses competitive, and they could start by cleaning/upgrading their rotting bus shelters, and revitalising its bus stations.

It's high time Councils gave something back to the people who so depend on the bus system, and by making it more attractive and respectable, who knows they may even entice new users too (in combination with making driving a less attractive option).

Other comments:

The car park is still present and actually still dominates the bus station, in terms of its size - the amount of space it uses up. Is it really so necessary with all the other parking on offer in the town? Is it really so much to ask for people to find alternative parking spots? Or at least, does it really still need to be this big?

To quote Brent Toderian:

"Too much parking induces too much car ownership and too much driving, which in turn makes people think we need more parking. It's a self-fulfilling prophecy."

Also to quote Donald Shoup in "The High Cost of Free Parking":

"Minimum parking requirements act like a fertility drug for cars. Why do urban planners prescribe this drug? One explanation is that planners are not exercising professional judgment. They're simply responding to political pressure."

Taking the first quote, does Ormskirk town centre suffer from a lack of parking? Is there any evidence to suggest that removing this car park, or at least reducing it, would create a deficiency in parking that would result in people having to turn round and go home? Even then, did they need a car to access the town in first instance?

Removing the car park by replacing it with a central bus station hub would have been the biggest statement of all at this location. Even transforming it into a small greenspace/park area would have been a bold step forward. I'm just not convinced of the need to utilise this land for motorists to store their cars on. It still feels as though there is a fear of political pressure that hasn't changed since the 1960s. That local 'traditionalists' will be outraged. We can't keep allowing these narrow-minded individuals to stand in the way of progress.

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Great design with more space and provides a pleasant space to actively travel as well as wait for a bus.

I am happy to see that there will be only one entrance/exit for cars using the car park as currently as a pedestrian it can be very difficult to check whether a car is leaving the car park due to an obstructed view.

Another issue that must be raised is when buses turn out of the current station towards Wigan Road (Skelmersdale bound) they sometimes mount the kerb (this has happened to me twice whilst walking- and I have reported it to Arriva to investigate). This junction needs to be re-considered in terms of safety as if it is a

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infrastructure issue as well as a driver issue, it must be factored into the proposal before there is a serious accident involving someone who isn't able to move out of the way as quickly as I have.

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the diagram shows little about the location of bus shelters and whether they will be electronically , with displays of arrival times on a time table notice board and on the individual stops as in other major cities.

as coaching facilities are to be made available - arrival time are often not so precise due to length of routes and conditions suitable waiting area will be required.

there doesn't appear to be thought and preparation for the development of alternatively fuelled transport - eg under the surface fuelling area.

As the area is being made more open it will increase the flow of the wind, coupled with rain transport users will need protecting from this in order to make the use of public transport acceptable

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Spatially has to be shaped by vehicle (bus) requirements & that looks effective in the space

Ped space looks generous and routes direct

Cycles pushed to back & not well integrated

Cycling needs to be better integrated into the wider network - can't see evidence

Space here for a meaningful & secure cycle park too under a structure

Does this scheme need all this car parking - outside of disabled & perhaps people with v young children

Could the car park be used for occasional markets and other civic events?

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I hope that electronic displays for information on bus times etc. will be included.

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The toilets need to be closer to the town centre and not behind people's houses. That way they would serve the market users too. The east side may seem a short walk for the younger legs...it's a long way for those with old legs and a weak bladder. ...the area besides the houses could have landscaping and quiet out of the way seating. The plans are not properly accessible on an iPad.

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Why demolish the existing bus station in favour of a smaller building. Public toilets could be installed within the existing building and the cycle route taken around the rear of the existing building.

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I would like to see some final consideration of whether we really need the retained carparking, which would have been removed if the hotel plans had succeeded, and whether instead of parking we might be able to put in additional green civic space.

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## Overall (Objective 4):

A much better proposal than the previous one that better reflect the needs of users of the bus station and local residents.

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Please make a replacement bus station building a priority in the final plans if the old one is demolished. Facilities including the public toilet and shelter are far more important than a nicely paved cycle route.

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I absolutely disagree with the proposal to allow traffic into Moor Street. This is a backward step, would be dangerous as the rest of the town centre is pedestrianised and detrimental to cleaning the air. This is a daft idea and I can see no advantage.

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I think money could be better spent in the town, there are businesses failing everywhere, you have ruined the market with the removal of the stalls, many more repairs are needed, whilst the bus station will be nice, it's never been something that I would have thought was a priority

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I am satisfied with the OBJECTIVES but not with the PROPOSALS as they stand. The scheme is at least a considerable improvement on the previous plans for (yet more) student accommodation and unnecessary shops.

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And do we get free car parking? Or should I continue to do all my shopping online?

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Seems a lot of money to achieve little

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This looks like a great plan, I think it will be vital to continue this cycle path to Edge Hill University to encourage a sustainable link between areas & reduce traffic in the nearby area.

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This is a waste of money that should be redistributed to improving the dreadful roads, flood defences, maintaining grass on roundabouts and beside roads etc that would actually improve appearances and people's attitudes towards the council.

This, as the general social media reaction shows, is not what people want.

We want basic maintenance to be carried out way before anything like this.

Besides, Ormskirk has had lots of money spent on it. What about all the new houses in Burscough or a new leisure centre in Skelmersdale?

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Some as stated. Ormskirk is losing its character and this should not be allowed. The planners need to ensure this does not happen.

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With the bus station yes with the road layout no.

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Great news about the bus station but please scrap plans for the ridiculous roundabout. Good day.

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This will destroy communities in Ormskirk .

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I am unhappy about the objective to prioritise cyclists and pedestrians. Some of us have no choice but to drive due to poor public transport links and it feels we are being victimised simply because of where we live within the borough.

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Have concerns about the temporary bus stops. I appreciate they will be short term, but I envisage traffic congestion at busy times.

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This is not wide thinking enough for the future of Ormskirk.

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Not worth the monies planned on being spent. Will not make the differences you are hoping. Only students will benefit but they don't really spend their monies in the town, with exception to the pubs and clubs.

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This scheme does nothing that couldn't be achieved by just maintaining what's already there. Use the money for Covid recovery in the community

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Again how is this related to heritage and historical England? This is a waste of money from that pot of cash. Other projects that do preserve historical features would be more beneficial to the history of this market town. This project is predominantly for the benefit of the university disguised as a local improvement.

I don't think this will encourage visitors nor extra commerce that's significant. However it will make like easier for the students attending the university who live outside of walking distance.

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Overall I feel the opportunity to improve this much needed facility has been missed in this expensive proposal. More effort required to make the most of a rebuild.

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Happy with open space

Happy with toilets

Not happy with no enclosed area for travellers

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Need a cafe for people coming or departing from Ormskirk to rest whilst waiting for the bus, with signs displaying the bus has arrived and at which stand it will depart from.

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I am not sure how often I can say your plans are not suitable for Ormskirk. It will be interesting to see if you listen.

I think back to the Pagoda. You totally disrespected residents' opinions and went through with your own ideas. Another waste of money for a council that is supposedly short of cash.

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No point in asking as nothing will be listened to.

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Strongly support improvement of this key area. But see major flaw, ie absence of reference to historical aspects that form key part of overview. Also lack of link to a West Lancs Tourism Strategy that should be kickstarted by this development. Ormskirk has obvious basis to be a centre for history/heritage/environmental tourism. Visitor convenience and facilities are underprovided. Provide small visitor area in already planned toilet/facilities building, include seating, hot drinks/refreshments by vending machine, install wall mounted video monitor for visitor information including council messages, local services, safety information. Could be financed by local advertising. Consult local history/heritage/environmental societies for advice, support, maybe volunteers to lead walks from bus station.

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Needs to be customer focussed not design led.

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It is important not just to upgrade the centre but make sure there are walking and cycling routes leading into Ormskirk. The cycle lanes introduced temporarily recently failed to last the council too quick to listen to a few complaints from motorists.

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I think the public's money in regards to our small town can be spent much wiser, with a much better response from residents. I personally would propose a small business stimulus. Including reduced business rates for 12 months and rental help for 6 months post lockdown, to help revitalise the town's business who will in turn, using social media try their utmost to draw in visitors and boost our economy!

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Just satisfied. Could be improved with waiting room and travel information centre with hot drinks machine.

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While I can see merit in the proposals (albeit with the misgivings I have registered on previous screens) I am not convinced that the £3m spend is really worthwhile. We have a functional, though ugly, bus station. Retail in Ormskirk struggles to compete with out-of-town shopping centres. Better to subsidise parking.

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Anything that keeps heavy traffic away from Ormskirk Town Centre and ring-road and improves safety of cycling on our roads will have my enthusiastic support.

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The plan is nice but what about the tarmac in filler that make Church st, Moor st look so untidy. All that money spent doing it up and its not maintained properly, shame on the council for letting the workmen do that.

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Waste of public money, nothing wrong with how it is currently

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This needs more work. Bus users have downgraded shelter and cyclists can ride within the station for little purpose.

The cycle stand is a good idea in principle but the layout needs work.

A better use of money would be to replace the bus shelter building with something more modern adding new facilities and better shelter.

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A welcome to ormskirk sign...repair the roads and clear the gutters of weeds to help stop flooding.

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I don't believe that the new plans will improve safety for pedestrians or cyclists. The mini roundabout will be the source of many collisions and pedestrian RTC As I've already stated due to the late visibility of the crossing it will now be on St Helens Road.

I think the misguided thought that cyclist will use this New cycle path is impart a large waste of money cyclists already use existing road infrastructure to access the train station.

And overall fully consulted cycle plan for Ormskirk should be dealt with in a separate consultation as we have seen from the ones that were implemented in 2020 they had little to no impact on cyclists but had a greater impact on other road users creating longer waits.

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Don't understand why you think more people will come to Ormskirk as it looks "pretty " what is there for them to do .. have a coffee or go to a bar !

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Appreciate the thinking around pedestrians, cyclists and open space/aesthetics. Struggling with plans for coaches on St Helens. The general one way system needs a big think, realise this plus the railway bridge being strengthened is beyond this scope, but hope there are similar public consultation.

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I would agree and be satisfied if you take my comments on board about disabled issues and bus drivers toilets.

The proposals are much improved from your previous plans.

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no where to sit and be dry where the bus station is, in the proposals Not good

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I am supportive of any move to increase cycle provision in the town, and would like to see more.

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Who drew up these plans? Will any amendments be made after this consultation?

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I agree with the proposals for St Helens road (with amendments to the pedestrian crossing as stated earlier)

However I disagree very strongly with the proposal to demolish the bus station without even considering making it work in its current form with alterations that I believe would cost considerably less than this new and unnecessary proposal.

No real consideration has been made to visitors public conveniences or coach parking, instead it's all for cyclists who will hardly use the path anyway.

In the current climate the funds would be better spent on enticing businesses to open shops in the town first before vistors will come.

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The only facilities currently in the town centre are banks, charity shops and coffee shops - not exactly going to

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draw in the crowds.

Consider the fact that Ormskirk has seen investment over the last few years in reflagging of walkways etc, maybe funds should be given to help regenerate Skelmersdale which is in more need than Ormskirk currently is.

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Really think you are over estimating the cycle take up and giving them too much priority over pedestrians. Most edge hill students come from distance and have cars and cannot see that much take up of cycle route.

The Yew Tree Road closure is an example of things being done in the name of safety / promotion of town centre but do you ever see cyclists using it?

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While I like some aspects of these plans (e.g. new cycle lanes), and I'm keen to see the back of the dilapidated old building / shelter, I don't feel these plans actually do a great deal to meet the objectives.

By removing the building and not replacing it with some sort of covered waiting area, you could make the case that the plans actually make things worse for passengers.

The disjointed cycle path also doesn't make sense to me - I'd instead like to see an unbroken cycle path leading through the bus station into St Helens Road.

I also suspect that these plans are less about improving the appearance of the area, and more about improving the flow of traffic around the one-way system with the removal of the traffic lights, and getting rid of a maintenance issue for the Council in the form of the old building.

I really hope some of my suggestions can be taken on board (e.g. electronic signage, CCTV / lighting, new waiting room and area incorporating tourist information / a shop or cafe, EV charging points, secure cycle storage etc) to genuinely improve the bus station, rather than simply putting in a bit of landscaping and a few new bus shelters, and removing the traffic lights.

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I feel as though if this is undertaken well and meets the objectives it will be a great opportunity for Ormskirk to 'put itself on the map' and encourages people to actively travel more than currently.

Events such as the twice weekly market and any festivals will be greatly attended by people that do not drive for whatever reason.

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something urgently needs to be do to improve this area, but it must be something more than just a bus stop/station. i feel that there has been little thought to up grade the whole area. the development of a small cafe area would be a start, even a small unit for a new start up venture would add colour, life to what is set out to be a deadly boring area,, you might as well be anywhere, nothing says this is Ormskirk. to my mind this plan for the bus area say no one really cares.ne

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I fully support the objectives of making Ormskirk a healthier, more attractive place for residents and visitors.

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Hopefully, a scheme of this scale gets appropriate attention and can be made really good - it is a central urban space with potential to become a useful community hub - but not cluttered

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It is important that cycles lanes do not impact negatively on traffic flow.

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Can't see the plans properly so don't understand what is actually proposed and cannot comment. I can read plans very well it is not my capacity to read plans but the inadequacy of those provided.

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No, the Councils are not addressing the major problems in the Town. Park road will remain congested ( backing up into St Helens road) and there are no measures to introduce traffic calming on roads requiring this solution. ie Ruff Lane and Green lane.

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## **New Bus Station Proposals**

Initial reaction to the plan.

It looks good, clean, tree lined rather more of a picture than a plan. I had difficulty in envisioning how it would fit into the use, which is made of bus stations by residents and visitors. There are no dimensions given. On an Ormskirk street map it is designated a “bus interchange.”

I agree with all the comments made by the Our West Lancashire Councillors.

Without the added facilities already suggested it will adversely affect sections of the residents and the public i.e. the elderly, disabled, and low income families, and those eligible for Now cards, which do not cover the more expensive rail travel. I am sure that the bus station is used by residents (in normal times) to travel further afield.

I certainly approve of the need to encourage cycling but I am concerned that the introduction of cycling lanes leading to the town centre will impinge on pedestrians.

I believe that when commenting on the plan further reading of Ormskirk Eastern Gateway, and consideration of the future proposed Ormskirk Strategies, is necessary to make informed comments.

I see a vague circle at the base of the plan. Does this represent a mini roundabout which will have to cope with large buses entering the bus station and vehicles entering the car park from Stanley street and Wigan road? The instillation of a mini round about at this point does not give me confidence from the experience of living close by such a junction or is this taken care of by Phase one and the County Council scheme?

At the above point I do not find the route of the traffic clear, nor whether the semi circle path within the bus station site on the left adjacent to the trees is a foot path or a cycle path. It is almost at one point very close to what I believe to be railway road where Moor street turns into it, or does the traffic stop there because it is not just a bend it's a right angle. “pedestrian safety is a priority” for which I am very pleased.

The suggestion of a small shop could also provide a venue for forthcoming events and timetables. Not every one has the means to access high tech. There used to be an information desk situated there.

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Appendix 2c Additional Comment, Written Submission, New Ormskirk Residents Group

WLBC ORMSKIRK EASTERN GATEWAY – CONSULTATION

After consultation with our members New Ormskirk Residents Group (NORG) would like to make the following comments. Moor Street Public realm, Bus Station, Junction Moor St/St Helens Rd., Junction Ruff Lane/St Helens Rd, option developments for Ruff Lane form the published list making the subsections of the overall project, however we note that public comment has not been invited on the Ruff Lane proposals. As all the subsections are interlinked and give the project its entirety we will comment on all subsections. As a general comment we note the projected cost and have concerns about current and predicted cycle use to justify this cost. As a group we would like to see the assessment of how the current exceptionally low cycle usage in this area will increase as a result of the construction of dedicated cycleways. Also are we correct in assuming section 106 EHU monies will be allocated specifically as designated ?

Moor Street Public Realm.

NORG welcomes any improvement to the street scene in terms of additional seating, litter collection, paving and greenery. This will only enhance the entrance to the central area from the bus and train stations. We feel that the issue of waiting taxis around the Moor St/ Railway Rd junction should be addressed, perhaps with specific taxi bays here or on the nearby car park. Idling taxis are not only an eyesore but a pollution hazard.

Bus Station

Firstly we note that proposals state that the demolition of the present building to create a new cycle route between the railway station and town centre will attract more people to the town and help support local business. As a Residents Group we would like to see and understand the data on the expected increase in the use of cycles by train passengers that justifies this conclusion. Proposals to improve the appearance with landscaping are to be welcomed – giving as it does, first impressions to visitors. However, our members feel a number of issues have been overlooked. At each bus stand we would like to see more substantial and visibly acceptable shelters and some seating. With the removal of the present brick built shelter, we would like to see a substantial building to accommodate those with longer waits – seating, vending machines for snacks, WiFi, - such provision would be in line with the stated objective of improving and modernising the bus station. Without such additions, improvements and modernisation will not be met.

Moor St/St Helens Rd junction.

The plans for the mini roundabout at this location with the controlled pedestrian crossing are welcome and look to be a considerable improvement on the current traffic light controlled junction with no dedicated pedestrian crossing. Our only concern here is the uncontrolled crossing and the cycle route are in the position which now sees taxi waiting – see above.

Ruff Lane/ St Helens Rd junction.

The Residents Group has already written at length to Lancs CC about this junction. We were dismayed on reading the inadequate risk assessment for this change as it gave no consideration at all to the knock on effect at the Knowsley Rd/St Helens Rd junction, as now vehicles – and there are many – travelling from town to access Ruff Lane and the hospital and University rear entrances have to make a left turn around a very tight angle into Knowsley Rd, often coming face to face with Knowsley rd traffic as the vehicles have to swing into the centre of the road to avoid vehicles parked in the permitted bays along by the Park. This whole junction needs careful monitoring.

Ruff Lane options

The two options proposed are speed cushions and cycle bypass priority chicanes. Problems in this road between the university rear entrance and Knowsley road are speeding vehicles and parking in chicanes some of which result in restricted visibility and queuing. Of the two options it is felt that speed cushions would give the most benefit together with revoking lengths of long duration parking to reduce speeding and to make for safer travel for the occasional cyclist. However there is a concern that this may lead to parking on the verges which would need addressing along with the present poor state of the verges, which need to be looked at in line with the values of Conservation area status. NORG WILL COMMENT FURTHER ON RUFF LANE IF REQUIRED.