242 : Skelmersdale Rail Link		SEQUENCING DECISIONS SUMMARY	
Outcome:	Facilitating the delivery of housing growth	Business as Usual Tier 1A:	
Investment Programme:	Table 3	Business as Usual Tier 1B:	
SDC Corridors(s):	Central Pennines	Business as Usual Tier 1C:	2027 to 2033
Short Description:	New rail link and town centre station connecting Skelmersdale to Liverpool and Manchester, as well as the national rail network.	Strategy 1 :	2027 to 2033
		Strategy 2 :	2027 to 2033
Economic Narrative Place typology:	Large Conurbations, Other Urban		
Economic Narrative Intervention typology:	Reductions in generalised journey time, including additional frequency and capacity and/or improved resilience and reliability, (Improved access to key development sites as secondary)		

STEP 1A) SCHEME DEVELOPMENT UPDATE

Completion Error Check : OK

A	Has the scheme been prioritised for early delivery since the completion of the original SDC SPOC / Investment Programme preparatory work?	No	STEP 1A DECISION:	**Likely Post 2027 - Proceed to Tier One Sequencing**
B	Was the scheme listed as a NPR scheme within Investment Programme Table 4?	No	**Justification:** Move to Table 4. Lancashire County Council's Cabinet has agreed (May 2019) to commission a strategic outline business case for the further development of a Skelmersdale rail link. This is the latest stage of the detailed process needed to bring a new railway line and station to the town. The business case will provide a detailed evaluation of the proposed scheme, looking at the viability of the proposals, cost estimates and possible timescales.	
C	Has a SOBC been produced since the completion of the original SDC SPOC / Investment Programme work?	No		

STEP 1B) TIER ONE ASSESSMENT

ST1	Does the intervention align with the STP vision and objectives?	Strong positive contribution towards STP Vision and Objectives	At OAR identified as Core SOP Intervention: An intervention that has the potential to support transformation improvement, measured against the four Strategic Plan objectives, in its own right. At SPOC identified as an intervention that has a strong strategic case and is supported by the NTEM model outputs
ST2	To what extent is there a risk that the intervention could act in opposition to any of the applicable STP policy positions?	No risk / likelihood of acting in opposition to or in contradiction to STP policy position(s)	Strong alignment with STP and local policy positions
EC1	Does the intervention help support higher productivity, greater local and /or a more balanced northern economy, and greater net employment within the North?	Strong positive contribution towards Desired Outcomes	Based on consideration of EC2 - EC4 below.
SU1	Would delivering the scheme before 2033 support TfN and Government commitments for decarbonisation of transport?	Significant reduction in the net carbon impact of transport	Skelmersdale is the second largest town in the North West without a railway station. A Jacobs study for LCC found that a new station at Skelmersdale could attract between 0.6m and 1.3m passengers per annum.
AC1	Is the intervention anticipated to attract transport user, business user and political support, based on the nature of the intervention?	Significant user, business or political support	Lancashire County Council's Cabinet has agreed (May 2019) to commission a SOBC for the further development of a Skelmersdale rail link. The scheme has strong public & political support e.g. Rosie Cooper (Labour MP for West Lancashire) has been campaigning for rail link since election in May 2005.
AC2	Is the level of disruption which may be caused by the construction of the scheme likely to be acceptable to customers?	Some disruption to customers, although impacts are expected to be able to be mitigated through working arrangements	
DL1	To what extent is the scheme proposal (in as much detail as is currently understood), constructible and viable before 2037?	Some significant external factors to mitigate to enable intervention to be constructible and delivered by 2037.	Network Rail was commissioned by Merseytravel, in partnership with the LCC, to undertake a GRIP 1- 2 technical feasibility study to identify a possible alignment for the rail link from the existing Wigan to Kirkby line into Skelmersdale town centre. Study completed in December 2014 and identified an alignment for the line as well as two potential new station locations. A further study was then commissioned from Network Rail to undertake a comparative assessment of the two potential new station locations. Study was completed in December 2016 and on 23 January, 2017, the Cabinet Member for Highways and Transport approved the proposal that the new station should be constructed on the former Glenburn High School and Westbank Campus site.
DL2	Are there significant external influences which could affect the viability or delay the scheme progressing (including DCO requirements) beyond a 2037 delivery date?	Many third-party interfaces, but with clear definition. Potential for conflict but expected to be manageable. Statutory planning likely	If the SOBC is looked on favourably and DfT agrees to progress the scheme LCC will have to consider how to properly justify and resource any further role as possible Promoter of a Development Consent Order and the challenges, cost and risks that would bring. Network Rail has indicated that it will support LCC with the management of the DCO but they have requested the plan for this is fully integral as a critical milestone within the overall delivery programme. Delays to the DCO will impact the delivery of the future works which is reliant on substantial land acquisition.
DE1	Is there any inter-relationship between this intervention and another scheme which may not be in place before 2037, where this intervention should only be delivered after another in completed, in order to achieve the best outcomes?	Scheme is dependent on the completion of at least one of scheme, which is considered more than likely to be completed by 2037	There is a requirement to undertake some further high level highways design and impact assessment work to complement the rail study.
DE2	Is there any inter-relationship between this intervention and another scheme which may not be in place before 2037, where this intervention can only be delivered after another in completed, due to the technical dependencies between schemes?	Scheme is not technically dependent on another scheme.	

STEP 1B DECISION:	**Potentially Before 2037 - Proceed to Tier Two Sequencing**

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STEP 1C) TIER TWO ASSESSMENT

ST3	Does the intervention address a significant current or future problem on the major transport network in terms of performance and/or resilience, which is expected to still exist in 2033 (with the Ref Case in place)?	Significant positive impact on current and/or future problems	Skelmersdale is the second largest town in the North West without a railway station; the nearest, at Up Holland, is not easily accessible without a car and only has hourly services to Kirkby and Wigan. This limits access to both Liverpool and Manchester, as bus travel times are slow and journeys indirect.
ST4	Does the intervention present opportunities to support local strategies to support growth which will be in place by 2033? (e.g. spatial and economic plans). How dependent are these on improved transport connections?	Strong fit with regionally and locally important strategies and plans, with dependent potential to unlock	The West Lancashire Highways and Transportation Master Plan identified that a new rail link into Skelmersdale town centre would potentially be a catalyst for commercial, retail and housing developments. It would also provide significantly improved public transport connectivity into the Greater Manchester and Liverpool City Regions providing enhanced links to employment and educational opportunities. The Skelmersdale Rail Link is supported by local plan strategies including the West Lancashire Borough Council Local Plan (2012-2027) Policy IF2, local plan review preferred options consultation, and Lancashire Strategic Economic Plan.
ST5	Does the intervention align with national infrastructure schemes and priorities, which are expected to be in place by 2033?	No/limited correlation with national schemes/ priorities	
ST6	Does the intervention support the movement of freight, international connectivity, UK trade and investment?	No/limited impact on the movement of freight, international connectivity, UK trade and investment	
ST7	Does the intervention present opportunities for investment to align with the development of new technologies which are expected to be in place by (or soon after) 2033 and/or complementary behaviour change programmes?	No/limited options for investment to align with the development of new technologies and/or BC programmes	
ST8	Does the intervention present opportunities to improve the resilience of the north's transport network?	Opportunity to improve transport resilience in a location where network disruption occurs regularly and/or has a disruptive impact	Scheme provides an rail alternative which would add resilience to the north's transport network
EC2	Does the intervention help support higher productivity, through reductions in the cost of travel for businesses and/or increased economic agglomeration?	Moderate impact	The scheme will improve public transport accessibility to/from the Liverpool City Region and Skelmersdale, a large town located within commuting distance, and is therefore expected to generate agglomeration benefits by improving the 'effective density' of the LCR. This will support productivity growth within the region.
EC3	Does the intervention help support greater local investment and/or a more balanced Northern economy?	Larger impact	The scheme is intended, in part, to improve the attractiveness of Skelmersdale for development by improving the towns' accessibility to the rail network, Liverpool and Manchester, therefore making it a more attractive place to live and encouraging investment in new housing. The scheme is closely linked with proposals for additional housing growth with Skelmersdale.
EC4	Does the intervention help support greater labour market participation, and/or greater net employment within the North?	Large impact	Skelmersdale is characterised by above-average levels of unemployment and labour market inactivity, and is relatively isolated from large employment centres, particularly for those who lack access to a car. The nearest station, Up Holland, is located on the periphery of the town and is difficult to access without a car. The scheme will directly link the town to employment opportunities within Liverpool (and potentially Manchester) City Centre, significantly improving access to employment for those out-of-work and helping to support higher aspirations for local residents, and hence increasing local labour market participation
SU2	Does the intervention have the potential to contribute towards improving conditions in areas where air quality is anticipated to be a significant concern in 2033?	Positive impact on air quality	Commentary on potential scope of air quality impact, in relation to local issues to be addressed (interpretation supported by SDC1 OAR mapped evidence)
SU3	Could the scheme contribute towards a more inclusive, and better integrated sustainable transport network, including enhancing the potential for multi-modal journeys and active travel?	Significant opportunities to enhance sustainable travel networks	At the heart of the West Lancashire Highways and Transport Masterplan is a new Skelmersdale rail link and town centre railway station, fully integrated with the bus network and easily accessible on foot or by cycle, and with sufficient car parking provision to function as a 'Parkway' station for the wider West Lancashire area. It is envisaged that Skelmersdale would act as a transport hub for surrounding smaller towns and villages, including Ormskirk, which does not have a direct rail service to Manchester.
SU4	Are there any potential environmental constraints identified which could stop the scheme being delivered before 2033?	Some potential environmental constraints identified. Should be mitigated within normal design processes	Inputs led by Costain from deliverability review Anticipated to be some environmental constraints in relation to the new rail link
AF1	What is the scale of the whole life capital and operating costs? (Low / Medium / High / Very High)	Medium	To enable a better understanding of overall project cost, as part of GRIP 3A process, Network Rail are to provide an Anticipated Financial Cost Estimate. This was initially due in March 2019. However the Office of Road and Rail requires additional consideration of the traction power options for the proposed line including a review of third rail, overhead power and battery options and so, as a result of this additional requirement, completion is now expected to be December 2019.
AF2	Is the scheme affordable during the period 2027-2033 when considered as an individual intervention?	National funding within normal limits	
DE3	How strong would the case for this intervention be, should one or more element of the Reference Case be delayed or not realised?	Scheme has very strong independent case and no technical reliance on a Ref Case scheme - so could be delivered regardless	Commentary based on understanding of inter-relationships based on SDC1 analysis, plus additional evidence from Costain Deliverability review.

STEP 1C DECISION:	**2027 to 2033**	
Justification:		

STEP 3A) ALTERNATIVE STRATEGY TESTING - COMPLETE FOR ALL SCHEMES

Strategy 1 Initial Preferred Policy Strategy	DECISION: **2027 to 2033**	
Strategy 2	DECISION:	

Alternative Strategy	**2027 to 2033**	