



Local Cycling and Walking Infrastructure Plans (LCWIPs)

EXECUTIVE
SUMMARY REPORT

[lancashire.gov.uk](https://www.lancashire.gov.uk)





Contents

Introduction	4
LCWIP Purpose and Process	5
LCWIP Stage 1: Determine the Scope	8
LCWIP Stage 2: Information Gathering	11
LCWIP Stage 3: Network Planning for Cycling	14
LCWIP Stage 4: Network Planning for Walking	19
LCWIP Programme next steps	25
Appendix A: Cycle Network Maps	27
Appendix B: Walking Network Maps	34

Introduction

This document provides an overview of Lancashire's Local Cycling and Walking Infrastructure Plan (LCWIP) programme. It defines the overall objective of the LCWIP programme, and the process and methodology Lancashire is undertaking to produce LCWIPs for seven sub-areas of the County. Together, these LCWIPs will provide a long-term plan for a County-wide active travel network and priorities for future investment.

LCWIP Purpose and Process

Purpose

It is an ambition of Lancashire County Council (LCC) to enable more people to walk, wheel and cycle for everyday journeys, such as going to work, school, or to local shops. Our *Actively Moving Forward: A Ten Year Strategy for Cycling and Walking* sets out a vision and targets for active travel by 2028, including:

- Doubling the number of people cycling.
- 10% increase in the number of people walking.
- Level of physical inactivity in every Lancashire district brought below the national average.

The primary objective for preparing Local Cycling and Walking Infrastructure Plans (LCWIPs) County-wide is to enable growth in active travel and support these targets by providing long term plans for our future cycling, walking and wheeling networks throughout the County, creating better connected, greener, safer and healthier communities where people want to live and work. Publishing LCWIPs is a key action of *Actively Moving Forward*.

LCWIPs, as set out in the Department for Transport's (DfT) *Cycling and Walking Investment Strategy*, enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, to increase the number of trips made on foot or by cycle and to deliver 'Better Safety', 'Better Mobility' and 'Better Streets' by 2040.

The key outputs of LCWIPs are:

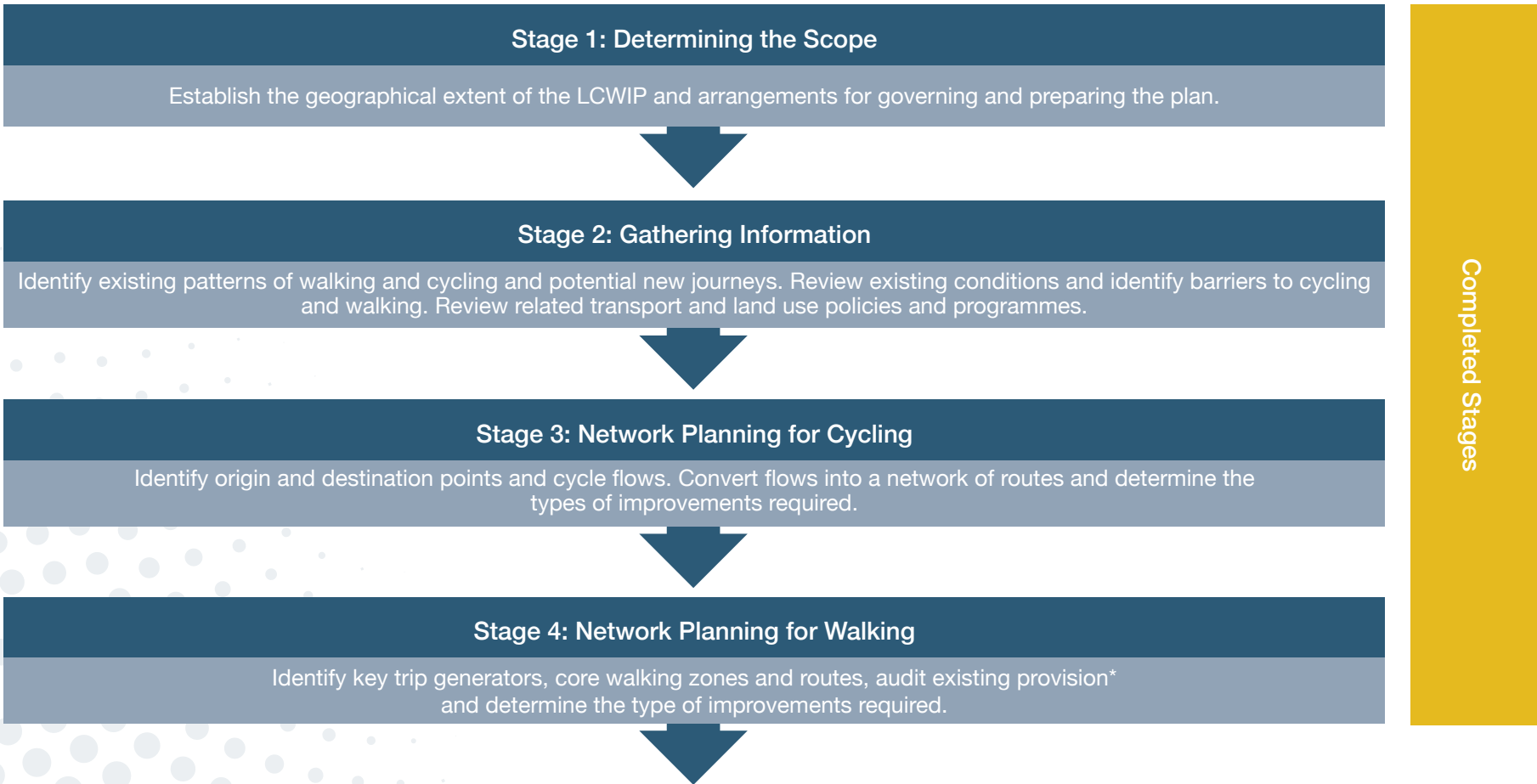
- A network plan for walking and cycling which identifies preferred routes and core zones for further development of active travel improvements.
- A prioritised programme of infrastructure improvements for future investment in the short, medium and long term.
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

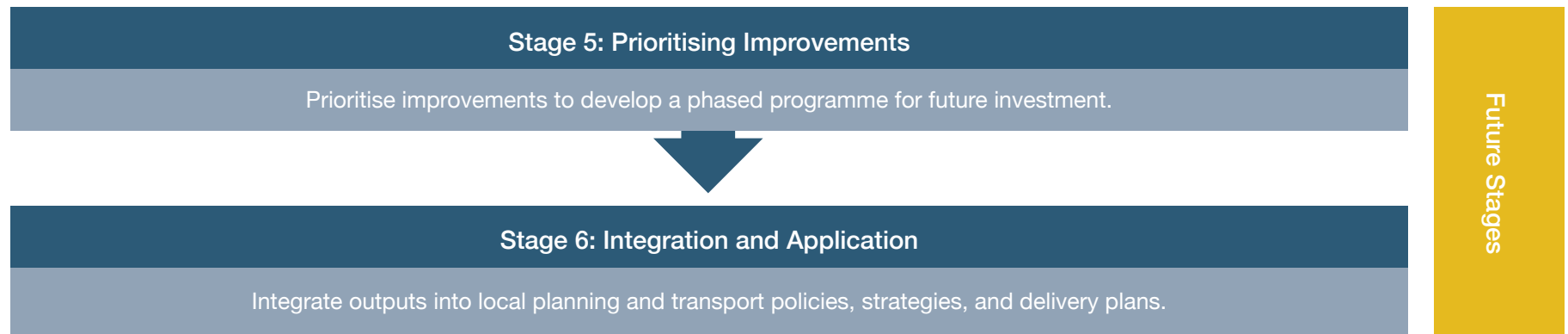


Purpose

The Lancashire LCWIPs are evidence-based documents and have been developed in line with the DfT's LCWIP Technical Guidance for Local Authorities (2017) . The Technical Guidance sets out the LCWIP process as six stages which have been outlined in Figure 1. The Lancashire LCWIPs have completed Stages 1 to 4 to date, with Stages 5 and 6 to follow in the next steps of the LCWIP programme.

6





*excluded from current Lancashire LCWIPs, to be undertaken in Stage 5

Figure 1 LCWIP Process (DfT's LCWIP Technical Guidance for Local Authorities)

LCWIP Stage 1: Determine the Scope

Geographic Scope

The LCWIPs present an opportunity to encourage active travel throughout the County. LCWIPs have been prepared for seven sub-areas of Lancashire, each of which includes one or more districts:

- Burnley and Pendle
- Central Lancashire (Preston, South Ribble and Chorley)
- Fylde Coast (Fylde and Wyre, as well as Blackpool)
- Hyndburn and Rossendale
- Lancaster
- Ribble Valley
- West Lancashire

A map of these areas is shown in Figure 2. Whilst the network development focused on potential corridors within Lancashire itself, it also considered cross-boundary links to key destinations and tying into existing or proposed active travel facilities or LCWIP networks in neighbouring authorities. Blackburn with Darwen (BwD) have previously produced an LCWIP, and LCC have continued to engage with BwD through that process to ensure that any proposed cross-boundary routes are suitably aligned, as the BwD network will interact with three of the LCC LCWIPs (Central Lancashire, Ribble Valley, and Hyndburn and Rossendale).

Engagement

Stakeholder and public engagement is vital to ensure that current and potential future users of cycling and walking infrastructure have the opportunity to express their views and input to the proposals.

Stakeholder Engagement

The formulation of the LCWIPs has drawn upon a wide range of stakeholders, whose input and local knowledge helped inform identification of the active travel networks. Key stakeholders included:

- LCC and district officers representing a variety of disciplines (e.g., transport planning, development planning, road safety, highways, public health)
- Representatives from external organisations, such as officers from neighbouring authorities, Sustrans and Active Travel England

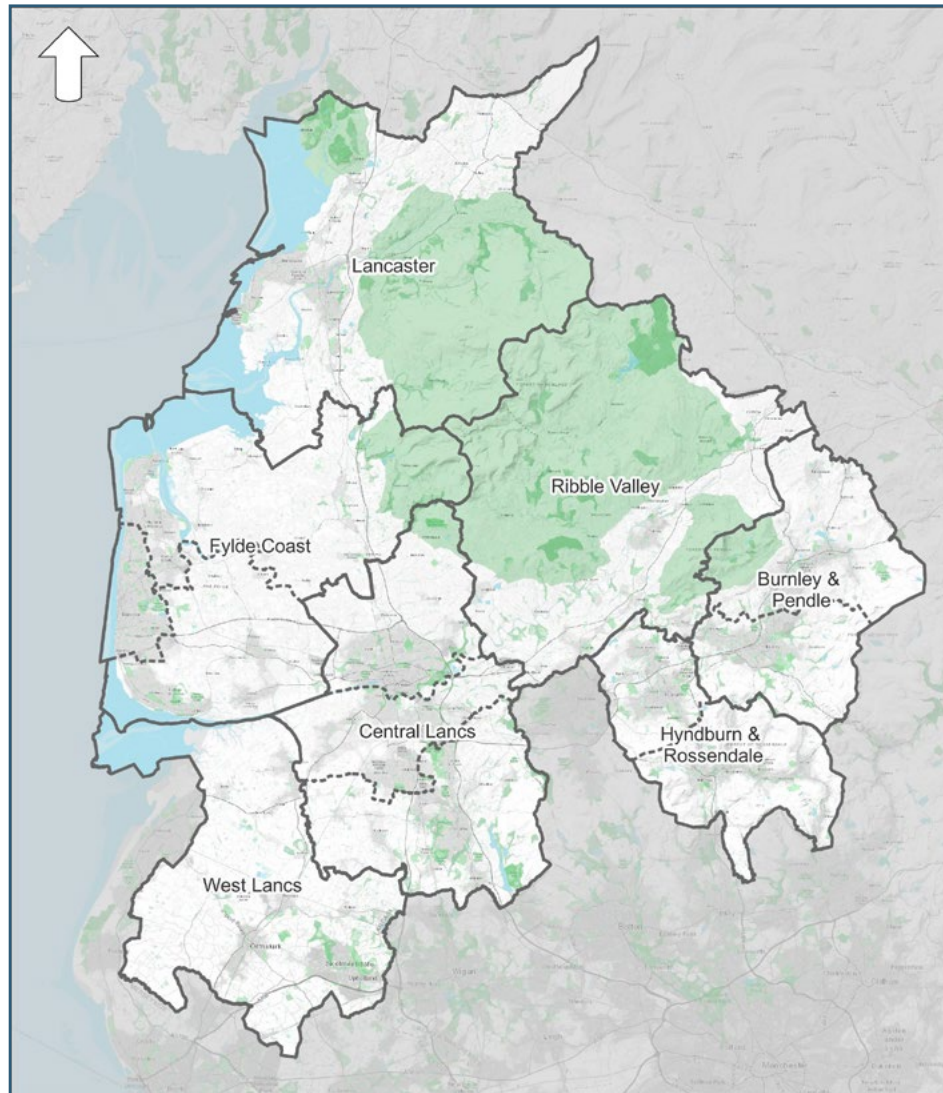


Figure 2
**Lancashire LCWIPs
location map**

--- District Boundary
▭ LCWIP Area Boundary

0 10 20 km

Esri, HERE, Garmin, FAO, NOAA, USGS,
© OpenStreetMap contributors, and the GIS User Community,
Contains OS data © Crown copyright 2024

Public Engagement

In addition to the stakeholder engagement, Lancashire County Council have undertaken two stages of public engagement activities during the development of the LCWIPs:

Stage 1 Engagement

In Spring 2022, the Council undertook an engagement survey to obtain input from the general public on existing issues and desired improvements related to active travel County-wide. The survey included interactive online maps, which allowed participants to identify specific locations for issues/suggested improvements.

Overall, 3,631 people participated in the survey, leaving a total of 4,989 'pins' placed on the interactive maps.

Stage 2 Engagement

In Autumn 2023, the Council undertook a second engagement survey to obtain input from the general public on an initial County-wide network of proposed active travel routes. The proposals reflected input from the Stage 1 engagement and initial outputs from the LCWIP process in some districts. The survey included interactive online maps, which allowed participants to state whether they were supportive or unsupportive of the proposed routes and also draw additional proposed routes of their own. The engagement feedback was used to help refine the networks during further development of the LCWIPs.

There were 3,662 responses to the survey.

Governance

Development of the Lancashire LCWIPs is led by LCC's Sustainable Travel team. For each sub-area, individual project teams consisted of officers from LCC and the local district(s), supported by consultants from AtkinsRéalis, Jacobs and PJA to provide technical assistance and drawing together the engagement input noted above. The officers oversaw development of the LCWIPs, providing local knowledge and feedback on the outputs produced by the technical team as the studies progressed.

The LCWIPs for each sub-area will be presented to LCC's Cabinet on 9th May, 2024 with the recommendation that they are adopted as LCC's proposed active travel network. For the Fylde Coast LCWIP, Blackpool will similarly present the plan to their Executive Committee for approval.

Further development and delivery of the proposed active travel networks will sit primarily with the Sustainable Travel team.

Timescales

The Lancashire LCWIPs programme is expected to cover a 10-year period to support the delivery of the strategic active travel network.

It is intended that the priority routes identified in the proposed walking and cycling networks will be taken forward for design and implementation, subject to deliverability and available funding.

The LCWIPs will be periodically updated as opportunities change and thus considered as live documents.

LCWIP Stage 2: Information Gathering

Introduction

The LCWIPs have been developed using a variety of datasets to understand existing and potential future travel patterns, in addition to drawing on local policies, plans and previously proposed schemes.

Evidence Base

The information and datasets collated as part of the evidence base for the LCWIPs are summarised in Table 1.

Category	Data types
Population & Demographics Inform understanding of potential demand / propensity for active travel.	<ul style="list-style-type: none"> • Resident population • Workplace population • Car/van availability • Indices of multiple deprivation
Key Destinations Inform understanding of potential travel patterns and demand / propensity for active travel.	<ul style="list-style-type: none"> • Schools • Designated centres & high streets • Retail areas • Railway stations • Bus stations / stops • Employment areas • Hospitals & GP surgeries • Parks, recreation areas, leisure centres • Tourist attractions

Table 1 **LCWIP Evidence Base**

Category	Data types
<p>Existing and Future Travel Patterns Inform understanding of existing and future travel patterns.</p>	<ul style="list-style-type: none"> • Journey to work data • Propensity to cycle tool (PCT) • Strava Metro data • Planned developments
<p>Transport Network and Infrastructure Inform understanding of existing networks, active travel facilities, planned schemes, linkages to public transport, connectivity to neighbouring networks, and existing road safety issues related to walking and cycling.</p>	<ul style="list-style-type: none"> • Road network • Existing cycle network • Public rights of way network • Public transport services • Planned transport schemes • Existing & proposed cycle facilities in neighbouring authorities • Collision data
<p>Barriers to Active Travel Identify natural and man-made features which may prevent or discourage journeys to be made by walking or cycling.</p>	<ul style="list-style-type: none"> • Rivers, lakes, other water bodies • Topography • Highways, railways, canals • Motor vehicle speeds and volumes

Table 1 continued **LCWIP Evidence Base**

Policy Context

A policy review was undertaken as part of the development of the LCWIPs in order to understand how the LCWIPs can align with the objectives of LCC and the District Councils.

A summary of the key national, regional and local policy that aligns with the LCWIPs is included in Table 2. From a policy perspective, the LCWIPs sit underneath the Highways and Transport Masterplans for each sub-area of the County, which in turn will support the future Local Transport Plan 4.

<p>Key National Policy</p> <ul style="list-style-type: none"> • DfT’s Cycling and Walking Investment Strategy 2 (2022) • DfT’s LCWIP Technical Guidance (2017) • DfT’s Gear Change (2020) • DfT’s Cycle Infrastructure Design (Local Transport Note 1/20; 2020) • DfT’s Decarbonising Transport: A Better, Greener Britain (2021) • DfT’s Decarbonising Transport: Setting the Challenge (2020) 	<p>Key Lancashire CC Policy</p> <ul style="list-style-type: none"> • Lancashire Local Transport Plan 2011-2021 • Lancashire Highways and Transport Masterplans for each subarea (published 2013 – 2016) • Lancashire Actively Moving Forward (2018) • Lancashire Rights of Way Improvement Plan 2015-2025 • Lancashire Net Zero Pathways Options (2022) • Emerging Lancashire Climate Change Strategy 	<p>Key District Policy (varies by district, examples listed)</p> <ul style="list-style-type: none"> • Local Plans • Green Infrastructure Strategies • Cycling Strategies • Climate Change Declarations • Local Masterplans
<p>Key Themes</p> <ul style="list-style-type: none"> • To make walking and cycling the natural choices for shorter journeys by 2040 • Accelerating modal shift to public and active transport • Enabling people to cycle and protecting them when they do 	<p>Key Themes</p> <ul style="list-style-type: none"> • Increase the number of journeys undertaken by walking and cycling • Reduce carbon emissions • Expand existing active travel networks 	<p>Key Themes</p> <ul style="list-style-type: none"> • Support sustainable growth • Reduce reliance on private car journeys • Reduce carbon emissions • Expand existing active travel networks

Table 2 **LCWIP Policy Context**

LCWIP Stage 3: Network Planning for Cycling

Introduction

Stage 3 of the LCWIPs involves development of the Cycling Network Map, a key output of the LCWIP process, which provides a high-level overview of the priority routes for further investigation and development.

Process for Creating the Cycling Network

The process used to develop the Cycling Network has been summarised in Figure 3.

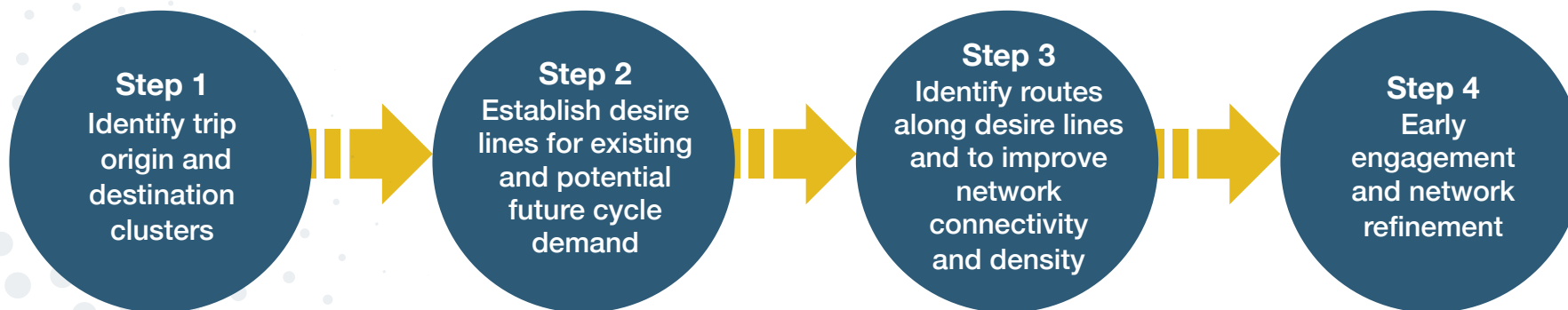


Figure 3 **Network Planning for Cycling**



Step 1

Identify key trip origin and destination clusters

The existing and future trip origins and destinations identified in Stage 2 that are in close proximity to each other are grouped into clusters to represent locations that may generate a large number of trips.

Step 2

Establish desire lines

The potential for cycle trips between the key trip origin and destination clusters is considered, drawing on evidence collated in Stage 2. Desire lines are identified where there is potential for cycle demand.

Step 3

Identify routes

The desire lines are mapped to the existing cycling and highway network, using evidence collated in Stage 2 to identify the routes with the greatest potential demand and connectivity. As per the DfT Technical Guidance, the first route to be considered should be the most direct option. The routes are classified using a hierarchy broadly defined in Table 3.

Step 4

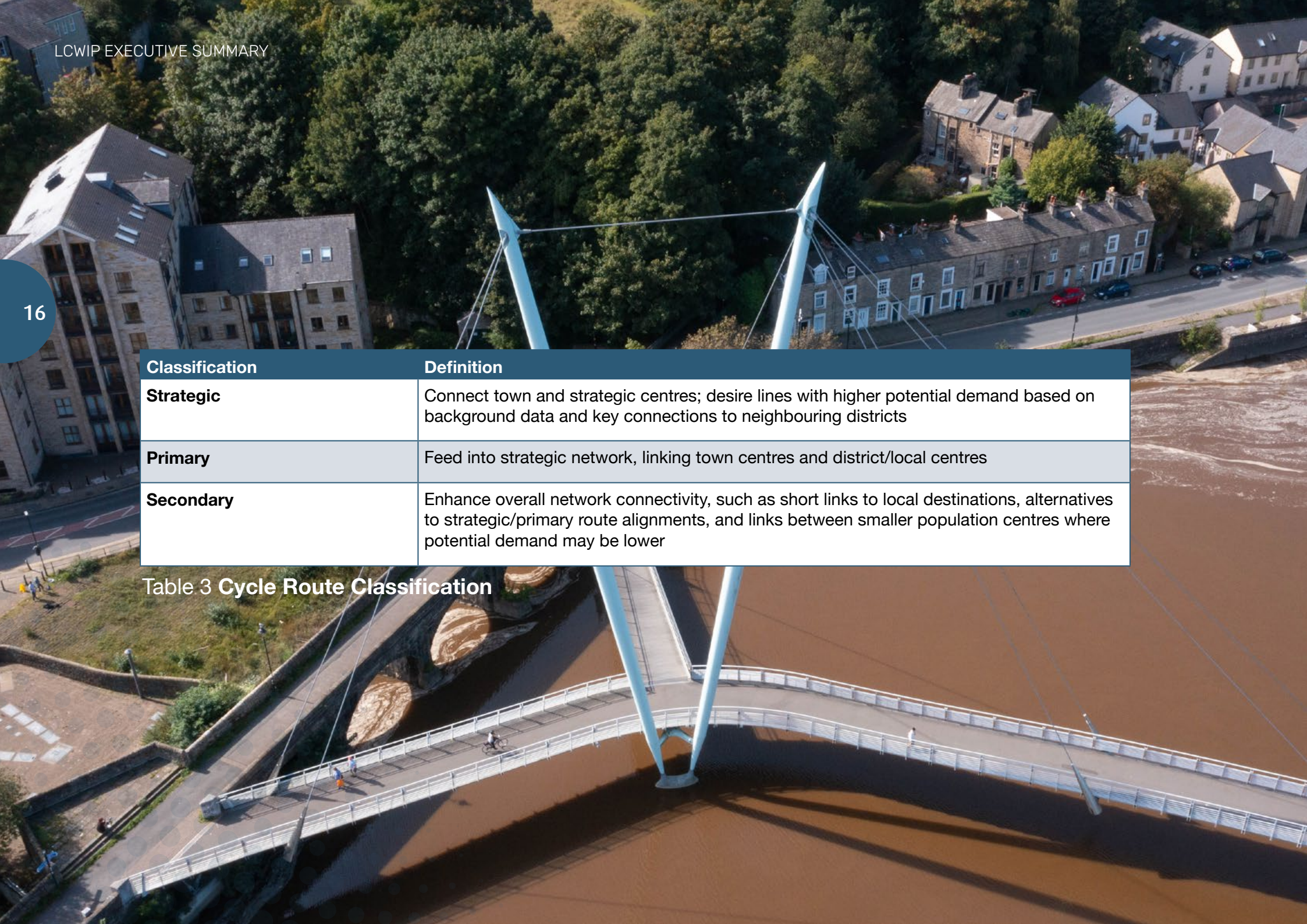
Early engagement and network refinement

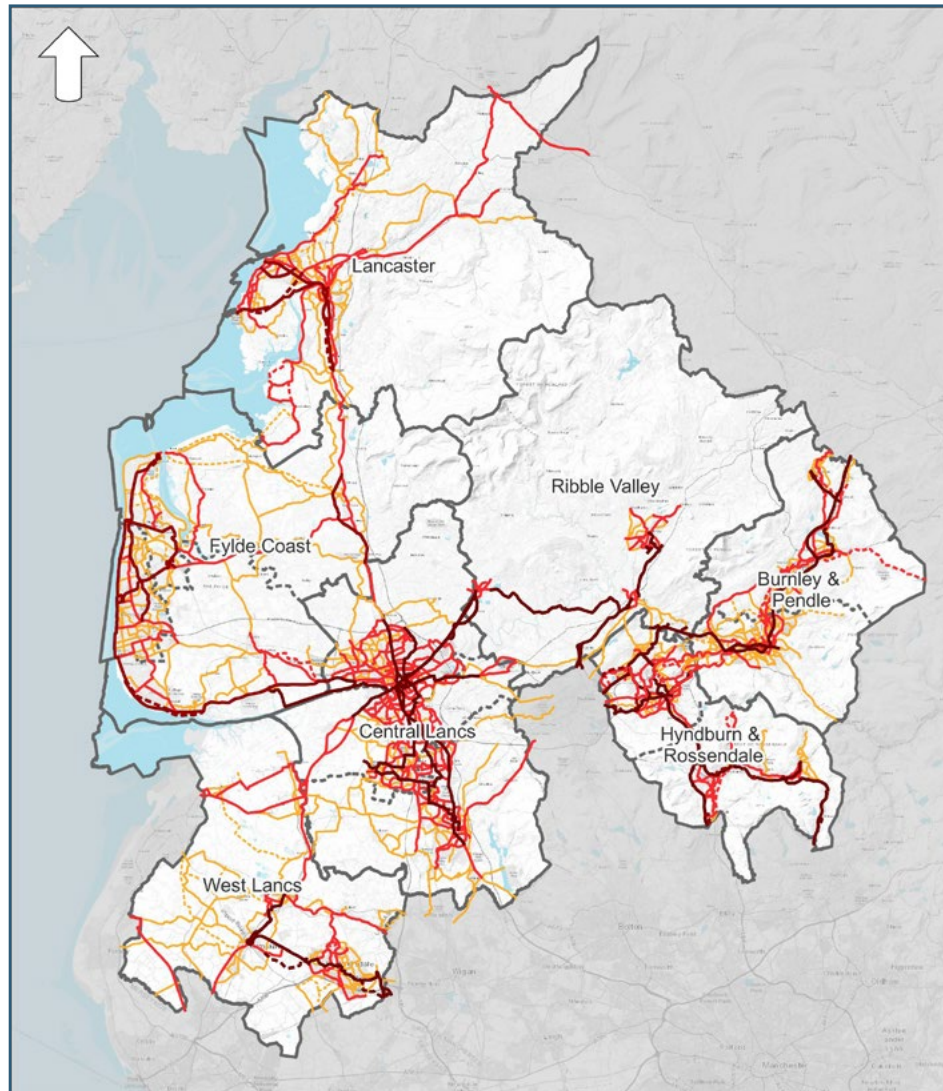
The proposed cycle network maps are presented to key stakeholders for feedback and the network is refined based on their local knowledge. Input from the previous public engagement surveys is also considered.



Classification	Definition
Strategic	Connect town and strategic centres; desire lines with higher potential demand based on background data and key connections to neighbouring districts
Primary	Feed into strategic network, linking town centres and district/local centres
Secondary	Enhance overall network connectivity, such as short links to local destinations, alternatives to strategic/primary route alignments, and links between smaller population centres where potential demand may be lower

Table 3 Cycle Route Classification





The Cycling Network

Based on this process, the County-wide cycle network proposed in the LCWIPs is shown here. Individual maps for each sub-area can be found in Appendix A.

Figure 4
Lancashire LCWIPs combined proposed aspirational cycle network

- Strategic
- - - Strategic - alternative
- Primary
- - - Primary - alternative
- Secondary / Local
- - - Secondary - alternative
- - - District Boundary
- LCWIP Area Boundary

0 10 20 km

Esri, HERE, Garmin, FAO, NOAA, USGS,
 © OpenStreetMap contributors, and the GIS User Community,
 Contains OS data © Crown copyright 2024

Establishing Interventions

As part of the LCWIPs, initial high-level interventions have been proposed for selected strategic and primary routes in the network. This included identifying the level of provision that may be possible on these routes. The feasibility of these proposals will need to be investigated at a later stage following audits of the existing conditions of the cycling routes and assessment of key constraints. At that stage, the initial proposals may be refined to reflect site-specific issues, constraints, and compliance with best practice design guidance. Advancement of individual schemes to design, public consultation and delivery will be dependent on funding availability.



LCWIP Stage 4: Networking Planning for Walking

Introduction

Stage 4 of the LCWIPs involves development of the Walking Network Map, a key output of the LCWIP process, which provides a high-level overview of the priority areas and routes for further investigation and development. The Walking Network consists of Core Walking Zones (CWZs) and key walking routes.

Process for Creating the Walking Network

The process used to develop the Walking Network has been summarised in Figure 5.

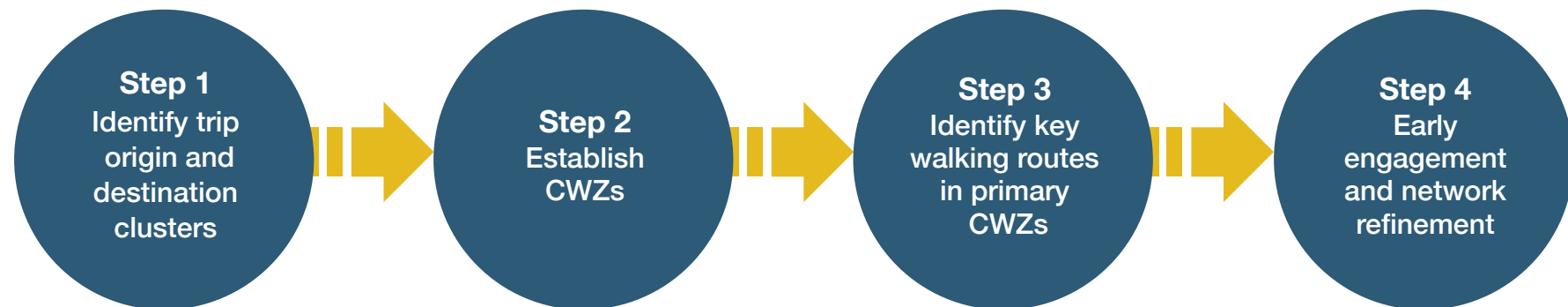
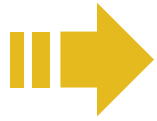


Figure 5 **Network Planning for Walking**



Step 1

Identify key trip origin and destination clusters

The existing and future trip origins and destinations identified in Stage 2 that are in close proximity to each other are grouped into clusters to represent locations that may attract a large number of trips.

Step 2

Establish CWZs

CWZs are defined in the DfT Technical Guidance as areas consisting of a number of key trip origins and destinations that are located close together. Identification of CWZs focused on designated centres in the district Local Plans, supplemented by additional clusters of destinations, as appropriate, by drawing upon the evidence base collected in Stage 2. The CWZs are classified using a hierarchy broadly defined in Table 4.

Step 3

Identify routes

For primary CWZs, key walking routes within the zone and connecting to the surrounding area and key destinations are identified. The routes are classified using a hierarchy broadly defined in Table 4.

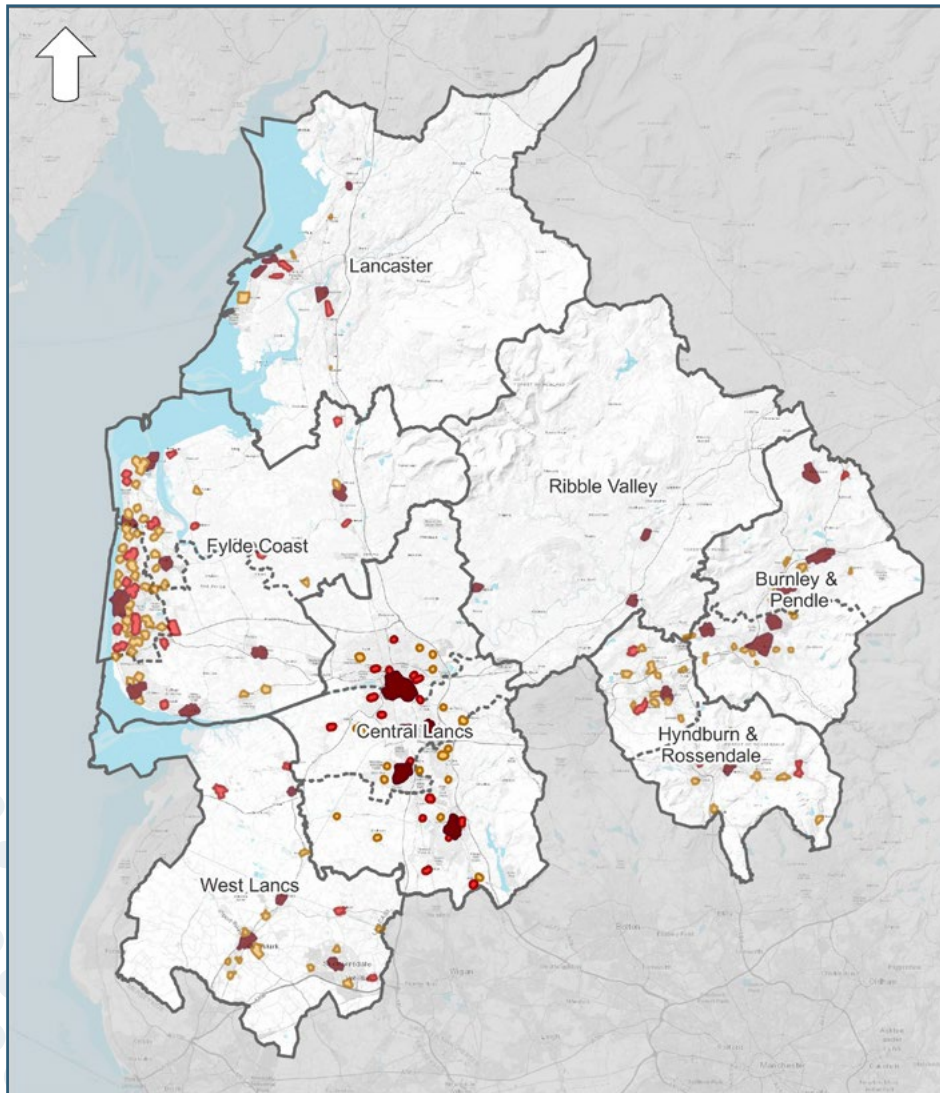
Step 4

Early engagement and network refinement

The proposed walking network maps are presented to key stakeholders for feedback and the network is refined based on their local knowledge.

Classification	Definition (indicative - varies by designated centre hierarchy in each district)
Primary CWZ	Town centre
Secondary CWZ	District centre, large village centre
Tertiary CWZ	Local centre, small village centre, neighbourhood centre
Primary Walking Route	Main corridor(s) through the CWZ, links to larger population areas and other nearby major destinations
Secondary Walking Route	Additional links to nearby residential areas and local destinations

Table 4 CWZ Classification



The Walking Network – Core Walking Zones

Based on this process, the County-wide network of core walking zones proposed in the LCWIPs is shown in Figure 6 below. Individual maps for each sub-area can be found in Appendix B.

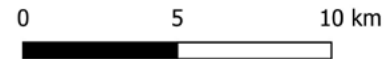
Figure 6
Lancashire LCWIPs combined core walking zones

Core Walking Zones

- Primary
- Secondary
- Tertiary

District Boundary

LCWIP Area Boundary



Esri, HERE, Garmin, FAO, NOAA, USGS,
© OpenStreetMap contributors, and the GIS User Community,
Contains OS data © Crown copyright 2024

Establishing Interventions

As part of the LCWIPs, initial high-level interventions and strategies have been proposed for primary CWZs identified in the network. This included identifying the key walking routes within the CWZs and the possible provision and types of improvements that could be provided. The feasibility of these proposals will need to be investigated at a later stage following audits of the existing conditions along the walking routes. At that stage, the initial proposals may be refined to reflect site-specific issues, key barriers to walking and wheeling, constraints, and compliance with best practice design guidance. Advancement of individual schemes to design, public consultation and delivery will be dependent on funding availability.





LCWIP Programme Next Steps

The next steps for the Lancashire LCWIPs will be to undertake Stage 5 and Stage 6 of the LCWIP process.

Stage 5 – Prioritising Improvements

As set out in the DfT Technical Guidance, the fifth stage of the LCWIP process provides a suggested approach to prioritising walking and cycling infrastructure improvements, in the short, medium and long term. This approach is summarised in Figure 7.

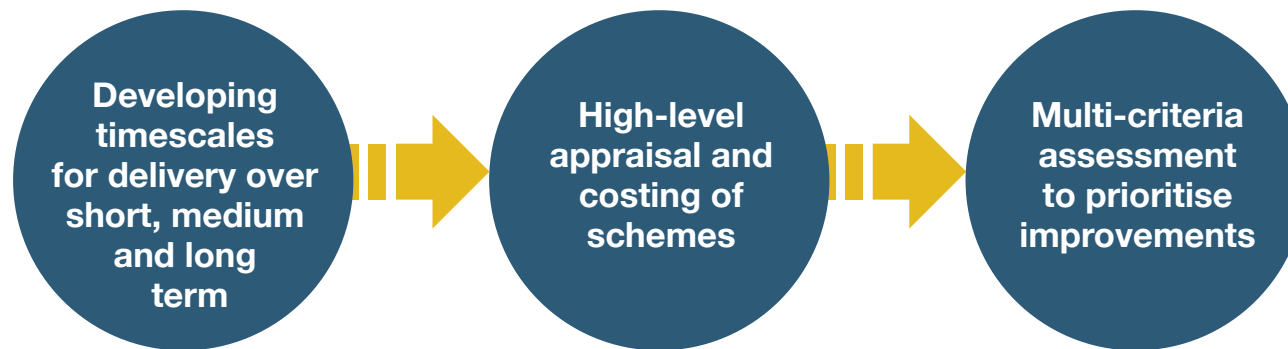


Figure 7 **Prioritising Improvements**



The key output of this stage will be a joint prioritised programme of cycling and walking infrastructure improvements. The proposed improvements will be prioritised using a multi-criteria assessment, considering factors such as their potential effectiveness, alignment with policy, deliverability, and/or cost.

Additionally, during Stage 5, audits of the prioritised areas may be undertaken using DfT and Active Travel England (ATE) assessment tools. This will further inform the understanding of existing conditions, issues, opportunities, and constraints along each route and CWZ and compliance of potential interventions with best practice design guidance. Information from the audits, as well as further stakeholder engagement, will also support the prioritisation process and refinement of the initial, indicative high-level interventions identified in Stages 3 and 4.

Stage 6 – Integration and Application

The final stage of the LCWIP process considers how the LCWIP will be integrated into local policy, strategies and plans. This stage is summarised in Figure 8. The LCWIP should help support future active travel funding applications and inform infrastructure delivery and future development schemes. LCC will review and update the LCWIPs periodically as the active travel networks expand, plans for future local growth and demand evolve and opportunities arise.

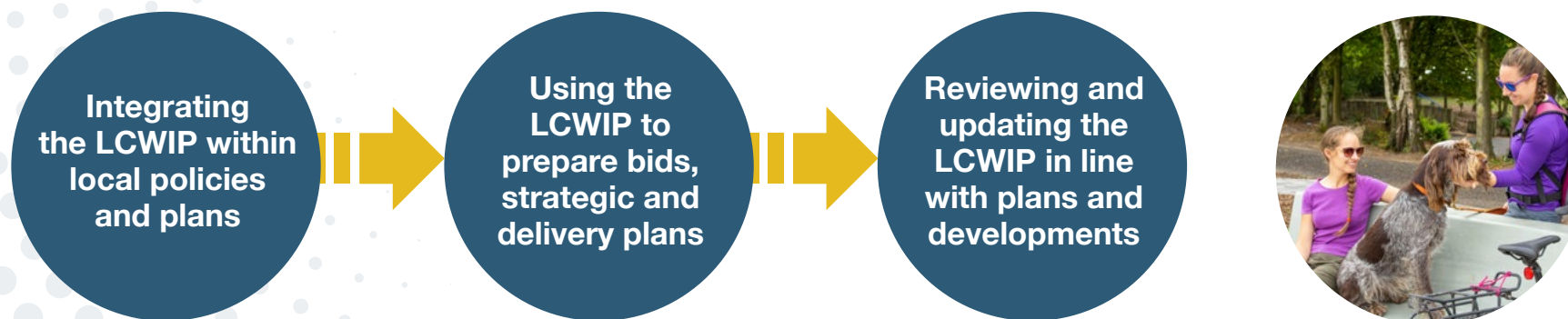
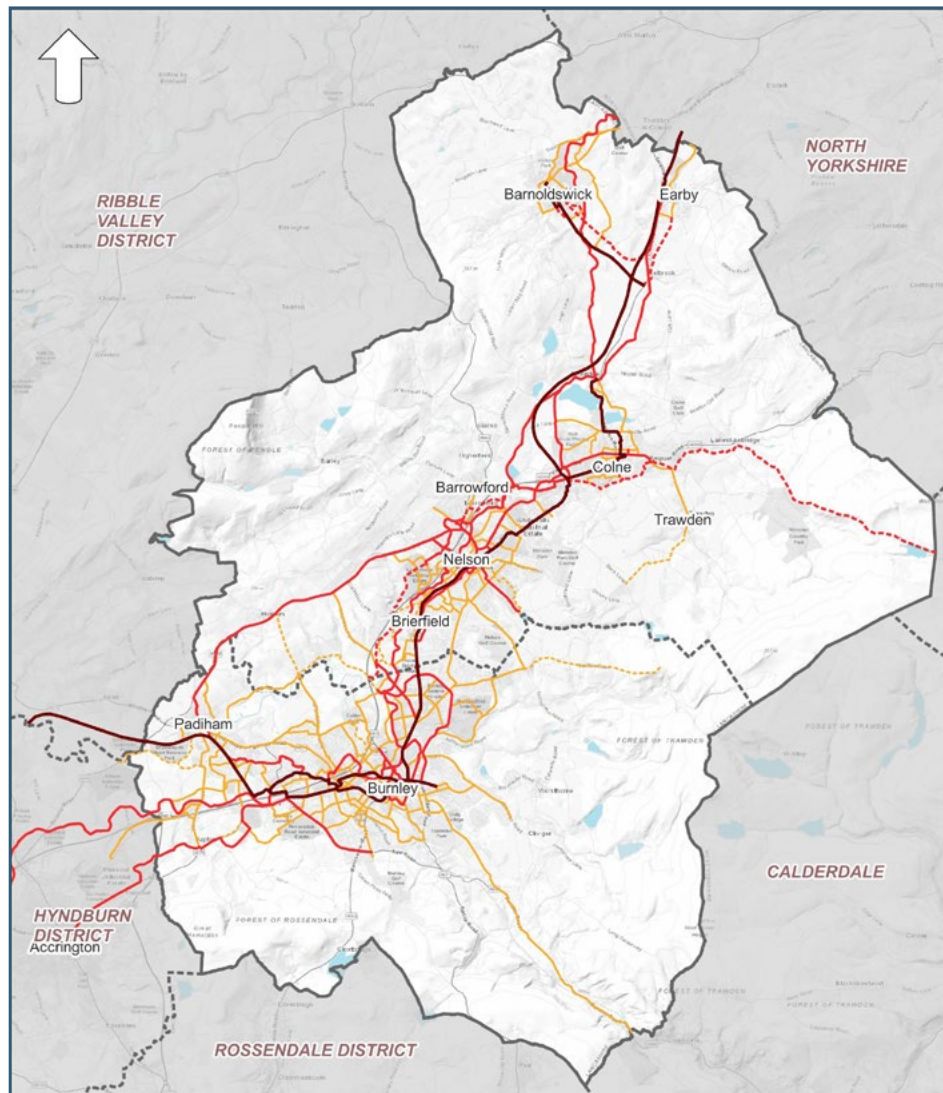


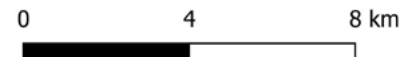
Figure 8 Integration and Application



Appendix A: Cycle Network Maps, by LCWIP sub-area

Figure 9
Burnley & Pendle proposed aspirational cycle network

- Strategic
- Primary
- - - Primary - alternative
- Secondary
- - - Secondary - alternative
- - - District Boundary
- LCWIP Area Boundary



Esri, HERE, Garmin, FAO, NOAA, USGS,
 © OpenStreetMap contributors, and the GIS User Community,
 Contains OS data © Crown copyright 2024

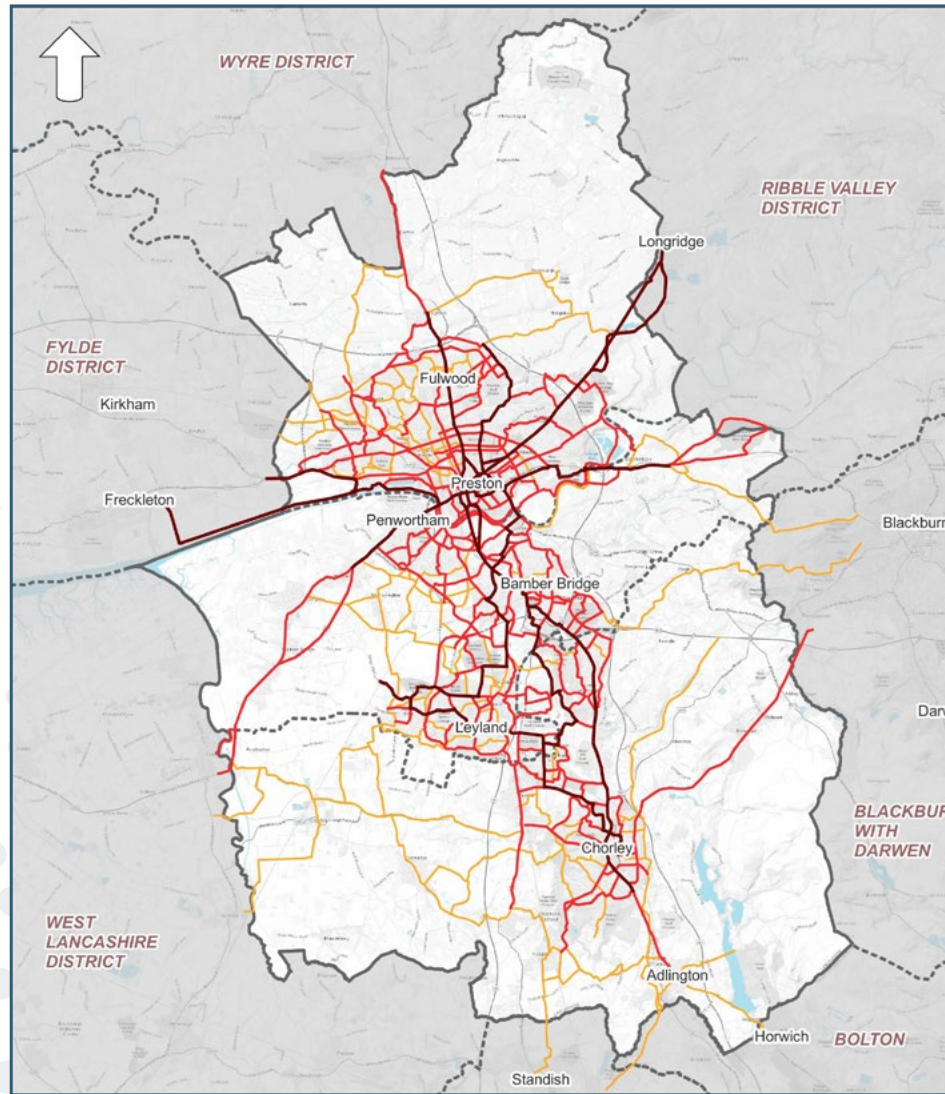


Figure 10
Central Lancashire proposed aspirational cycle network

- Strategic
- Primary
- Secondary
- - - District Boundary
- LCWIP Area Boundary

0 5 10 km

Esri, HERE, Garmin, FAO, NOAA, USGS,
© OpenStreetMap contributors, and the GIS User Community,
Contains OS data © Crown copyright 2024

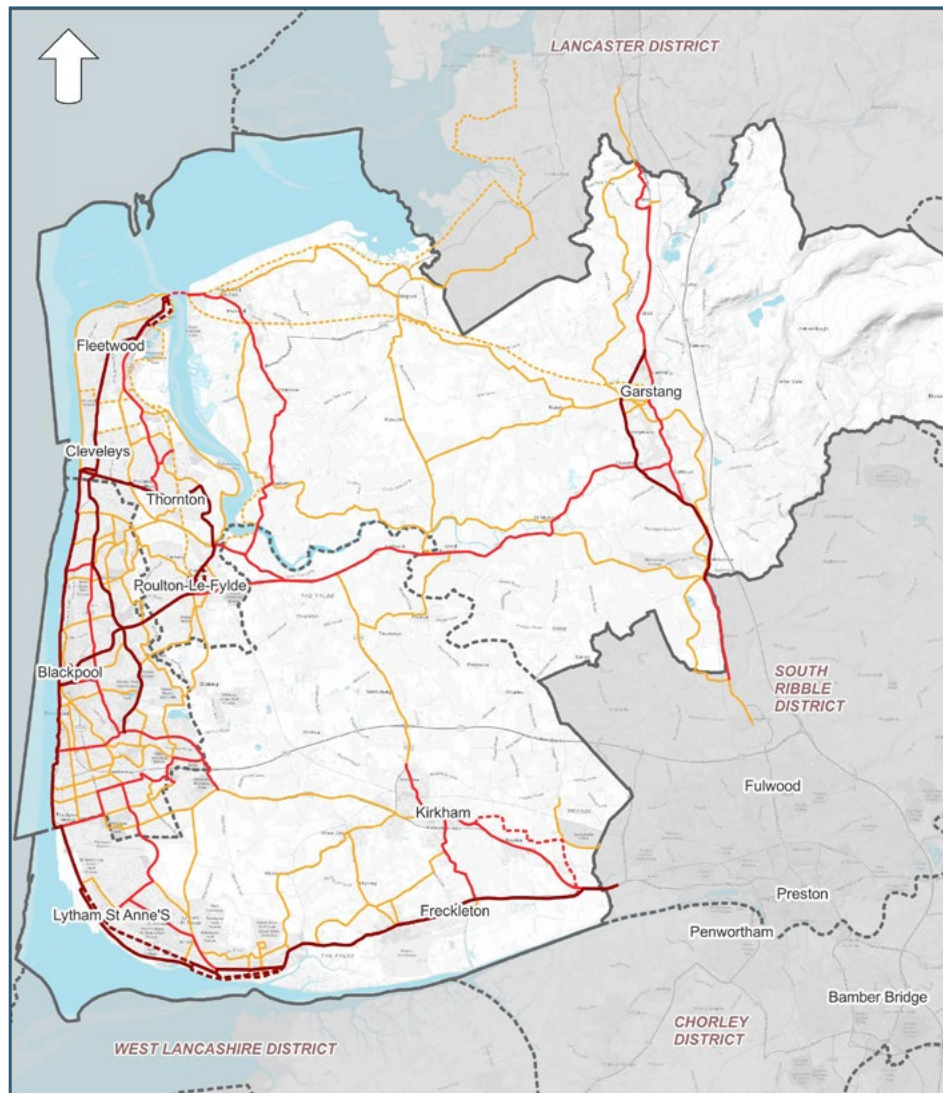
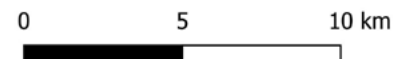


Figure 11
Fylde Coast proposed aspirational cycle network

- Strategic
- - - Strategic - alternative
- Primary
- - - Primary - alternative
- Secondary / Local
- - - Secondary - aspirational
- - - District Boundary
- LCWIP Area Boundary



Esri, HERE, Garmin, FAO, NOAA, USGS,
 © OpenStreetMap contributors, and the GIS User Community,
 Contains OS data © Crown copyright 2024

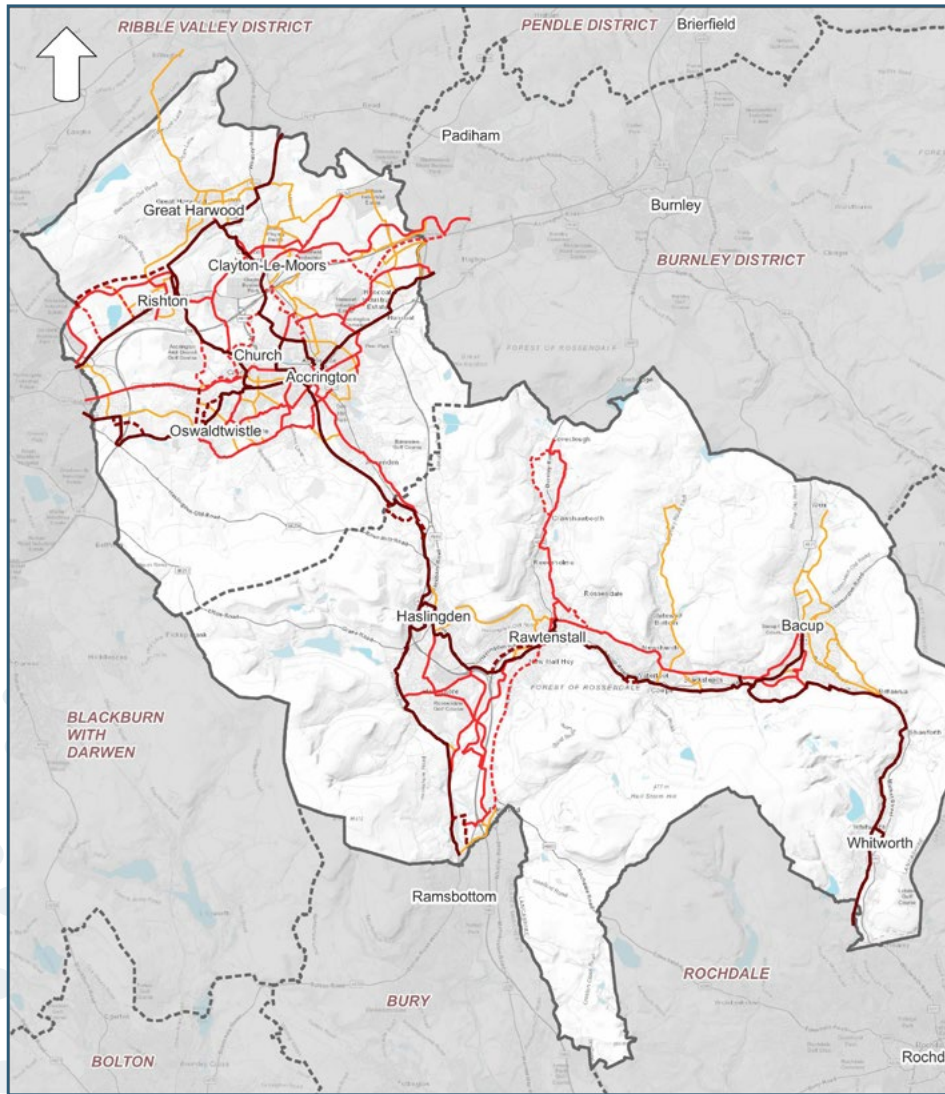


Figure 12
Hyndburn & Rossendale proposed aspirational cycle network

- Strategic
- - - Strategic - alternative
- Primary
- - - Primary - alternative
- Secondary / Local
- - - Area Boundary
- LCWIP Area Boundary

0 3 6 km

Esri, HERE, Garmin, FAO, NOAA, USGS,
© OpenStreetMap contributors, and the GIS User Community,
Contains OS data © Crown copyright 2024

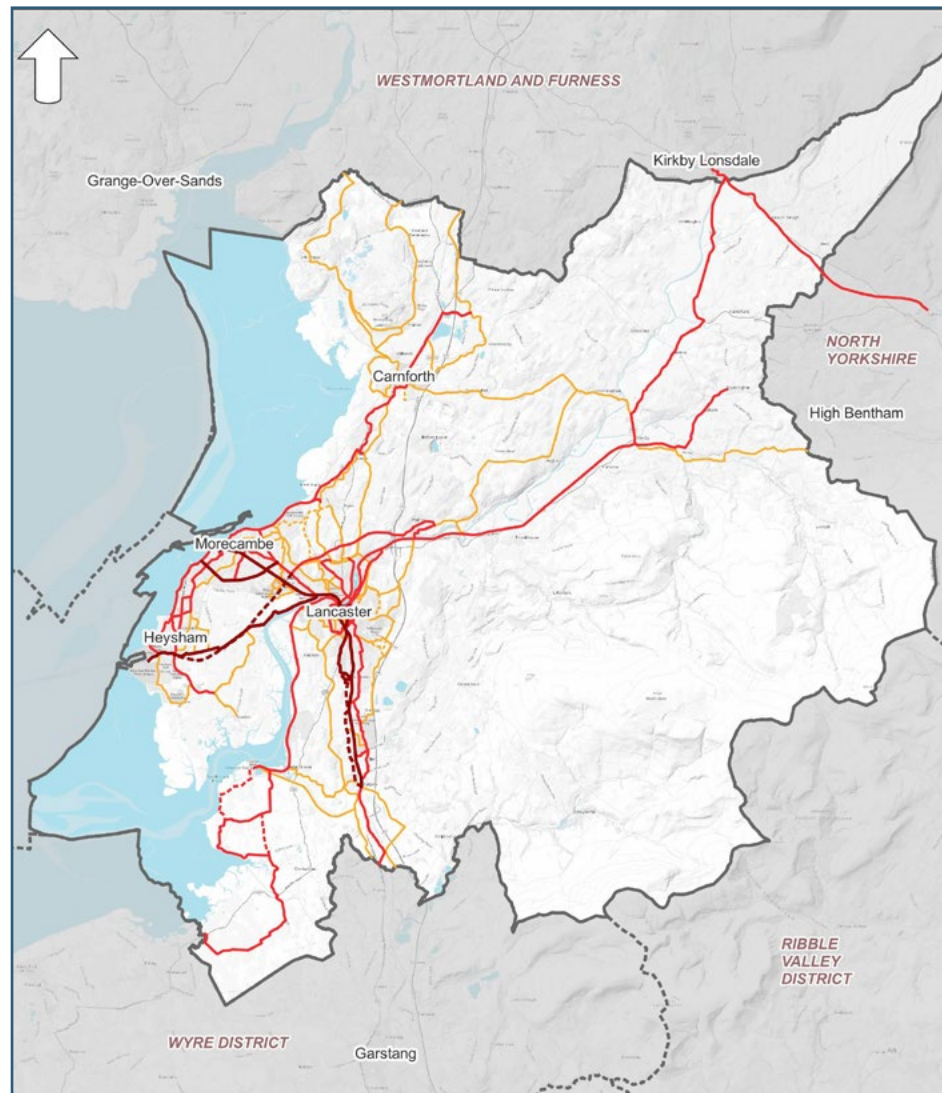
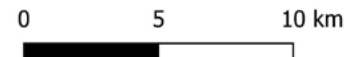


Figure 13
Lancaster proposed aspirational cycle network

- Strategic
- - - Strategic - alternative
- Primary
- - - Primary - alternative
- Secondary
- - - Secondary - alternative
- - - District Boundary
- ▭ LCWIP Area Boundary



Esri, HERE, Garmin, FAO, NOAA, USGS,
 © OpenStreetMap contributors, and the GIS User Community,
 Contains OS data © Crown copyright 2024

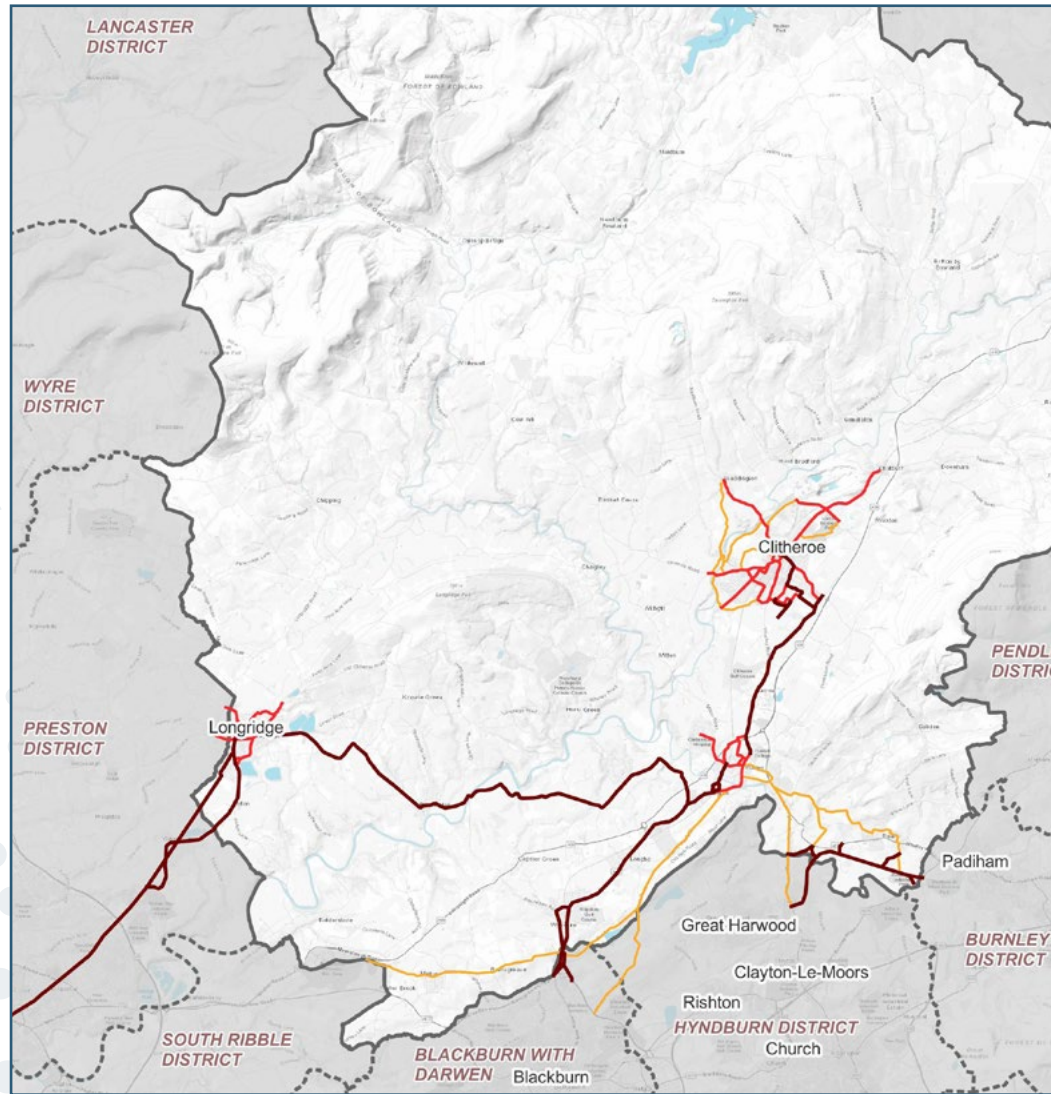
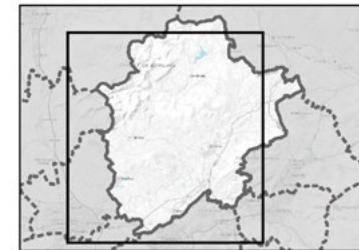


Figure 14
Ribble Valley proposed aspirational cycle network

- Strategic
- Primary
- Secondary
- - - District Boundary
- LCWIP Area Boundary



Esri, HERE, Garmin, FAO, NOAA, USGS,
© OpenStreetMap contributors, and the GIS User Community,
Contains OS data © Crown copyright 2024

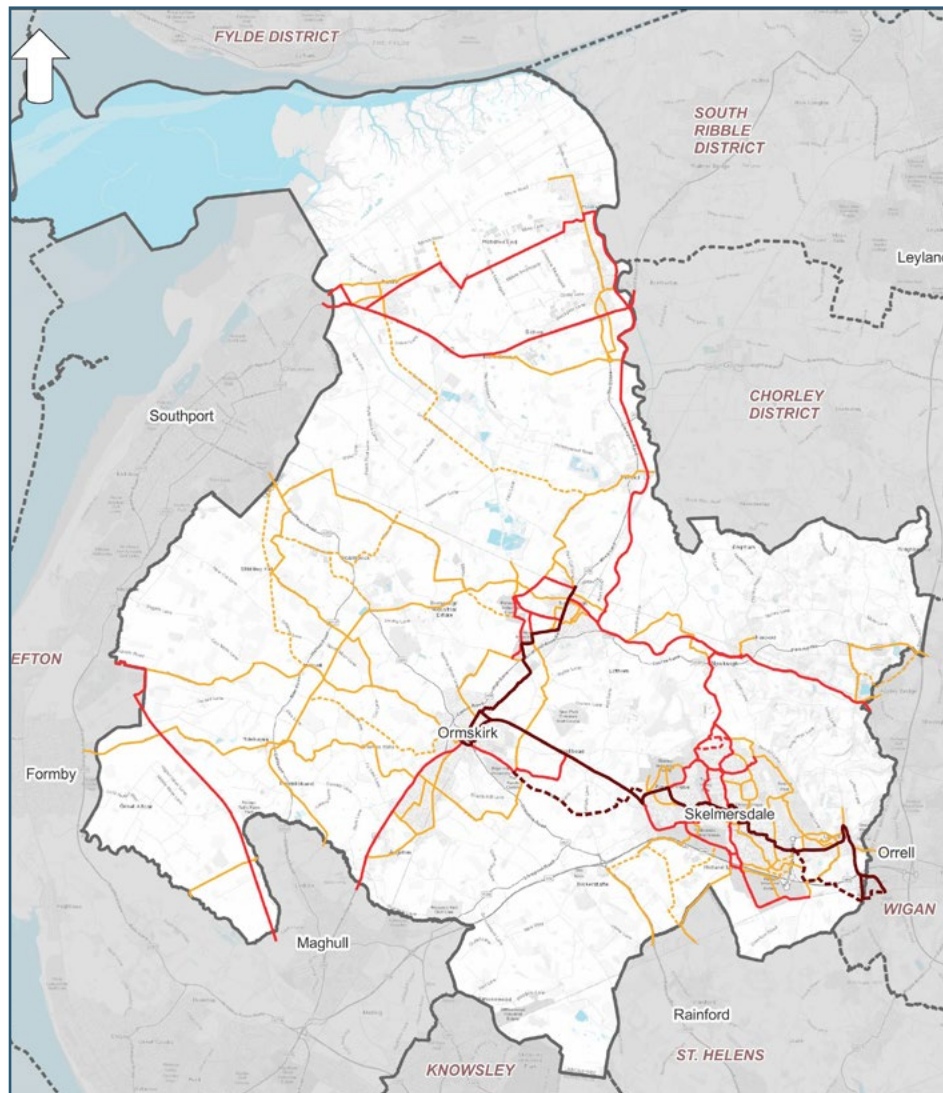
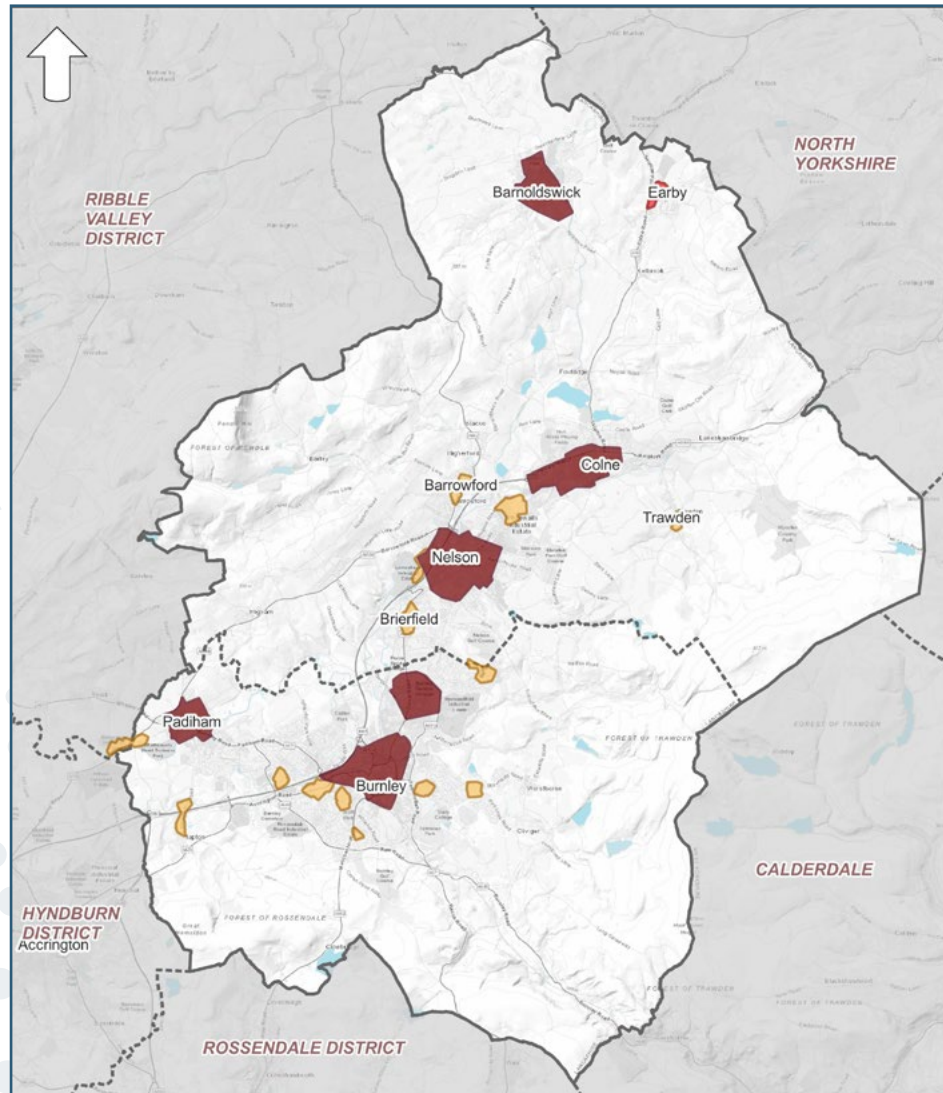


Figure 15
West Lancashire proposed aspirational cycle network

- Strategic
- - - Strategic - alternative
- Primary
- - - Primary - alternative
- Secondary
- - - Secondary - alternative
- - - District Boundary
- LCWIP Area Boundary



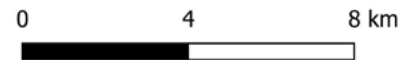
Esri, HERE, Garmin, FAO, NOAA, USGS,
 © OpenStreetMap contributors, and the GIS User Community,
 Contains OS data © Crown copyright 2024



Appendix B: Walking Network Maps, by LCWIP sub-area

Figure 16
**Burnley and Pendle proposed
core walking zones**

- Core Walking Zones
- Primary
 - Secondary
 - Tertiary
- District Boundary
- LCWIP Area Boundary



Esri, HERE, Garmin, FAO, NOAA, USGS,
© OpenStreetMap contributors, and the GIS User Community,
Contains OS data © Crown copyright 2024

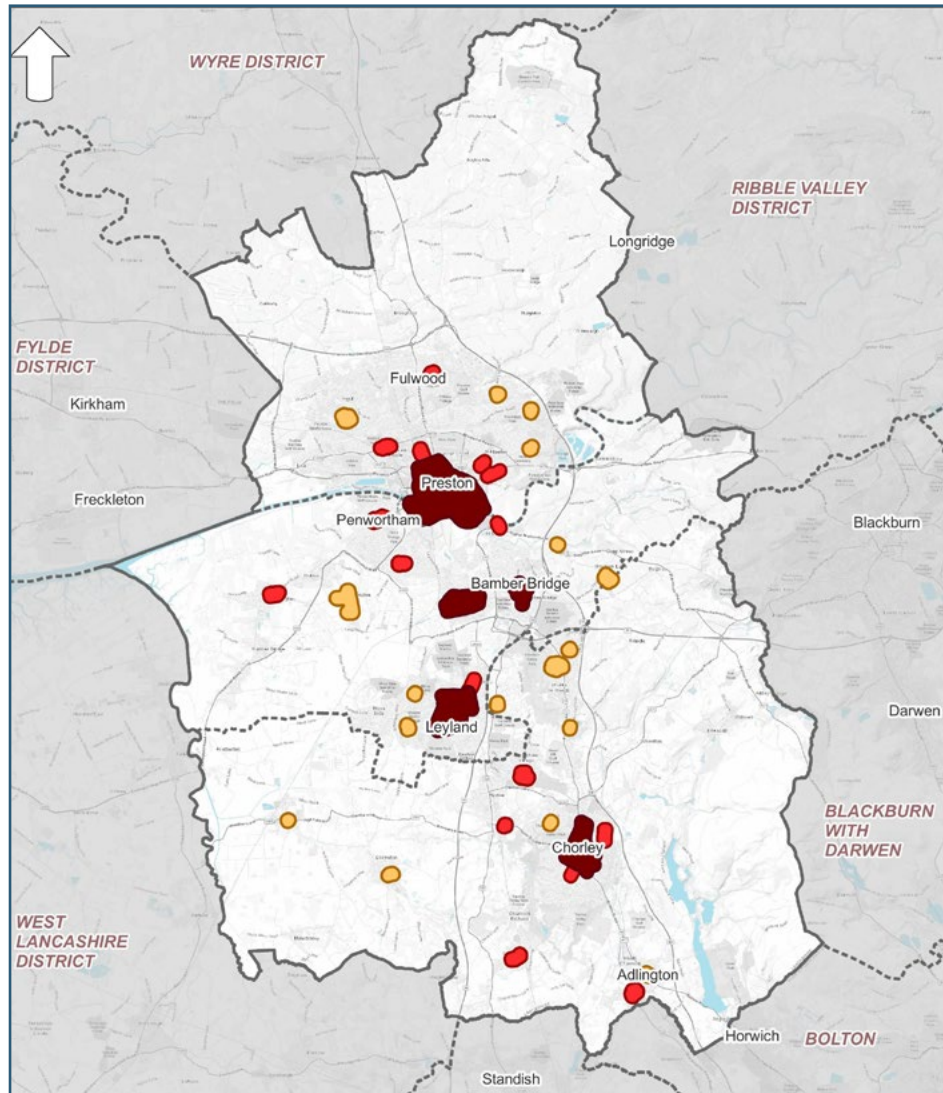


Figure 17
Central Lancashire proposed core walking zones

- Primary
- Secondary
- Tertiary
- District Boundary
- LCWIP Area Boundary

0 5 10 km

Esri, HERE, Garmin, FAO, NOAA, USGS,
© OpenStreetMap contributors, and the GIS User Community,
Contains OS data © Crown copyright 2024

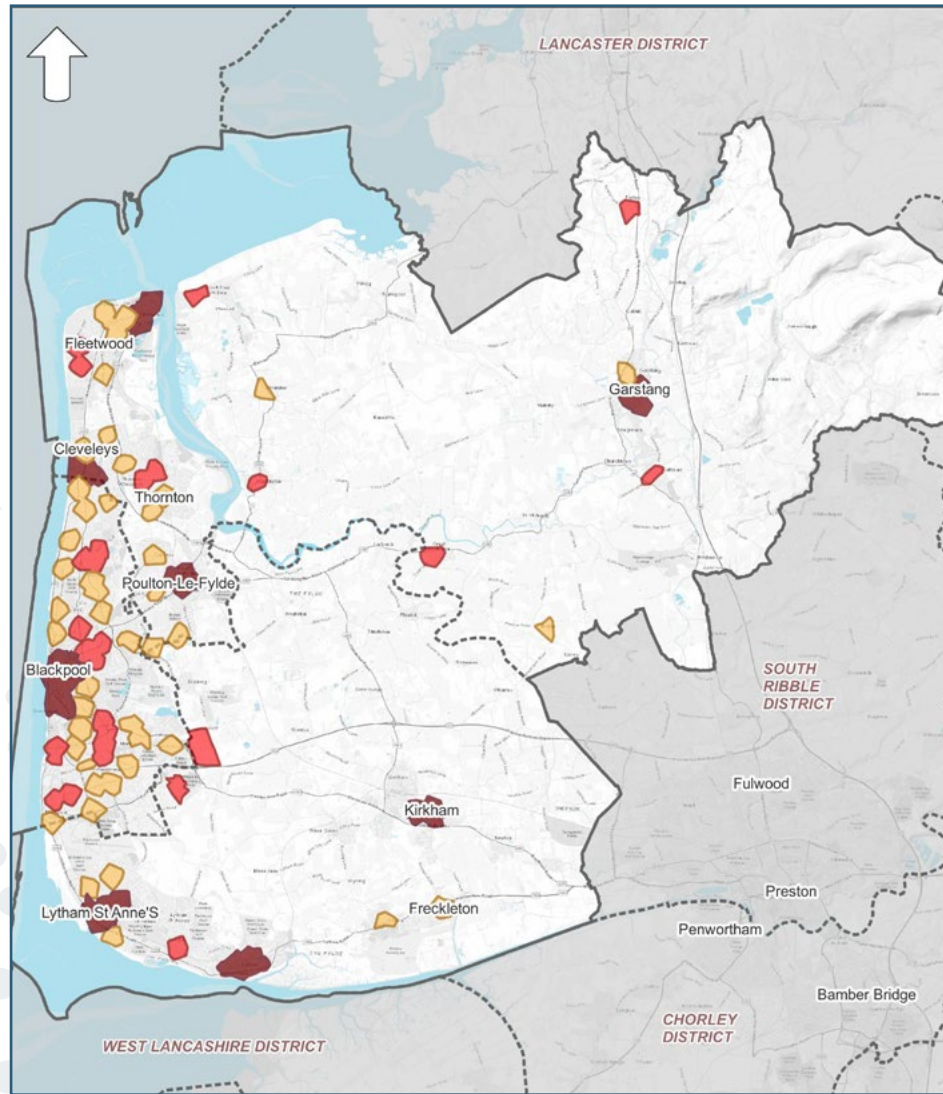
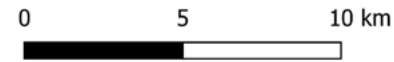


Figure 18
**Fylde Coast proposed
core walking zones**

- Primary
- Secondary
- Tertiary
- District Boundary
- LCWIP Area Boundary



Esri, HERE, Garmin, FAO, NOAA, USGS,
© OpenStreetMap contributors, and the GIS User Community,
Contains OS data © Crown copyright 2024

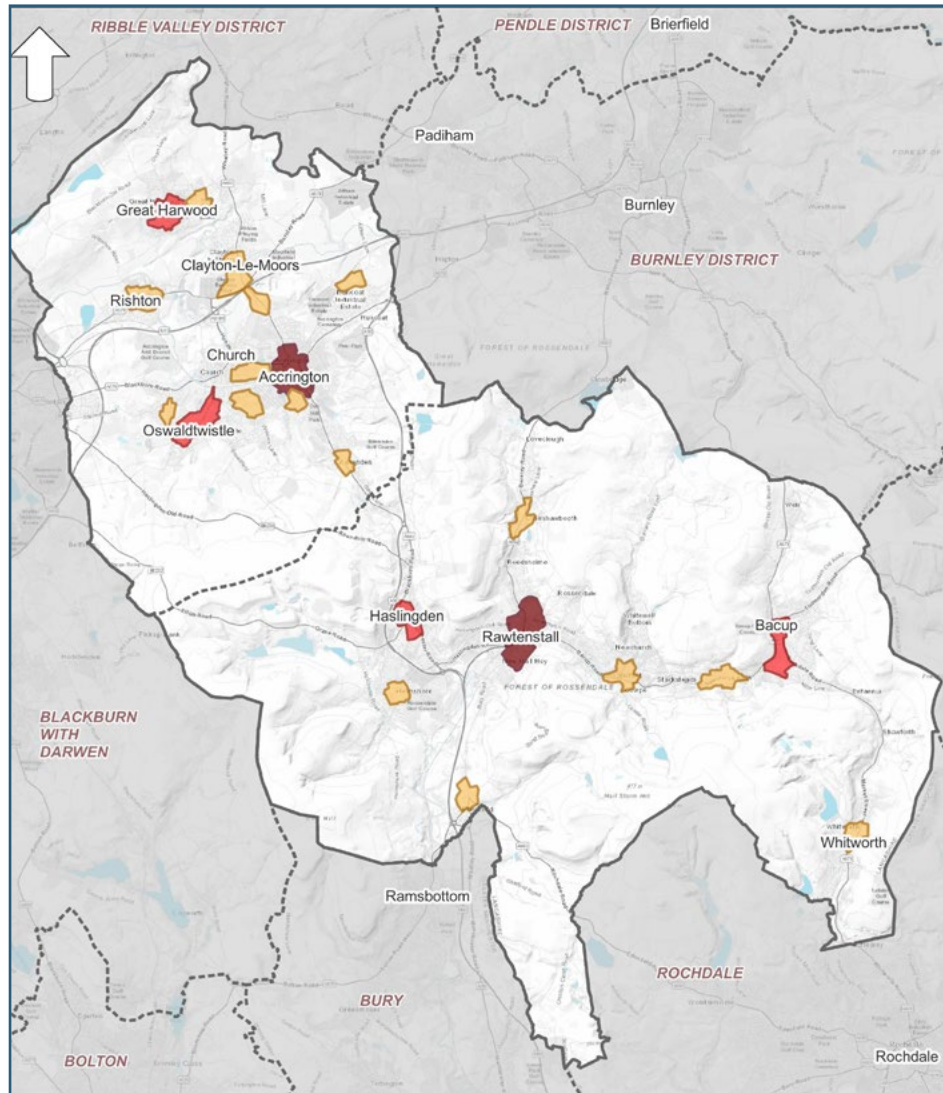


Figure 19
Hyndburn and Rossendale proposed
core walking zones

Core Walking Zones

- Primary
- Secondary
- Tertiary
- Area Boundary

0 3 6 km

Esri, HERE, Garmin, FAO, NOAA, USGS,
© OpenStreetMap contributors, and the GIS User Community,
Contains OS data © Crown copyright 2024

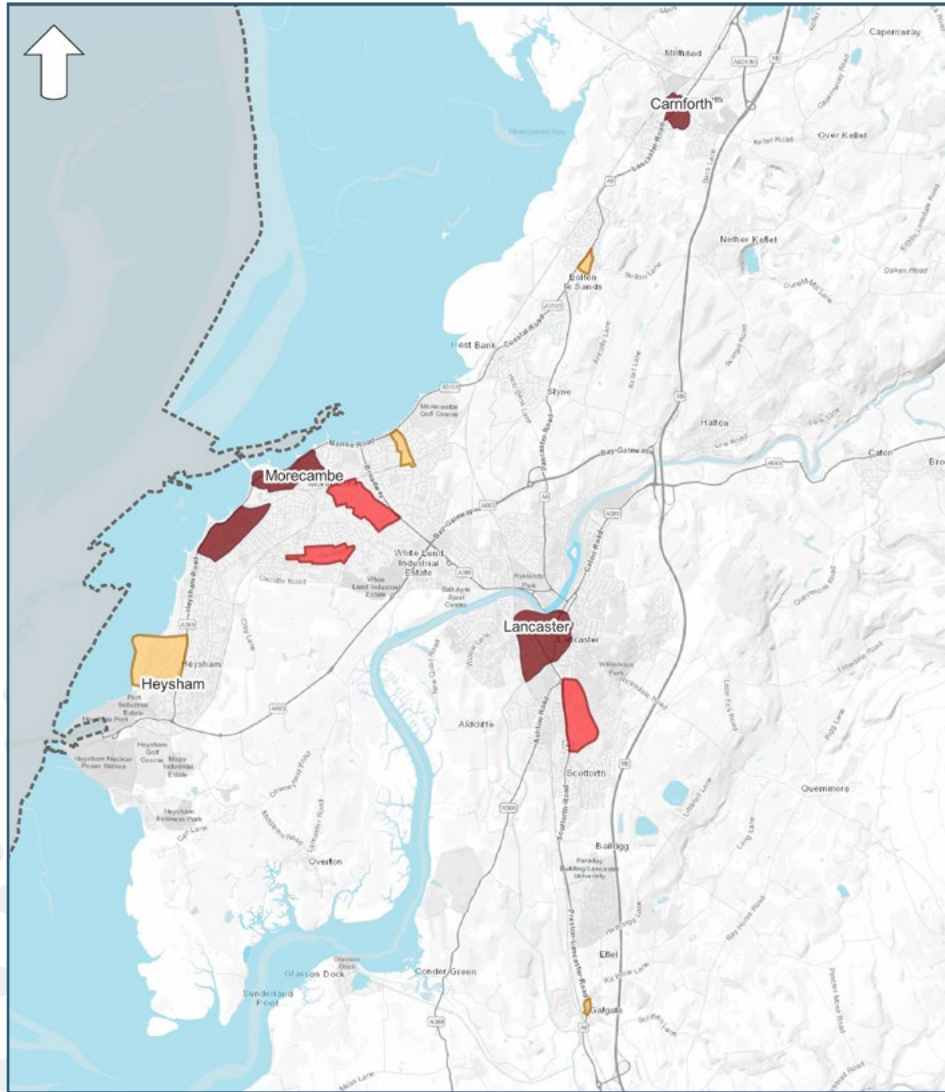
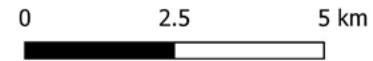
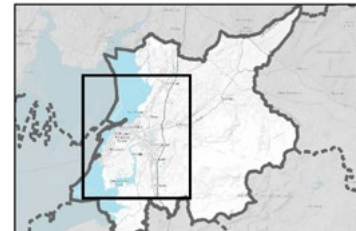


Figure 20
Lancaster proposed
core walking zones

Core Walking Zones

- Primary
- Secondary
- Tertiary
- Area Boundary



Esri, HERE, Garmin, FAO, NOAA, USGS,
© OpenStreetMap contributors, and the GIS User Community,
Contains OS data © Crown copyright 2024

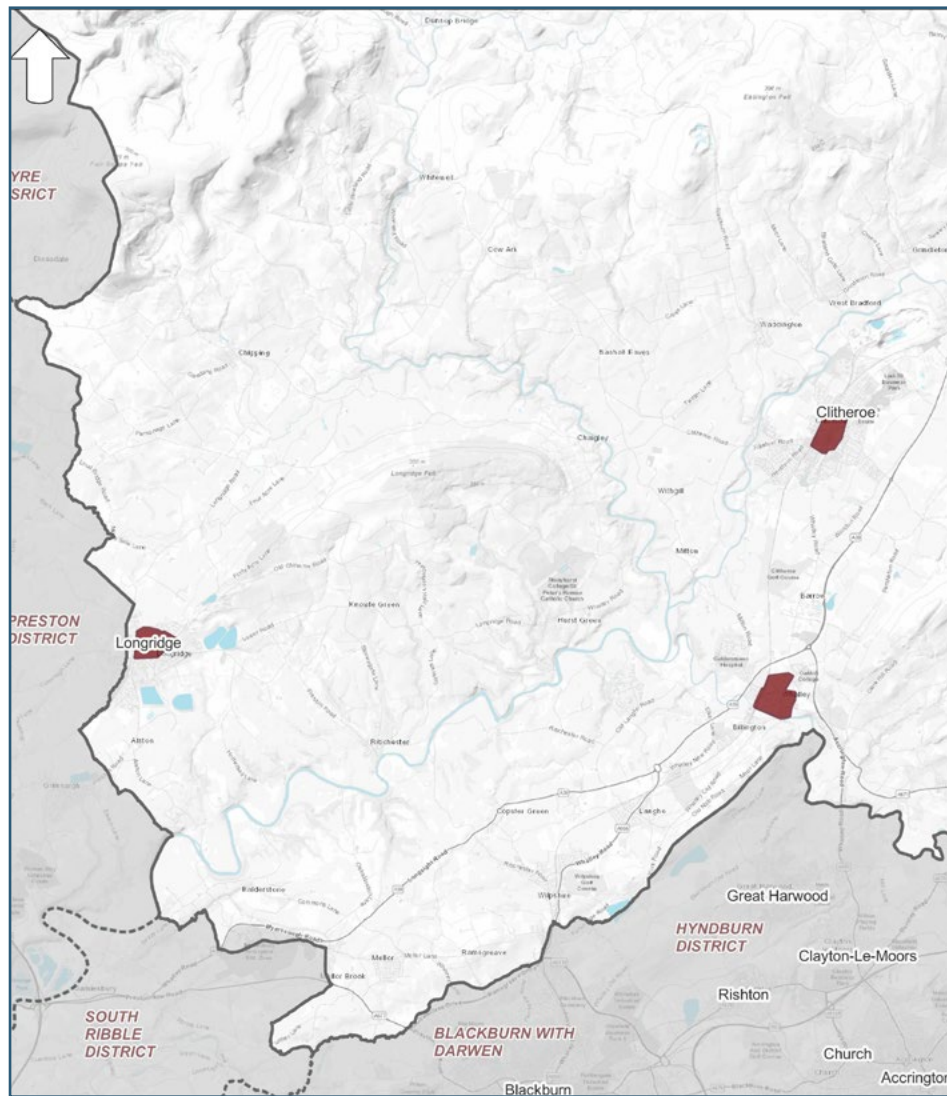
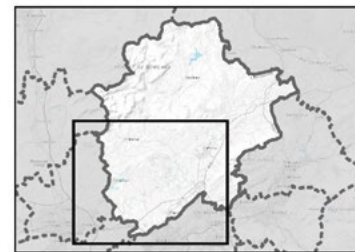


Figure 21
**Ribble Valley proposed
core walking zones**

- Core Walking Zones
- ⋯ Area Boundary



Esri, HERE, Garmin, FAO, NOAA, USGS,
© OpenStreetMap contributors, and the GIS User Community,
Contains OS data © Crown copyright 2024

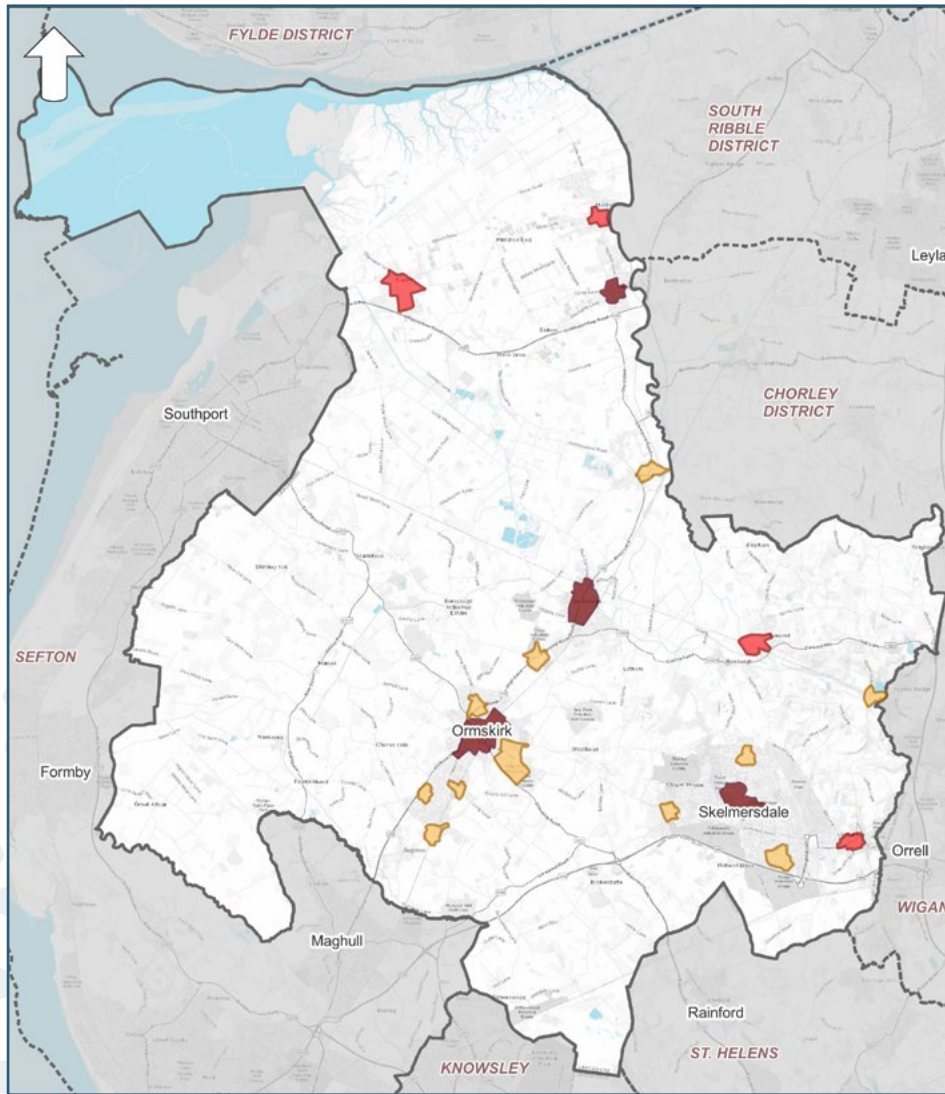
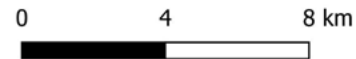


Figure 22
West Lancashire proposed
core walking zones

Core Walking Zones

- Primary
- Secondary
- Tertiary
- - - District Boundary
- ▭ LCWIP Area Boundary



Esri, HERE, Garmin, FAO, NOAA, USGS,
© OpenStreetMap contributors, and the GIS User Community,
Contains OS data © Crown copyright 2024





Local Cycling and Walking Infrastructure Plans (LCWIPs)

EXECUTIVE
SUMMARY REPORT