



Central Lancashire

Highways and Transport Masterplan



Consultation DRAFT

January 2013

Foreword

It is not an over-statement to say that Central Lancashire faces its biggest challenge in the last thirty years or so, since the new town era. In that period, the area has enjoyed sustained economic growth, an expanding retail and service sector, an increasing further and higher education offer, significant new housing development, all this and more which has confirmed Central Lancashire's role as the economic engine for Lancashire at the heart of the North West's third city region.

That sustained growth and development brings its challenges, not least on our roads, bus and rail services and our public realm. Much of the area's transport system is based on historic routes of travel, some we can trace back to Roman times. These routes have been improved, expanded and upgraded over time, but essentially remain the same.

The area has benefited from some major transport improvements during the latter half of the 20th century, such as the Preston bypass, the country's first motorway, opened in 1958, Preston's ringway and bus station built in the late 1960's, the new town road building programme, including the Ribble flyover, during the 1970's and 1980's, and Chorley's interchange more recently.

We have certainly not stood still over the years and nor should we now. Central Lancashire's prospects are bright, and will be bolstered by the presence of the Enterprise Zone at Samlesbury and Warton, the prospects for a new City Deal, backed by Lancashire's Local Enterprise Partnership, and the investment opportunities for new business and housing, which brings the prospect for significant supporting infrastructure, being promoted in Central Preston and in the wider area with the support of County and District Councils.

Neither should we under-estimate the scale of the challenge we face. For too long, we have seen incremental and piecemeal development swallow what capacity we have in our transport network. The unparalleled mobility many of us can now enjoy has come at the expense of our towns and neighbourhoods becoming choked with traffic. Our efforts to deliver sustainable travel options have been against a tide of increasing car ownership and journeys. Public transport has become the last option for many, rather than the first choice for all, though of course for many it continues to be the only realistic means of travel.

We believe we are fast running out of opportunities to carry on making incremental improvements to provide for any extra demand on our highways and transport network. Our ability to manage the network by new traffic management technology, better travel planning, more public transport, or by attracting more journeys by walking or cycling, will only provide so much relief.

All our information tells us, and it is plain to see every day, that Central Lancashire's transport network is reaching a critical point in the amount of extra traffic it can take and there is the very real risk that the economic prospects for the area will be lost.

This affects us all, now and for the future. This is not a problem for another time or generation or just for people aspiring to live or work in the area. We are all affected now, and will be increasingly so, whether it's in our daily commute to and from work, or the trip to school, to shop or simply out and about enjoying our local environment.

The fact that this affects us all makes it all the more important that we build consensus and agreement around the hard choices ahead. The ideas put forward in the following pages, together, would represent the biggest investment in our highways and transport in this area over the last fifty years and more, and will take 15 years or more to deliver. The size of this investment, the reliance on limited public and private monies, and the timescales to deliver, makes it all the more important that we choose wisely and with care the proposals to take forward.

I am keen to listen to all views and any other ideas, in the hope that we can build a broad consensus across communities, business, house builders, and infrastructure providers, to give us the confidence to take the steps we need to so we can deliver a highways and transport network that is fit for the area's aspirations and that we can enjoy and be proud of.



County Councillor Tim Ashton Cabinet Member for Highways and Transport
Lancashire County Council



County Councillor Tim Ashton

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Executive Summary

This Highways and Transport Masterplan for Central Lancashire sets out the County Council's ideas for a future highways and transport strategy for Central Lancashire to 2026 and beyond. It links economic development and spatial planning priorities to the wider strategic policy objectives of the County Council and sets out how the County Council proposes to fund and deliver the programme. The framework:

- Outlines current land and transport use in Central Lancashire;
- Considers the impact of development plans on the area in the future, including the approved Central Lancashire Local Development Framework Core Strategy;
- Proposes the highway and transport measures the County Council considers necessary to support future growth and development;
- Outlines funding mechanisms and delivery programmes and associated risks.

As the county's most economically productive area and its main growth location, the continued effective operation of both the strategic and local transport networks will be essential if Central Lancashire, and indeed Lancashire as a whole, is to remain competitive both nationally and internationally. In order to ensure Central Lancashire's continued competitiveness, improving and extending the transport network will create additional capacity to:

- Allow new development to be accommodated;
- Facilitate significant public transport improvements;
- Enable more effective management of the highway network; and
- Enhance the public realm to improve its attractiveness and therefore prioritise and promote walking and cycling.

By 2026, Central Lancashire is expected to have 22,200 additional homes, a large office-based service sector employment and 2,000 additional jobs in strategic employment sites. The newly established Enterprise Zone covering the BAE Systems sites at Samlesbury and Warton has the potential to create up to 6,000 jobs in advanced engineering and manufacturing in the long term. To support this anticipated growth and development, Central Lancashire's transport system will need to be able to cope with the additional demands placed on it.

The most significant are:

- Housing developments in North Preston that would currently see new residents in over 3,500 homes using narrow country lanes or busy urban roads on a daily basis.
- 1,200 new homes at Pickerings Farm in the Penwortham/Lostock Hall/Farington area which will connect to the road network via the A583, a single carriageway road already having significant congestion.
- The Cuerden Green Strategic employment site, which is well located for motorway access but has connections to the west are also via the A582.

Three options for the future of our highway and transport networks have been identified:

Option 1 represents 'business as usual'. We would deliver the projects that are already programmed and would continue to manage the network to make it as effective as possible. We would continue to support public transport as best we can, but improvements would be limited to small-scale schemes to improve the highway generally. Likewise, walking, cycling and public realm schemes would still go ahead, but would be on a small scale.

An independent technical assessment shows that, by 2026, congestion will increase and road safety and air quality will be worse. The congestion would impact on the area's growth and economic development as business would find it difficult to operate as employees, suppliers and customers will find it more difficult to travel. This option is not viable in the long term.

Option 2 improves what we have. We would deliver planned projects and manage the network to make it as effective as possible. However, we would also implement a major programme of sustainable transport measures, but without provision of further road capacity.

The technical assessment concludes that a major programme of sustainable transport improvements and the expected 5% reduction in car trips would not compensate for traffic growth between now and 2026. This option results in significant congestion, having a major impact on our economy's viability and future development. This option is not viable in the long term.

Option 3 builds on Option 2 but accepts that additions to existing highway infrastructure will be needed to support the development aspirations of Central Lancashire. This will make significant public transport improvements and enhance our public realm.

By creating extra capacity, we will be able to accommodate new development, make far more significant public transport improvements and manage the highway network more effectively. It will also allow us to enhance our public realm to a far greater extent and to make walking and cycling the modes of choice.

The County Council predicts that without any significant improvements, by 2026 Central Lancashire's transport network will no longer be able to cope with the additional demands placed on it as a result of population increase and economic growth. This Masterplan sets out why we believe that option 3 will be the most successful in meeting these challenges. It establishes our vision for an integrated highways and transport system for the benefit of everyone who lives and travels in Central Lancashire and for the communities and businesses that are its heart.

We have a vision for highways and transport in Central Lancashire that:

~Accepts that we have no choice but to create new highway capacity to support new development and allow us to solve specific problems.

But that makes the most of the opportunities this new capacity gives to:

~Improve public transport by improving the most important bus corridors and

~Enhance our public realm to encourage sustainable travel and support economic growth.

'Public Realm' is a phrase that is often used by planners and engineers. In general terms, it is all the areas that, as members of the general public, we have access to as we go about our lives. Public realm shapes the image of a place; it creates identity and distinctiveness. It influences how others see us. Public realm comprises the streets, squares, parks, green spaces and other outdoor places that require no key to access them and are available, without charge for everyone to use.

In fulfilling this vision, new highway capacity would be created by:

- The Preston Western Distributor, a new road linking the M55 near Bartle with the A583/A584 at Clifton, providing access to the North Preston housing sites via a new link between the M55 and the A583.
- The upgrading of the A582 South Ribble western distributor to improve capacity on the existing A582 between Cuerden and Penwortham Triangle, supporting delivery of the south of Penwortham/North of Farington strategic housing location and
- The completion of Penwortham bypass between the Broad Oak roundabout and Howick Cross.

However, this new capacity would allow significant improvements to 8 of the major public transport corridors in Central Lancashire:

- Moss Side ~ Leyland ~ Cuerden ~ Lostock Hall ~ Lower Penwortham ~ Preston city centre.
- Chorley ~ Cuerden ~ Bamber Bridge ~ Preston city centre.
- Hutton ~ Higher Penwortham ~ Preston city centre.
- Warton EZ ~ Freckleton ~ Riversway ~ Preston city centre ~ New Hall Lane ~ Samlesbury EZ.
- North West Preston/Cottam ~ Ingol ~ Preston city centre.
- Broughton ~ Fulwood ~ Preston city centre.
- Longridge ~ Grimsargh ~ Ribbleton ~ Preston city centre.
- Samlesbury EZ ~ New Hall Lane ~ Preston city centre.
- Chorley ~ Euxton ~ Buckshaw Village ~ Leyland.

Park and Ride sites are also possible at Broughton, Hutton and Cuerden.

We will work with Preston City Council to develop proposals for new bus station/interchange facilities within the city centre to improve accessibility and interchange between bus and rail services.

In addition improvements at Preston, Leyland and Chorley railway stations are planned. Preston Station is the strategic gateway to Lancashire and a public transport hub for Central Lancashire and therefore needs to be a modern, attractive facility. Leyland and Chorley stations will benefit from improvements to parking provision and public realm, with Leyland station also benefiting from improved bus connectivity.

A new 'Parkway' rail station in Cottam to serve the North West Preston strategic housing location is planned to provide rail-based Park and Ride opportunities to Preston/Manchester/Liverpool and Blackpool.

Making our streets and public spaces attractive and pleasant to be in can both encourage sustainable travel and support economic growth. Improving our public realm is therefore central to the strategy of this master plan framework.

Improvements to public transport, cycling and walking infrastructure alone will not solve the problems of congestion and unreliable journey times, hence some new highway capacity is necessary particularly to support new housing developments. However, we believe the framework set out in this document is sustainable, affordable and deliverable within the required timescale.

However, for these improvements to be delivered, there will need to be a substantial investment and commitment from a variety of infrastructure providers - County and District Councils, Lancashire's Local Enterprise Partnership, the Highways Agency and Network Rail ~ as well as the support of private business and house builders. A detailed timetable for delivery is presented in Appendix 1, which would see the improvements delivered in the period to 2025/26. The cost of the proposals for delivery by 2026 is estimated at about £275 million. The means of funding these proposals is set out in Appendix 2 and demonstrates that the improvements are affordable.

The focus of public and private monies will be the newly devolved local major scheme funding (governed by a newly established Local Transport Body) and developer contributions collected by district local planning authorities through the Community Infrastructure Levy (CIL).

This investment will rely on the commitment and support of local authorities, particularly by the Central Lancashire District Councils, who will all need to commit significant CIL monies to deliver, and ultimately benefit as a sub-region from, these strategic improvements. Given the scale and geography of improvements needed that will inevitably mean Chorley Borough Council funding infrastructure outside the collecting authority's administrative area.

In return, however, this master planning exercise puts the County Council in a position to present evidence to the forthcoming examinations considering District site allocations and demonstrate that affordable and deliverable improvements can be made to the highways and transport network to support Central Lancashire's development strategy.

Let us know what you think

From 7th January until 25th February 2013 there will be a public consultation on the Highways and Transport Masterplan for Central Lancashire

As part of the consultation it is important that we get your views on the vision presented in the masterplan.

A leaflet with a questionnaire accompanies the masterplan and this is your opportunity to let us know what you think. Copies of the leaflet are available from public libraries and council offices in Preston, South Ribble and Chorley

The Masterplan can also be viewed or downloaded from our website. To access the documents paste the following link into your browser www.lancashire.gov.uk and then search for Local Transport Plan on the A-Z list. You can also fill in the questionnaire online

If you would like to see more details of the Masterplan or talk to someone about it, there will be also be a number of exhibitions. Details of these are available from the same sources as the leaflet. Exhibitions will be held in:

- Preston • Leyland • Chorley • Cottam • Penwortham

Or you can write to us at:

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Introduction

The Highways and Transport Masterplan for Central Lancashire introduced in this document sets out the County Council's ideas for a future highways and transport strategy for Central Lancashire to 2026 and beyond.

This masterplan:

- Outlines both current land and transport use in Central Lancashire.
- Considers the impact of adopted development plans on the area in the future.
- Suggests the strategic highway and transport measures that we believe will be needed to support plans for future growth and development.
- Outlines funding mechanisms, delivery programmes and associated risks.

By doing so, the masterplan links economic development strategies and adopted spatial planning priorities to the wider strategic policy objectives of the County Council and sets out how we can fund and deliver the programme.

The fundamental purpose of transport is to enable economic and social activity. It allows people to get to work, to access services and to see friends and visit places. It also allows businesses, suppliers and customers to come together. However, transport also impacts on people, on places, and on our environment. Traffic congestion brings delay and disrupts communities; road accidents cause injury and suffering; vehicle emissions affect local people's health and contribute to global environmental problems and so on.

Balancing the positive and negative impacts of transport is vital in providing sustainable highways and transport networks for the future. However, we can only do this if we consider the consequences that changing these networks will have not just on the users, but on the people, environment and economy of Lancashire, both now and in the future.

The County Council's Local Transport Plan sets out our transport priorities until 2021. It sets out our commitment to support the Lancashire economy, to tackle deep-seated inequalities in people's life chances and to revitalise our communities and provide safe, high-quality neighbourhoods. In particular we will:

- Improve access into areas of economic growth and regeneration;
- Provide better access to education and employment;
- Improve people's quality of life and wellbeing;
- Improve the safety of our streets for our most vulnerable residents;
- Provide safe, reliable, convenient and affordable transport alternatives to the car;
- Maintain our assets; and
- Reduce carbon emissions and their effects.

To do this, we must make sure that we take full account of other strategies that shape the county:

- Central Lancashire now has an adopted Core Strategy within its Local Development Framework (the 'Local Plan') that sets out where development will occur up to 2026 and indicates what strategic investment is necessary to deliver it.
- The Lancashire Enterprise Partnership is a Government-endorsed partnership between the private and public sectors established to provide leadership for the county's economy and be a catalyst for job creation and economic growth. The Partnership has its own agreed Priorities and Programmes.

The impact of these strategies is discussed later in this document.



Delivering The Local Development Framework For Central Lancashire

Every local planning authority in England has to prepare a Local Plan.

This plan includes all of the local planning policies for their area, and planning applications have to be decided in line with it unless material considerations indicate otherwise.

Preston City Council, South Ribble Borough Council and Chorley Borough Council are working together to produce their Local Plans. A joint Core Strategy for the whole of Central Lancashire, providing strategic policies and locations for development, was adopted by all 3 councils in July 2012. Each council is now in the process of producing its own Site Allocations and Development Management Policies which contains detailed policies and specific sites. These documents will not only be in line with the broad content of the Central Lancashire Core Strategy but will provide more site-specific and policy details.

Core Strategies are examined by the Planning Inspectorate to ensure that they are 'sound', i.e. that they represent an appropriate and viable plan for an area. In declaring the Central Lancashire Core Strategy sound, the inspector's report noted that:

"Lancashire County Council as Highways Authority continues to support the Local Plan's proposals, with the important proviso that delivery of the scale and distribution of development now proposed will necessitate major additions to existing transport Infrastructure..."

and that a useful modification to the Core Strategy would be the County Council's view that:

"...it would seem sensible to acknowledge the Highways and Transport Master Plan as a prerequisite to informing the production of detailed proposals for additional supporting infrastructure to come forward at the Strategic Locations, to be set out in the Site Allocations Development Plan Documents (DPDs)."

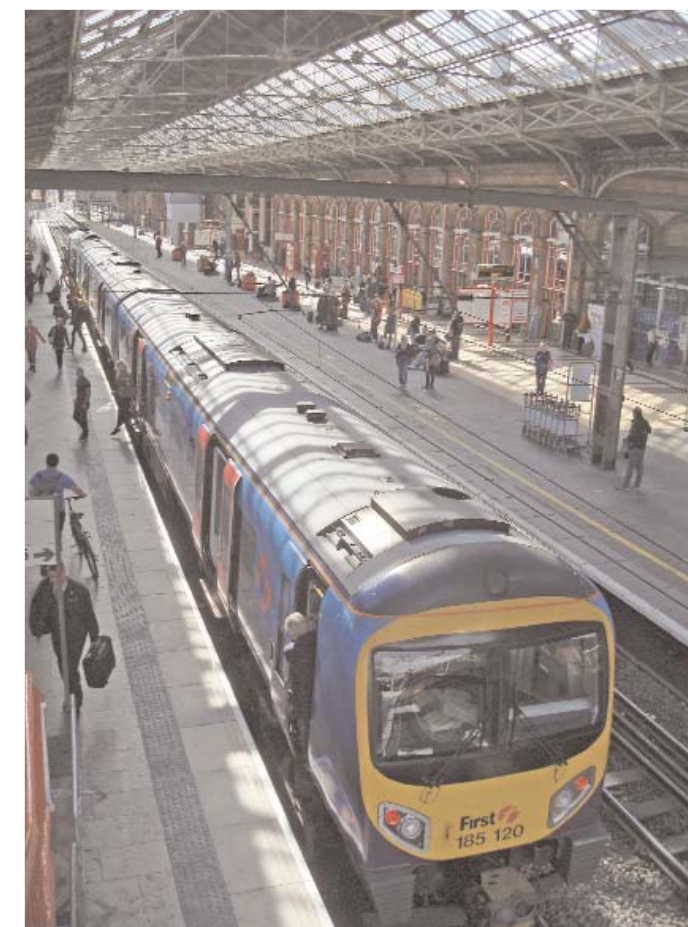
In publishing this masterplan for consultation, we are taking the first steps in assuring that we are supporting Central Lancashire's development with effective transport infrastructure. If that infrastructure is NOT developed, then the Core Strategy would be considered unsound.

The Masterplan provides a strategic framework covering all the highway and other transport infrastructure that we believe is needed. Further detailed studies and consultation will be needed to take forward the individual schemes in this plan. As well as road and public transport schemes, however, this plan also considers where we need to develop and enhance our streets and public spaces to make walking and cycling the modes of choice.

Funding for this masterplan will come from many sources, not all of them public. A further component of the Local Development Framework is the 'charging schedule' for the new Community Infrastructure Levy (CIL). From April 2014 local planning authorities will be able to start charging a CIL to fund infrastructure necessitated by new development. The charging schedule sets out what the charge will be per dwelling for residential development, or per square metre for all other development.

The 3 districts of Central Lancashire are working together to produce their charging schedules, which are consistent across the area. The funding that this CIL raises will be crucial to the delivery of those schemes that directly support Central Lancashire's development, as local planning authorities can use CIL money to provide or improve infrastructure, and to pay for the operation and maintenance of this infrastructure.

The Core Strategy has put in place one single development plan for all of the Central Lancashire area. The economic growth of all 3 districts is therefore interlinked and dependent on the success of the strategic locations that have now been adopted by all 3 districts. The infrastructure to support this development is also one single integrated solution to the need to provide for development in Central Lancashire and as such will draw on the CIL raised in all 3 districts to provide a significant element of funding for the programme.



Central Lancashire Now ~ People and Places

Central Lancashire itself ~ the City of Preston and the Boroughs of South Ribble and Chorley ~ has a population of over 356,000 people in 2011. Of these, 172,000 were in employment..

As the most economically productive area of Lancashire, Central Lancashire's mixed economy has a wide base, with strengths in the knowledge and service economies, advanced manufacturing (including the nuclear and aerospace industries) and a significant public sector.

It is also the main growth area in the county and so the economic potential of Central Lancashire needs to be maximised to drive forward and support economic growth across the whole of Lancashire. The location of the Lancashire Advanced Engineering and Manufacturing Enterprise Zone, launched in April 2012 on 2 sites, one partly in Central Lancashire at Samlesbury and the other at Warton to the west, makes Central Lancashire's development key to the success of the Enterprise Zone.

Preston

Preston was granted 'city' status in 2002 and is the commercial and administrative centre of Lancashire. It is the headquarters for a number of private and public sector organisations. It has a large mixed economy with strengths in knowledge and service economies, higher value manufacturing, such as optical engineering and aerospace, and a significant public sector. Key service sectors include wholesale and retail, transport, storage and communication, financial and insurance activities, real estate, public administration and the health sector.

Preston provides a key focal point for value added growth in Lancashire, particularly in higher value service sectors. The presence of UCLan (University of Central Lancashire), now the sixth largest university in the UK with around 32,000 students, offers a significant driver for knowledge based economic growth.

As a major employment hub, the city acts as a large net importer of labour both from within Lancashire and from outside of the county.



South Ribble

Located to the south of Preston, many residents commute from localities such as Penwortham and Bamber Bridge to work in Preston. Major settlements in the district include Bamber Bridge, Lostock Hall and Penwortham which are located near the northern boundary with Preston and effectively form one urban area with the city. Leyland, the district administrative centre, is at the southern edge.

South Ribble's economic strengths are in service sectors, manufacturing, agriculture, construction and the public sector. The economy has diversified into predominantly service sectors from traditional economic strengths in light engineering and motor vehicles industries. Services have experienced the greatest employment growth over recent years, although the commercial vehicle sector, including Leyland Trucks, remains an important contributor to the local economy and manufacturing, particularly advanced manufacturing, is still a key sector. There are a number of employment sites which are significant locations for commercial activity.



Chorley

Chorley is the most southerly of the three authorities and the rural areas of the borough are particularly sought after as commuter locations. In particular, the villages of Bretherton, Croston and Mawdesley are popular choices. As well as strong links to Preston to the north, Chorley also has links to Greater Manchester and is in a prime strategic location between the two.

Chorley has a diverse economy with a range of strengths, including business and professional services, food and drink, digital and creative, advanced engineering and materials, manufacturing, construction and retail. The area is also home to a significant strategic employment site at Buckshaw.

Chorley has many of the key components for economic success, benefiting from a prime strategic location with close proximity to the M61 and M6 and good rail connections, a high skilled labour force, well performing schools, an attractive environment with open countryside and a strong economic structure which has significantly out-performed surrounding areas.

These snapshots give an overview of each of the districts and show just how important Central Lancashire is to the county as a whole.

However, in looking to the future, we need to examine the 2 main influences on our highways and transport networks in rather more detail.

People

Figure 1 shows how the population of Central Lancashire is currently spread across the area. This map shows not only the area that this Highways and Transport Masterplan covers, but also the surrounding areas that have strong cultural, physical and economic links with Central Lancashire ~ Longridge and Samlesbury to the east, and Kirkham, and Warton to the west. Although not part of Central Lancashire, these areas are significant to the masterplan due to their influence.

Where people live determines where many journeys start and end, so the more people in an area, the greater the demands on the network. This is particularly true of commuting. Commuting currently places by far the biggest strain on our transport systems as most workers try to travel in a relatively short period of time of just a few hours in the morning and early evening.

Not surprisingly, many of the communities where people live closest together are in the urban areas, but the influence of smaller settlements on the network is increasing, as is the impact that traffic has on those settlements.

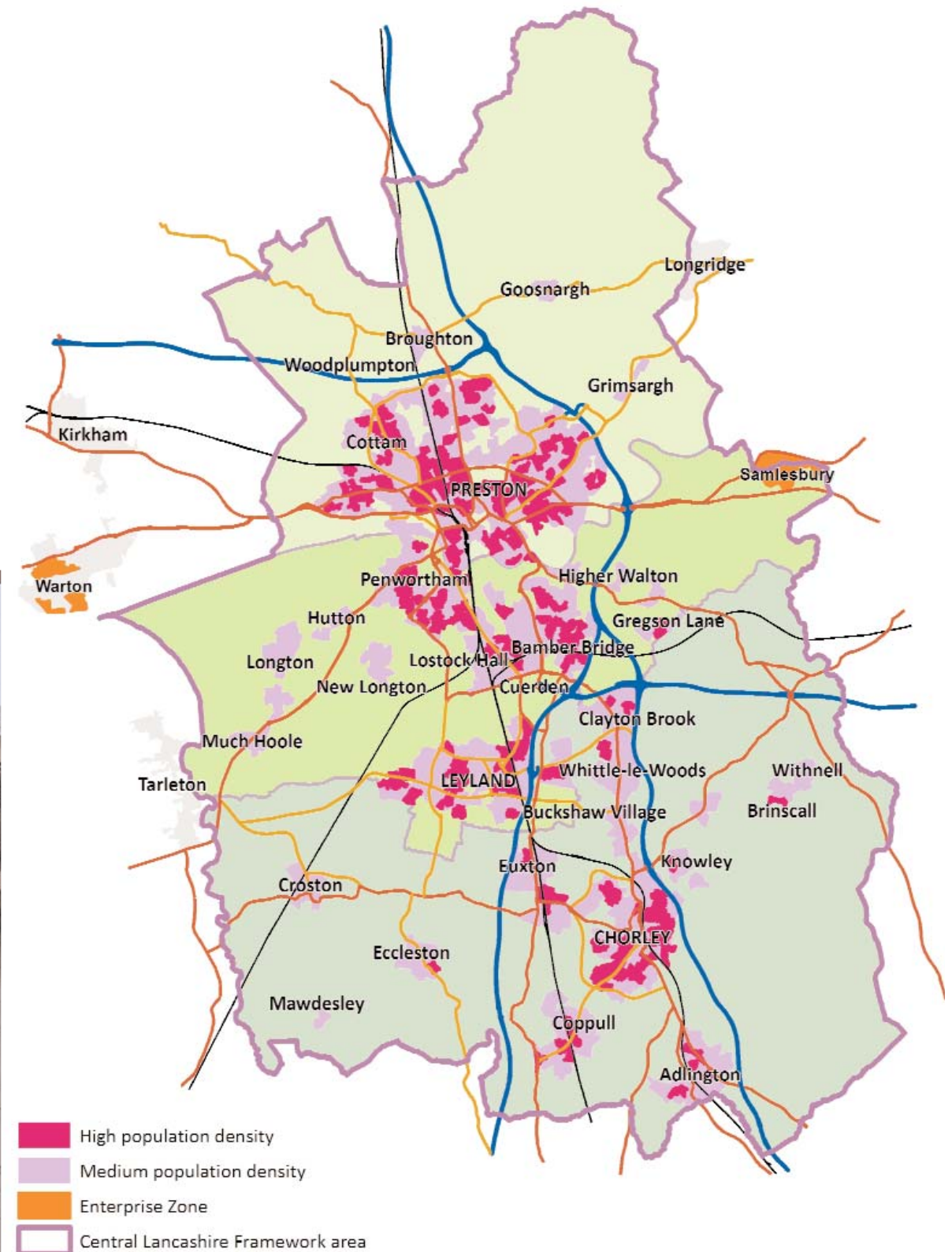


Figure 1: Central Lancashire's People

Places

The other major influence on our transport systems is of course the places that people want to travel to. Certain destinations attract a lot of people, whether through choice, such as for leisure and shopping or through necessity, such as for health or education.

As well as our traditional city/town centres, many journeys centre on the principal employment locations, both for workers and for goods movements. Large numbers of other journeys centre on the hospitals in Preston and Chorley, on the sixth form colleges in Preston and Leyland and on the University of Central Lancashire.

The major retail developments in Preston and South Ribble attract large numbers of shoppers. Superstores also provide a focus for trips and are present across most of the major urban areas; an application has been submitted for such a store in Penwortham.

Figure 2 shows the places that large numbers of people are likely to visit in Central Lancashire and its surrounding area. It also includes employment areas, as this gives a more general picture of where journeys are more likely.

As well as acting as destinations for visitors, these locations often have large numbers of workers and therefore have a major impact on commuting.

Together, people and places shape the demand for travel in, to and from Central Lancashire. The next section looks at our highway and transport networks and how this demand influences them.

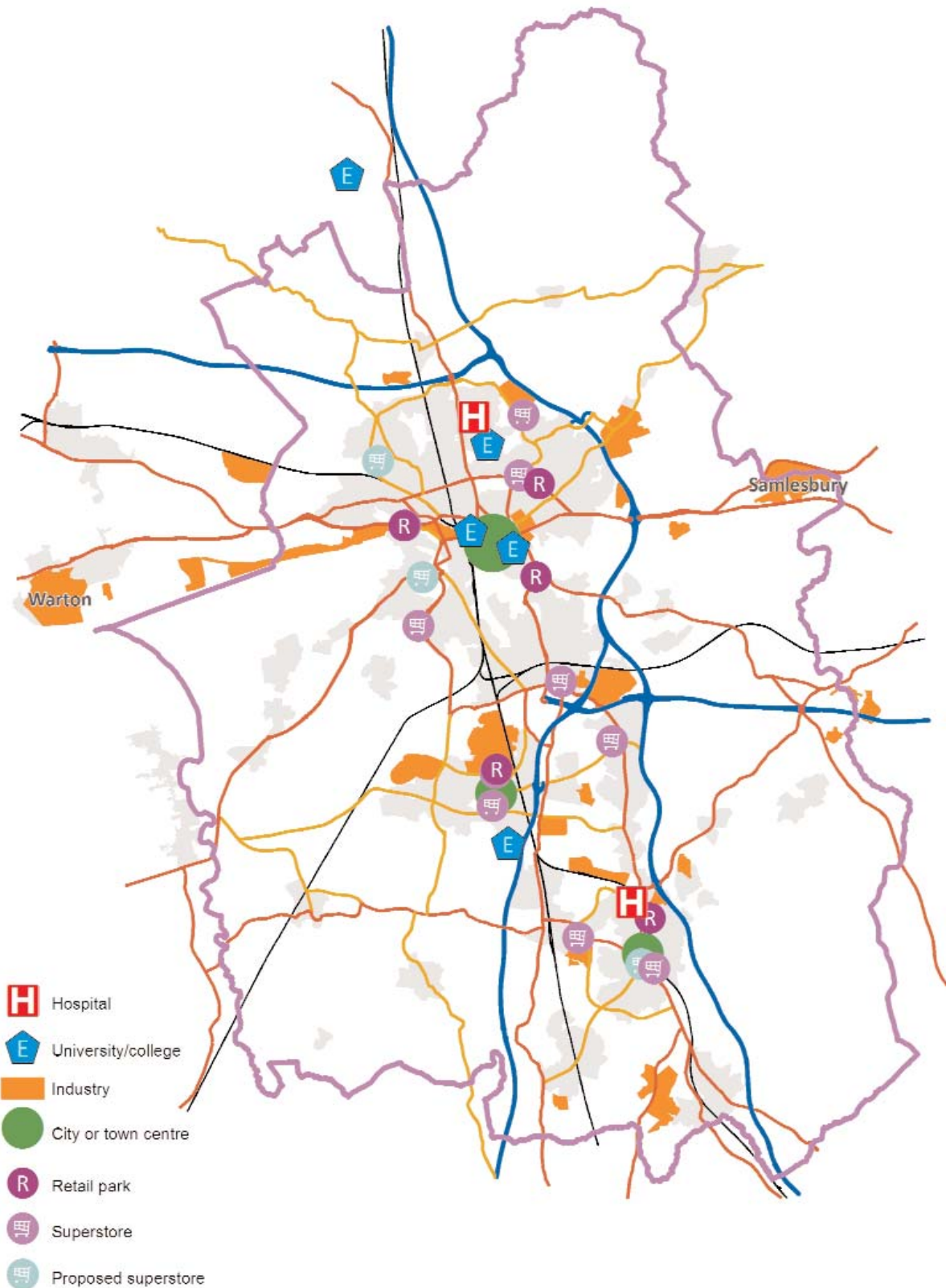


Figure 2: Central Lancashire's Places

Central Lancashire Now ~ Transport and Travel

The highway and transport networks in Central Lancashire are already very good. A network of motorways and railways links Central Lancashire with much of the UK, whilst a comprehensive bus network provides a more sustainable alternative for travel within Central Lancashire.



Longer Distance Travel

Preston acts as Lancashire's strategic transport gateway and hub. As well as being a major stop on the West Coast Main Line, the city also has two junctions on the M6 motorway and one on the M55.

Preston railway station is on the West Coast Main Line and has connecting services that run to the west, east and south. The city already benefits from fast and frequent train services to London, Birmingham, Manchester, Manchester Airport, Glasgow and Edinburgh. The electrification of the lines between Manchester and Preston via Wigan and Bolton will strengthen this strategic connectivity further, as will the proposed High Speed Rail link from London to Birmingham and the North.

South Ribble is also well connected, with the intersection of three motorways in the district and easy rail connections to Preston, Manchester (including the airport) and to Liverpool from Leyland.

Chorley occupies a prime strategic location. The proximity of the M61 and M6 and easy rail connections to Preston and Manchester have together helped to facilitate economic growth in Chorley for a number of years.

Whilst the advantages of Central Lancashire's location will support future economic growth, its location also presents a challenge in terms of journeys that cross Central Lancashire to reach other destinations. The continued effective operation of the strategic transport networks is essential if Central Lancashire is to remain competitive both nationally and internationally. The challenge will be to ensure that these networks can accommodate development and support economic growth in the most sustainable way.

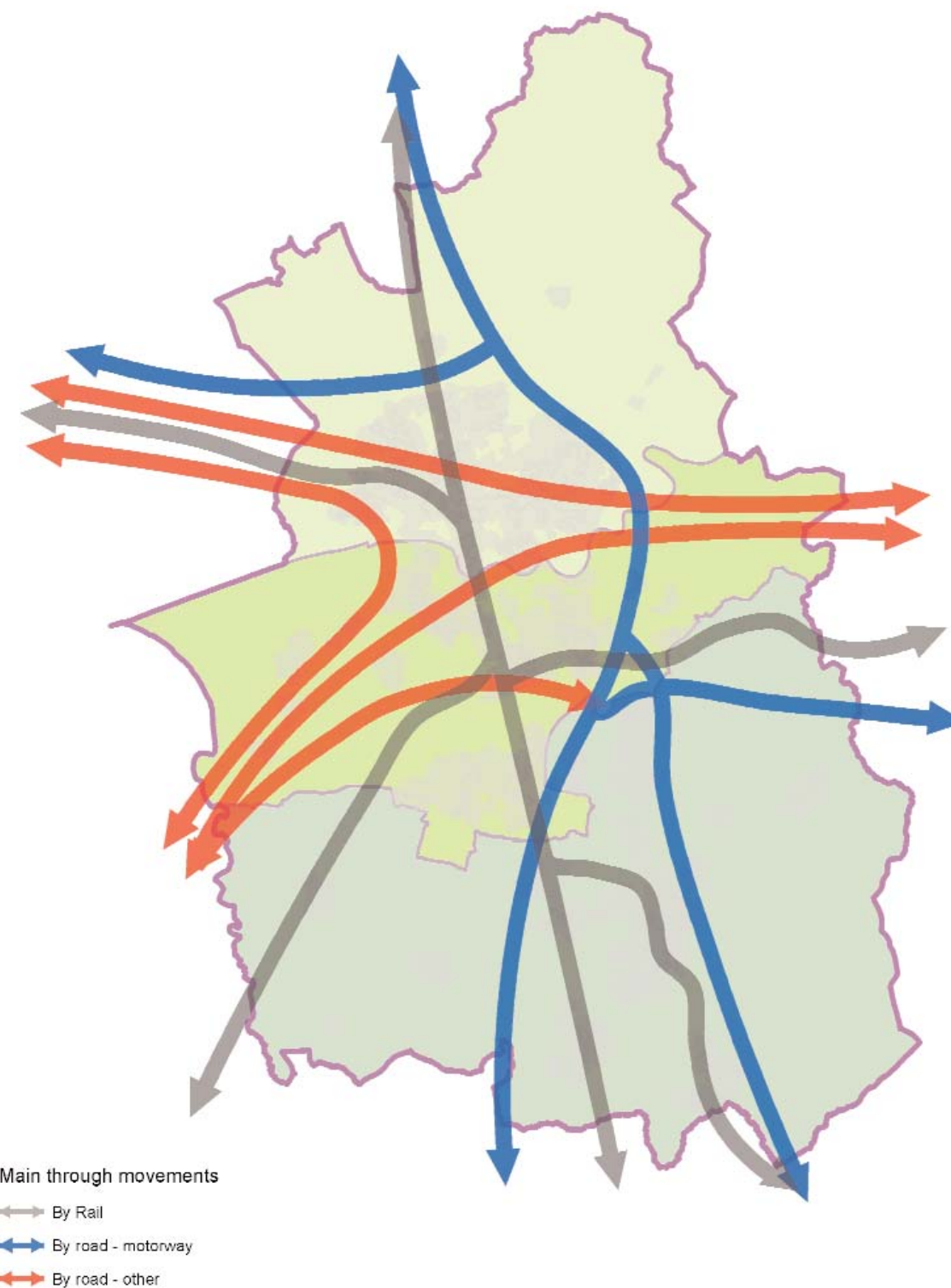


Figure 3: Longer Distance Journeys

Travel in Central Lancashire

Figures 1 and 2 showed how Central Lancashire's residents are spread across the area and where the major destinations that they travel to are.

This provides a background to understanding the main journey patterns in the area.

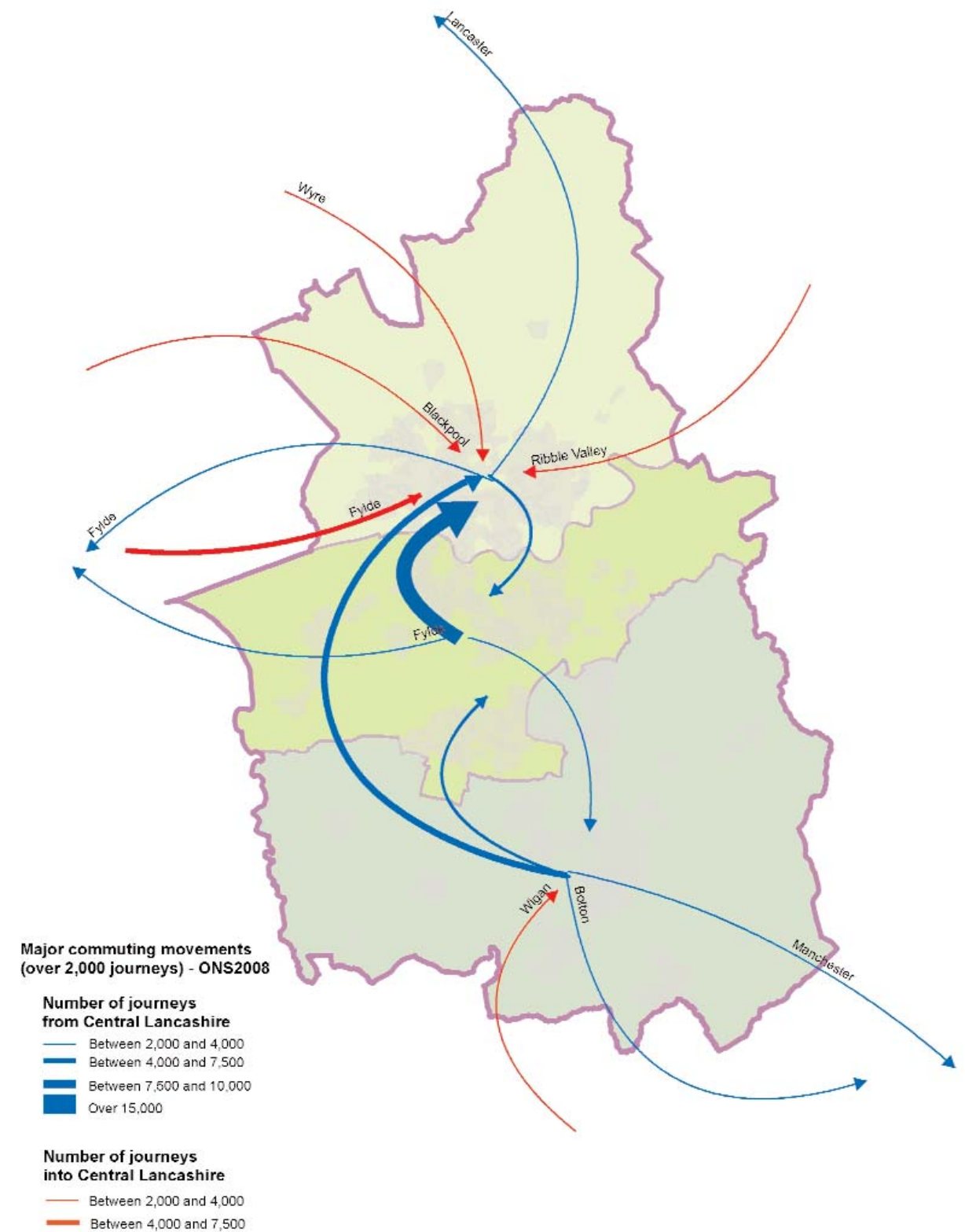
Journeys are made for many purposes, but the purpose that dominates the busiest times of the working week is the journey from home to work. This is also the journey about which most information exists.

Central Lancashire operates as a relatively well-connected labour market, with strong commuting flows between Preston, South Ribble and Chorley.

There are also some strong links with its surrounding areas, notably Warton (BAE Systems) and Salwick (Springfields' Westinghouse) to the west, and Samlesbury (BAE Systems) to the east. These links to east and west will become stronger as the Enterprise Zone develops.

These commuter movements take place in the context of a highways network that is reaching capacity in a number of places, but where more sustainable modes are already a viable option for many journeys. The public transport network is, in the urban areas, comprehensive, there is a good and developing cycling network and pedestrian facilities are improving.

However, the reality is that the majority of commuters still choose to use their cars. In South Ribble and Chorley, around 70% of journeys are by car, just 5% to 6% by public transport and around 10% walk or cycle. In Preston, fewer people use the car (around 60%), with more people using the bus (10%) and walking and cycling (15%). This reflects both the concentration of employment in central Preston and the local catchment area for many of the jobs and whilst these figures are taken from the 2001 National Census, it is unlikely that they will have changed very greatly when the 2011 census becomes available.



Having looked at where people are travelling to and from, what impact do these journeys have?

The car is the dominant travel choice for most people for most journeys. There are many reasons for this, but the most obvious effect of this choices on our roads is the amount of traffic those roads carry, not just in the peak hours but through the whole day.

Figure 5 shows the number of motorised vehicles that use our major roads during a typical day. The highest flows are on the motorway network, as would be expected, but there are also some very high volumes of traffic on the roads that are shared by other users for other purposes than simply getting from A to B.

These high levels of traffic on the roads in our communities clearly have impacts beyond those that may be felt by vehicle occupants.

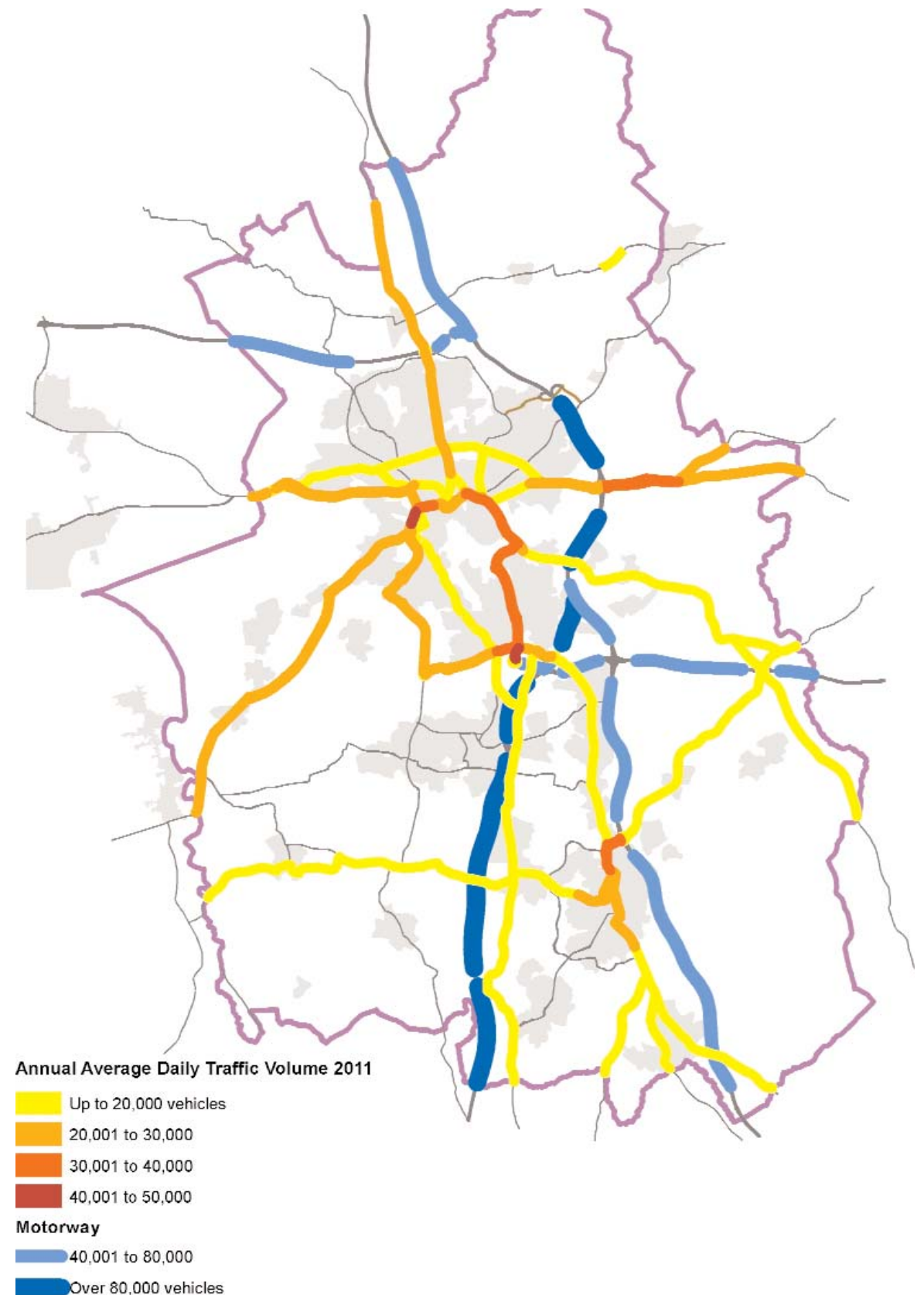


Figure 5: Our Current Road Network

The previous map shows the volume of traffic on our major roads. This traffic of course includes buses, which suffer the same delays as other road users unless there are dedicated bus lanes etc. And whilst bicycles may not be counted in the traffic totals, cyclists also have to share this road space unless they have dedicated cycle provision.

Figure 6 shows the major bus routes and also the specific provision for cyclists.

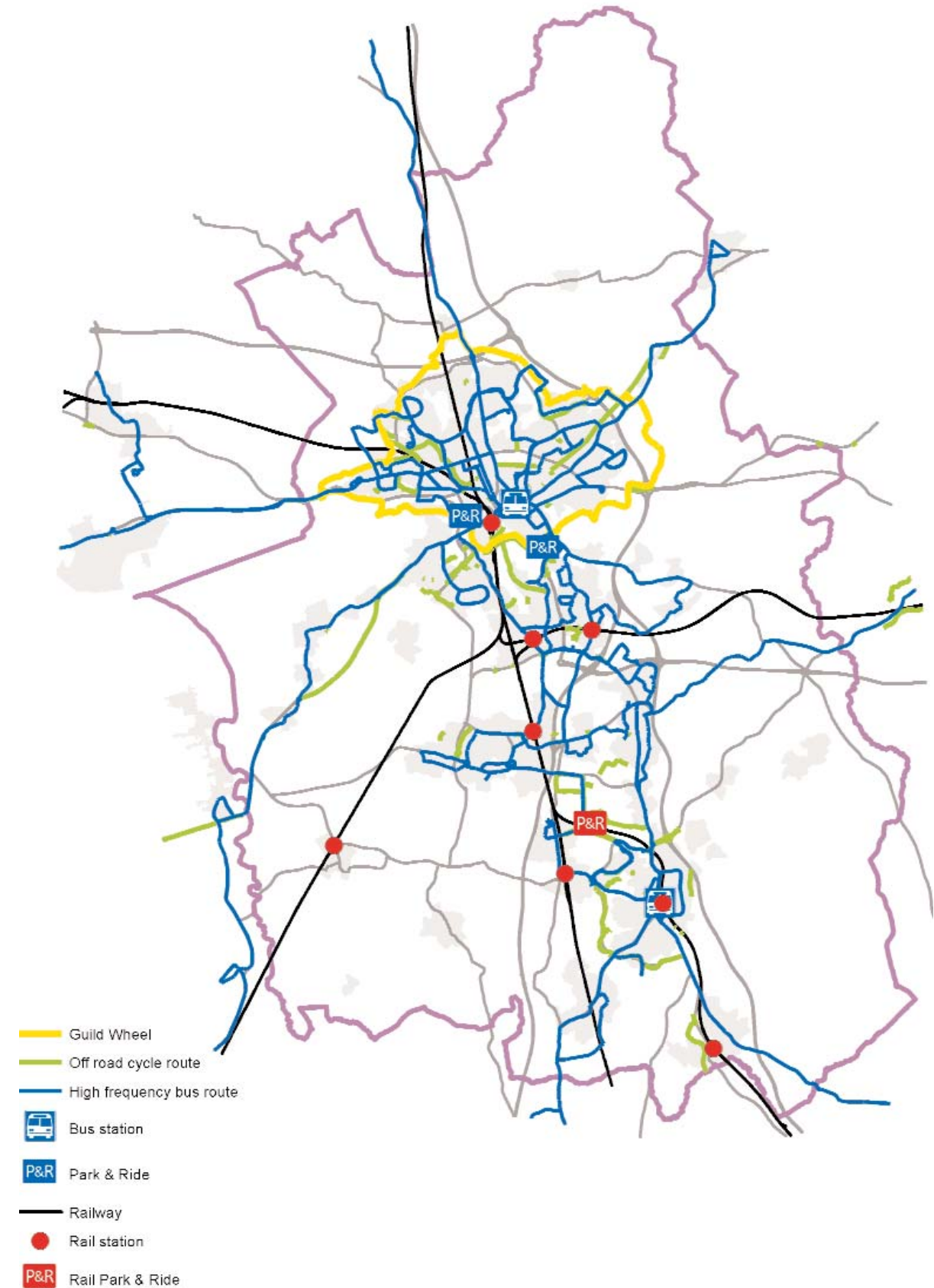


Figure 6: Our Current Sustainable Transport Network

So far we have looked at the demands on the network from where people live, where they want to travel to and how they choose travel.

We now want to look at the impact these journeys have on us as we travel about in our daily lives, because anyone who travels in Central Lancashire knows that our roads are under pressure now, without any more traffic.

The most obvious symptom of trouble, that we all see, is congestion. In most of Central Lancashire, this is at peak commuting times, but these peak times are getting longer as more and more people change their travel arrangements to try and avoid the 'rush hour'.

But congestion is only part of the problem ~ the extra traffic can have wide range of unwelcome side effects.

The most obvious are on road safety and local air quality, but where the roads are busy with motor traffic, the roads themselves may become barriers to local movement. Busy roads can make people worry about safety and about how difficult travel may be. For instance:

- People are far less likely to want to cycle or walk any distance due to fears about safety and pollution.
- Communities suffer if the roads that run through them are busy and difficult to cross other than at particular places.
- Local centres cannot become sustainable if busy roads make the area unattractive and potential visitors therefore go elsewhere.

And as well as these local impacts, there are the wider environmental and social impacts that affect our ability to meet our commitments to:

- Reduce carbon emissions;
- Improve personal health and well-being in Lancashire;
- Support economic development;
- Increase community cohesion; and
- Provide affordable travel options in the future.

Figure 7 shows where the most urgent and significant problems in Central Lancashire are, not just the congestion, but also where accidents are occurring, where air quality is being affected and where we know that the sheer amount of traffic causes barriers to movement or limits travel choices.

Some of these problems are already being addressed, as we'll see next. However, addressing all the problems and challenges that we now face in order to provide a sustainable future for Central Lancashire, one that leaves as few problems for future generations as possible, will require a fundamental change in how our current problems are dealt with.

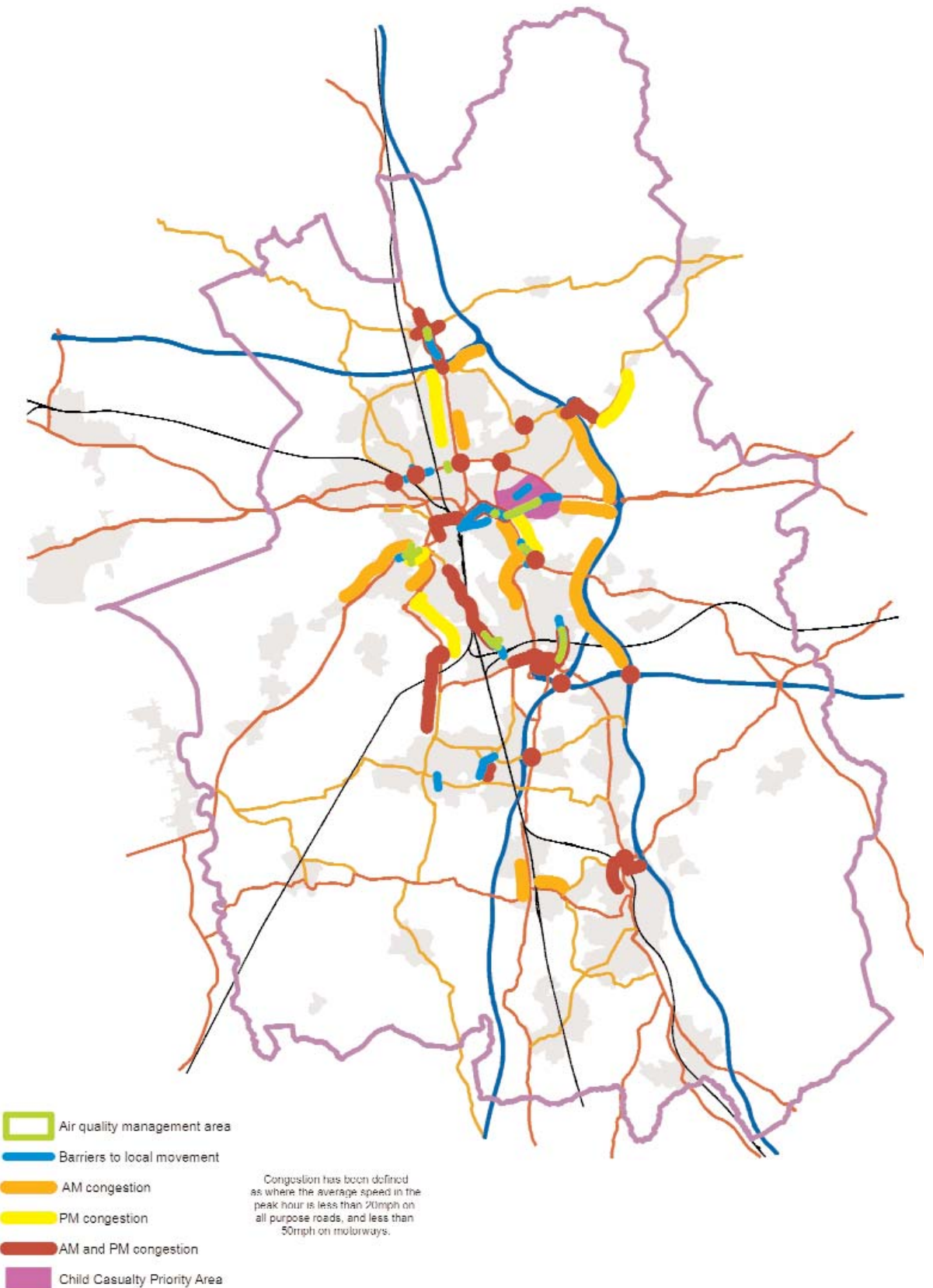


Figure 7: Transport Problems Today

Central Lancashire Now ~ Managing Our Transport In The Short Term

The Local Transport Plan for Lancashire has already been mentioned. It sets out a strategy for how transport and the way we travel in Lancashire will change moving forward to 2021.

For Central Lancashire, the Local Transport Plan seeks to:

- Improve our ability to travel safely, conveniently and punctually, particularly between home and workplace and between business and marketplace.
- Serve our main centres of employment and education by bus and rail services that are attractive, reliable, accessible and sufficiently well used to be commercially viable.
- Resolve specific congestion and road capacity problems that have limited economic growth in key areas; routes into and around Preston as well as those to and from our key employment sites will benefit from effective transport solutions.
- Create a safe and attractive public realm linking homes to local services such as shops and employment and onward bus and rail services.
- Make more active ways of travel safe, convenient and attractive.

Specific schemes already programmed are set out in the current Local Transport Plan Implementation Plan.

These schemes include the following major improvements in Central Lancashire:

Preston Bus Station/Interchange Facilities

We will work with Preston City Council to develop proposals for new bus station/interchange facilities within the city centre to improve accessibility and interchange between bus and rail services.

A6 Congestion Relief at Broughton, with delivery of the Broughton Bypass as a potential solution, to support delivery of housing and employment sites to the north-east of Preston.

- Estimated cost: £19m.
- Renew Planning Application: 2013/14.
- CPO/SRO procedures: 2013/14 to 2015/16.
- Start of Works: 2015/16.
- Road Open: 2016/17.

M55 Junction 1 Capacity improvements to support delivery of housing and employment sites in north Preston.

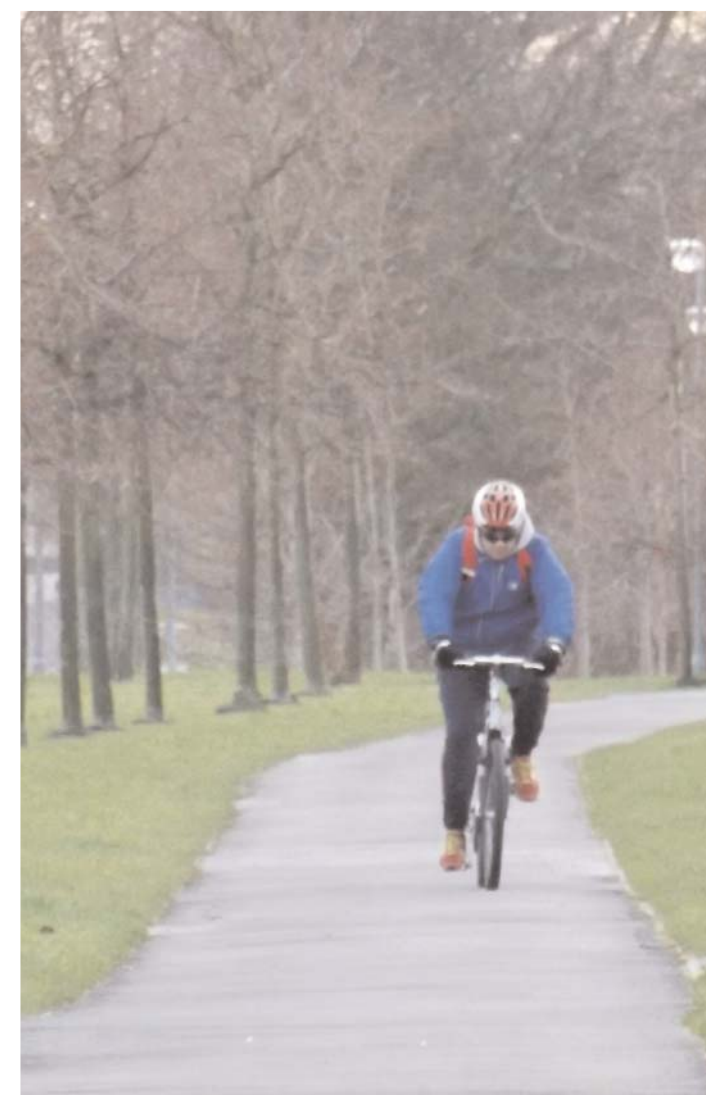
Works to include full signalisation and associated widening and provision of a dedicated left turn lane for vehicles travelling from the A6 north of the roundabout onto the M55/M6.

- Estimated cost: £2m.
- Start of Works: 2013/14.
- Completion: 2013/14.

As well as these schemes, Central Lancashire will also benefit from our successful bid to the Government's **Local Sustainable Transport Fund**.

Locally, this will see improvements to increase sustainable travel along the corridor from the M6 at Bamber Bridge to Preston City Centre. This corridor also includes the strategic employment site at Cuerden and so is of major importance to sustainable economic development.

The Fund also gives us the chance to increase our knowledge of how sustainable travel can be made to work in Lancashire. The corridor and route management studies that are a key part of designing the improvements provide a template for such work in the future. By evaluating how our changes impact on the corridor, we can refine our interventions from identification of possible options to positively marketing the new routes and facilities that are created to encourage their use.



Other agencies are also looking to improve their networks in the Central Lancashire area.

M6 at Junction 32

Northbound capacity improvements on the M6 through the junction and associated remodelling of the M55/A6 diverge. Scheme to be delivered by the Highways Agency through Pinch Point Programme funding.

- Estimated cost: £6.6m.
- Start of Works: 2014/15.
- Completion: 2014/15.



North West Electrification

Electrification of the railway lines between Blackpool North - Preston and Preston - Manchester/Liverpool, together with an associated increase in rolling stock capacity and quality, will allow electric multiple units to operate all services between Manchester (Piccadilly and Victoria), Liverpool, Preston and Blackpool North, including the Manchester Airport to Scotland services. These trains will have more seats and deliver journey time savings and improved reliability due to their superior performance. This is a rail industry committed scheme due for completion by December 2016.

The investment will compliment the Northern Hub project and electrification of the main Trans-Pennine route between Manchester and Leeds/York, which the Government committed funding to in July 2012. Together, these projects will deliver a significant improvement in connectivity between Central Lancashire and other major growth centres across the North of England, in particular, to Manchester city centre.

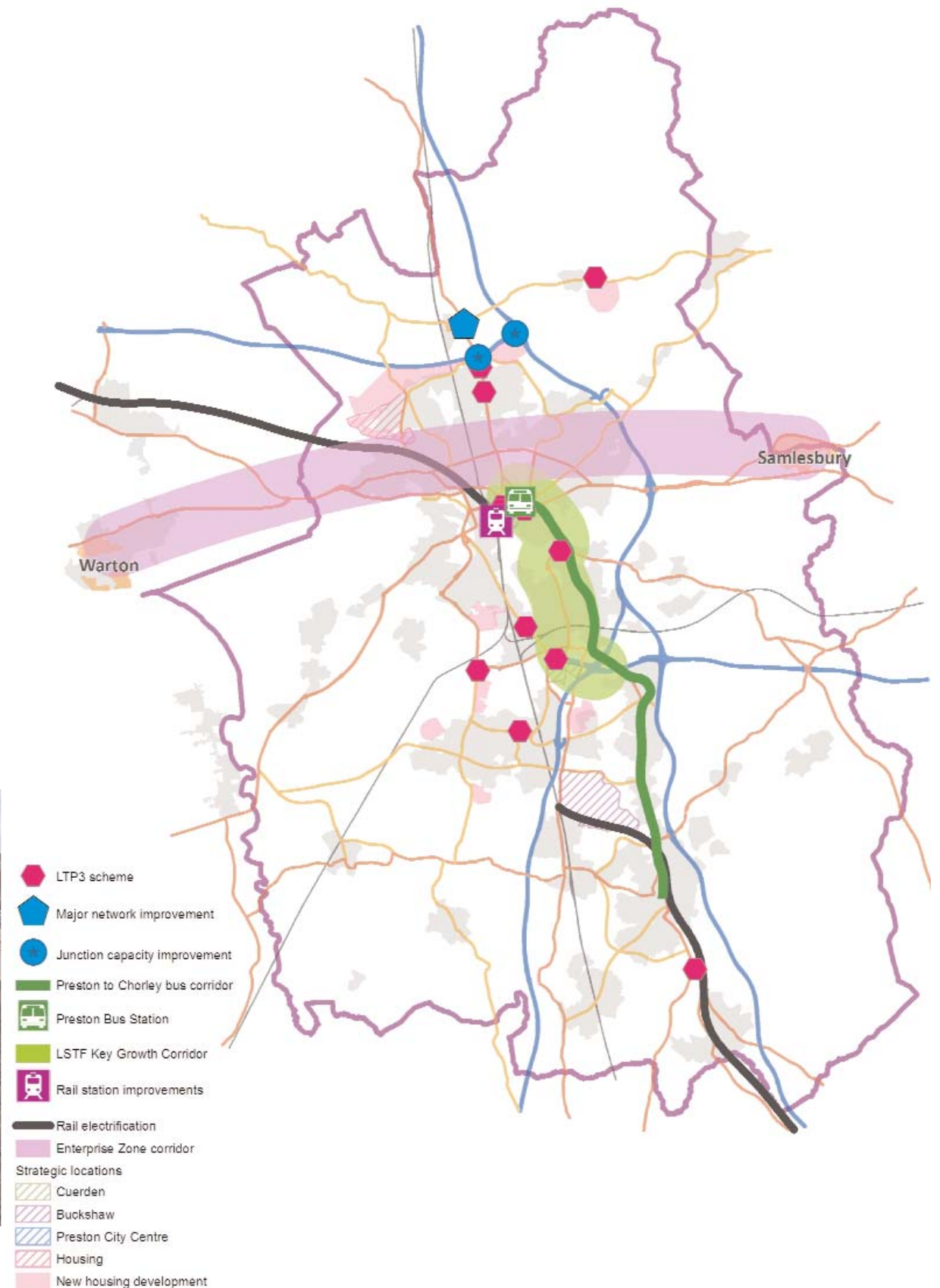


Figure 8: What We've Committed To Doing

Future Plans And Priorities ~ The Core Strategy And The Lancashire Enterprise Partnership

Having looked at where we think our transport problems are and explained what we are already doing about them in the immediate future, we now need to look at what will happen to Central Lancashire in the longer term as both the people and places of the area change over the next 10 to 15 years.

We already know that there are issues that are of real significance that we must address. However, these challenges will change as the population of Central Lancashire increases, according to current predictions, by nearly 20,000 people by 2021. At the same time, the population is ageing and so there will be different needs and wishes for all services, including transport, in the future. There are also changes that are harder to predict, such as how our weather and climate will alter and how technology will advance.

To face these challenges, the future development of Central Lancashire is being shaped by policies and strategies being put in place now, including this masterplan for highways and transport

The key document that sets out how land use will be coordinated in Central Lancashire is the Core Strategy. This is the main component of Central Lancashire's Local Development Framework which was produced jointly by Preston City Council and Chorley and South Ribble Borough Councils. Now it is approved, it provides the spatial background to the development of our highways and public transport networks.

A key element of Central Lancashire's economic development is the Lancashire Enterprise Partnership. The partnership, of which Lancashire County Council is a member, is the driving force behind the newly created Lancashire Advanced Engineering and Manufacturing Enterprise Zone that covers the two BAE Systems sites at Samlesbury and Warton. Working with BAE Systems, the partnership's ambition is to establish the Zone as a world class location for advanced engineering and manufacturing, creating a hub of expertise in a sector which is already one of Lancashire's greatest economic strengths. The Zone has the potential to create between 4,000 and 6,000 high value jobs in the longer term.

We are also working closely with the Lancashire Enterprise Partnership and with Preston City Council to put together a bid for wave 2 of 'City Deal'. Over the past 12 months or so, the government has entered into 'deals' with core cities across the UK. Effectively, this provides councils with additional funds (from existing government and agency budgets) to deliver economic growth. Preston and Lancashire has now been identified as a competitor for a second round of bids.

Central Lancashire also needs to be in a position to capture a greater share of new office-based service sector employment by ensuring that it has the right type of quality office developments in locations where there is demand. The proposed New Central Business District in Preston city centre is one such location, which offers the potential to increase the number of high value, high wage jobs in the area. Accessibility to the city centre and parking provision will therefore be key factors in supporting development.

Other strategic employment sites include Cuerden in South Ribble, which could see 2,000 jobs created in the next 5 years, Buckshaw Village near Chorley, and Springfields at Salwick (Nuclear Decommissioning Agency/Westinghouse).

As might be expected from the planned economic development, Central Lancashire will also be the focus of significant housing development with 22,200 homes planned to 2026. Delivery of much of this housing growth will be through strategic locations, including North West Preston and South of Penwortham/North of Farington.

However, there are restrictions on where housing, shops and jobs can be located. Development can't happen just anywhere as there are a number of things that limit future growth:

- The large expanses of Green Belt, put in place to prevent the merging of neighbouring towns and directing investment to the older parts of the urban areas;
- Areas of high quality agricultural land;
- Areas at risk of flooding;
- Areas of nature conservation value; and
- Areas protected for mineral extraction.

These constraints, together with the people, land and economy of Central Lancashire today, have shaped the proposals agreed in the Core Strategy. They have also been the drivers behind the Lancashire Enterprise Partnership's plans and priorities.

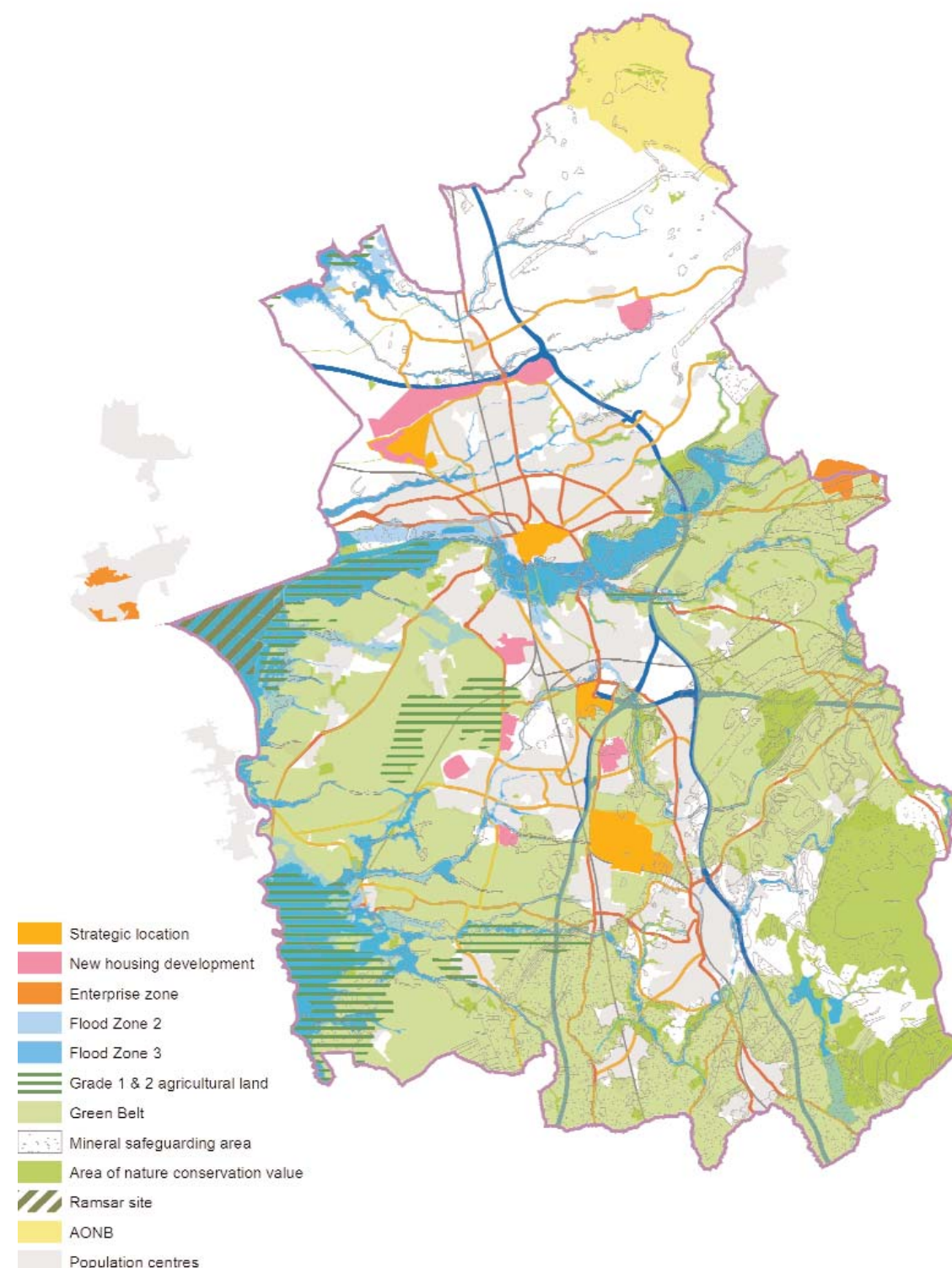


Figure 9: Constraints On Development/Approved Development To 2026

Future Plans And Priorities ~ What Are The Challenges?

As the previous pages show, Central Lancashire faces considerable challenges in developing its future, but it also has many advantages working in its favour.

These positive and negative influences are summarised here to show the strengths and opportunities in the area and also the potential weaknesses and threats. Appreciating these provides us with the understanding of what will influence and shape the options we have for highways and transport in the future.

Strengths

Resilient and growing local economy.

The LEP working in partnership with the County Council and the 3 district councils ensuring collaborative County wide approach to fostering growth.

High tech and knowledge based business presence (BAE Systems, Westinghouse).

LEP public/private collaboration delivering the Lancashire Enterprise Zone (Warton & Samlesbury sites ~ Advanced Engineering and Manufacturing).

Strong retail and service offer.

Adopted Central Lancashire Core Strategy and emerging individual Site Allocation Local Plans for the 3 districts are advanced plans for accommodating new development.

Central Lancashire is a single employment area, and has the benefit of a large mobile workforce.

Gateway to Lancashire with excellent road and rail links.

Centre for a major research university and teaching hospital.

Committed programme for new transport investment.

Opportunities

22,000 houses built over the next 15 years (Central Lancashire Core Strategy).

Comprehensive development plans include strategic sites as a focus for investment.

Electrification of North West rail network (Blackpool/Liverpool/Manchester) and High Speed 2.

Developer Contributions ~ CIL & Section 106 Agreements.

Devolved funding for local major transport schemes.

Potential City Deal.

Weaknesses

High car dependency.

Limited river crossing capacity over the River Ribble.

Out-of-town decentralised retail, business and commercial developments.

Lack of city centre investments and development.

Transport network unable to cope by 2026.

Threats

Transport network unable to cope by 2026.

Peak hour congestion 'spreading' and occurring more frequently and for longer.

Growing car ownership and use.

Sluggish economic climate.

New development.

Financial threats and uncertainty ~ Comprehensive Spending Review.

Uncertainty amongst private investors.

Reluctance to change travel behavior.

Just as we have shown where there are problems on the highways and transport network now, we can predict where problems will be in the future. By looking at what changes we are already committed to making on our network and how this improved network will cope with the increased demand caused by the new developments, we can highlight where issues will be likely.

The most significant of these issues are:

North-West Preston

Housing developments in this area would currently see the new residents of over 3,500 homes having to use either narrow country lanes or Preston's already congested urban roads on a daily basis. The network in this area is already reaching a critical point in terms of the level of additional traffic that could be accommodated

In effect, the development would see high volumes of additional traffic on the already busy roads around north Preston. Access to the motorway network would involve a journey through Preston City Centre or using M55 Junction 1, which is already taking high volumes of traffic. Work is already programmed to increase the capacity of this junction to meet demand, funded largely by contributions from those already developing sites in this area.

South Ribble

The Penwortham ~ Lostock Hall ~ Farington area could see the development of up to 1,200 new homes at Pickerings Farm. This development will connect to the road network via the A582 which is a very busy single carriageway road with significant congestion.

Further developments to the North West of Leyland will also add to pressures on the A582 and also on the B5253 Flensburg Way.

The Cuerden Green Strategic employment site is generally well located for road access as it is close to the motorway network but connections to the west are also via the A582.

There is also a major issue of traffic from the A59 accessing the motorway network. This traffic currently either uses rural 'B' and/or unclassified roads or travels through Penwortham and Preston city centre.

Preston City Centre

Preston City centre will see major changes to 2026.

Increasing volumes of traffic will make it far more difficult to access the city centre by any type of vehicle. As well as through traffic bound for the motorway network, there are a significant number of journeys from the south west to the north west of Central Lancashire, including from the A59 to the Fylde Coast. There will also be increasing numbers of journeys between the 2 Enterprise Zone sites. This extra traffic will make it more difficult for businesses in the City Centre, whether for employees, customers or deliveries. It will also make the streets and public spaces in Preston less attractive and harder to manage.

The attractiveness of the public realm in the city centre is a key issue for the future, as is the attractiveness of the gateways to Preston ~ the major road corridors and the bus and railway stations ~ which need to reflect the City's ambitions.

However, congestion will still only be part of the problem and all those issues that were mentioned before will still be there and are likely to be affecting more of the population. Locally, in terms of:

- Road safety.
- Local air quality.
- Barriers to local movement.
- People being far less likely to want to cycle or walk due to fears about safety and pollution.
- Communities suffer if the roads that run through them are busy and difficult to cross other than at particular places.
- Local centres cannot become sustainable if busy roads make the area unattractive and potential visitors therefore go elsewhere.

And in terms of the wider environmental and social issues:

- Carbon emissions.
- Personal health and well-being in Lancashire.
- Economic development.
- Community cohesion; and
- Affordable travel options in the future.



Figure 10: The Impact Of Development On The Network

Future Plans And Priorities ~ Developing Our Transport Vision

Finding a sustainable solution to the problems that we could have in the future has meant considering 3 main options.

These 3 options build upon each other but have very different consequences.

Option 1: Business as usual

In this option, we will deliver the projects that are already programmed and would continue to manage the network to make it as effective as possible. We would continue to support public transport as best we can, but improvements would be limited to small-scale schemes to improve the highway generally. Likewise, walking, cycling and public realm schemes would still go ahead, but would be on a small scale.

However, an independent technical assessment of our options produced by transport consultants shows that, by 2026, the existing transport network will not be able to cope as it is.

Even without extra development, the growth in traffic that is likely to occur over time anyway will mean that the levels of congestion that we currently see in the morning rush hour will have become common for more of the working day and across a wider area. Because of the increased congestion, journey times will be unreliable, which will make it difficult for public transport and logistics to operate effectively. Road safety and air quality will also be worse. Traffic levels will make walking and cycling unpleasant on many roads including what are now our quieter streets.

This level of congestion would also have serious implications for the growth and economic development of the area. Existing business would find it increasingly difficult to operate as employees, suppliers and customers found it more difficult to travel. Future economic growth in the area could be less likely as investors looked at Central Lancashire's traffic problems.

Carrying on as we are is therefore not a long term option.

Strengths

Limited capital cost compared to other options.

Limited disruption due to road network reconfiguration/improvements.

Opportunities

Weaknesses

Significant congestion for longer periods, on more roads and more frequently.

Poor gateway and public realm in major urban centres, Green Infrastructure and environmental appearance.

Congested routes deterring pedestrians and cyclists owing to reduced safety for pedestrians/cyclists/road users.

Increase in number of air quality management areas (AQMAs).

Public transport remains unattractive.

Limited opportunity to improve tired city centre public realm and commercial centres.

Threats

Transport network unable to cope by 2026.

Peak hour congestion 'spreading' and occurring more frequently and for longer.

Growing car ownership and use.

New development.

Public transport operators could experience reduction in revenue and reduced services.

Uncertainty among private investors.

This option would mean the Central Lancashire Local Development Framework is unsound.

Option 2: Improve what we have

The next step is to consider what we can do to improve what we have. In this option we would deliver the projects that are already programmed and would continue to manage the network to make it as effective as possible. However, we would also implement a major programme of sustainable transport measures, but there would be no further road capacity provided.

As well as walking and cycling improvements where possible, we would work to improve the main bus corridors into Preston and would do further work to develop Preston Railway Station into a fit-for-purpose hub for Central Lancashire. We would also look at whether Park and Ride would have the potential to reduce traffic.

Unfortunately, the technical assessment makes it clear that even a major programme of sustainable transport improvements is unlikely to have a significant impact. Experience from elsewhere shows that we would be unlikely to see a reduction in car trips of more than 5% at most.

Whilst a 5% reduction in car trips would be welcome, it would not compensate for even modest traffic growth between now and 2026 and so even with significant investment, we would only be slightly better off than with Option 1. We would still have significant congestion, which would still have a major impact on our economy's viability and on future development.

The main reason for the relatively small impact of Option 2 is that our current network does not have enough spare capacity to allow us to make significant changes to improve bus journey times and to enhance the public realm. We cannot reduce congestion enough to make walking and cycling on major routes more pleasant, bus times more reliable and sustainable travel attractive. Without making sustainable travel attractive, we cannot reduce congestion.

Strengths

- Increased use of public transport.
- Increased walking and cycling.
- Less costly than new road construction.
- Limited disruption due to road network reconfiguration/improvements.

Opportunities

- Improved safety for all road users.
- Promote public transport as alternative to the car.
- Potential to increase popularity of walking and cycling as alternative modes of transport.
- Public transport operators could experience an increase in revenue and expand services.
- Improved public realm compared to current conditions.

Weaknesses

- Higher capital expenditure than Option 1.
- More disruption to highway network during implementation than Option 1.
- Significant congestion would remain in the longer term.
- Congested routes still likely to deter pedestrians and cyclists.
- Bus journey times and unreliability unlikely to improve significantly.
- Limited improvement to public realm.
- Disruption to businesses and associated short term economic losses owing to road reconfiguration.
- Risk of increase in number of air quality management areas (AQMAs).

Threats

- Some peak hour congestion 'spreading' and occurring more frequently in the longer term.
- Growing car ownership and use.
- New development.
- Reluctance to change travel behavior.
- Limited potential to attract businesses and incentive to investors.
- This option would mean the Central Lancashire Local Development Framework is unsound

Option 3: Improve and extend

The final option investigated includes and builds on Option 2, but accepts that additions to existing highway infrastructure will be needed to support the development aspirations of Central Lancashire.

Because this option allows us to do far more to promote and prioritise public transport, walking and cycling, we will see a greater increase in the use of sustainable travel than Option 2 would achieve.

It is an accepted part of the legal framework that governs new development that developers are asked to contribute to the new public infrastructure, of any type, that their development requires. This will be the case in Central Lancashire, as this new capacity is required for the housing developments to go ahead.

As well as allowing development, however, this new road capacity will give us the opportunity to improve our use of the existing network. Without this, it will simply be too busy to allow public transport and active travel to prosper and everyone will suffer the effects of increasing congestion ~ slower, unreliable journeys, more cars, poorer air quality and streets that are busy and unwelcoming.

By creating extra capacity, we will be able to accommodate new development, make far more significant public transport improvements and manage the highway network more effectively. It will also allow us to enhance our public realm to a far greater extent and to make walking and cycling the modes of choice

The technical assessment shows that without new capacity in our highway network, we will simply exacerbate existing problems. This master planning process demonstrates that there are ways to solve these problems.

Although this option proposes new highway capacity, it is still in agreement with the County Council's strategic vision of a sustainable future where transport is fully integrated and where walking, cycling and public transport are an effective and obvious alternative to the private car.

With a new Central Lancashire Core Strategy now in place and a new Economic Partnership to take forward economic development, the time is right to set in place a masterplan for Highways and Transport that will both support Central Lancashire's economic ambitions and maximise the benefits of a high quality integrated transport network for its residents.

Strengths

Improves effectiveness and efficiency of the transport network.

Increased use of public transport.

Increased walking and cycling.

Overall reduction in congestion.

Enhanced public realm and improved environmental quality.

Safer roads to benefit all road users.

Genuine improvement to sustainable travel options integral to network.

Reduced number of air quality management areas and risk of increase.

Provides certainty to private investors.

Allows the growth of Central Lancashire as proposed in the Local Development Framework.

Opportunities

Creation of a fully integrated transport network offering genuine travel choices.

Increased potential to attract developers, businesses and investors through quicker and more reliable journey times and better quality of life.

Facilitate economic growth by unlocking sites for development and providing capacity for further growth.

Attract new people to the area owing to a more attractive environment.

Enhance the quality of public transport with the help of private companies through effective collaboration.

Public transport operators could experience an increase in revenue and expand services.

Weaknesses

High capital expenditure.

Major disruption to road network during construction.

Adverse environmental impacts of new highway schemes: Loss of green land and related implications.

Disruption to businesses and associated short term economic losses owing to road reconfiguration/improvement.

Adverse short term effect on amenities of local residents and businesses caused by construction work.

Threats

Sluggish economic climate.

Reduction in public spending ~ awaiting comprehensive spending review.

Reluctance to change travel behavior.

Objections to new road construction.

An Integrated Transport Vision

We have a vision for highways and transport in Central Lancashire that:

~Accepts that we have no choice but to create new highway capacity to support new development and allow us to solve specific problems.

But that makes the most of the opportunities this new capacity gives to:

~Improve public transport by improving the most important railway stations and bus corridors and

~Enhance our public realm to encourage sustainable travel and support economic growth.

This masterplan sets out how we believe we can best meet these objectives for the benefit of everyone who travels in Central Lancashire and for the communities and businesses that are its heart. It presents a sustainable, affordable, achievable and deliverable framework of improvements, as Appendix 1 shows.

We believe that this masterplan presents an integrated framework for transport improvements to 2026. It does include new road capacity, but without it we do not believe that development can take place in Central Lancashire in line with the agreed Core Strategy. With the new road capacity, it becomes possible to provide for sustainable transport and make public transport, walking and cycling the natural choice for travel.

The key to the success of this masterplan will be that all the improvements that are proposed link to make a transport system that not only facilitates choice, but makes walking, cycling and public transport an easy and obvious way to travel in the future. As the schemes proposed by this masterplan are implemented, then the changes to our travel behaviour will allow more and more improvement to our streets.

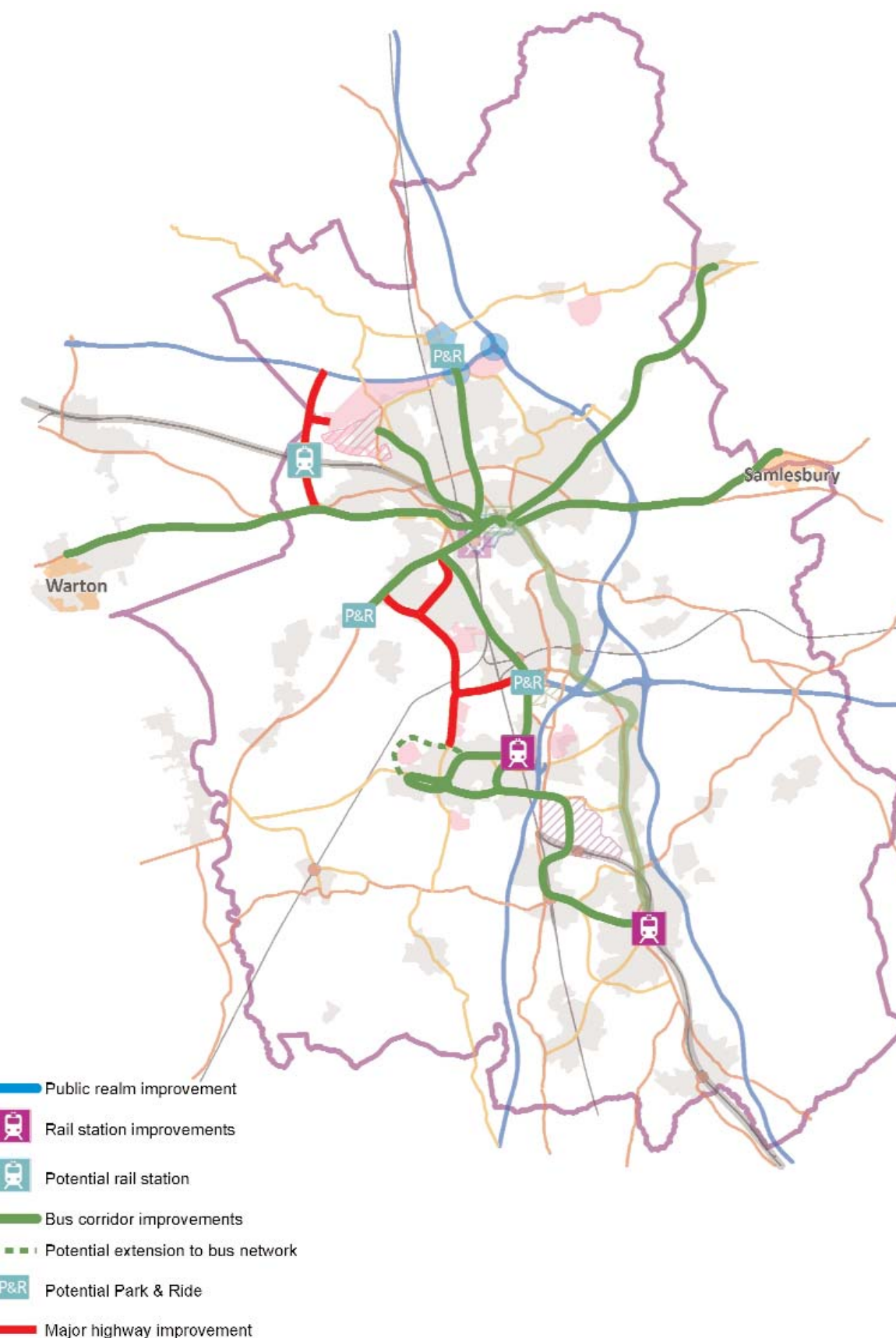


Figure 11: An Integrated Transport Vision

Better Roads

~Creation of new highway capacity to support new development and allow us to solve specific problems.

We propose 2 major road schemes in this masterplan both of which are integral to the vision we have for transport. Both of these schemes will enable new development to go ahead as well as supporting significant improvements to sustainable transport provision and ensuring that we resolve issues that could otherwise spell gridlock for our network.

As well as these schemes, we will ensure that other improvements to the highway network are considered if the need for them becomes evident in the future.

Preston Western Distributor

A new road linking the M55 near Bartle with the A583/A584 at Clifton, to support delivery of the North West Preston strategic housing location and improve access to the Strategic Road Network from the Enterprise Zone site at Warton.

Providing access via a new link between the M55 and the A583 would:

- Give easier access westwards without having to use narrow country lanes.
- Give options to avoid peak hour congestion in the city centre for eastwards travel.
- Give access to the motorway network without using M55 Junction 1 at Broughton, which will still be very busy.
- Enable provision of a new rail station in the Cottam area to serve new development and act as a Park and Ride station similar to Buckshaw Parkway near Chorley.
- Provide opportunities for bus priority along the B5411 Woodplumpton Road and the A583 corridors.

A582 South Ribble Western Distributor

Capacity improvements on the existing A582 between Cuerden and Penwortham Triangle to support delivery of the South of Penwortham/North of Farington strategic housing location and completion of Penwortham Bypass between the Broad Oak roundabout and Howick Cross

Upgrading the A582 to a dual carriageway from its junction with the A5083 at Lostock Hall to its junction with the A59 at Penwortham Triangle would significantly increase road capacity. It would also allow creation of a direct link between the A582 at Broad Oak roundabout and the A59 west of Penwortham, thereby completing the Penwortham Bypass.

A dual carriageway link from the A59 all the way to the M6 would:

- Improve journey times and reduce congestion on the A582.
- Improve access from the A59 to the motorway network on an appropriate road that does not pass through Penwortham or Preston city centre.
- Provide significantly better access to Cuerden Green from the west.
- Provide significantly better access to Pickerings Farm.
- Provide the opportunity to give significantly better access to developments to the North West of Leyland.
- Reduce traffic in Penwortham, which experiences very significant peak hour congestion, and allow public realm improvements in the town centre.
- Provide opportunities for bus priority on the A59 and B5254 Leyland Road corridors.



Figure 12: Highways Improvements To 2026

Better Public Transport

~Improving the most important railway stations and bus corridors

The new roads will offer a tremendous opportunity to give dedicated road space to buses and develop a public transport network that Central Lancashire can be proud of. Such a network would support economic development and also make it easy to travel by sustainable means. High quality public transport will be vital to ensuring Central Lancashire's success by making it easy to travel in the area without a car.

Improvements to the main railway stations will complement Network Rail's committed expenditure on electrification. The Preston Western Distributor also gives us the opportunity to maximise the benefits of electrification of the Blackpool line by building a new Parkway station at Cottam.

We will also continue to keep under review and explore the feasibility and deliverability of providing a railway station at Midge Hall, as identified in the Central Lancashire Core Strategy.

By creating a public transport priority network which focuses on the eight main corridors in Central Lancashire, we can significantly improve the quality and reliability of services using the corridors. We will take full advantage of our ability to provide dedicated road space for public transport once the new distributor roads are open by creating Park and Ride sites at key locations.

Unlike previous Park and Ride sites, which have not always been supported by effective infrastructure, the new sites will be opened only where we can ensure that journeys using the Park and Ride will be quicker and easier than driving into the city centre.

Preston Railway Station

The development of Preston railway station as a fit-for-purpose strategic gateway to Lancashire and a public transport hub for Central Lancashire is vital. Not only does the City need the station to be a state-of-the-art gateway, Lancashire as a whole will also benefit in having a modern, attractive facility as its key hub.

By improving the station and taking full advantage of the electrification of the Blackpool North to Manchester line, we will be maximising the opportunities for rail commuting as well as longer distance travel.

Leyland Railway Station

Network Rail has secured funding to take forward a scheme providing access to the station's platforms for wheelchair users, people with prams and those with limited mobility. Once designs are completed, Network Rail will then bid for funding for the full scheme.

To complement this work and the electrification of the Preston ~ Manchester/Liverpool line, we will provide improved car parking for the station and, as part of our public transport commitments, will ensure that the station becomes a key interchange with the public transport priority network.

Chorley Railway Station

Chorley already benefits from a modern interchange facility, with the railway station and bus interchange in close proximity. However, parking is limited and therefore the station does not fulfil its potential as a local hub for the district.

To complement the electrification of the Preston ~ Manchester/Liverpool line, we will work with partners to provide improved car parking for the station.

Cottam Parkway

A new 'Parkway' rail station in the Cottam area, similar in concept to Buckshaw Parkway, to serve the North West Preston strategic housing location. The station will be accessed from the Preston Western Distributor Road to provide rail-based Park and Ride opportunities to Preston/ Manchester/Liverpool and Blackpool.



Public Transport Priority Network

This masterplan suggests the creation of a network of eight public transport priority corridors that will link Preston, Leyland and Chorley to the main housing and employment areas. Coupled with the rail improvements, this will mean that there is a comprehensive public transport network of the highest standard. It will be:

- Safe and attractive.
- Fast and efficient.
- Reliable and convenient.

The first 6 routes that we propose to develop as public transport priority corridors are:

- Chorley ~ Cuerden ~ Bamber Bridge ~ Preston city centre (already being developed and includes the Local Sustainable Transport Fund corridor).
- Longridge ~ Grimsargh ~ Ribblesdale ~ Preston city centre.
- Moss Side - Leyland ~ Cuerden ~ Lostock Hall ~ Lower Penwortham ~ Preston city centre.
- Warton EZ ~ Freckleton ~ Riversway ~ Preston city centre ~ New Hall Lane - Samlesbury EZ.
- North West Preston/Cottam ~ Ingol ~ Preston city centre.
- Chorley ~ Euxton ~ Buckshaw Village ~ Leyland.

We will use our experience of Quality Bus provision and the methods developed during the delivery of the Local Sustainable Transport Fund to decide how each of these routes can best be improved. Improvements will provide dedicated public transport facilities where possible, such as bus lanes, and junction improvements will also be an integral part of the enhanced provision.

Two further routes, however, offer the prospect of being able to significantly change how the roads in the corridor are used once the distributor roads are open. Like the other corridors, we will only make specific proposals once we have studied each route in detail, but our intention is to provide dedicated road space for public transport along the majority of the corridor and capitalise on this to enhance public realm. These corridors will also offer the potential to be linked to and supported by Park and Ride sites at locations where demand becomes evident. These routes are:

- Hutton ~ Higher Penwortham ~ Preston city centre.
- Broughton ~ Fulwood ~ Preston city centre.

The opening of the distributor roads will also give us the opportunity to make further improvements to the other public transport corridors. In particular, we will look to provide a third Park and Ride site at Cuerden which would benefit from dedicated bus lanes connecting it to Preston.

In deciding the best options for each route, we will also consider the viability of alternative public transport options.

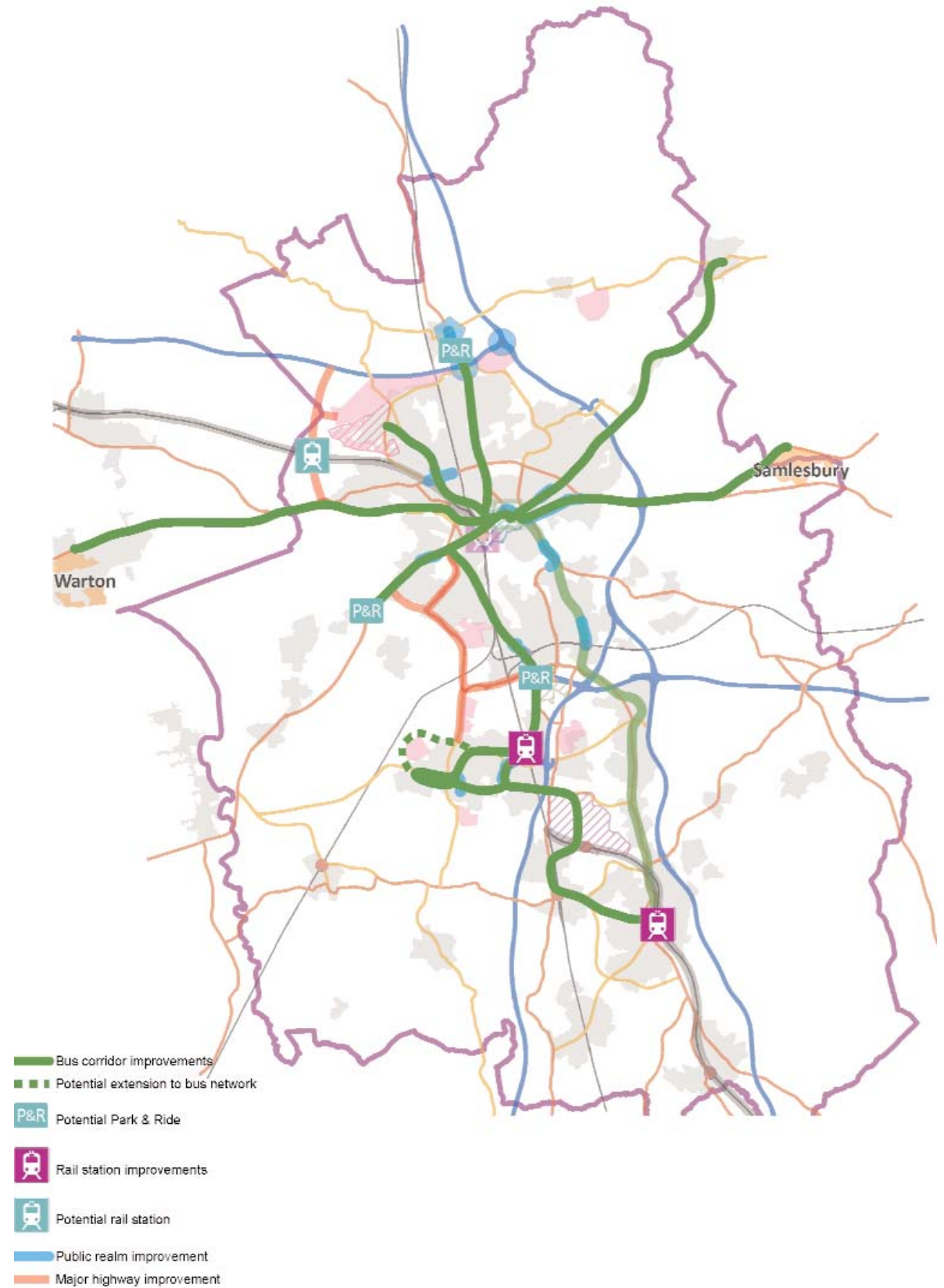
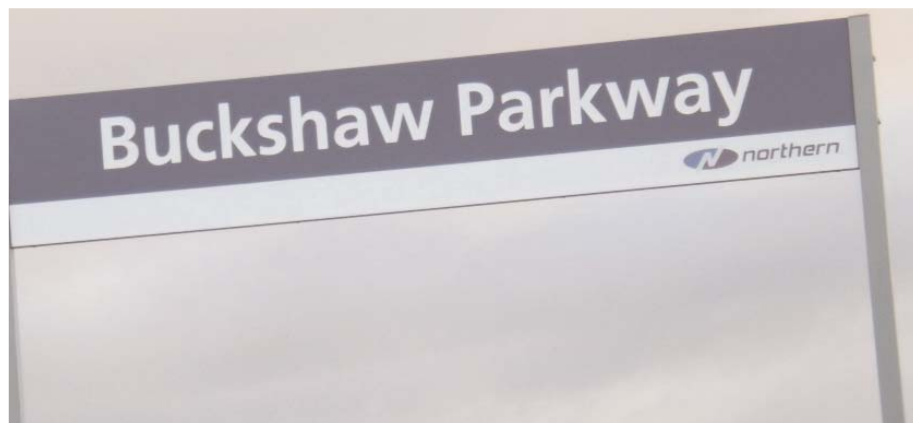


Figure 13: Public Transport Improvements To 2026

Better Public Realm

~Enhancement of our public realm to encourage sustainable travel and support economic growth.

'Public Realm' is a phrase that is often used by planners and engineers. In general terms, it is all the areas that, as members of the general public, we have access to as we go about our lives. Public realm shapes the image of a place; it creates identity and distinctiveness. It influences how others see us. Public realm comprises the streets, squares, parks, green spaces and other outdoor places that require no key to access them and are available, without charge for everyone to use.

The impact of the public realm on our day-to-day lives is therefore huge and travel and transport are a large part of this impact. From overall impressions created by the amount and type of traffic on a road, specifics such as the design of individual junctions and down to details like the choice of signs, street lights and other 'street furniture', the impression that an area makes depends on how the public realm appears.

A safe and attractive public realm gives economic benefits as footfall increases, whether in local shops or town centres. A safe and attractive public realm is also fundamental to making sustainable travel attractive. The better our roads and streets look and the more safe and pleasant they are to use, the more people will be prepared to walk, cycle and use public transport.

Improving our public realm is therefore central to the strategy of this masterplan.

Preston's City Centre

Central Lancashire's fortunes will continue to be focused on the role of Preston city centre as the area's major employer, dominant retail and service offer and cultural and administrative centre. Moving forward, this role is set to be bolstered by:

- The delivery of new office space and a complementary mix of uses as part of the city centre's new Central Business District.
- The emerging ideas for Winckley Square.
- The enhancement of the city's retail offer in the Market Quarter and Horrocks' Quarter; and
- The multi-million pound investment targeting Fishergate.

It is vital that these ambitions are complemented by a modern transport network and public realm to match the city's aspirations. Work is already underway, as part of the Fishergate Central initiative and other projects, to transform how the city centre operates and to improve its feel and the experience for pedestrians, cyclists, bus and rail travellers and motorists.

The transport changes we talk about in this masterplan will bring many more opportunities to continue the transformation of Preston's streets. As well as the changes that newly-built road space will mean to the way we travel in and around Central Lancashire, each of the public transport priority corridors will have consequences for the city's central routes, and in particular the city's ringway, stretching between the two river crossings on the eastern and western approaches into the city.

We must make sure that we take every opportunity to reduce vehicle movements and reallocate road space in the city centre to:

- Prioritise pedestrians, cyclists and public transport users over motorists where we can.
- Improve connectivity and ease of movement through the city centre; and
- Redesign the public realm or introduce altogether new public green space.

As an early priority, we will carry out a city centre movement study to better understand how the many thousands of daily visitors, workers, shoppers, students and others, travelling by car, bus, rail, cycle or on foot, through, into and out of the city centre use its streets and footways. Our aim will be to put in place longer-term actions to improve the city's transport and public realm offer, as the city grows and changes.



Town And Local Centres

As well as linking Preston, Leyland, Chorley and other key employment locations, our public transport priority corridors will run through local centres. Whilst improving the experience of public transport is the obvious aim of the programme, we will also make sure that the measures put in place improve the public realm along the corridors, particularly in these local centres.

By providing new road capacity to support development, we will be able to substantially reduce traffic volumes in a number of places. Using this traffic reduction to make the public realm far more attractive and provide for sustainable travel will encourage more visitors to our local high streets and therefore encourage local business. Studies have shown that shoppers who walk to a high street visit more shops and spend more than those who drive there.

However, alongside economic benefits, there are safety and environmental advantages to be gained.

- Whilst all public realm improvements are designed with safety in mind, in Inner East Preston there will be a special focus on improving children's safety along the bus corridors running through the Child Casualty Priority Area to maximise the benefits that the masterplan can bring.
- Our public realm improvements, together with better public transport, will help to encourage sustainable travel and by reducing traffic in the local centres, we can make a real difference to air quality, particularly in areas already badly affected by pollution.

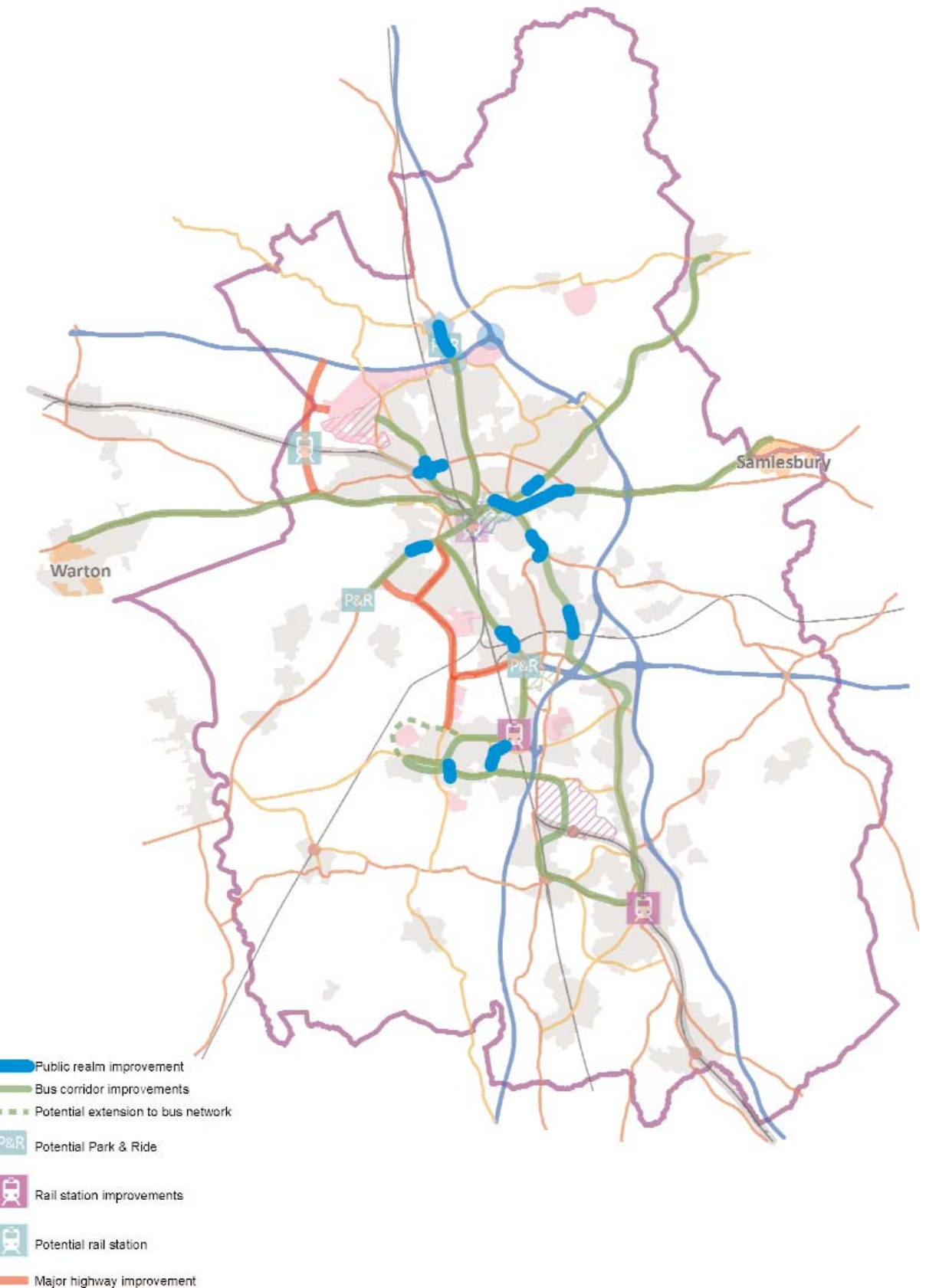


Figure 14: Public Realm Improvements To 2026

Beyond 2026 ~ A Plan That Allows For Growth

This plan is designed for the long term and therefore we have given consideration to how the highway and transport network could develop beyond 2026.

Two further major infrastructure improvements would improve connections to the strategic road network for much of the Preston urban area.

Guild Bridge

Construction of a new crossing of the River Ribble to link the Preston Western Distributor and the South Ribble Western Distributor roads.

Our proposals so far in this masterplan would still mean that trips between the south west and north west quadrants of Central Lancashire would remain constrained by the need to interact with Preston city centre traffic to use the existing river crossings.

Removing these trips by providing a new river crossing on the edge of the urban area would reduce the pressure on the existing crossings, potentially providing further opportunities to reallocate road space for public transport, walking and cycling. It would also allow better management of traffic in the event of a major incident on the M6 between Junctions 29 and 32, which currently can cause Preston and much of South Ribble to suffer extreme traffic delays.

The proposals for the 2 distributor roads already outlined are designed to facilitate this scheme should it be implemented.



M6 'Managed Motorway'

Preston Bypass and approaches 'Managed Motorway' scheme to be implemented by the Highways Agency.

Possible scheme elements include:

- Access control
Traffic lights would control access to the motorway at busy times. Making sure that traffic can join the motorway safely without queuing smoothes traffic flow and reduces congestion.
- Variable speed limits
Variable speed limits keep traffic moving by controlling the flow of vehicles when the route is congested. A computer system is used to calculate the most appropriate speed limit based on the volume of traffic using the road at that time.

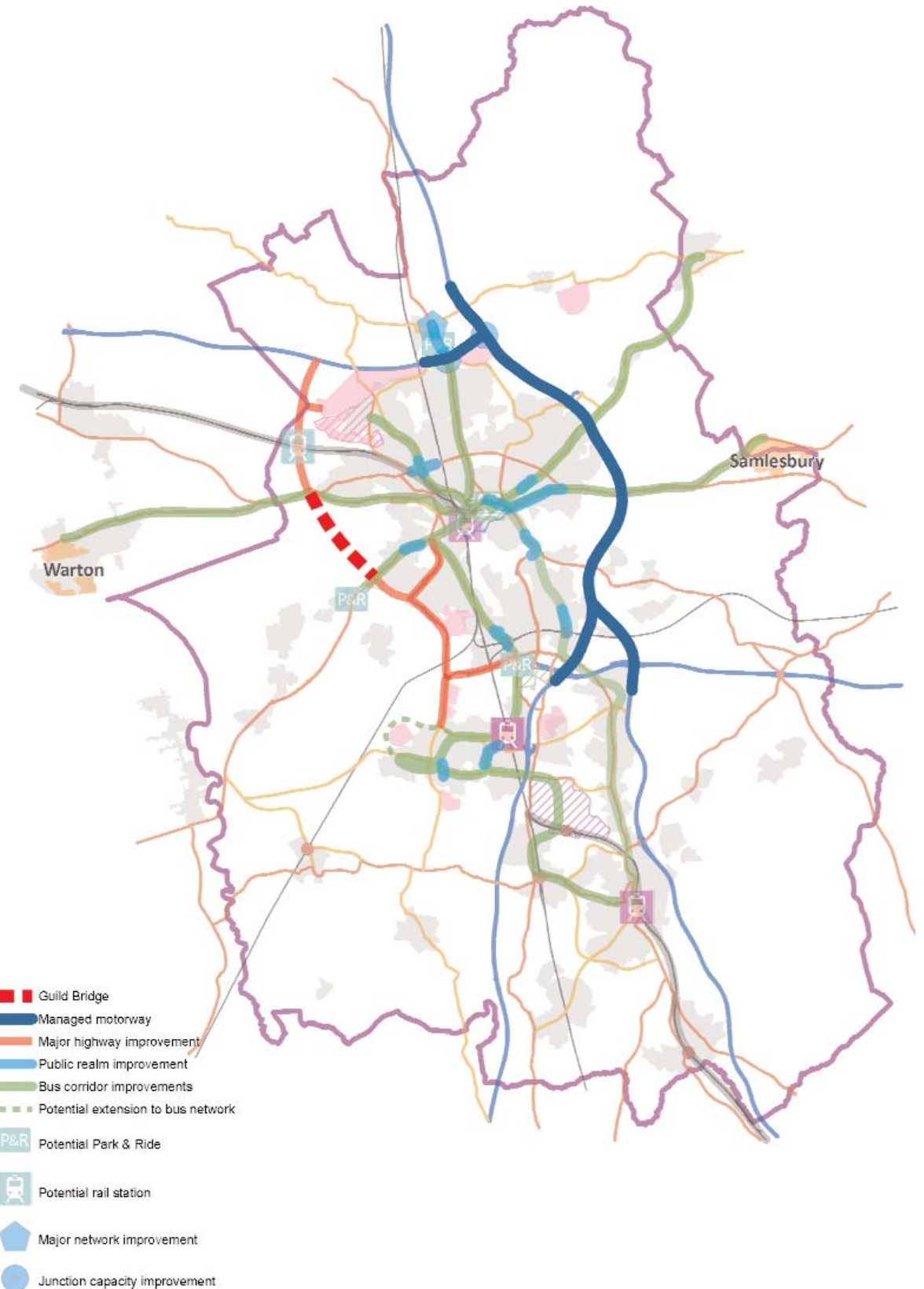


Figure 15: Major Infrastructure Opportunities Post 2026

Next Steps

This framework very much represents the beginning of a programme of substantial infrastructure delivery to serve Central Lancashire over the next 13 years and far beyond. There is much to do and it will need the commitment and efforts of a variety of providers to see it through - County and District Councils, Lancashire's Local Enterprise Partnership, Highways Agency, Network Rail ~ and the support of private business and house builders as well.

The first task we face is to make sure we have widespread consensus for the highway and transport improvements that are taken forward and delivered. To stand the best chance of delivery we must get these improvements 'ready to roll' as soon as we can, so that once funding is in place they are ready to deliver. That will mean committing considerable time and funding 'upfront' to working up these ideas - putting designs in place, assembling the land, ensuring we have the necessary consents, and securing sufficient funding - to see these ideas delivered by 2026.

Over the next year (2013/14) we will need to:

- Consult and work with communities, stakeholders and infrastructure providers to reach agreement and secure funding commitments for these proposals.
- Draw up and identify the proposals in more detail and protect routes
- Begin the preparation of major scheme business cases.
- Continue our work to devise route management strategies along priority corridors.
- For proposals we are already committed to, finalise designs, begin to assemble land, and start works.

Delivery and funding of these proposals will rely on a number of infrastructure providers and a variety of funding sources, and we will be working closely with these partners to make sure there is the guarantee of their support and assistance, with funding to follow. Key amongst these will be the Central Lancashire City and Borough Councils who will all need to commit significant CIL monies to deliver, and ultimately benefit as a sub-region from, these strategic improvements.

Crucial to all this will be the support of residents and businesses. Too often attempts to deliver growth and new development have failed without the buy-in and full support of the communities affected. We have the opportunity to make significant and long-term improvements, backed by substantial investment, to Central Lancashire's highways and transport system.

These improvements will affect us all ~ they will support and safeguard the area's economic ambitions, relieve the worst congestion and improve our daily commute, offer real choice in the way we travel, improve the health of affected neighbourhoods, and enrich our experience in our town and city centres ~ and that makes it all the more important that we listen to your ideas, incorporate the best, and achieve a broad consensus to deliver this master plan.

Let us know what you think

From 7th January until 25th February 2013 there will be a public consultation on the Highways and Transport Masterplan for Central Lancashire

As part of the consultation it is important that we get your views on the vision presented in the masterplan.

A leaflet with a questionnaire accompanies the masterplan and this is your opportunity to let us know what you think. Copies of the leaflet are available from public libraries and council offices in Preston, South Ribble and Chorley

The Masterplan can also be viewed or downloaded from our website. To access the documents paste the following link into your browser www.lancashire.gov.uk and then search for Local Transport Plan on the A-Z list. You can also fill in the questionnaire online

If you would like to see more details of the Masterplan or talk to someone about it, there will be also be a number of exhibitions. Details of these are available from the same sources as the leaflet. Exhibitions will be held in:

- Preston • Leyland • Chorley • Cottam • Penwortham

Or you can write to us at:

Highways and Transport Masterplan for Central Lancashire
Consultation
Environment Directorate
Room D32
County Hall
Preston
Lancashire
PR1 0LD

or by email: enquiries@lancashire.gov.uk

Project	Delivery Agency	Current Status	Key Milestones							
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	
Strategic Master Plan	LCC	Draft	Public Consultation (7th Jan – 18th Feb)	Consideration of Responses and Publication by June 2013, then Adoption						
North West Rail Electrification	Network Rail	Under Construction					Project Completed December 2016			
M55 Junction 1 Roundabout	LCC	Committed		Start of Works Project Completed						
M6 Junction 32	Highways Agency	Committed		Start of Works	Project Completed					
A6 Broughton Congestion Relief ~ potential full bypass option	LCC	Programmed		Renew Planning Application CPO/SRO procedures		Start of Works	Road Open			
Completion of Penwortham Bypass	LCC	Pre-Programme		Scheme Identification Study and Route Protection	Major Scheme Business Case Development					
A582 South Ribble Western Distributor	LCC	Pre-Programme		Scheme Identification Study and Route Protection	Major Scheme Business Case Development					
Preston Western Distributor	LCC	Pre-Programme		Scheme Identification Study and Route Protection	Major Scheme Business Case Development Planning Application			CPO/SRO procedures National Infrastructure Planning Process		
Cottam Parkway Railway Station	Network Rail	Pre-Programme								
Preston Railway Station Improvements	Network Rail	Pre-Programme Start Date Unknown								
Preston Bus Station/Interchange Facilities	LCC	Programmed			Start of Works	Project Completed				
Public Transport Priority Corridors	LCC	Pre-Programme	Start of Works	Chorley~Bamber Bridge~Preston (LSTF)	EZ Warton ~EZ Samlesbury	Longridge~Preston			Leyland~Preston	Chorley~Leyland
Fishergate Central	LCC	Programmed		Start of Works		Project Completed				
Leyland Railway Station Improvements	Network Rail	Pre-Programme Start Date Unknown								
Public Realm	LCC/District	Pre-Programme			New Hall Lane	Ribble Lane	Broughton	Seven Stars /Tardy Gate		Leyland Centre

Key Milestones							Projects
2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
							Strategic Master Plan
							North West Rail Electrification
							M55 Junction 1 Roundabout
							M6 Junction 32
							A6 Broughton Congestion Relief ~ potential full bypass option
Planning Application	CPO/SRO procedures	Start of Works	Road Open				Completion of Penwortham Bypass
Planning Application	CPO/SRO procedures	Start of Works		Road Open			A582 South Ribble Western Distributor
Start of works		Road Open					Preston Western Distributor
Planning Application		Start of Works	Project Completed				Cottam Parkway Railway Station
						Project Completed	Preston Railway Station Improvements
							Preston Bus Station/Interchange Facilities
	NW Preston~Cottam ~Preston		Broughton~Preston	Hutton~Preston	Cuerden Park & Ride	Project Completed	Public Transport Priority Corridors
							Fishergate Central
							Leyland Railway Station Improvements
	Lane Ends			Penwortham	Bamber Bridge Centre		Public Realm

Appendix 1 ~ Programming and Delivery to 2026

Major improvements in the programme

There are costs built into this programme to facilitate the development of the network beyond 2026. These will cover:

- Scheme Identification Studies.
- Route Protection; and
- Major Scheme Business Case Development,

Although it may seem premature to work towards something that is not yet a scheme, by doing so we reduce costs overall and ensure that the Guild Bridge is deliverable if required.

Preston Western Distributor

Construction of a new dual carriageway road between the M55 near Bartle and the A583/A584 near Lea Gate to support delivery of the North West Preston strategic housing location and improve access to the Strategic Road Network from the Enterprise Zone at Warton. The road will include a new full junction on the M55.

Timetable:

- Scheme Identification Study and Route Protection: 2013/14.
- Major Scheme Business Case Development: 2014/15 to 2016/17.
- CPO/SRO procedures: 2017/18 to 2019/20.
- National Infrastructure Planning process: 2017/18 to 2019/20.
- Start of Works: 2019/20.
- Road Open: 2021/22.

Funding:

Estimated capital cost: £90m.

Funding Sources

(note ~ all amounts are indicative and would be subject to bidding approval processes where appropriate):

Local major transport schemes
£58m (over 4 years)

Lancashire County Council
£9m

CIL/S106 developer funding
£23m

A582 South Ribble Western Distributor

Capacity improvements on the existing roads between Cuerden and Penwortham Triangle to support delivery of the South of Penwortham/North of Farington strategic housing location. Further work required to determine the exact scale of the scheme but likely to include on-line widening to dual carriageway and associated junction improvements.

Timetable:

- Scheme Identification Study and Route Protection: 2013/14.
- Major Scheme Business Case Development: 2014/15 to 2016/17.
- Planning Application: 2019/20.
- CPO/SRO procedures: 2020/21 to 2021/22.
- Start of Works: 2021/22.
- Road Open: 2023/24.

Funding:

Estimated capital cost: £45m.

Funding Sources

(note ~ all amounts are indicative):

CIL/S106 developer funding
£40.5m

Lancashire County Council
£4.5m

Completion of Penwortham Bypass

Construction of the 'Brown' Route between the Broad Oak roundabout and Howick Cross. A dual carriageway is likely to be necessary to accommodate likely traffic flows. Will require the County Council to rescind the currently protected 'Blue' Route.

Timetable:

- Scheme Identification Study and Route Protection: 2013/14.
- Major Scheme Business Case Development: 2014/15 to 2016/17.
- Planning Application: 2019/20.
- CPO/SRO procedures: 2020/21 to 2021/22.
- Start of Works: 2021/22.
- Road Open: 2022/23.

Funding:

Estimated capital cost: £15m.

Funding Sources

(note ~ all amounts are indicative and would be subject to bidding approval processes where appropriate):

Local major transport schemes
£13.5m

Lancashire County Council
£1.5m

Public Transport Priority Network

The County Council will work with bus operators to establish a comprehensive network of bus rapid transit corridors potentially linked to and supported by Park and Ride sites at locations where demand is most evident. Route Management Strategies will identify individual small-scale improvement schemes and supporting sustainable travel measures, in similar fashion to the County Council's successful Local Sustainable Transport Fund bid approach.

Timetable:

Start of works:

2012/13 • Chorley - Cuerden ~ Bamber Bridge ~ Preston city centre.

2014/15 • Warton EZ ~ Freckleton ~ Riversway ~ Preston city centre
~ New Hall Lane ~ Samesbury EZ.

2016/17 • Longridge ~ Grimsargh ~ Ribbleton ~ Preston city centre.

2017/18 • Leyland ~ Cuerden ~ Lostock Hall ~ Lower Penwortham
~ Preston city centre.

2018/19 • Chorley ~ Euxton ~ Buckshaw Village ~ Leyland.

2020/21 • North West Preston/Cottam ~ Ingol ~ Preston city centre.

2022/23 • Broughton ~ Fulwood ~ Preston city centre (inc Park & Ride).

2023/24 • Hutton ~ Higher Penwortham ~ Preston city centre
(inc Park & Ride).

2024/25 • Cuerden Park & Ride.

Funding:

Estimated cost: £30m

Funding Sources (note ~ all amounts are indicative):

Integrated Transport Block funding

£27.6m

Local Sustainable Transport Fund

£2.4m

Preston Bus Station/Interchange Facilities

The County Council will work with Preston City Council to develop proposals for new bus station / interchange facilities within the city centre and to improve accessibility and interchange between bus and rail services.

Timetable:

- Start of Works: 2014/15
- Completion: by 2015/16

Funding:

Estimated cost: £20m

Funding Sources

(note ~ all amounts are indicative and would be subject to bidding approval processes where appropriate):

Local major transport schemes
£5m

Lancashire County Council
£8.3m

CIL/S106 developer funding
£6.7m

Preston Railway Station

We will work with the rail industry to develop a fit-for-purpose strategic gateway to Lancashire and a public transport hub for Central Lancashire.

Timetable:

- Start of Works: unknown
- Completion: 2025/26

Funding:

Estimated cost: Unknown

Funding Sources

(note ~ all amounts are indicative and would be subject to bidding approval processes where appropriate):

Rail Industry funding CP5/CP6/CP7

Cottam Parkway

Construction of a new 'Parkway' rail station in the Cottam area, similar in concept to Buckshaw Parkway, to serve the North West Preston strategic housing location, accessed from the Western Distributor Road to provide rail-based Park and Ride opportunities to Preston/Manchester/Liverpool and Blackpool. This may require closure of the existing Salwick station. Dependent on construction of the Preston Western Distributor road.

Timetable:

- Planning Application: 2019/20
- Start of Works: 2021/22
- Completion: 2022/23

Funding:

Estimated cost £15m

Funding Sources

(note ~ all amounts are indicative):
CIL/S106 developer funding
£15m

Appendix 2 ~ How The Programme Will Be Funded

For the improvements to be delivered, there will need to be a substantial investment and commitment from a variety of providers to see it through - County City and District Councils, Lancashire's Local Enterprise Partnership, the Highways Agency and Network Rail ~ as well as the support of private business and house builders too.

The cost of the proposals for delivery by 2026 presented in this master plan is estimated at circa. £275 million.

The means of funding these proposals is set out in the following table (and scheme-specific funding is set out under the programmes for delivery in Appendix 1) and will include:

- Local major transport schemes budget (potential for c£130m devolved to the Lancashire Enterprise Zone area between 2015/16 and 2025/26).
- Integrated Transport Block funding (Lancashire County Council: current allocations £8.75m in 2012/13 rising to £12.3m in 2014/15).
- Local Sustainable Transport Fund (£2.7m of £5m allocation to fund projects in the Preston city centre to Cuerden corridor).
- Highways Agency Pinch Point Programme.
- Rail industry funding CP5/CP6/CP7 (2014 to 2029).
- CIL/S106 developer funding.
- Future Regional Growth Fund/Growing Places Fund or similar.
- Future Local Sustainable Transport Fund.
- European Regional Development Funding.
- Tax Incremental Funding.

The funding picture is presented to show that the infrastructure proposals in this master plan are both affordable and deliverable in the period to 2026. Delivered as an integral part of the local plan site allocations for each District, this infrastructure will support the broad pattern and distribution of major developments presented in the Core Strategy for Central Lancashire.

Project	All Figures £m and indicative												
	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Broughton Congestion Reduction	1.4	3	5	10									19.4
M55 Junction 1 Roundabout	2.6												2.6
M6 Junction 32		6.6											6.6
Bus Corridors/Public Realm	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	30
Preston Bus Station/Interchange Facilities	4.8	9.8	5										19.6
Fishergate Public Realm	1	1.9	1.4										4.3
Preston Western Distributor	0.5	1.5	1.5	2	4	4	18	36	36	3			106.5
South Ribble Western Distributor	0.25	0.75	0.75	0.5	0.25	0.25	2	2	15	15	15	1.5	53.25
Penwortham Bypass	0.25	0.25	0.25	0.25			0.75	0.5	7.5	7.5	0.5		17.75
Cottam Parkway							1.5	8	5.5				15
Preston Railway Station													
North West Electrification													
Total Spend	13.3	26.3	16.4	15.25	6.75	6.75	24.75	49	66.5	28	18	4	£275m
Highways Agency	0.6	6.6											7.2
European Regional Development Funding	1	0.4											1.4
Developer/Community Infrastructure Levy	2	6.7		10			3.5	26	43.75	5.25			97.2
Local Major Scheme			5				14	14.5	14.5	15	13.5		76.5
Local Sustainable Transport Fund	1.6	0.8											2.4
Integrated Transport Block	0.9	1.7	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	27.6
LCC Residual Contribution (Capital)	7.2	10.1	8.9	2.75	4.25	4.25	4.75	6	5.75	5.25	2	1.5	62.7
Total Funding	13.3	26.3	16.4	15.25	6.75	6.75	24.75	49	66.5	28	18	4	£275m

Appendix 3 Glossary

Air Quality ~ the condition of the air around us. Pollution is often a cause of poor air quality.

Carbon Emissions ~ carbon dioxide (CO₂) and carbon monoxide (CO) produced by vehicles and industrial processes.

Central Business District (CBD) ~ the commercial centre of a city or large town, with the main concentration of offices and shops.

CIL/S106 Developer Funding ~ when new developments are planned, the developer may be required to make a payment towards facilities including transport schemes, flood defences, schools, health and social care facilities, green spaces and leisure centres. This was formerly through 'Section 106' agreements but is now through the Community Infrastructure Levy (CIL).

Core Strategy ~ the key compulsory local development document specified in United Kingdom planning law. It sets out the vision, objectives, strategy and policies that will manage development and use of land in an area. Every other local development document is built on the principles set out in the core strategy, regarding the development and use of land in a local planning authority's area.

Compulsory Purchase Orders (CPO) ~ compulsory purchase orders allow certain bodies to buy land or property even where a land owner does not want to sell it. A CPO is a last resort and only used where taking the land is necessary and it is in the public interest.

Economic Development ~ long term actions to improve the standard of living and economic health of an area. Actions can involve many areas including education, infrastructure, competitiveness, environmental sustainability, social inclusion and health.

Green Belt ~ an area of open countryside or farmland between urban areas, where development is restricted to limit urban growth and prevent separate urban areas joining together over time.

High Speed Rail ~ High Speed 2 (HS2) will be the UK's new high speed rail network, built initially between London and Birmingham. Phase 2 of HS2 will extend the route to Manchester and Leeds.

Highway Authority ~ an organisation legally responsible for looking after the highway network (roads, footways and cycle ways) in an area and which has certain legal powers as a result. In Lancashire, the County Council is the highways authority for most roads in the county.

Independent Technical Assessment ~ a technical document produced by another organisation that gives an evidence-based, independent and objective view of a proposed policy or scheme.

Infrastructure ~ the basic facilities needed for society to function, such as roads, railways, communications systems, electricity, gas and water supplies, and public buildings including schools.

Integrated Transport (IT) Block ~ Government capital funding provided to County and Unitary Councils for support for small-scale transport improvement schemes.

Lancashire Enterprise Partnership (LEP) ~ a public/private sector partnership which provides leadership for the county's economy and therefore has an important role in directing local economic development activity for job creation and growth.

Local Development Framework (LDF) ~ a set of documents setting out the policies and plans which will shape how an area develops and which make up the local plan for a local planning authority's area.

Local Sustainable Travel Fund ~ a government fund to support measures to encourage economic growth and reduce carbon emissions.

Local Transport Plan ~ a statutory document that sets out how the County Council will provide sustainable and accessible transport capable of supporting the county's economic growth over the next few years and beyond.

Sustainable ~ in this masterplan, sustainable means something that "meets the needs of the present without compromising the ability of future generations to meet their own needs". Making plans, policies and schemes sustainable means balancing environmental, social and economic issues.

Lancashire Advanced Engineering and Manufacturing Enterprise Zone ~ the Enterprise Zone is made up of the two BAE Systems sites at Samlesbury and Warton. The Lancashire Economic Partnership (LEP) worked with BAE Systems to launch the Zone in April 2012, and it is intended to become a world class location for advanced engineering and manufacturing.

Nature Conservation Value ~ areas of the natural environment with valuable habitats or plant or animal species to be protected and enhanced that need to be considered by a planning authority when they are preparing their local plan and making decisions on planning applications.

Park and Ride ~ a system for reducing urban traffic congestion in which drivers leave their cars in parking areas on the outskirts of a town or city and travel to the city centre on public transport. Most park and ride is bus based; rail based sites are usually called 'Parkways'.

Pinch Point Programme Funding ~ part of the Government's growth scheme providing funding to tackle specific places on the national main road network where traffic congestion is at its worst.

Rolling Stock ~ the carriages and wagons that make up a train. The quality and capacity (the number of people or quantity of goods that can be carried) of rolling stock affects the level of service on a route.

Side Roads Order (SRO) ~ a legal order that allows a highway authority to make alterations to roads or other highways affected by a major road scheme including closing or diverting roads or private accesses affected by it.

Spatial Planning ~ how the public sector influences the distribution of people and activities in an area. It includes land use planning, urban planning, transport planning and environmental planning. Other related areas are also important, including economic development and community development. Spatial planning takes place on local, regional, national and international levels.

Strategic Location ~ a general location in a spatial plan where land has been allocated for major development, such as for housing or employment, but where there is as yet no detail of that development.