

Appendix 3: Analysis of Additional Comments

Additional Comment	Council's Initial Response
Objective 1: to create a more attractive and visually appealing town centre	
<p>The provision of waste bins, seating and lighting is imperative.</p> <p>A preference to replicate the existing paving materials in Moor Street, preferably non-slip.</p> <p>Regular cleaning, including the removal of chewing gum and sensitive maintenance with any repairs or other works being made good using the natural stone rather than tarmac.</p> <p>New tree planting with some respondents requesting locally sourced, semi mature, native species.</p> <p>The St Helens Road/Moor Street/Wigan Road junction: will replacing the traffic lights with a mini roundabout improve or worsen traffic congestion and therefore air quality? In addition, a number of respondents have expressed concern at the pedestrian crossing arrangements at this junction.</p> <p>The ability to temporarily limit access to Moor Street is generally supported although one respondent expresses concern that this will force traffic around the one way system, thereby increasing congestion.</p> <p>The provision of cycle lanes receives a</p>	<p>This is recognised and an appropriate level of provision will be made.</p> <p>As natural materials are being used it may not be possible to procure an exact match, but a sensitive approach will be adopted, especially bearing in mind the Heritage Action Zone status.</p> <p>Although this is outside the remit of the procurement works, the comments are noted.</p> <p>These comments will be passed on to the design team.</p> <p>Traffic modelling shows that the provision of this roundabout, alongside other improvements should not increase congestion. However, this comment will be passed on to the highways design team.</p> <p>This comments will be passed on to the highways design team.</p>

mixed reaction. Whilst some respondents support their provision, others suggest that they will be little used, and will only add to congestion.

Respondents generally accepted that the existing bus station building is outdated but there is a strong feeling that if demolished, then a substantial shelter with seating needs to be provided. In addition, there is clear support for replacing the toilets if the current building is demolished. Some respondents have also asked for a café and information centre be provided at the bus station.

A small number of respondents suggest that no changes are necessary with others suggesting that the proposals are "a waste of money" with the finances being better spent on supporting small businesses and investment to help tackle the issues arising from COVID 19.

West Lancashire Borough Council is committed to support the delivery of new cycle infrastructure to help reduce carbon emissions and support the shift towards sustainable means of transport and to improve health. It is expected that the provision of this new infrastructure should help support that modal shift and will increase usage of cycling. However, traffic modelling provided by LCC shows that overall there should be no increase in congestion.

The current proposals include provision for replacement toilets. Individual shelters will be provided at each bus station to provide cover from the elements. Unfortunately, much of the current building is underused and there is no funding for a new information centre, which was closed a number of years ago. There has been little demand for a café or other kiosks on the bus station site but the Council would be open to discuss any future approach or proposal for additional amenities such as coffee kiosk, information centre or other facility.

The funding to deliver these schemes comes from a variety of sources including S106 agreements, Community Infrastructure Levy, Local Transport Plan 3 money, as well as Heritage Action Zone funding. As such there are requirements on what the funding can be used for which would limit its use. It is intended that the proposed improvements can support the long term viability and attractiveness of Ormskirk town centre and West Lancashire generally. Although the funding is limited, these comments will be passed on to the design team. In particular, it will not be possible to

	<p>reallocate these monies for a business support scheme.</p>
<p>Objective 2: To encourage walking and cycling to improve the health of residents and to improve air quality.</p>	
<p>Many respondents expressed the view that the provision of additional cycle Lanes would not increase levels of cycling but would simply lead to increased traffic congestion and an associated deterioration in air quality.</p> <p>Some respondents supported the narrowing of St Helens Road whilst others expressed serious concerns at the impact this would have on traffic congestion and air quality.</p> <p>Replacing the traffic lights with a mini-roundabout at the St Helens Road/Moor Street/Wigan Road junction generated particular concerns on buses being able to negotiate the mini-roundabout and on possible confusion needing to an increased risk of collision.</p> <p>Some respondents asked for a controlled pedestrian crossing from the bus station to St Helens Road to be considered.</p> <p>With regard to the proposed cycle path through the bus station from Wigan Road/Moor Street linking with the path to the railway station, concerns were expressed about the conflict between pedestrians and cyclists in this area and how cyclists would negotiate their way to St Helens Road.</p> <p>One respondent also suggested providing electric vehicle charging</p>	<p>The Council is committed to delivering safe cycling infrastructure which should increase usage, reducing congestion in the long term and improving air quality.</p> <p>Traffic modelling does show that this proposal alongside other improvements should not increase congestion. However, these comments will be passed on to the highways design team. LCC will consider if air quality monitoring is necessary</p> <p>These comments will be passed on to the highways design team.</p> <p>These comments will be passed on to the highways design team. However appropriate crossings are already included within the proposals</p> <p>These comments will be passed on to the highways design team. However the cycle paths have been designed to be largely segregated from pedestrians and to include safe crossing point to access St Helens Road.</p> <p>The funding for the proposed</p>

<p>points in the car park.</p> <p>A number of respondents suggested that investment in high quality cycle hubs/storage facilities is needed to encourage more cycling.</p> <p>It is claimed by some that the "pop up" cycle lanes in 2020 were little used.</p> <p>The value for money aspects were raised by a small number of respondents, with some asking whether or not the project needed to proceed at all.</p>	<p>programme of works has been compiled from a number of different capital allocations. This means there is limited scope on how the money can be spent. The council will explore other funding opportunities for the provision of electric vehicle charging points</p> <p>These comments will be passed on to the design team</p> <p>These comments will be passed on to the highways design team. However the particular issues learnt from the pop up cycle lanes have helped inform the permanent design.</p> <p>The funding to deliver these schemes comes from a variety of sources including S106 agreements, Community Infrastructure Levy, Local Transport Plan 3 money, as well as Heritage Action Zone funding. As such there are requirement on what the funding can be used for which would limit its use.</p>
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Objective 3: To improve and modernise the bus station.

<p>Whilst there is considerable, but not unanimous support for demolishing the bus station building, a large number of respondents make the point that there needs to be a substantial sheltered area, preferably heated with wi-fi and either information boards or an information centre and possibly a café.</p>	<p>The current proposals include provision for replacement toilets. Individual shelters will be provided at each bus station to provide cover from the elements. Unfortunately, much of the current building is underused and there is no funding for a new information centre, which was closed a number of years ago. There has been little demand for a café or other kiosks on the bus station site but the Council would be open to discuss any future approach or proposal for additional</p>
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<p>Concerns were expressed at the security of the proposed toilet block on the eastern side of the bus station, and indeed the security of passengers using stands on that side of the bus station.</p> <p>A number of respondents make the point that secure cycle store is facilities and are essential and also pointed out that the temporary bus stops in St Helens Road could cause a conflict with cyclists.</p> <p>It is also pointed out the bus is leaving the bus station heading east toward Skelmersdale have to make a difficult manoeuvre and that this should be resolved as part of the works.</p> <p>The value for money aspects were raised by a small number of respondents, with some asking whether or not the project needed to proceed at all.</p>	<p>amenities such as coffee kiosk, information centre or other facility.</p> <p>The comments are noted and it is proposed that this part of the site would be monitored by CCTV.</p> <p>These comments will be passed on to the design team. Traffic modelling shows that the St Helens Road proposal alongside other improvements should not increase congestion.</p> <p>This comment will be passed on to the highways design team</p> <p>The funding to deliver these schemes comes from a variety of sources including S106 agreements, Community Infrastructure Levy, Local Transport Plan 3 money, as well as Heritage Action Zone funding. As such there are requirement on what the funding can be used for which would limit its use.</p>
<p>Objective 4: Overall are you happy with the objectives of the Ormskirk Eastern Gateway?</p>	
<p>The value for money aspects were raised by a significant number of respondents, with some asking whether or not the project needed to proceed at all. A number of respondents suggested that the money could be better spent on supporting local businesses and in addressing the impacts of COVID 19.</p>	<p>The funding for the proposed programme of works has been compiled from a number of different capital allocations. This means there is limited scope on how the money can be spent. In particular, it will not be possible to reallocate these monies for a business support scheme.</p>

There was a mixed response to investment to encourage cycling. Some are highly supportive and others dismissive.

There is strong support for replacing the toilet provision and for providing a high quality bus waiting area.

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