

5. Network Planning for Walking

The future walking network has been derived through identifying those areas which would benefit from creating a sustainable link between trip origins and trip destinations within a reasonable walking distance of approximately 2km. Trip origins predominantly include densely populated residential areas and trip destinations include educational, employment and retail areas which are likely to attract a significant number of trips. As part of this process, funnel routes have been identified which incorporate the route which most pedestrians will follow to access a particular destination, however given the diverse nature of pedestrian movements, the routes do not extend into particular destinations since the route of each individual user will vary depending on their individual trip origin/end. In alignment with LCWIP guidance, Core Walking Zones have also been identified from identifying the area within each town which encompasses the greatest amount of trip attractors and therefore likely to generate the greatest levels of walking.

The Four Core Walking Zones (CWZ) identified are:

- Preston CWZ;
- Lostock Hall CWZ;
- Leyland CWZ; and
- Chorley CWZ.

5.1 Proposed Walking Routes

5.1.1 Preston Core Walking Zone

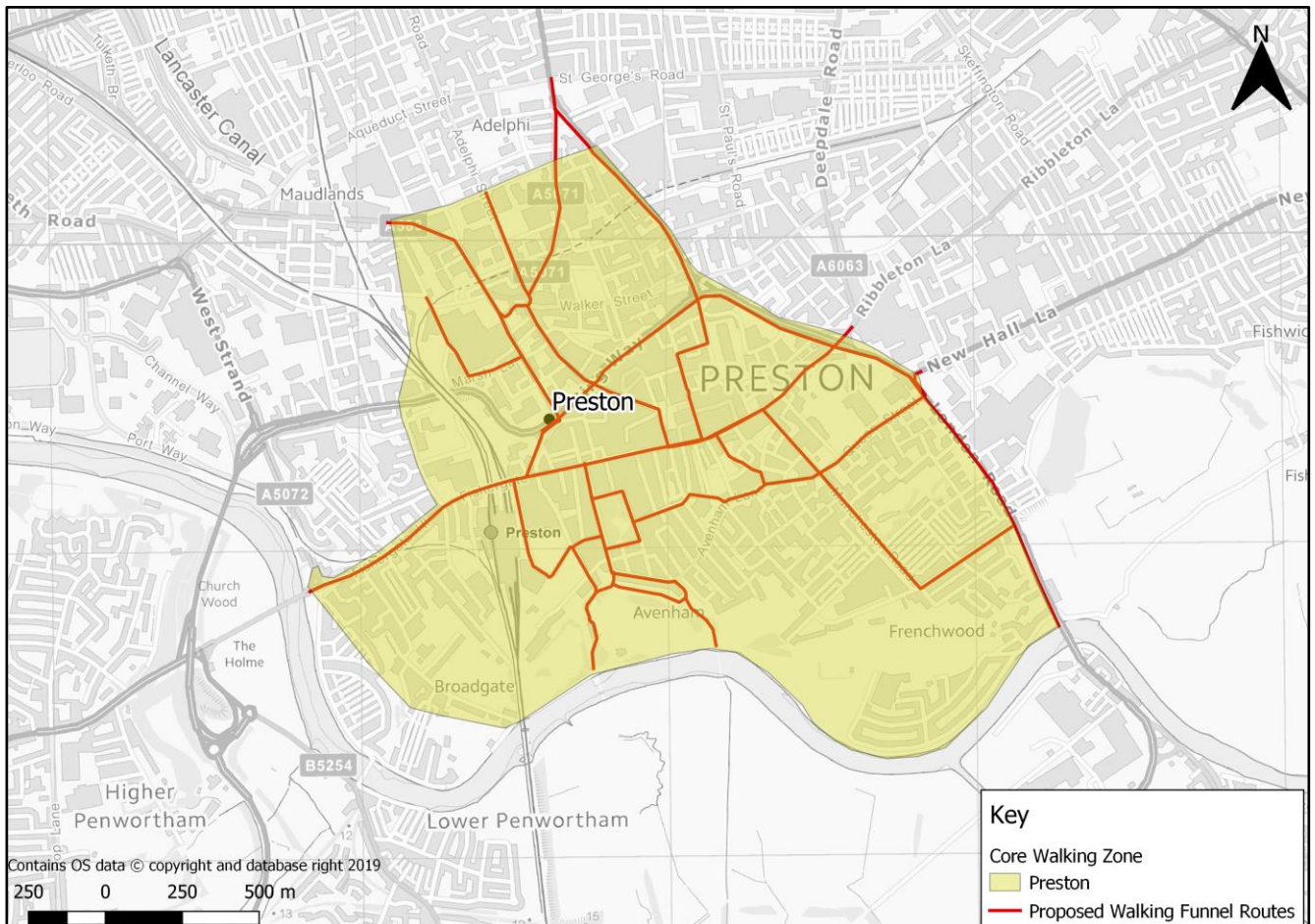


Figure 5-1 Preston CWZ / Funnel Routes

The Preston CWZ proposals will improve facilities for both pedestrians and cyclists alike, making it safer and easier to access Preston inner city centre, UCLAN, Cardinal Newman College, and transport hubs such as Preston Railway and Bus Stations.

Measures predominantly involve pedestrian priority / informal streets, to improve the safety and accessibility of the town centre for pedestrians. The zone would benefit from junction and crossing improvements along Ringway and the A6, to improve pedestrian access from residential areas to Preston city centre.

5.1.2 Lostock Hall Core Walking Zone

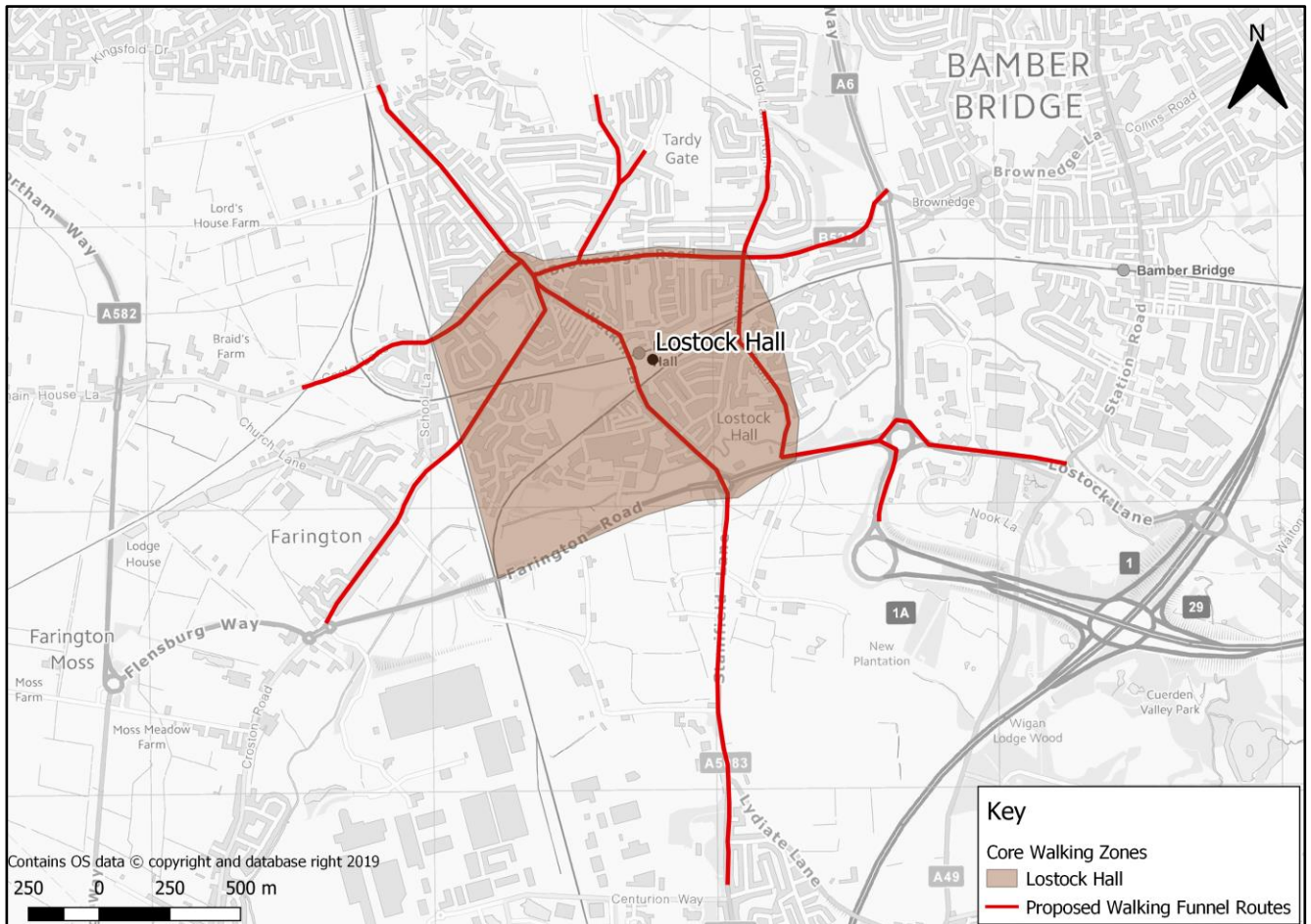


Figure 5-2 Lostock Hall CWZ / Funnel Routes

The Lostock Hall CWZ proposals will improve facilities for pedestrians, making it safer and easier to access Lostock Hall town centre, residential areas, Lostock Hall Railway Station and employment and educational centres such as Lostock Hall Academy and Cuerden Strategic development site.

The CWZ comprises of three routes for which a wide range of interventions are proposed. This includes pedestrian priority measures / public realm improvements along Leyland Road, increased and improved crossing provision, and footway quality improvements which benefit the pedestrian environment in terms of both accessibility and safety.

5.1.3 Leyland Core Walking Zone

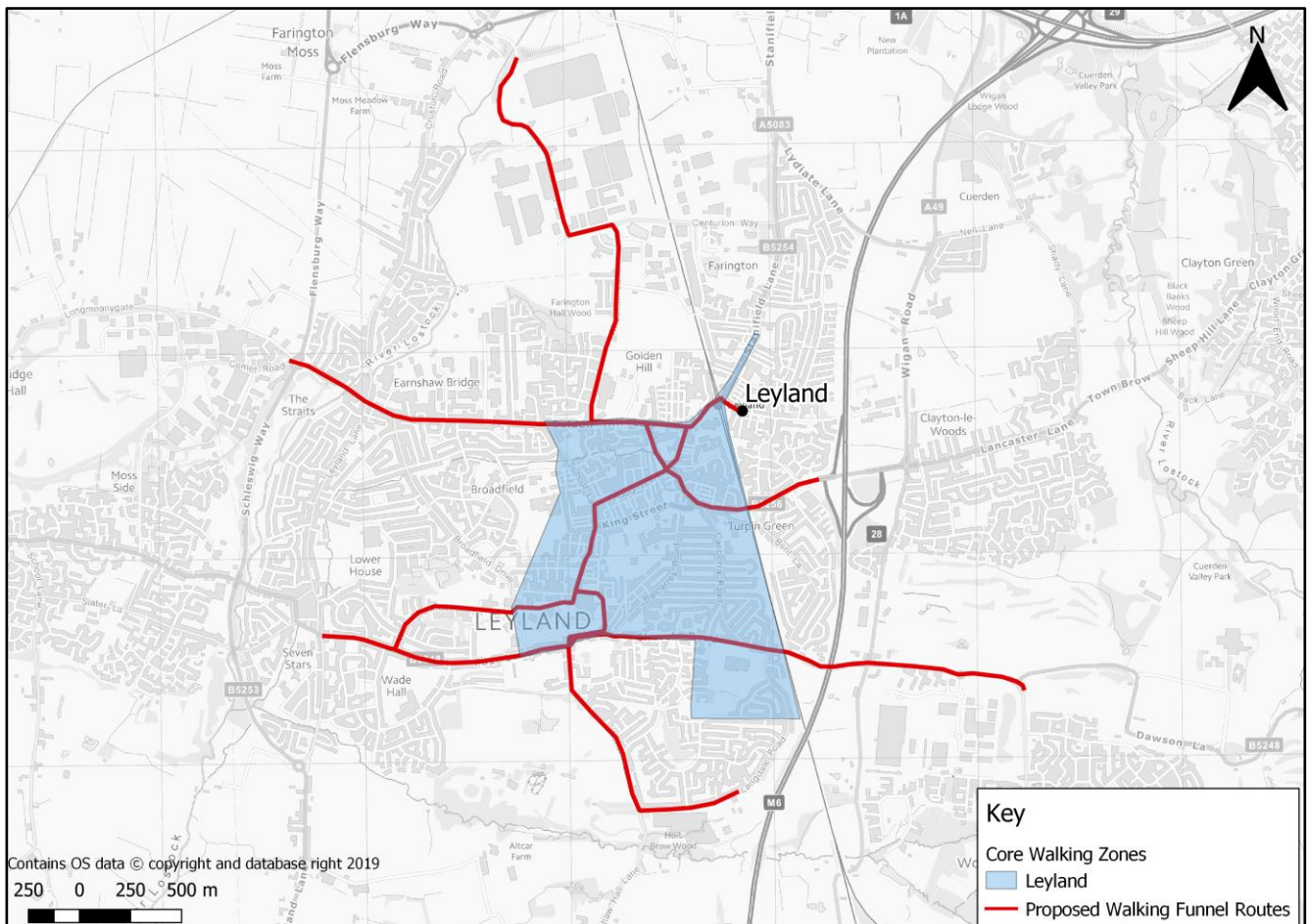


Figure 5-3 Leyland CWZ / Funnel Routes

Proposed improvements within the Leyland CWZ will improve facilities for pedestrians, making it safer and easier to access Leyland town centre, residential areas, Leyland Railway Station and employment and educational sites, such as Runshaw College, Worden Park, Leyland Business Park and Buckshaw Village.

The CWZ comprises of three routes for which a wide range of interventions are proposed. This includes crossing upgrades, surface improvements to footways, and junction and public realm improvements in proximity to Leyland rail station.

5.1.4 Chorley Core Walking Zone

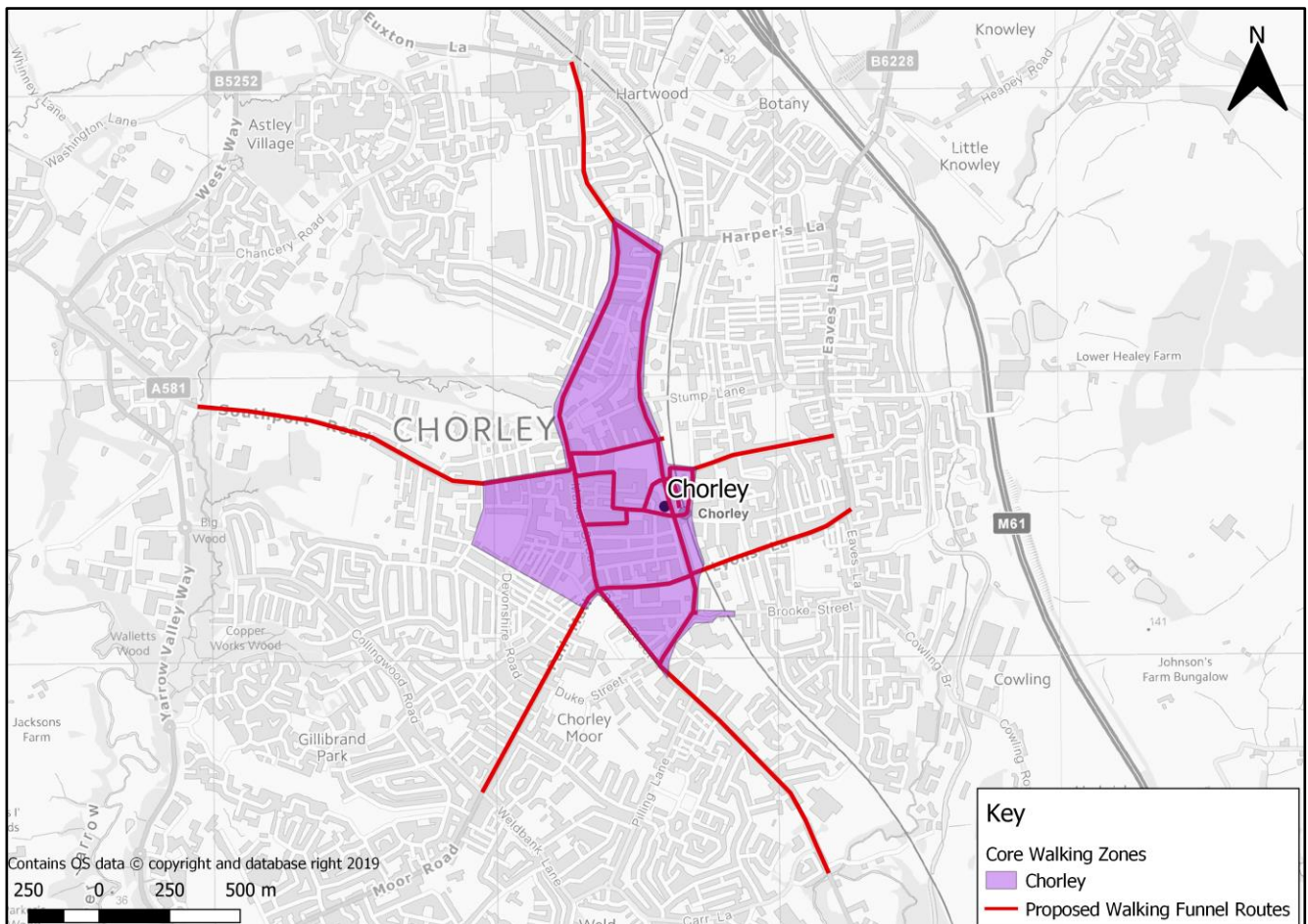


Figure 5-4 Chorley CWZ / Funnel Routes

The Chorley CWZ proposals will improve facilities for pedestrians, making it safer and easier to access Chorley town centre, transport hubs, residential areas, employment areas and educational centres.

The CWZ comprises of four routes for which a wide range of interventions are proposed. This includes pedestrian priority measures and public realm improvements, and significant improvements to the environment and pedestrian access to Chorley railway and bus stations.

The proposed interventions within the CWZ are outlined in greater detail in Section 5.3.

5.2 Walking Route Audit Tool

To support the site visits, the Walking Route Audit Tool (WRAT) was used to identify areas for improvement within the current walking network. The WRAT aims to support local authorities with the auditing of walking routes, and comprises of an auditing methodology which is focused around the five core design outcomes for pedestrian infrastructure, which are similar to those for cycling. The core design outcomes are:

- Cohesion: People must be able to get from origins to destinations via routes of consistent quality;
- Directness: Connections must be as direct as possible in terms of distance and time;
- Safety: Routes should be safe and people must feel safe;
- Comfort: Routes must be comfortable e.g. ease of wayfinding (signage), little hindrance from other road users (car parking) and surfacing which is appropriate to the facility; and

- **Attractiveness:** Routes and urban spaces should be pleasant and attractive spaces in which people want to spend time; this is particularly important in the context of urban centres.

The assessment considers the needs of vulnerable pedestrians who may be: older; visually impaired; mobility impaired; hearing impaired; with learning difficulties; buggy users, or children. The core design outcomes are scored on a 0 - 2 scale, with 0 as the lowest score and 2 as the highest score. The WRAT was completed as part of the walking audits and the routes were scored accordingly.

Following the scoring, the following areas were identified as requiring the greatest improvement:

- Preston Core Walking Zone; narrow footway widths on Manchester Road, with high levels of footway parking;
- Poor signal phasing on Manchester Road negatively affects pedestrian environment;
- Crossing provision requires upgrade on London Road;
- High traffic flows in close proximity to pedestrians along Ringway;
- Excessive guardrailling along Leyland Road in proximity to the town centre which reduces the number of crossing opportunities;
- High traffic flows on the A6 route into Chorley;
- Poor crossing provision along Chorley A6 route, particularly at major junctions;
- Poor pedestrian access to Chorley rail station; and
- Excessive use of guardrailling at Lyons Lane/A6 roundabout.

5.3 Walking Network Summaries

The strategic network is broken down into 4 CWZs. A summary is provided for each CWZ in the summary sheets below. Each summary provides background information about the route, such as the primary use and the key trip attractions it would connect. A section providing a brief strategic case for each route is also included.

Detail is also provided on the high level costs and benefits of all measures that have been recommended on each route. Broken down according to costs, the key suggested interventions are summarised, broken down into Minor Works, Small Schemes, Medium Schemes and Major Schemes. This provides a short narrative on the key aspects of the routes and the level of investment required.

Route 13 : Preston City Centre Walking Routes

Route Summary

The proposals will improve facilities for both pedestrians and cyclists alike, making it safer and easier to access Preston inner city centre, UCLAN, Cardinal Newman College, and Preston Railway and Bus Stations.

Proposed measures predominantly include pedestrian priority/informal streets, this is to encourage pedestrian activity and movements across the city in a safe and attractive environment. Junction and crossing improvements are proposed along Ringway and the A6, to facilitate a greater amount of pedestrian movement along a key corridor.

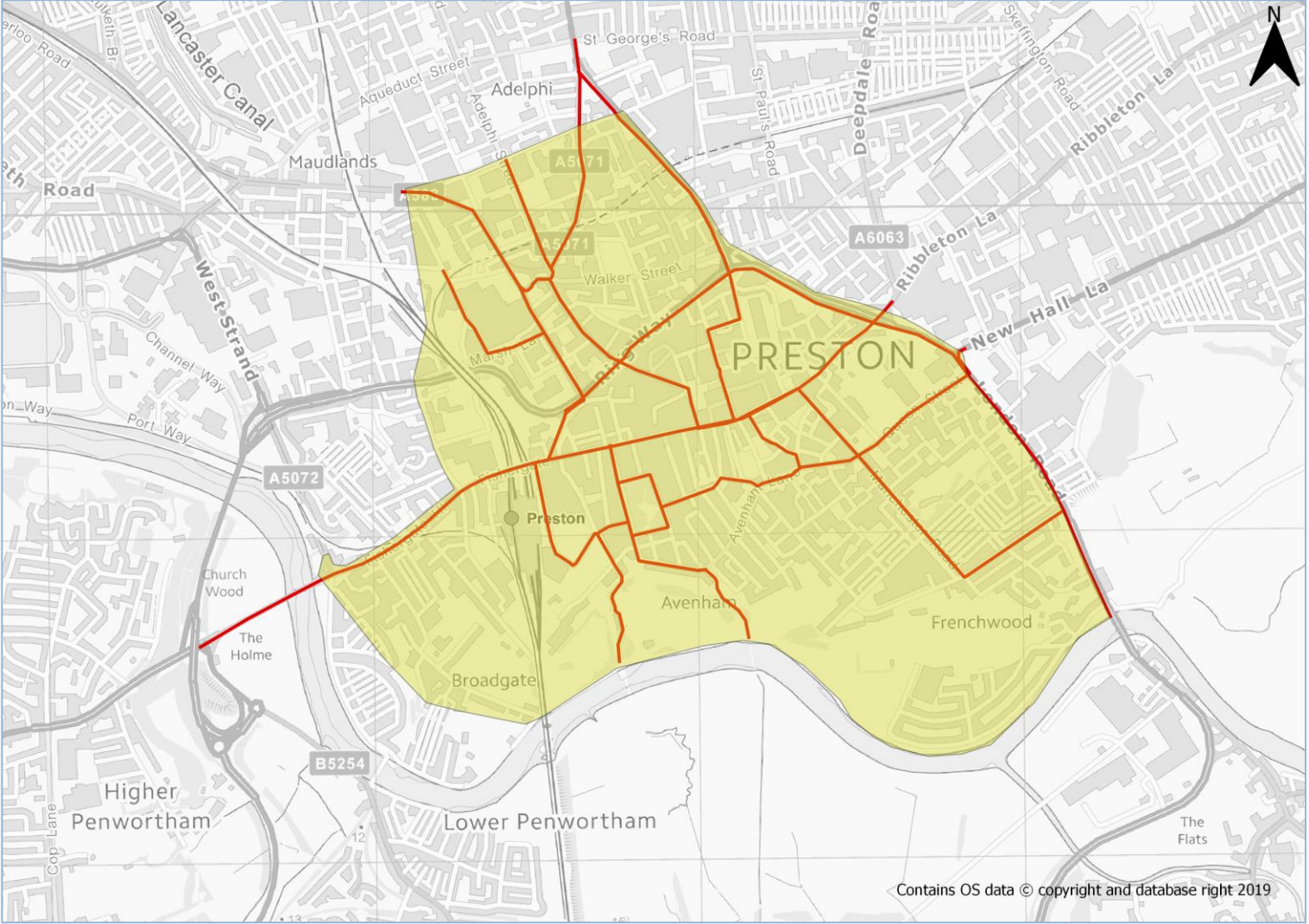
The Strategic Case

The inner city centre walking routes will provide a network which interlinks key trip destinations, including Preston railway station, retail areas and employment sites. Further, the routes incorporate a leisure element with links to the River Ribble.

The interventions have been proposed with consideration for improving the overall pedestrian environment and increasing the accessibility of the network for all users. Given the differing nature of pedestrian movements, the proposed routes are contained within a Core Walking Zone in which the proposed interventions will support an overall improvements to the pedestrian environment.

Walking Route Audit Tool		
Criteria (%)	Walking (Existing)	Walking (Proposed)
Cohesion	25	75
Directness	8	50
Safety	0	92
Comfort	17	50
Attractiveness	50	100
Average	13	73

Active Mode Appraisal Toolkit	
Present Value Benefits (£,000s)	21757.43
Present Value Costs (£000's)	4868.87
Benefit Cost Ratio	4.47



Minor Works (£35,000)
Minor works along the inner city centre routes predominantly include upgrades to footway quality, traffic calming measures and public realm improvements to improve wayfinding.

Small Schemes (£250,000)
Improvements from London Road to Fishergate via Cardinal Newman College, include the costings of a pedestrian priority measure along Manchester Road from Queen Street junction to Fishergate, surface and junction improvements along Frenchwood Ave and Manchester Road, along with upgrades at Queen Street/Manchester Road junction to a Toucan and priority crossing. These measures will create a route that connects pedestrians from the South East to Preston city centre via Cardinal Newman College.

Medium Schemes (£550,000)
The majority of works in the medium schemes category include route works to Fishergate Hill and the UCLAN Corridor. Measures along Fishergate Hill include the implementation of a pedestrian priority route from Liverpool Road junction to Fishergate, along with an increase in unsignalized crossings and Zebra crossing outside County Hall. At the UCLAN corridor measures include the introduction of a pedestrian priority route from Victoria Street junction to Ringway along with upgrades to surface quality and traffic calming measures along Corporation Street and Adelphi Street.

Major Schemes (£2,959,704)
Major investment schemes along the route aim to improve pedestrian activity and safety, schemes in this category include route upgrades to the South to East corridor, Northern corridor and ringway corridor. Measures include a pedestrian priority route from Ribblesdale Place/Avenham Park to Fishergate, junction redesign at A6/Moor Lane, and the remodelling of Preston HMP Junction and A59/New Hall Lane junction.

This route has a total Cost of **£6,479,961**

Lostock Hall Core Walking Zone

Route Summary

The proposals will improve pedestrian links between areas of employment and residential areas, whilst supporting improvements to pedestrian facilities on key arterial routes in Lostock.

A Core Walking Zone (CWZ) has been identified which incorporates major trip generators and attractors, and comprises of three routes for which a wide range of interventions are proposed. This includes pedestrian priority measures/public realm improvements along Leyland Road, crossing and footway quality improvements to improve access and safety.

The Strategic Case

The routes which form the Lostock Hall CWZ provide a continuous, high-quality network with pedestrian priority, improved crossing points, and improved accessibility and safety.

This will support wider development through improving access to opportunities for all including Lostock Hall Academy and town centre, and support economic growth through connections to key strategic development such as the Cuerden strategic site.

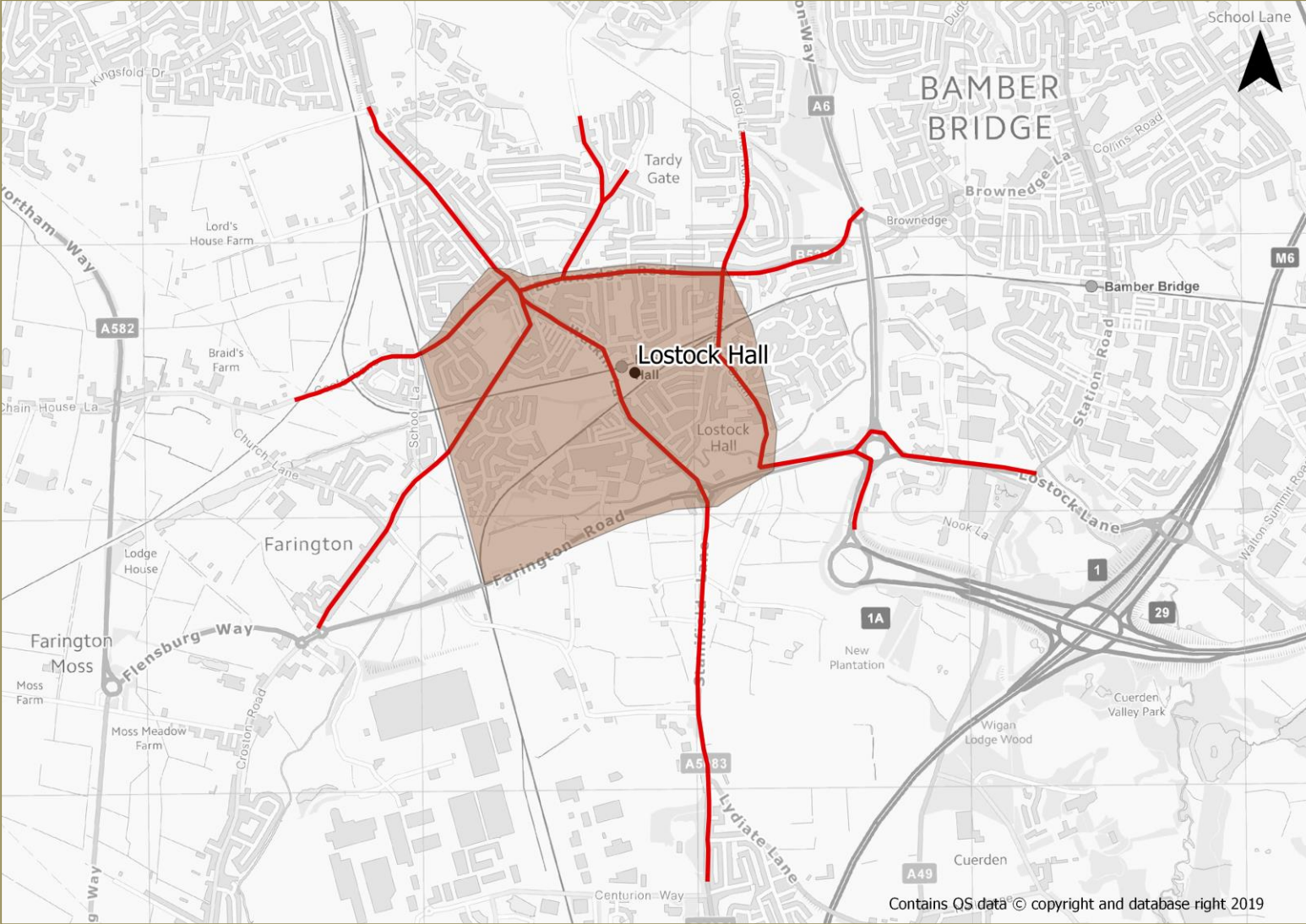
Further, the routes connect with key transport hubs such as Lostock Hall rail station, supporting an increase in multi-modal sustainable journeys.

Walking Route Audit Tool

Criteria (max potential score of 40)	Walking (Existing)	Walking (Proposed)
Cohesion	25	75
Directness	42	100
Safety	17	92
Comfort	50	50
Attractiveness	0.00	100
Average	30	83

Active Mode Appraisal Toolkit

Present Value Benefits (£,000s)	5709.98
Present Value Costs (£000's)	994.81
Benefit Cost Ratio	5.74



Minor Schemes (£35,000)

Minor works within the Lostock Hall core walking zone include upgrades to footway quality, traffic calming measures and increasing the number of unsignalised pedestrian crossings.

Small Schemes (£100,000)

Small scheme improvement's take the form of crossing upgrades and improvements to footpath quality, introducing puffin crossing along Brownedge arm of Leyland Road junction, increase in unsignalised pedestrian crossings along Brownedge Road and the resurfacing of the disabled/pedestrian access to Lostock Hall Railway Station.

Medium Schemes (£550,000)

Medium scheme improvements include the pedestrian priority route along Leyland Road from Harrold Terrace to Jubilee Road, which include the widening of footways, traffic calming and public realm improvements. Further medium scheme measures include crossing upgrades at London Way (A6) Roundabout and upgrading the signals at the A6/Wigan Road junction to increase pedestrian crossing time.

Major Schemes

- N/A

A full list of schemes can be found in Appendix D. This route has a total Cost of **£1,324,930**

Leyland Core Walking Zone

Route Summary

Leyland has a high residential population and the majority of commuter trips are to areas outside of Leyland. As such, the focus for the developing the interventions was to focus on connecting trip origins (i.e. residential areas) to Leyland rail station as a transport hub, and for supporting everyday journeys for residents within Leyland.

The Strategic Case

The routes which form the Leyland CWZ provide a continuous, high-quality network with pedestrian priority, improved crossing points, and improved accessibility and safety.

This will support wider development through improving access to opportunities for all including Runshaw College and the four high schools within the area, supporting economic growth through connections to key employment sites such as Leyland Business Park, Moss Side Industrial estate and Buckshaw Village.

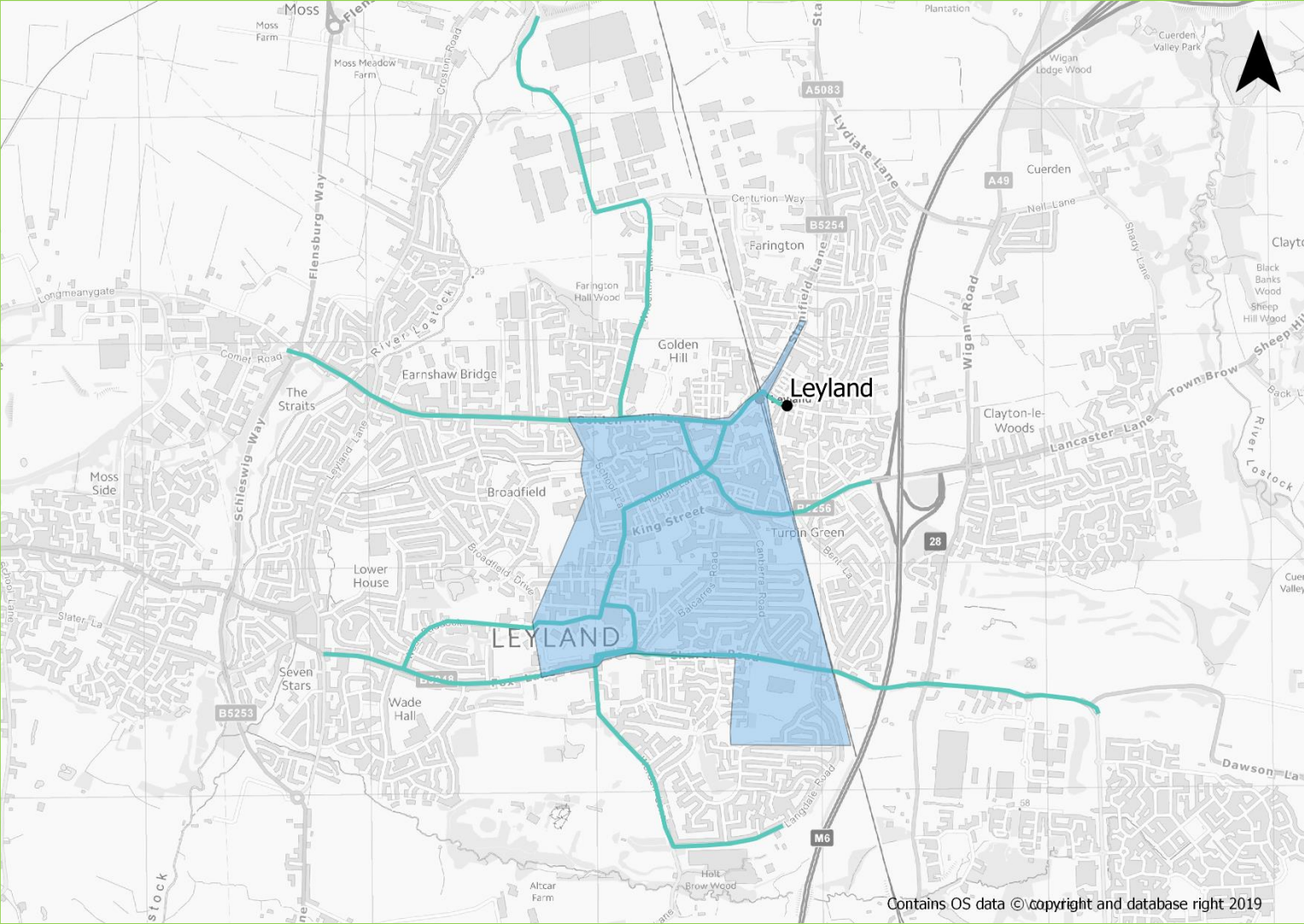
Further, the routes connect with key transport hubs such as Leyland Railway Station, supporting an increase in the number of regional commuter trips.

Walking Route Audit Tool

Criteria (max potential score of 40)	Walking (Existing)	Walking (Proposed)
Cohesion	50	75
Directness	50	75
Safety	0.00	92
Comfort	50	50
Attractiveness	0.00	50
Average	33	68

Active Mode Appraisal Toolkit

Present Value Benefits (£,000s)	18079.82
Present Value Costs (£000’s)	1943.69
Benefit Cost Ratio	9.30



Minor Works (£35,000)

Minor works include upgrades to footway quality, traffic calming measures and increasing the number of unsignalised pedestrian crossings.

Small Schemes (£100,000)

Small scheme improvements include crossing upgrades and improvements to footway quality to improve pedestrian priority and pedestrian accessibility. Such interventions include improvements to surfacing and dropped kerbing along Turpin Green Lane and Longmeanysgate Lane. Further, increased crossing provision or crossing improvements are proposed at Chapel Brow arm of Churchill Way roundabout, Hough Lane/Towngate roundabout and Runshaw College.

Medium Schemes (£550,000)

Medium scheme improvements include junction redesign of Schleswig/Longmeanysgate roundabout, Canberra Road/Church Road roundabout and upgrade provisions at Dawson Lane roundabout/Wigan Road junction.

Major Schemes

Major scheme improvements include the upgrade of crossing provision and footway build out at Leyland Lane/Golden Hill Lane junction to improve accessibility and pedestrian priority.

A full list of schemes can be found in Appendix D. This route has a total Cost of **£3,225,000**

Chorley Core Walking Zone

Route Summary

Proposed interventions within Chorley focus on improving facility trips within Chorley such as trips to education or retail, whilst also focusing on improving connections to Chorley rail station to support multi-modal commuter journeys to surrounding towns and cities.

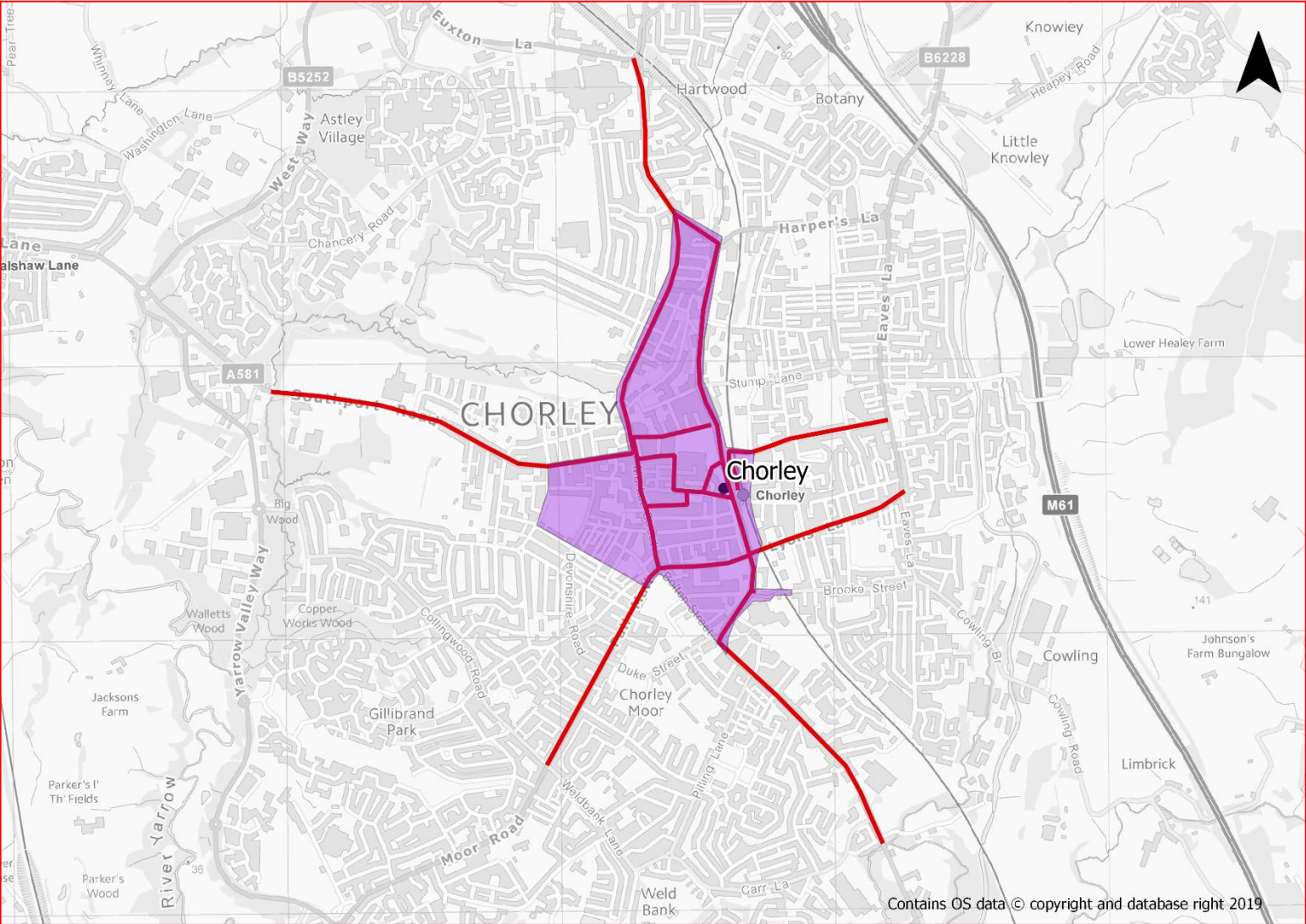
The Core Walking Zone (CWZ) comprises of four routes for which a wide range of interventions are proposed. This includes pedestrian priority measures and public realm improvements, and significant improvements to the environment and pedestrian access to Chorley railway station.

The Strategic Case

The routes which form the Chorley CWZ provide a continuous, high-quality network with pedestrian priority, improved crossing points, and improved accessibility and safety.

This will support wider development through improving access to opportunities to key trip destinations including Albany Academy and Chorley and South Ribble Hospital, and support economic growth through connections to key employment sites such as Alliance Retail Park.

Further, the routes connect with key transport hubs such as Chorley rail station and bus station and therefore the pedestrian improvements support an increase in the number of everyday journeys which can be completed on foot. It is recognised that Chorley is a key commuter town and therefore improving the access and quality of the transport hubs is a central focus.



Walking Route Audit Tool

Criteria (max potential score of 40)	Walking (Existing)	Walking (Proposed)
Cohesion	25	75
Directness	25	67
Safety	50	92
Comfort	33	83
Attractiveness	50	50
Average	35	73

Active Mode Appraisal Toolkit

Present Value Benefits (£,000s)	13541.94
Present Value Costs (£000's)	2423.21
Benefit Cost Ratio	5.59

Minor Works (£35,000)

Minor works include investigating potential to reduce on-street parking levels within Chorley town centre since this will increase footway width and improve visibility for pedestrians at crossing points. It is also proposed that pedestrian priority measures are implemented along Market Street, alongside improvements to footway quality along George Street.

Small Schemes (£100,000)

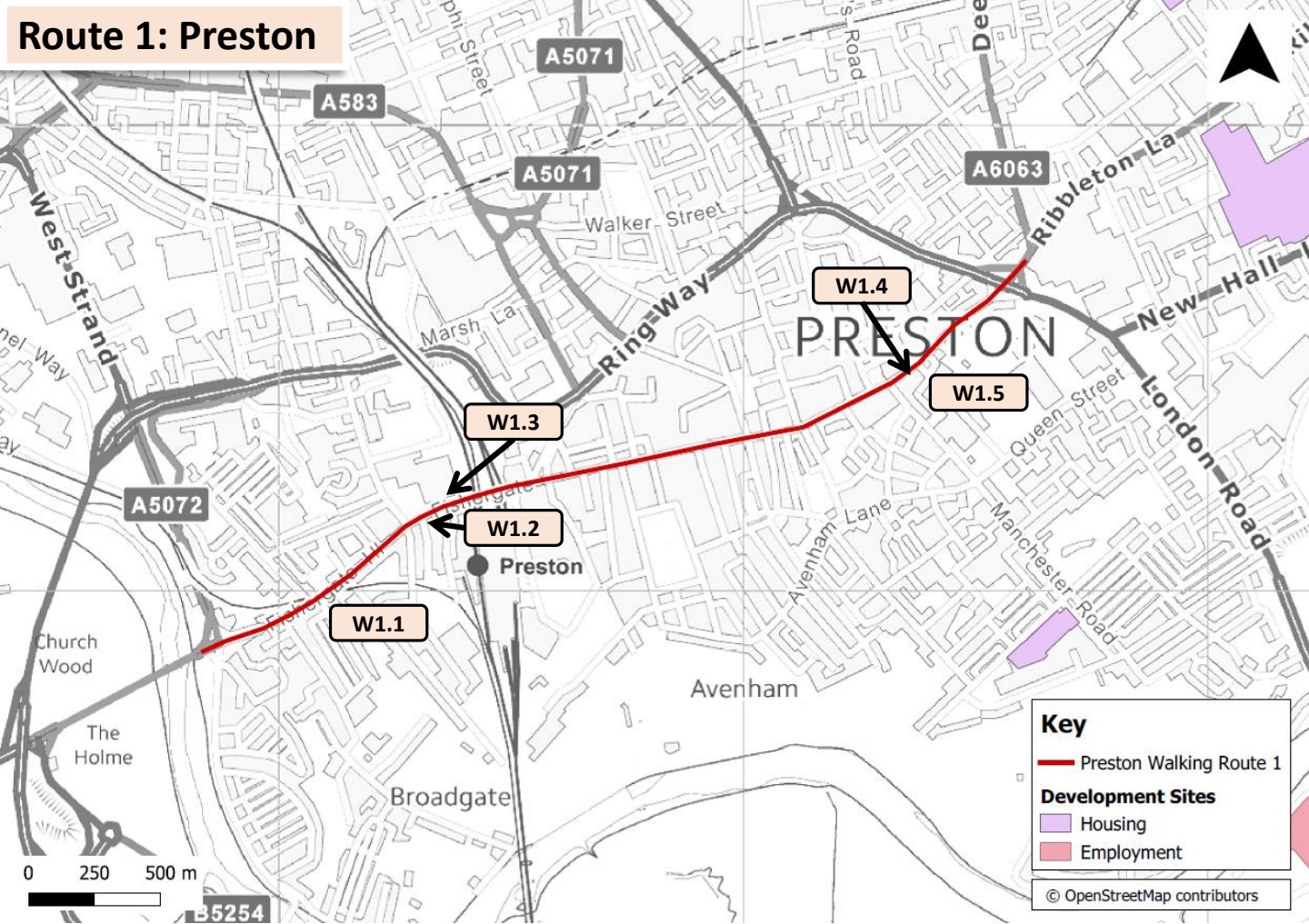
Small schemes include improving surfacing and dropped kerbs along Friday Street to improve access to railway station, and improving crossing provision at Lyons Lane/Brooke Street roundabout, Union Street and Portland Street to improve pedestrian priority and thereby improve the safety and attractiveness of routes.

Major Schemes (£250,000+)

Major schemes include significant improvements to public realm and crossing provision at Chorley railway station, and improving access to Chorley bus station through pedestrian priority measures and junction redesign.

A full list of schemes can be found in Appendix D. This route has a total Cost of **£3,178,344**

Route 1: Preston



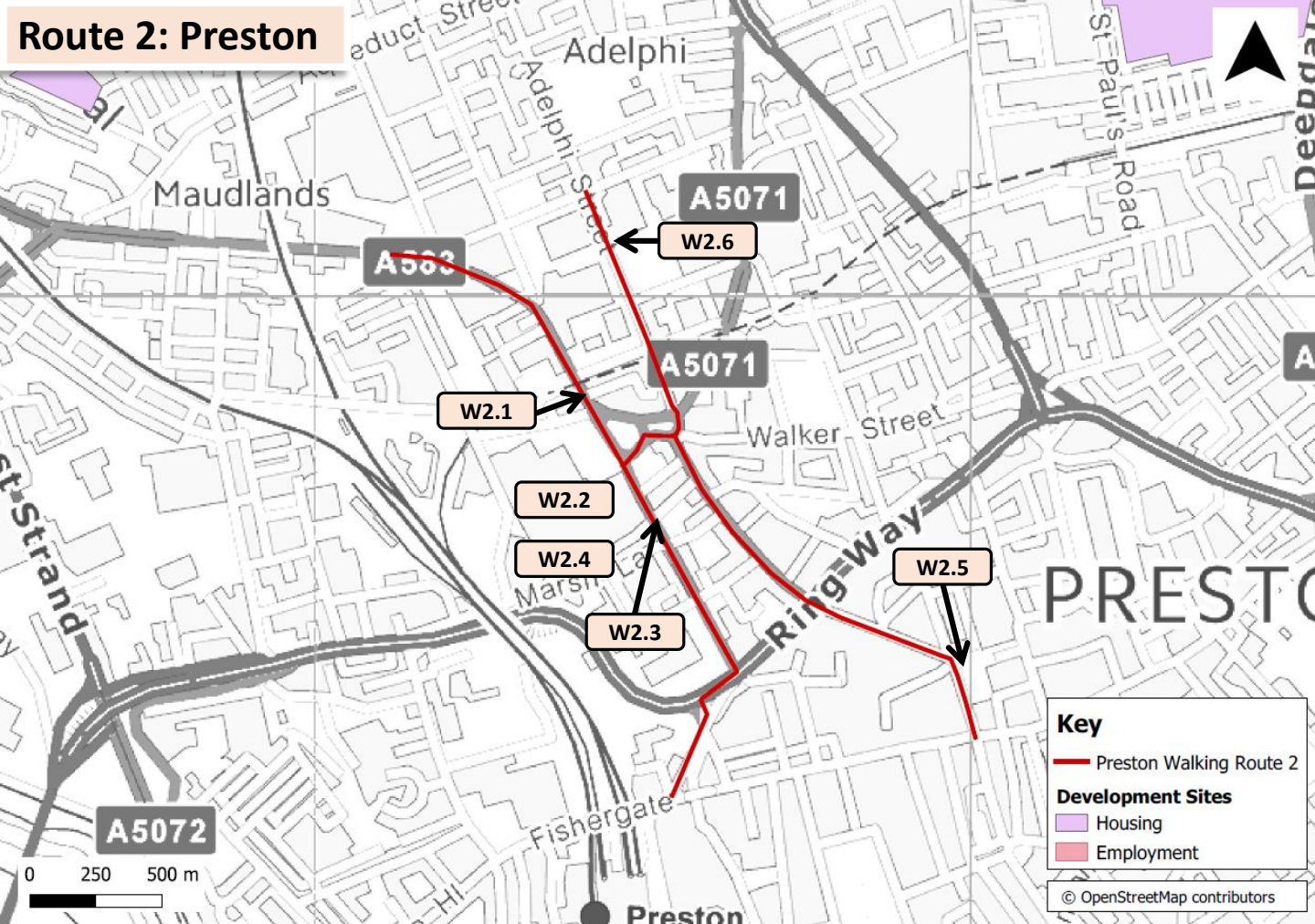
W1.1 Implement pedestrian priority route from Liverpool Road junction to Fishergate (approx. 750m). This has been costed for in the Cycling Audit, however costings have been implemented to reflect a more accurate costing here.

W1.2 Upgrade crossings to controlled crossing at Bow Lane junction and Waltons Parade x3.

W1.3 Implement Zebra Crossing at County Hall.

W1.4 Introduce pedestrian priority route along Church Street, from Lancaster Road junction to ringway (extension of Fishergate) (approx. 510m).

W1.5 Increase number of unsignalised pedestrian crossings along Church Street x3.



W2.1 Flyde Road to the Adelphi roundabout (UCLAN) will be undergoing a transformational change, the scheme is described in detail within the UCLAN masterplan.

W2.2 Improve the quality of the footpath surfacing and dropped kerbing at junctions along Corporation Street, both-sides (approx. 350m).

W2.3 Build out footways along Marsh Lane (Eastern/Western sides at Corporation Street junction (approx. 30m).

W2.4 Introduce traffic calming measures along Corporation Street from Fishergate to Adelphi roundabout.

W2.5 Introduce pedestrian priority measures from Victoria Street junction to Ringway. (approx. 725m). Improve wayfinding along Friargate South.

W2.6 Widen footways and introduce measures to reduce traffic flow from Aqueduct Street to Victoria Street. (approx. 325m)

Route 3: Preston



W3.1 Improve the quality of the footway through dropped kerbing at junctions and surface quality along Frenchwood Ave (both-sides) (approx. 365m).

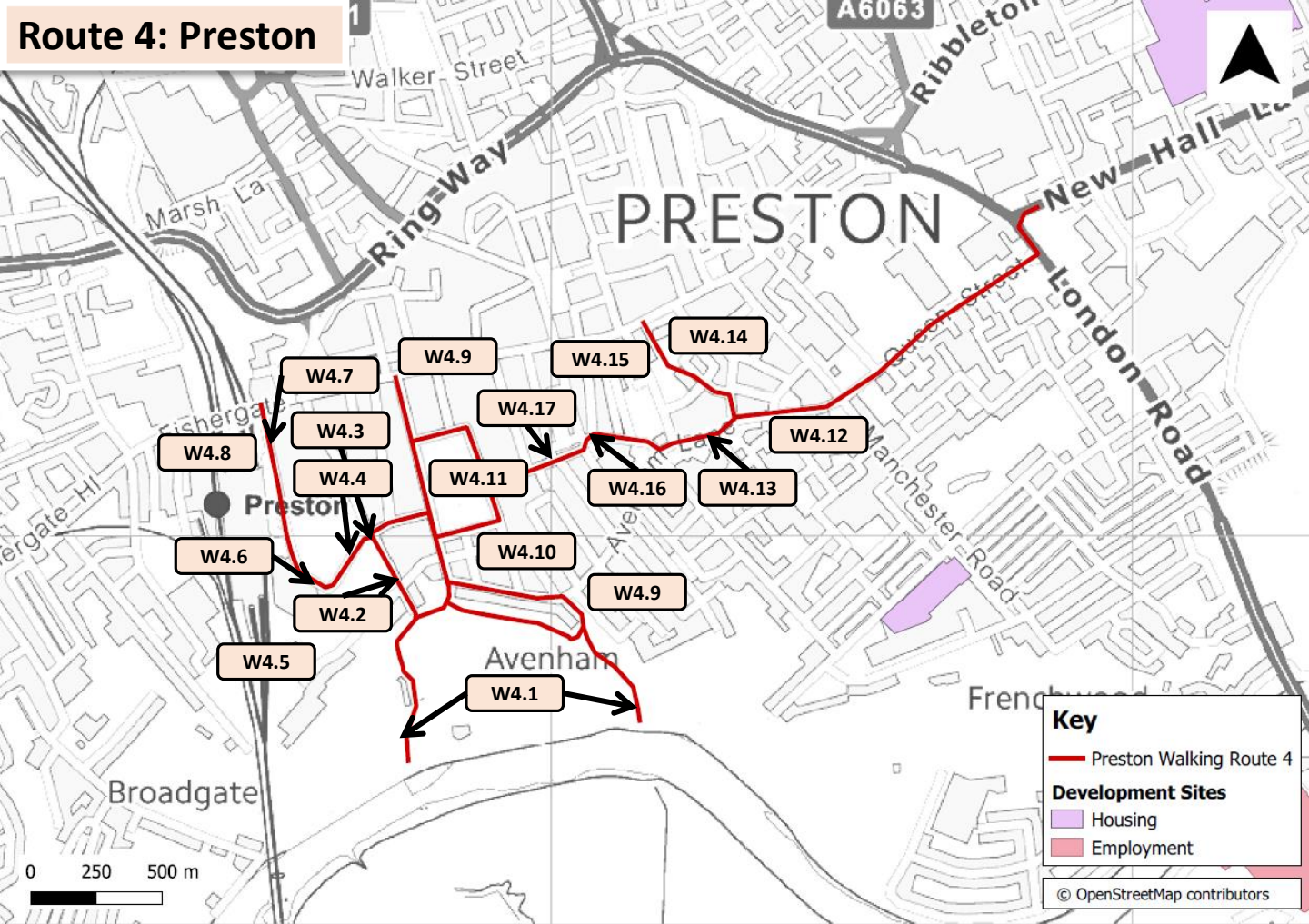
W3.2 Implement pedestrian priority measures along Manchester Road in proximity to Cardinal Newman College (approx. 260m).

W3.3 Public realm improvements around Cardinal Newman College to promote safety and access.

W3.4 Upgrade Queen Street/Manchester Road junction to add toucan crossing on southern arm, and priority crossing on other arms.

W3.5 Implement pedestrian priority route along Manchester Road, from Queen Street junction to Church Street, measures should follow similar to those posed along Manchester Road (approx. 290m).

Route 4: Preston



W4.1 Consider improving public realm/lighting of route throughout Amney Park, Old Tram Bridge to Ribblesdale Road (approx. 400m).

W4.2 Drop kerbs at East Cliff/East Cliff Road junction to improve pedestrian access along East Cliff Road. (Consider Highlighted junction crossing).

W4.3 At East Cliff Road/Garden Street/Fishergate car park, drop kerbs at the junction (Car Park entrance) and remove bollards. Consider upgrading zebra crossing to parallel crossing to provide access through car park.

W4.4 From East Cliff Road/Garden Street/Fishergate car park entrance build out footway adjacent to car park, northern-side to Butler Street. (approx. 120m)

W4.5 Redesign Butler Street junction to remove mini-roundabout and build out footways at junction. Add in zebra crossing point at Butler Street arm (North-side).

W4.6 Remove right turn into Fishergate car park and remove pedestrian island/central reservation.

W4.7 Implement signalised crossing from Fishergate Car Park across Butler Street to Preston Railway Station East side entrance.

W4.8 Implement shared pedestrian/cycling priority route along Butler Street from Preston Rail Station car park to Fishergate junction (approx. 340m).

W4.9 Implement pedestrian priority route (similar to that along Friargate) from Ribblesdale Place/Avenham Park entrance to Fishergate (approx. 360m).

W4.10 Implement Zebra crossing at Winkley Square/Ribblesdale junction.

W4.11 Traffic calming measures to reduce on-street parking along Winkley Square.

W4.12 Increase number of unsignalised pedestrian crossing points along Avenham Lane x3.

W4.13 Implement signalised crossing outside Avenham Health Centre/Syke Hill junction.

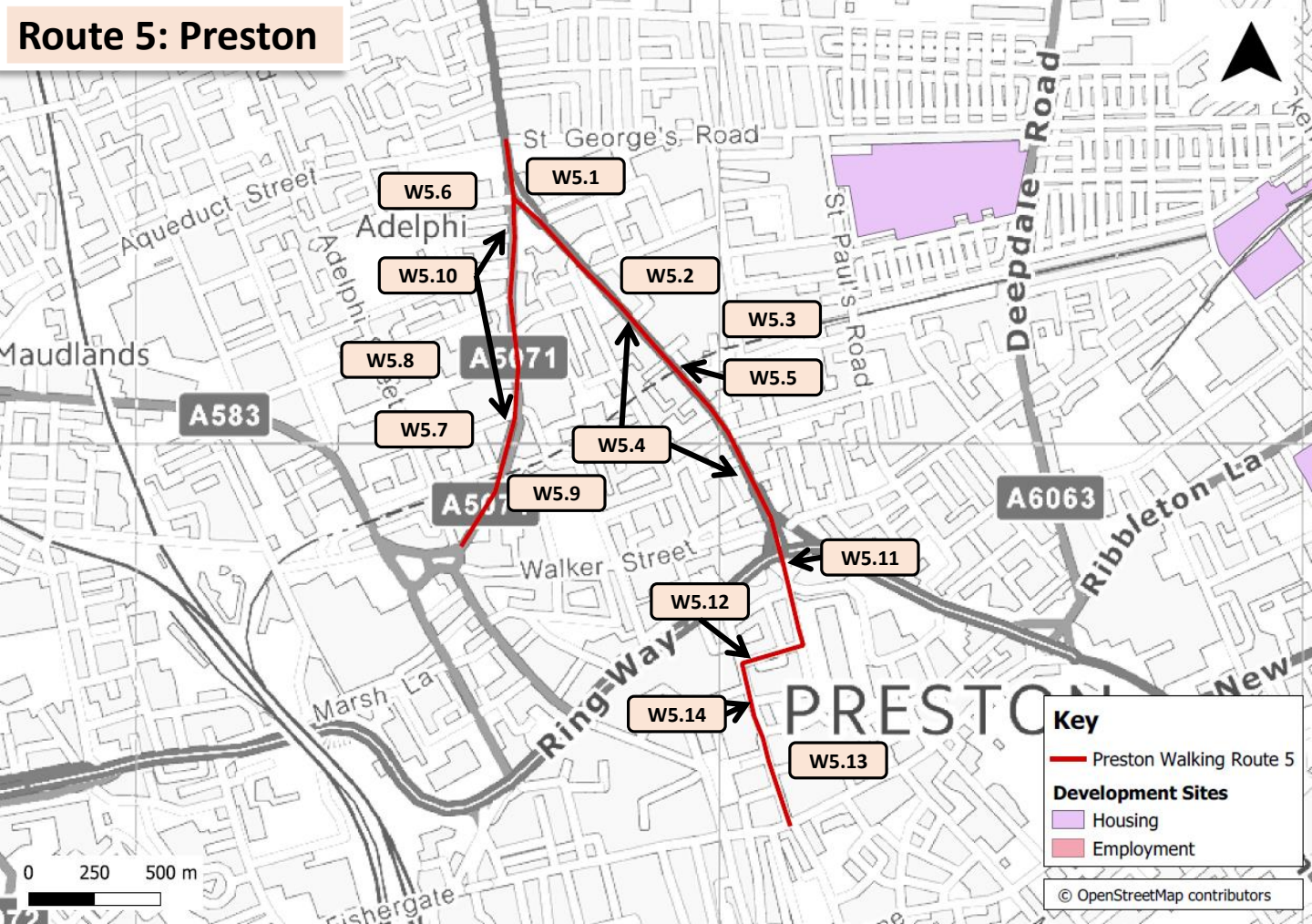
W4.14 Implement pedestrian priority measures along Syke Hill and Stoneygate, from Avenham Lane to Church Street.

W4.15 Improvements to footway quality through dropped kerbing along North-side of Syke Street (approx. 130m).

W4.16 Syke Street/Glover Street junction crossing requires a highlighted junction crossing, to improve pedestrian access along Syke Street.

W4.17 Improvements to dropped kerbing at junctions along both sides of Cross Street required (approx. 170m).

Route 5: Preston



W5.1 Large scale junction redesign at A6/Moor Lane to accommodate pedestrian movements.

W5.2 Improve quality of footway along A6 through dropped kerbing and surface quality improvements, both sides of the carriageway (approx. 780m).

W5.3 Traffic calming measures to reduce traffic flow along A6 (approx. 780m).

W5.4 Upgrade pedestrian islands to signalised Crossings x2 along A6.

W5.5 Consider implementing puffin crossing on east and western arm of Sedgwick Street/A6 junction.

W5.6 Improve footway quality of Moor Lane, through drop kerbing at junctions – bothsides (approx. 750m).

W5.7 Traffic calming measures to reduce traffic flow along Moor Lane (approx. 750m).

W5.8 Increase number of unsignalised pedestrian provisions along Moor Lane.

W5.9 Implement highlighted crossings for pedestrians on the eastern side of the carriageway along Moor Lane x5.

W5.10 Traffic management measures to reduce on-street parking along Moor Lane.

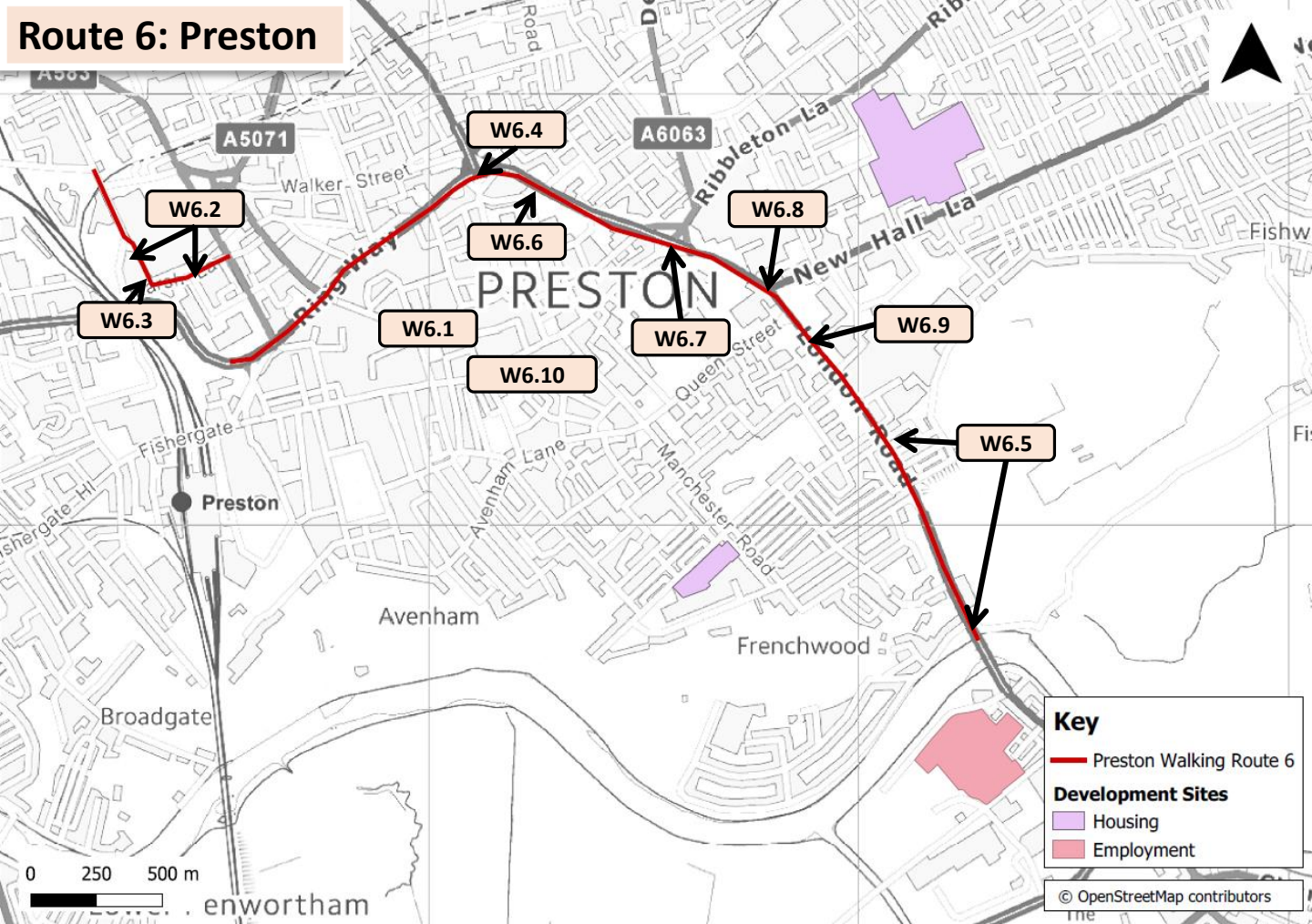
W5.11 Parallel Crossing at Carlisle Street (Bus Station)

W5.12 Build out footway along Old Vicarage Road/Lancaster Gate junction (approx. 10m).

W5.13 Pedestrian priority route along Lancaster Road (approx. 300m).

W5.14 Removal of bollards and Street signage outside the Market Hall and along Lancaster Road.

Route 6: Preston



W6.1 Remove central reservation throughout the Ringway and implement pedestrian priority measurements similar to that of the A6 Salford.

W6.2 Improve footpath quality along Leighton Street from Pedder Street to Corporation Street via Marsh Lane, West-side (approx. 150m).

W6.3 Implement highlighted crossing at Leighton Street/Marsh Lane junction to provide access to Corporation Street/town centre.

W6.4 Widen footway along Ringway between A6/A59 junction to Primrose Hill junction, both sides (approx. 1km)

W6.5 Widen footway along Ringway between Primrose Hill junction to Ashworthgrove junction, utilising grass verge where possible, western-side (approx. 650m).

W6.6 Grade A junction crossing at St Pauls Square junction.

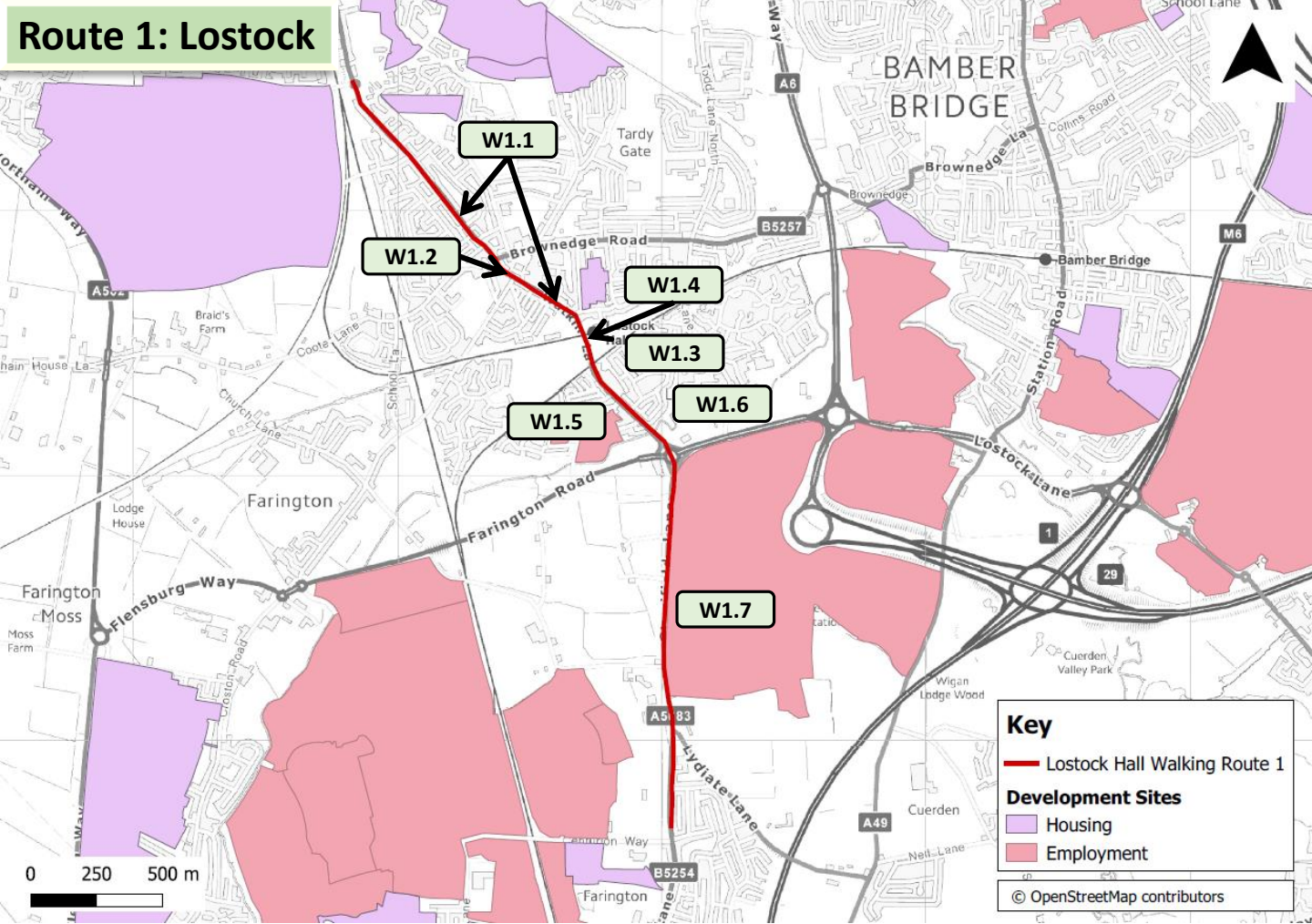
W6.7 Remodel Preston HMP Junction. Cyclops track junction required.

W6.8 Remodel and consider junction redesign at A59/New Hall Lane junction.

W6.9 Upgrade Queen Street junction, controlled crossings on each arm x2.

W6.10 Traffic calming measures along the Ringway to reduce speeds and traffic flow (approx. 2.4 km).

Route 1: Lostock



W1.1 Implement pedestrian priority zone along Leyland Road from Harrold Terrace to Jubilee Road-widening footway widths, reducing speeds and increasing crossing provision (approx. 200m).

W1.2 Add puffin crossing on Brownedge Road arm of Brownedge Road/Leyland Road junction; with footway build outs incorporated within W1.1.

W1.3 Increase number of unsignalled crossing points along Watkins Lane x2.

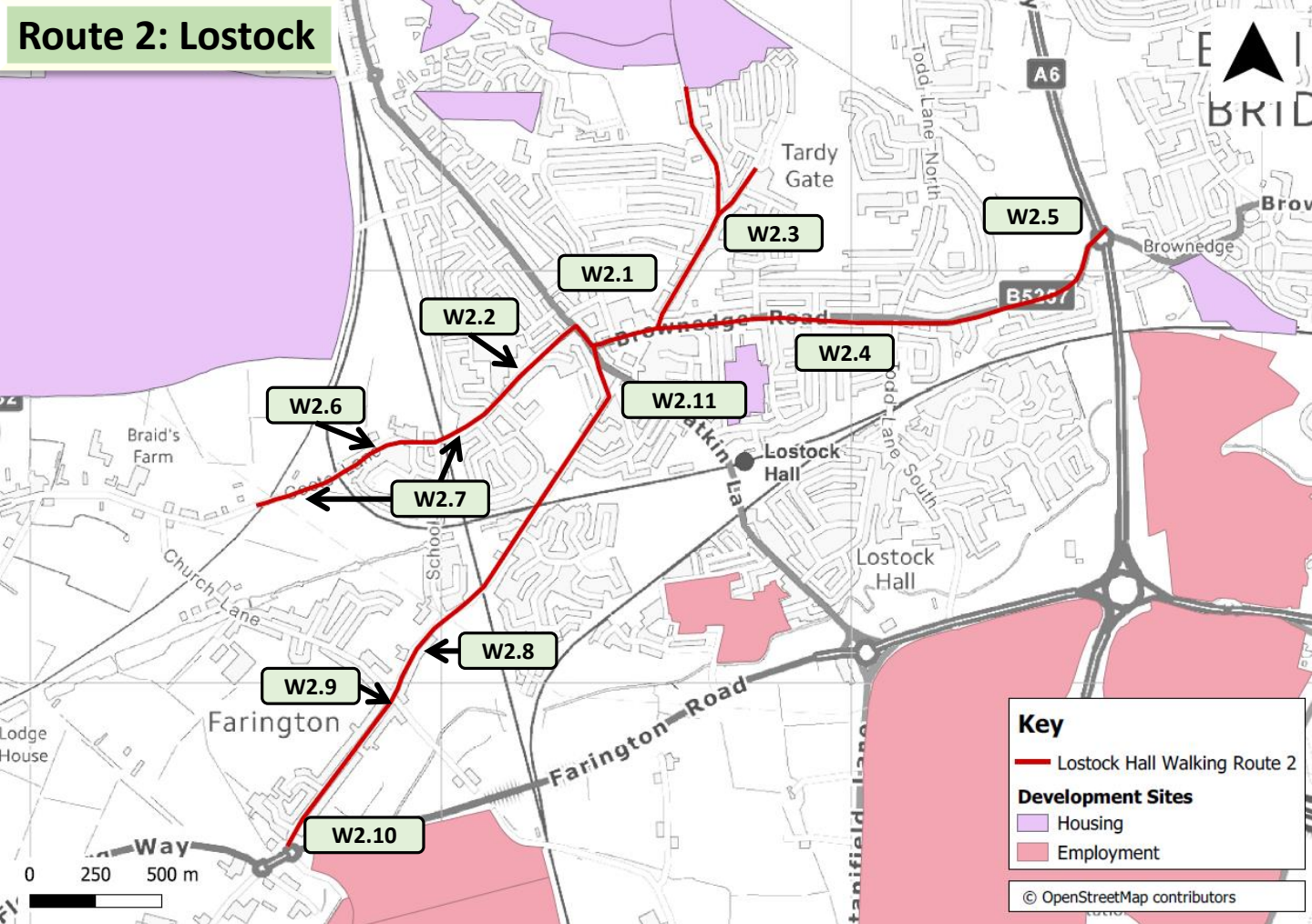
W1.4 Resurface disabled access to Lostock Hall Rail Station and add highlighted crossing from footway (approx. 200m).

W1.5 Traffic calming measures to reduce on-street parking along Watkins Lane.

W1.6 Improve footway quality along Watkins Lane, through improvements to dropped kerbing at junctions. Both sides. (approx. 300m).

W1.7 Traffic calming measures along Stanfield Lane to reduce speeds.

Route 2: Lostock



W2.1 Widen footways along Brownedge Road on the northern side of the carriageway, from Leyland Road junction. (approx. 20m).

W2.2 Widen footways along Coote Lane from Leyland Road junction, both-sides (approx. 20m).

W2.3 Introduce signalised/zebra crossing along Watringpool Lane.

W2.4 Increase number of unsignalised pedestrian crossings along Brownedge Road x4.

W2.5 Introduce controlled crossings at Brownedge Road arm and A6 North arm at Londo Way (A6) roundabout.

W2.6 Introduce unsignalised crossing along Coote Lane after Charnock Moss Roundabout.

W2.7 Improve quality of footway along Coote Lane, through drop kerbing at junctions, from Firs Tree Ave to Church Lane junction (approx. 920m).

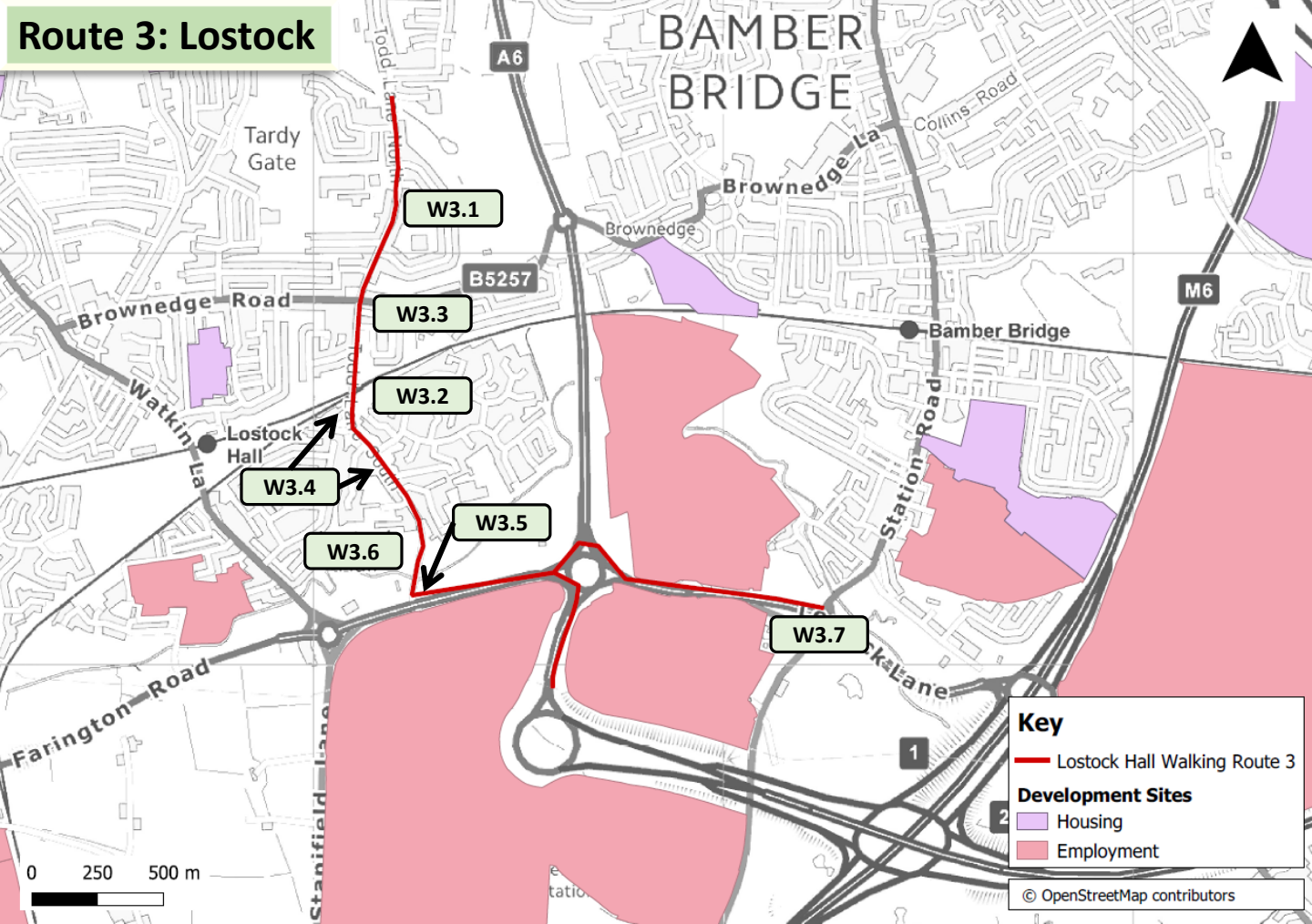
W2.8 Introduce zebra crossing outside Farington Moss Primary School along Croston Road.

W2.9 Upgrade Church Lane unsignalised crossing point.

W2.10 Croston Road/A582 roundabout, upgrade to improve pedestrianisation of roundabout.

W2.11 Improvements to footway quality along Watrington Lane, through improving surface quality and dropped kerbing at junctions between Brownedge roundabout to Doodstone Nook. (approx. 310m).

Route 3: Lostock



W3.1 Introduce x2 Zebra crossings or signalised crossings at Lostock Hall Community High School.

W3.2 Improve footway quality along Todd Lane, through dropping kerbs and improving surface quality at junctions (1.13Km).

W3.3 At Todd Lane North/Brownedge Road/Todd Lane South junction build out footpath where possible and resurface footpaths.

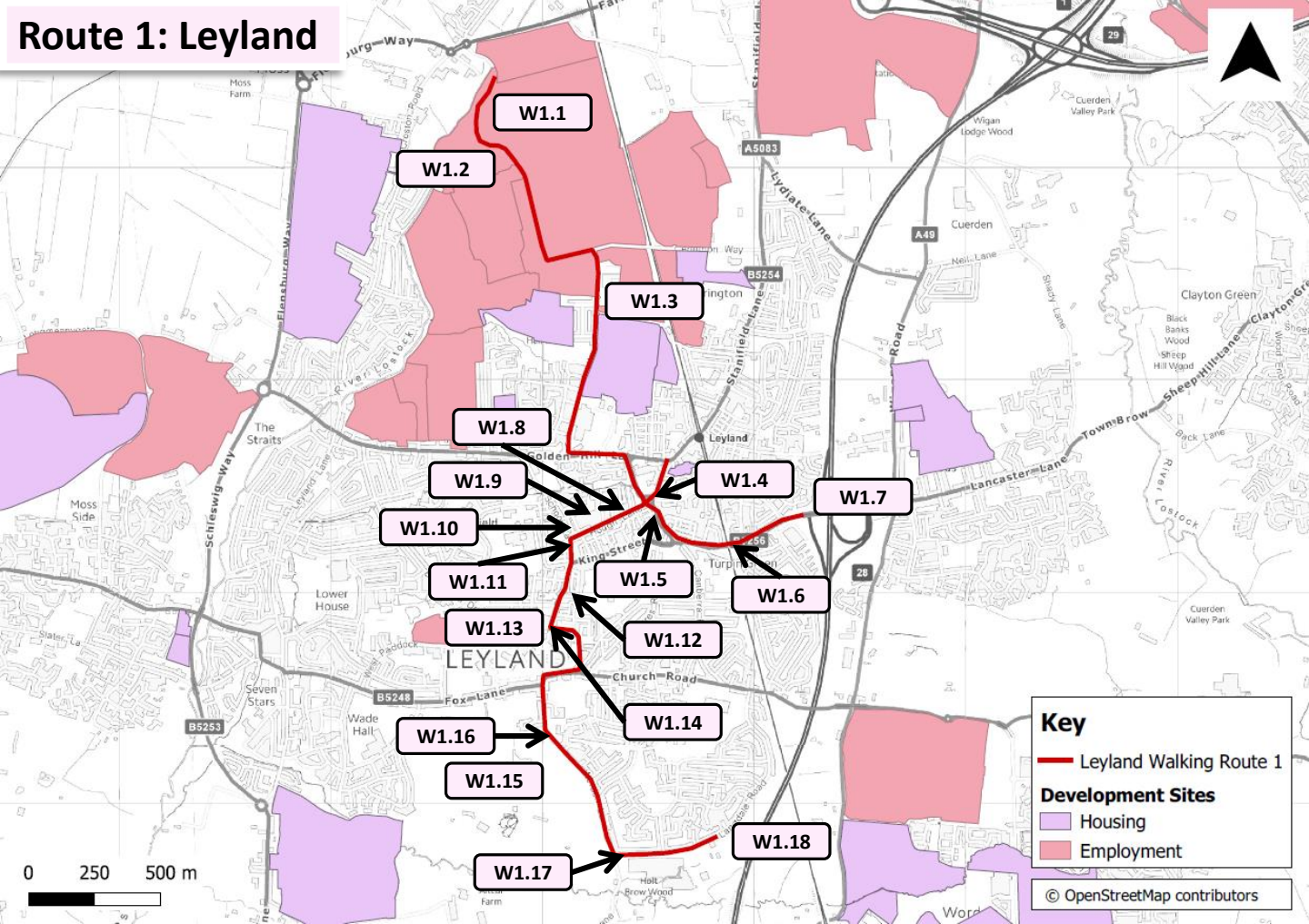
W3.4 Build out footway from Railway Bridge to Townsway junction Todd Lane South (utilise grass verge) (approx. 175m).

W3.5 Upgrade A6 Todd Lane junction to controlled crossing.

W3.6 Increase number of unsignalised crossing points along Todd Lane South x3.

W3.7 Upgrade crossing provisions at A6 junction and A49 (Wigan Road) junction (Southside) to accommodate for pedestrians and cyclists. X2 controlled crossings.

Route 1: Leyland



W1.1 Upgrade Hurt Plant Hire roundabout to accommodate pedestrian movements. Implement unsignalised splitter island along southern arm. x1

W1.2 Implement highlighted crossing along Global Renewables junction/Emporium Drive.

W1.3 Increase number of unsignalised crossing provisions along Wheelton Lane (Morrisons crossing x1).

W1.4 Implement Zebra crossing along Chapel Brow arm of Churchill Way roundabout.

W1.5 Improve footway quality and resurfacing along Turpin Green Lane (Stanley Street junction) (approx. 190m).

W1.6 Introduce two Zebra crossings on Turpin Green Lane and Canberra Road arms of the two roundabouts along Turpin Green Lane.

W1.7 Upgrade crossings at Junction 28.

W1.8 Increase footway width along Hough Lane from Churchill Way roundabout to Herbet Street junction (right-handside) (approx. 100m).

W1.9 Investigate potential to introduce traffic management restrictions to reduce footway and on-street parking along Hough Lane.

W1.10 Increase number of unsignalised crossing points along Hough Lane x3.

W1.11 Upgrade unsignalised crossings at Hough Lane/Towngate roundabout to Zebra Crossings x2.

W1.12 Upgrade King Street/Towngate junction crossings to controlled signalised Crossing x1.

W1.13 Improvements to pedestrian access along Towngate, from Hough Lane junction to Lancastergate (approx 470m). Improve drop kerbing at

junctions and implement highlighted junctions at Broad Street and Regent Road.

W1.14 Upgrade the existing crossing at St Andrews Way/Towngate junction.

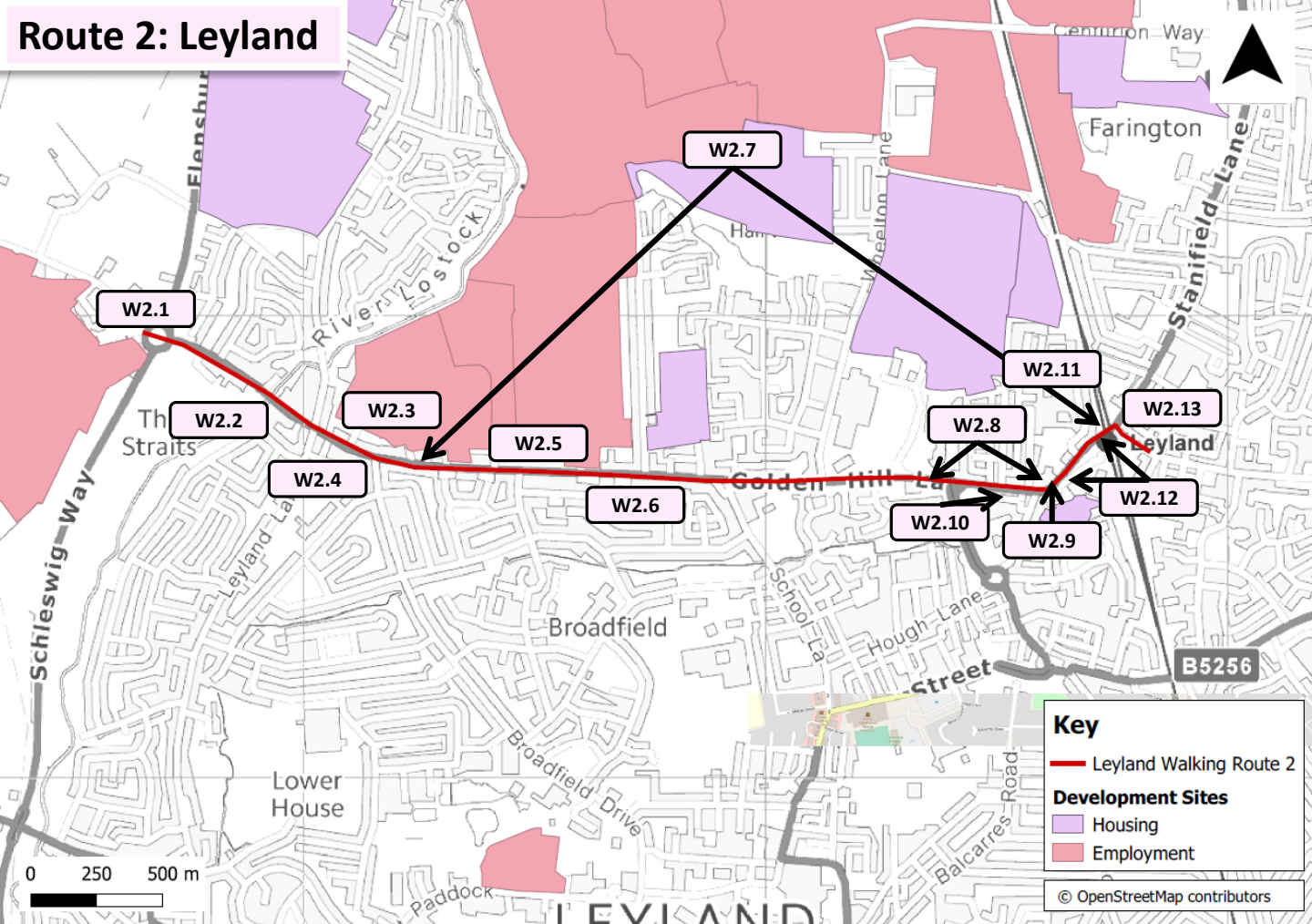
W1.15 Increase number of unsignalised crossing provisions along Worden Lane x4.

W1.16 Implement Zebra crossing along Worden Lane by Worden Park entrance.

W1.17 Implement signalised crossing along Worden Lane by Runshaw College/Langdale Junction.

W1.18 Implement 2 controlled signalised Crossings along Langdale Road for access to Runshaw College.

Route 2: Leyland



W2.1 Consider junction redesign at Schleswig Way/ Longmeanygate/ Flemburgs Way roundabout to improve pedestrian environment, Zebra crossings x4.

W2.2 Upgrades to surfacing and dropped kerbing at junctions from Schleswig Way/ Longmeanygate/ Flemburgs Way roundabout to Leyland Lane junction along Longmeanygate (approx. 350m).

W2.3 Upgrade crossing provisions at Leyland Lane/Golden Hill Lane junction to Puffin Crossings x4, and consider build out of footway.

W2.4 Implement highlighted crossing at Broadfield Drive Roundabout.

W2.5 Increase number of unsignalised crossing provision along Golden Hill Lane from Broadfield Drive roundabout to Tomlinson roundabout x2.

W2.6 Implement highlighted crossing/pedestrian island on Tomlinson Road arm of Tomlinson Road/Golden Hill roundabout. Consider upgrading unsignalised crossings at roundabout.

W2.7 Improve footway quality along Golden Hill Lane, through dropping kerbs at junctions. From Leyland Lane junction to Preston Road/Moss Lane Roundabout. Implement highlighted crossings at Northbrook Road, Hall Lane, Northgate, Chapel Brow junctions (approx. 1.8km).

W2.8 Traffic management measures to reduce on-street parking along Golden Hill Lane between Churchill Way to Chapel Brow.

W2.9 Removal of bollards at Chapel Brow and removal of guardrail along Station Brow from Hastings Road to Leyland Railway Station (approx. 50m).

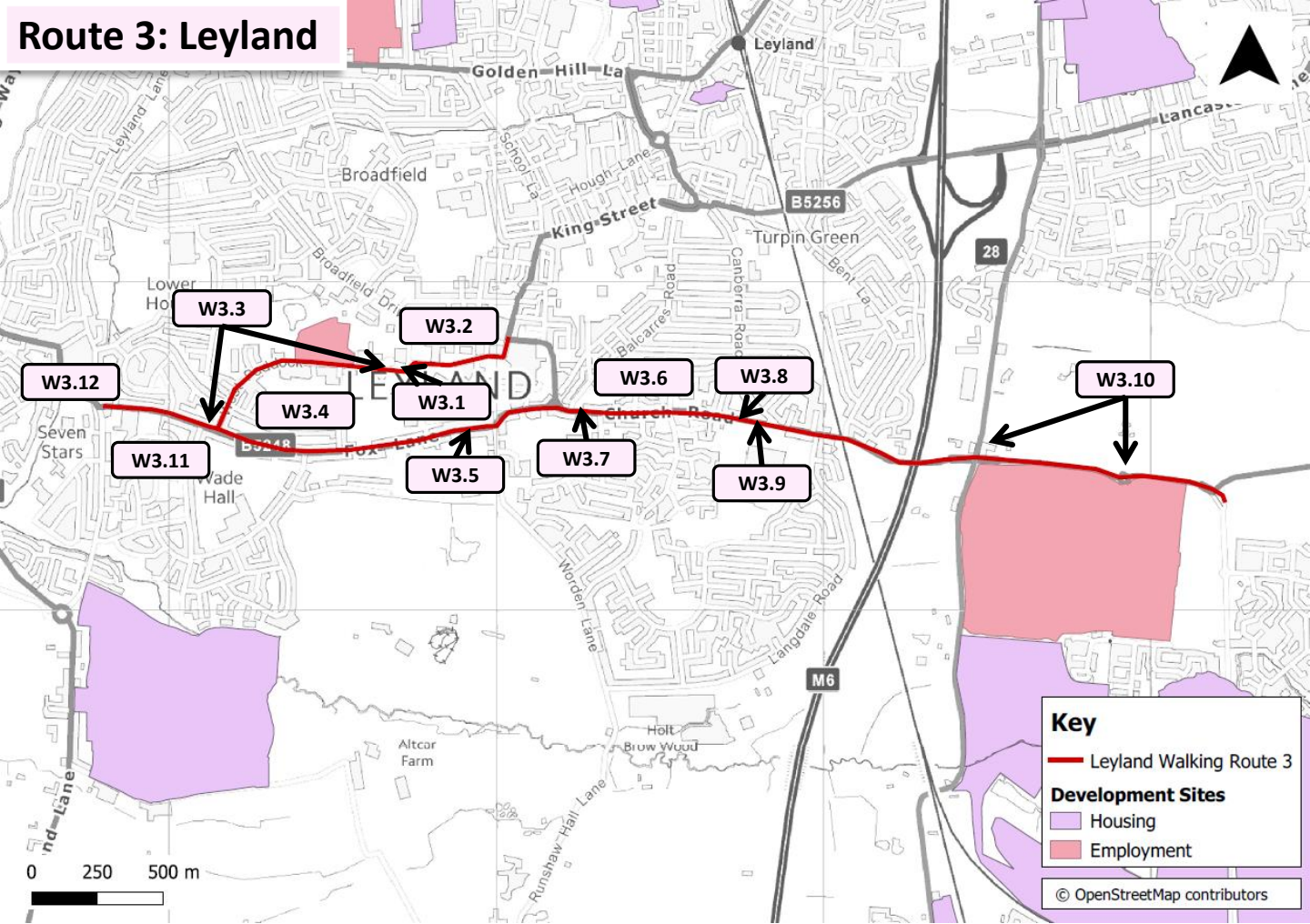
W2.10 Implement highlighted crossing at Chapel Brow/Station Brow crossing.

W2.11 Implement signalised crossing along Golden Hill Lane in proximity to Leyland Railway Station.

W2.12 Introduce pedestrian priority measures along Golden Hill Way between Churchill Way to Leyland Railway Station. Raising junctions and widening footway widths- reducing road width and speeds.

W2.13 Introduce signalised crossing at Moss Lane arm of Preston Road Roundabout.

Route 3: Leyland



W3.1 Upgrade North View unsignalised crossing to controlled Crossing.

W3.2 Improve surface quality from Lancaster Gate to Broadfield Drive (approx. 105m).

W3.3 Improvements to footway quality along West Paddock from Lancastergate to Fox Lane, improvements to drop kerbing and surface quality at junctions required (approx. 665m).

W3.4 Build out West Paddock footway on the eastern side of the carriageway at Fox Lane roundabout (approx. 10m).

W3.5 Build out footway on Fox Lane arm of Towngate/Fox Lane/Worden Lane roundabout (approx. 20m).

W3.6 Improvements to pedestrian access along Church Road, through dropping kerbs and improving surface quality at junctions. (approx. 670m).

W3.7 Introduce highlighted crossing at Balcarres Road.

W3.8 Implement zebra crossing along Canberra Road arm of Church Road roundabout, upgrade unsignalised crossings on Church Road to Zebra crossings x2.

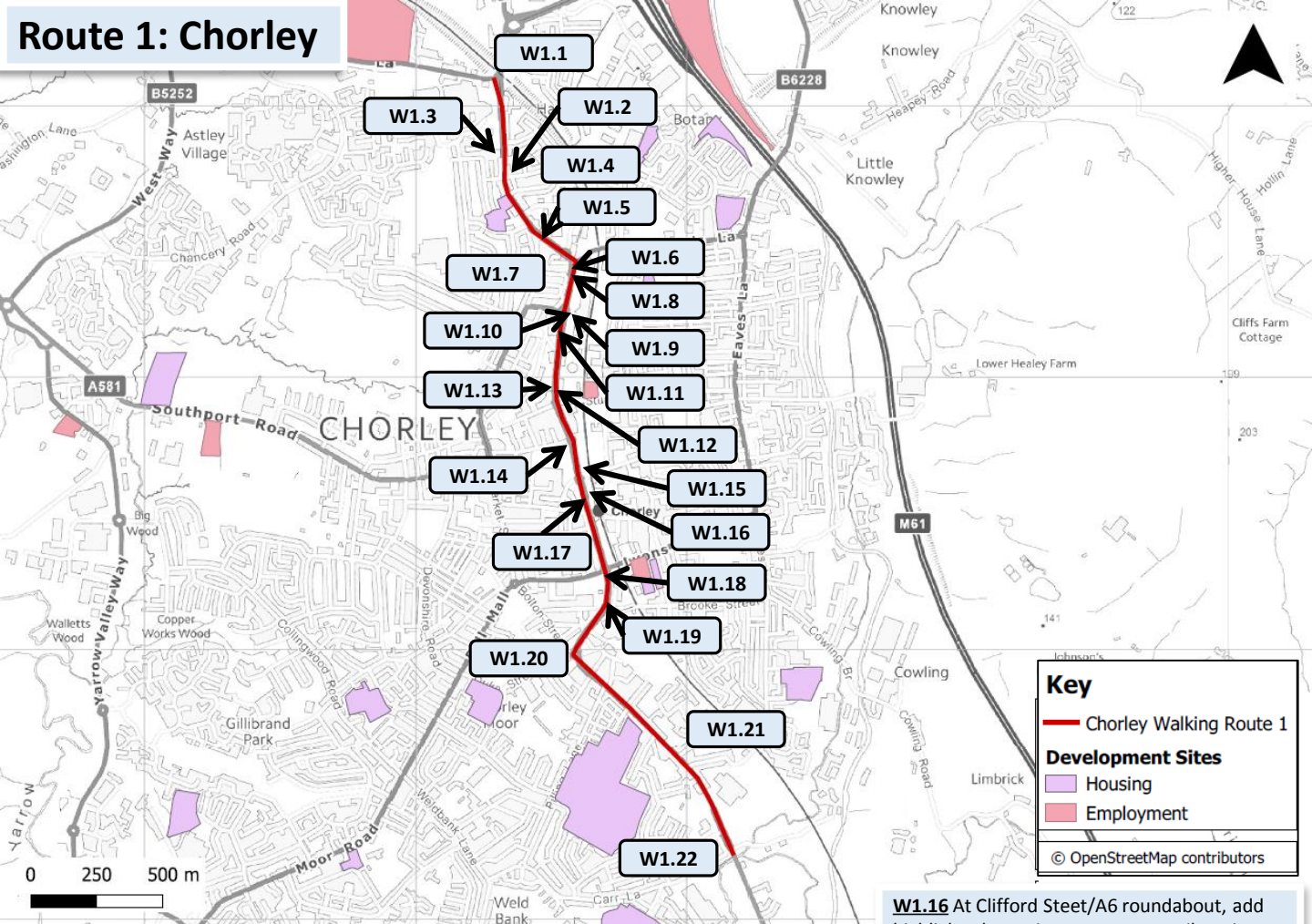
W3.9 Junction redesign at Canberra Road/Church Road roundabout.

W3.10 Upgrade crossing along the Dawson Lane arm of Wigan Road/Dawson Lane junction and add puffin crossings at Dawson Lane roundabout, Western Avenue arm.

W3.11 Footway improvements along Fox Lane, from Weston Paddock roundabout to Leyland Lane roundabout. Improvements should include drop kerbing and surface improvements at junctions (approx. 340m).

W3.12 Consider widening junction along Fox Lane in proximity to Leyland Lane/Slater Lane roundabout, along with removal of guardrail. Introduce Zebra crossing along Leyland Lane (Seven Stars pub).

Route 1: Chorley



W1.1 Maintain existing crossing provision at Exton Lane/A6 junction to avoid having a significant impact on traffic flow since existing crossing meets desire line. In the long term, consider large-scale junction redesign.

W1.2 Remove guardrailing along A6 in proximity to hospital.

W1.3 Consider upgrading quality of existing signalised crossing at Chorley Hospital.

W1.4 Upgrade unsignalised pedestrian crossing to improve pedestrian priority along A6 x3.

W1.5 Upgrade unsignalised crossing at Preston Road/Preston Street junction to signalised crossing, and relocate existing crossing approx. 50m to the north to improve visibility.

W1.6 Upgrade quality of unsignalised crossing at North Street/A6 junction to meet desire line.

W1.7 Upgrade quality of unsignalised crossing at Harpers Lane (remove guardrailing at junction).

W1.8 Introduce signalised crossing after Harpers Lane junction along the A6.

W1.9 Introduce highlighted crossing to retail park on eastern side of the carriageway along Water Street.

W1.10 Upgrade unsignalised crossing to zebra crossing on eastern and western arm of Commercial Street/Water Street roundabout.

W1.11 Add highlighted crossing on eastern side of carriageway along Water Street to support pedestrian movements to the retail park.

W1.12 At the Slump Lane/Hollinshead Street/West Street roundabout, upgrade unsignalised crossing and remove guardrailing across Stump Lane to meet desire line. Add unsignalised crossing across Hollinshead Street.

W1.13 Build out Hollinshead junction (approx. 15m either side).

W1.14 Upgrade crossings at Union Street and Portland Street to either parallel crossings or Puffin crossings.

W1.15 At the Union Street/Portland Street/West Street roundabout, upgrade unsignalised crossing on Union Street to a puffin crossing and upgrade quality of unsignalised crossing on Portland Street.

W1.16 At Clifford Steet/A6 roundabout, add highlighted crossing at access to rail station, and implement pedestrian priority crossing at Clifford Street.

W1.17 Consider removal of drop-off point at rail station, to create the necessary space to widen the footway/pedestrian crossing and improve access to the station

W1.18 At Shepherds Way/Lyons Lane roundabout, add unsignalised crossing on eastern arm of the roundabout and remove guardrailing (scope to improve crossing is limited due to presence of railway bridge).

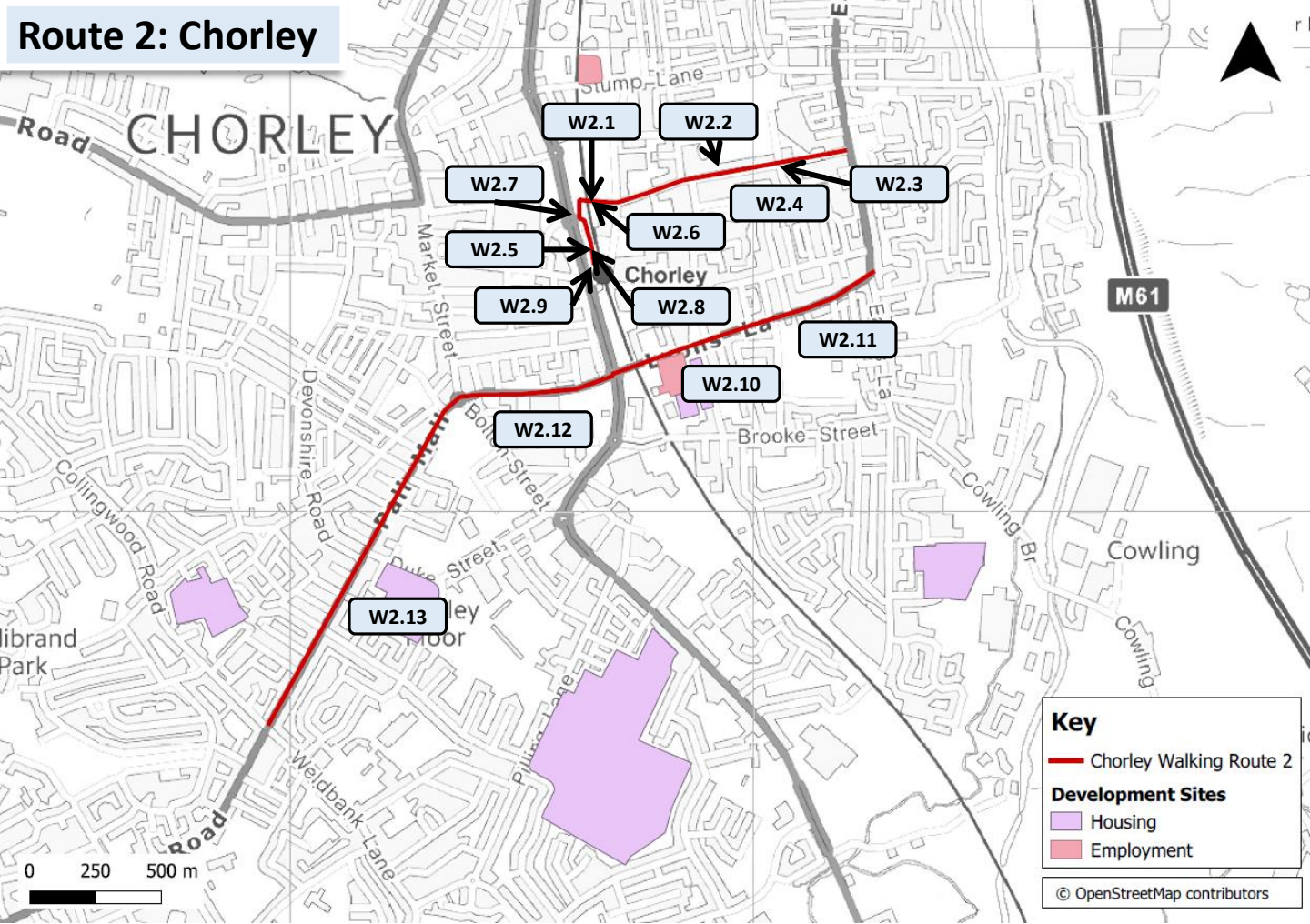
W1.19 Upgrade non-signalised roundabout to controlled roundabout (Booke Street/Lyons Street), providing access for pedestrians and cyclists alike. Add pedestrian priority crossing at Brooke Street arm.

W1.20 Upgrade Lyons Lane South/King Street roundabout to highlighted crossing over King Street and puffin crossing over Bolton Street.

W1.21 Improve footway surfacing and dropped kerbs at junctions along Bolton Road (both sides) from Lyons Lane South Roundabout to Albany Academy (approx. 900m).

W1.22 Upgrade unsignalised crossing outside Albany Academy to puffin crossing.

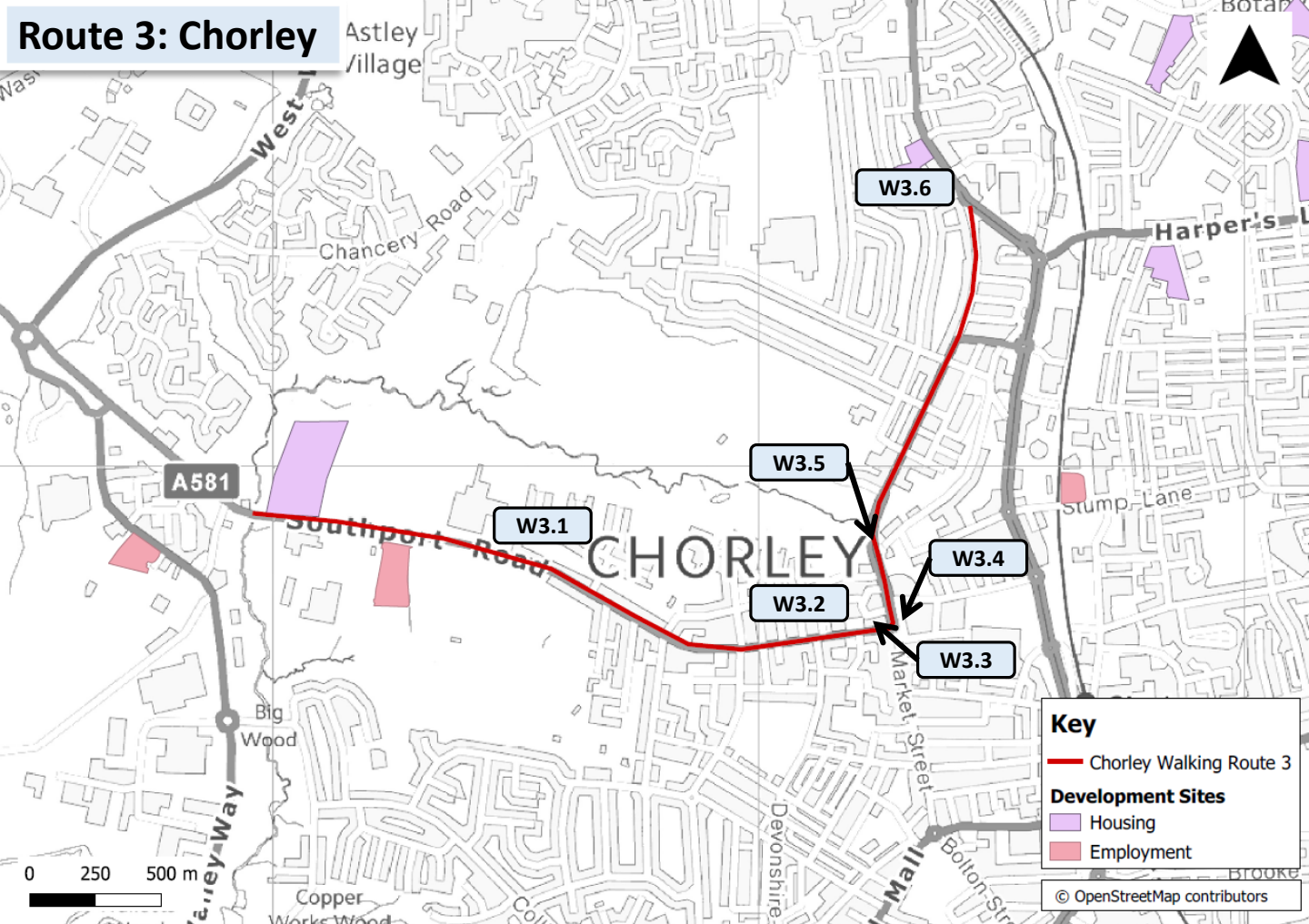
Route 2: Chorley



- W2.1** Remove bollards along Brown Street.
- W2.2** Improve footway quality by dropping kerbs at junctions along Brown Street, from Eaves Lane to Friday Street both sides (approx. 510m).
- W2.3** Introduce highlighted crossings at Wright Street/Brown Street junction x2.
- W2.4** Introduce measures to reduce on-street parking along Brown Street.
- W2.5** Improve surfacing and dropped kerbs at junctions along Friday Street, from Stump Lane junction to Railway Station entrance both sides (approx. 430m).
- W2.6** Introduce highlighted crossing over Brown Street at Brown Street/Friday Street junction.

- W2.7** Increase footway width along Brunswick Street to create shared walking and cycling path, note the pinch point at the railway bridge. (approx. 40m).
- W2.8** Increase dropped kerbs and improve surface quality of footway along Friday Street from Brown Street junction to Steeley Lane (approx. 160m).
- W2.9** Investigate measures to improve the realm and safety of Chorley Railway Station entrance.
- W2.10** Improve surfacing and dropped kerbs at junctions along Lyons Lane-both sides (approx. 550m).
- W2.11** Increase number of unsignalised crossing provisions along Lyons Lane to accommodate desire lines. X3.

- W2.12** Improve footway quality along George Street by dropping kerbs at junctions and add highlighted junction at retail parking crossing (approx. 290m).
- W2.13** Improve footway quality along Pall Mall by dropping kerbs on Western-side, between Carrington Road and Tootell Street. Implement highlighted crossing at junctions x8 (approx. 630m).



W3.1 Increase number of unsignalised pedestrian crossings along Southport Road x5.

W3.2 Improve footway quality along St Thomas Road, through dropping kerbs at junctions and improving surface quality. (High Street junction to Ashfield Road junction, both-sides). Upgrade crossing at Devonshire Lane junction (approx. 315m).

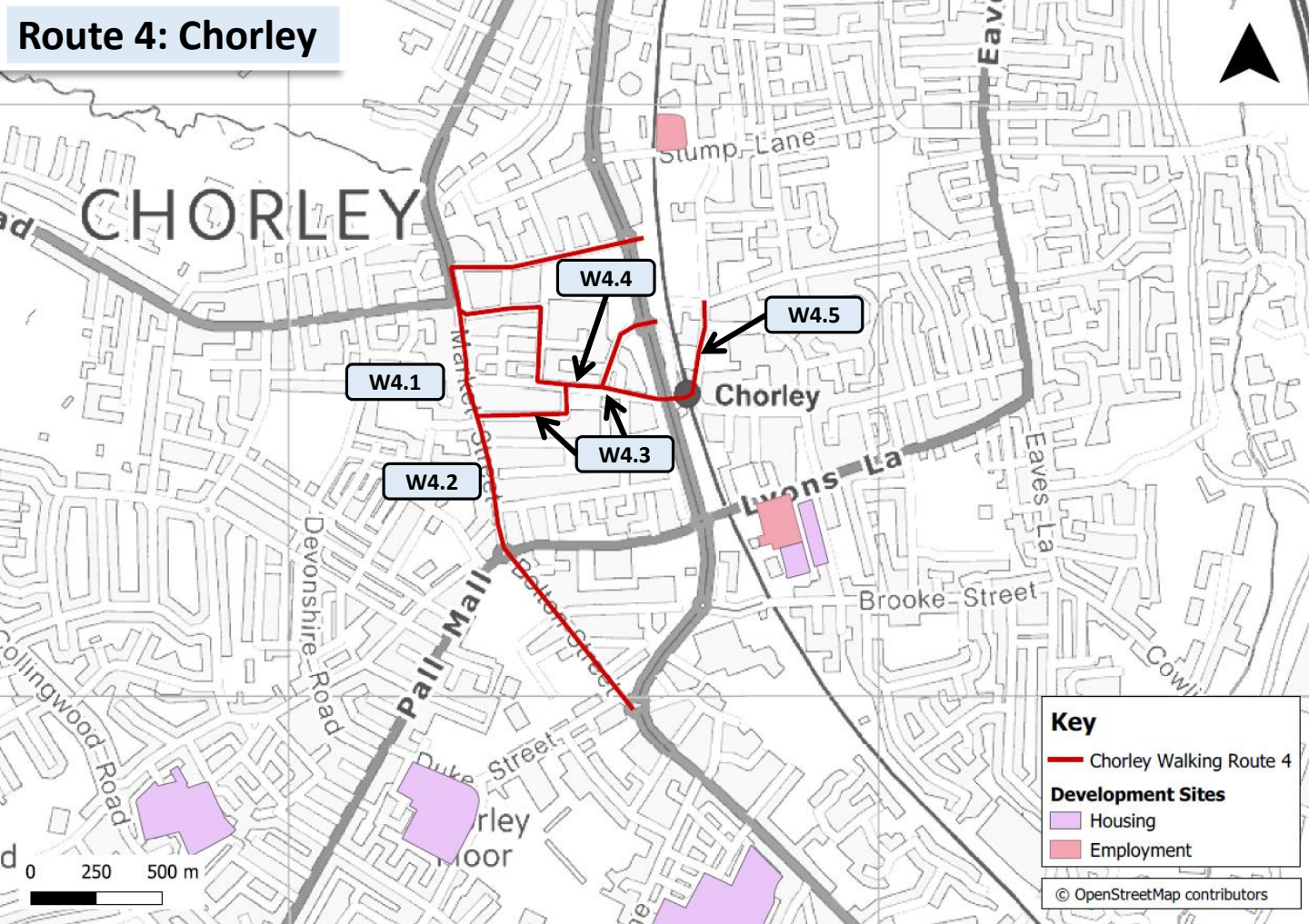
W3.3 North of St Thomas Road/Market Street junction, consider implementing pedestrian priority measures to increase footway widths and reduce road widths, vehicle speeds and traffic flow along Market Street (approx. 175m).

W3.4 At the Market Street/Union Street roundabout, implement zebra crossing over Market Street to replace unsignalised crossing.

W3.5 Introduce Parallel crossing at entrance of Amney Park.

W3.6 Crossing upgrade at Park Road/Preston Street junction.

Route 4: Chorley



W4.1 Introduce pedestrian priority measures along Market Street from High Street to Pall Mall. Reducing traffic speeds and flow and increasing crossing provisions (approx. 410m) - continue existing style along Market Street throughout. Due to recent improvements along Union Street there are no need to implement significant measures.

W4.2 Introduce traffic calming measures along Market Street to reduce on-street parking.

W4.3 Introduce pedestrian priority measures along St Georges Street to Clifford Street/Chapel Street junction, reducing traffic speeds and flow and increasing crossing provisions. (approx 300m) - continuation of Market Street pedestrianisation measures.

W4.4 Implement measures to mitigate on-street parking along Chapel Street. Consider building out footway along Chapel Street.

W4.5 Large scale redesign; introduce pedestrian priority measures along Clifford Street. Widen footways at Clifford Street/Chapel Street junction (10m). Public realm improvements at bus station improving access and implementing traffic measures to remove parking at station (approx. 50m).

6. Prioritisation and Appraisal

The benefits below are a high level estimation which were calculated in order to give a broad range of potential benefits which could be realised on each route. It is important to deliver value for money from improvements and build the case for future investment. Investment in walking and cycling routes has been shown to give a high return on investment from a wide range of studies. Walking and cycling provides a broad range of benefits to both the users of the new infrastructure, and the communities in which the infrastructure is built.

6.1.1 Cycling Economic Appraisal

As part of this LCWIP, the high level return on investment has been calculated using the DfT's Active Mode Appraisal Tool (AMAT). This tool estimates economic benefits as a result of investing in walking and cycling schemes in line with DfT WebTAG appraisal guidance compared against high level cost estimates for improvements. The benefits reported within the tool include:

- Health through reduced mortality;
- Modal shift through reduced congestion and reduced environmental impacts;
- Journey ambience.

It should be noted the nature of this appraisal is high level and intended for the use of prioritising investment in the network, giving a broad range of potential benefits which could be realised on each route. Further analysis and work would be required to develop these estimates to form business cases for individual projects and programmes.

In line with the DfT TAG unit A1.2 (July 2017), an optimism bias of 44% has been applied to all active travel interventions.

Appendix G includes the output from the AMATs with Table 6-1 showing summary outputs.

Table 6-1 AMAT Summary Outputs

Route	Cost	BCR
C1. Warton to Preston	£1,788,000	2.47
C2. Samlesbury to Preston	£2,605,000	1.32
C3. East to West Preston	£5,575,000	1.06
C4. Longridge to Preston	£2,148,000	1.83
C5. Broughton to Preston	£3,656,000	1.34
C6. Cottam to Preston	£1,871,000	2.33
C7. Northern Preston East to West	£2,213,500	1.55
C8. Penwortham to Preston	£2,528,500	2.08
C9. Bamber Bridge to Preston	£986,000	6.05
C10. Leyland to Preston	£2,005,000	2.66
C11. Chorley to Preston	£5,570,000	1.55
C12. Bamber Bridge to Samlesbury	£960,000	3.07
C13. Preston Cycling City Centre Routes	£11,833,413	0.95

The indicative BCRs for route improvements range widely and caution should be used in interpreting these results due to the high level nature of the assessment. From these results and feedback from other LCWIPs being produced it is also clear the AMAT is very sensitive to scheme costs and further work is required to develop business cases and understand feasibility for longer term and higher cost interventions as part of packages of multimodal interventions.

There is a clear trend in the results that routes which already have existing cycling facilities give higher BCRs due to the fact only targeted improvements are needed to provide a complete route. The majority of short /

medium term route improvements have a BCR range of approximately 2 or above, the threshold commonly applied by central government when funding transport projects.

Whilst the short / medium term improvements proposed will significantly improve the walking and cycling network, the LCWIP also includes a vision for transformational schemes which will transform the quality and accessibility of the network. Although such schemes typically require significant financial investment, there is a strong evidence base which supports the need for high quality infrastructure in order to achieve the modal shift towards walking and cycling being the natural travel choice for everyday journeys.

6.1.2 Walking Economic Appraisal

There is limited existing evidence and guidance in order to calculate the benefits associated with an increase in walking, with no equivalent of the Propensity to Cycle Tool available. As a result, the estimated potential benefits have been calculated based upon Travel to Work data (Census 2011). All of the trips entering and departing Preston city centre were totalled and factorised to reflect commuter patterns, working hours, travel to work growth on foot between 2011 and 2019, and additional trip purposes since the Census data only accounts for home to work trips.

In order to calculate the number of potential trips with improvements to the walking network, the percentage of home to work trips which are below 2km was used since this is considered a distance which could feasibly be completed on foot. The potential number of trips is therefore the sum of the current number of trips and the potential additional new trips.

This was used as an input into the AMAT to generate a high-level indicative BCR, which are outlined in Table 6-2 below.

Table 6-2 Walking Economic Appraisal (AMAT)

Route	Cost	BCR
C1. Preston CWZ	£6,479,000	4.47
C2. Lostock Hall CWZ	£1,324,000	5.74
C3. Leyland CWZ	£2,588,000	9.60
C4. Chorley CWZ	£3,225,000	5.59

6.2 Objectives Appraisal

In addition to the economic appraisal, improvements have been appraised against the objectives linked to The Central Lancashire LTP and the Lancashire Walking and Cycling Strategy.

The objectives appraisal(s) are outlined in greater detail in the summary sheets within Section 4.2 and Section 5.3. The highest scoring routes from the objectives appraisal summary are outlined below:

Route (scoring 1-3)	Access to schools	Health	Access to employment	Access to residential areas	Access to future development sites	Access to leisure	Air quality improvements	TOTAL
1. Warton to Preston	3	2	3	2	3	2	2	17.00
2. Samlesbury to Preston	3	2	2	1	3	1	3	15.00
3. East to West Preston	2	3	2	3	2	3	2	17.00
4. Longridge to Preston	2	2	3	2	2	3	2	16.00
5. Broughton to Preston	1	3	2	2	3	2	3	16.00
6A. Cottam to Preston	1	1	3	3	3	1	1	13.00

6B. Cottam to Preston	1	3	3	3	3	1	3	17.00
7. Northern Preston east-west	2	1	2	2	2	1	2	12.00
8. Penwortham to Preston	1	1	1	1	1	1	2	8.00
9. Bamber Bridge to Preston	2	2	3	3	3	2	3	18.00
10. Leyland to Preston	2	2	2	2	2	1	2	13.00
11. Chorley to Preston	2	2	2	2	2	1	2	13.00
12. Bamber Bridge to Samlesbury	2	1	2	2	1	1	1	10.00
13. Preston city centre	2	3	3	2	3	2	3	18.00
14. Preston CWZ	2	3	3	2	3	2	3	18.00
15. Lostock Hall CWZ	2	2	2	3	2	2	2	15.00
16. Leyland CWZ	2	2	2	3	2	2	2	15.00
17. Chorley CWZ	2	2	2	3	2	2	2	15.00

The highest scoring routes are as follows:

- (1) Warton to Preston;
- (3) East to West Preston;
- (6B) Cottam to Preston;
- (9) Bamber Bridge to Preston;
- (13) Preston city centre;
- (14) Preston CWZ.

6.3 Summary

The case for investment in infrastructure for walking and cycling is high; overall there is a strong case for investment in the strategic routes outlined in this delivery plan. The evidence above shows routes which would give higher returns on investment; however, it is important to create a holistic network through balanced investment.

Those routes which improve connections to the greatest number of trip origins and destinations should be prioritised, since this is likely to generate the greatest increase in walking and cycling and contribute to future development sites.

6.4 Detailed Maps

The information in the following appendices identify the location of each recommended intervention as well as providing a short description.

- Appendix C: A photo document that provides additional context to some of the key issues identified on each route.
- Appendix D: Photographs of examples of suggested interventions.
- Appendix E: Secondary Route Interventions.

6.5 Secondary Cycle Routes

The intention of the secondary route network is to link from the strategic routes to employment, residential areas education, leisure and other key opportunities. Together with the strategic routes, the secondary routes will provide improved connectivity and an integrated walking and cycling network for residents and visitors for commuter trips as well as leisure routes. The routes are detailed in Appendix E.

The draft secondary network was derived from feedback from the December 2016 stakeholder workshop; this was then digitised and compared against the output from the propensity to cycle tool. In addition, there was input using the aspirational mapping layer produced by Lancashire County Council's former Cycling Development Officer. The draft secondary network map was then circulated to the Walking and Cycling Steering Group for comment to rationalise and produce a definitive secondary network.

A desktop assessment was then undertaken of each of the secondary routes outlining high-level recommendations for route concept, for example on carriageway provision and shared paths. The list of secondary route interventions is included in Appendix E.

Following this, the secondary routes were then run through the appraisal tool in the same way as the strategic routes to give an overall score of the route against the appraisal criteria. It is possible to compare and filter the different interventions using the appraisal tool, according to the preferred criteria.

Table 6-3 below shows the secondary interventions that score the highest against the appraisal criteria, according to area (full list included in Appendix E). It is intended however, that all secondary route interventions will be implemented, because the case for investment in cycling and walking routes is high and due to the need to create a comprehensive joined up network.

Table 6-3 Routes Scoring Highly Against Appraisal Objectives

Area	Location	Description	Route Ref.
Preston	Cemetery Road, Pope Lane to Redscar	Continuation of traffic calming, junction narrowings and parking enforcement.	S4
	North west section of Guild Wheel	Investigate scope for lighting along the canal, improve wayfinding through signage, widen shared pathway to 3m where possible.	S15
	North Road to city centre	Continue segregated cycle lanes or 2 way off road cycle track.	S48
Chorley	Chorley to Adlington	Interventions include: reallocation of space, reduction in speed limits, widening pathway.	S49
	Chorley to Coppull	Interventions including: reduce speed limit, parking enforcement and traffic calming.	S50
	Eaves Lane to Preston Road & Botany Bay	Interventions include: reducing speed limit, junction narrowings, removal of central hatching.	S54
Leyland	Leyland to Croston	Interventions include: light segregated lanes, upgrade footpaths to shared use, reduction of speed limit.	S28
	Buckshaw to Leyland	Interventions include: unsegregated shared use path, streetscape improvements and junction review at Church Rd/St Andrew's Way.	S57
South Ribble	Worden Park	Interventions include: upgrade crossings to include dedicated cycle/pedestrian phases, investigate the opportunity for lighting along Shaw Brook Road and Worden Park.	S26

Area	Location	Description	Route Ref.
	Walton Summit Links	Within the estate, extend shared use path and cycle track provision where possible, address pavement parking.	S44

6.6 Complementary Improvements

Whilst undertaking this study, it became apparent that improvements and investment into cycling and walking facilities are required in order to support increases in cycling and walking. This section describes the key improvements that are recommended in order to aid investment into the cycling and walking network in this Delivery Plan.

6.6.1 Signage and Wayfinding

Clear and consistent signage is an important component of any strategy to encourage walking and cycling. It gives users confidence that they are on the correct route and will help inform them of useful additional information about their journey. It can also be an important element in raising people's awareness of the alternatives to car use.

At present, a majority of the existing network appears to be signed using stickers by Sustrans. These tend only to be visible to the trained eye of someone actively searching for them. A review of the network would be helpful to replace a number of these signs at key junctions, with more visible standard highway signage in place. It is also recommended that signage displays journey times by walking and cycling rather than distance, as people generally think walking and cycling takes longer than in reality.

Improvements to signage and wayfinding changes are especially important at transport interchanges, such as train stations, bus stops and cycle hubs as well as local centres. Clear and simple signage creates an informative wayfinding system where people can easily find their way to their destination. It is beneficial to clearly sign local landmarks and popular attractions, such as leisure facilities, local centres and well known buildings. In addition to signage it is also important that where possible route choices should be intuitive guiding users in the right direction by natural triggers such as use of wider paths, gateway features or reference points such as memorable landmarks.

6.6.2 Cycle Storage

During the process of determining the strategic routes within the study area, it became apparent that there is a lack of cycle storage available on a majority of the routes outside of the city centre. Within the programme for each route, a budget has been allocated to install cycle parking at key likely trip attractors such as local shopping parades or attractions.

It is recommended that facilities should be more widespread across the network to encourage people to cycle and also to accommodate for those employers/schools that may not have capacity to provide facilities themselves. Complementary facilities are also crucial to the uptake of cycling, such as parking to allow access to leisure trails, clearly located toilet facilities and infrastructure such as benches / picnic sites so that people can take frequent rests when out on the network.

In addition, two hub sites were identified through stakeholder and steering group consultation:

- Preston Grasshoppers Rugby Football Club, Fulwood – proposals are under development for a cycle hub and café for the northern part of the Guild Wheel. This would aim to enhance enjoyment of the Guild Wheel, including welfare facilities and puncture repair tools, as well as options to purchase food and drinks.
- City centre storage facility – An additional cycle hub has been suggested to complement the existing facility at Preston Station. This would provide capacity for city centre workers whose employers do not have cycle parking facilities, as well as for leisure visitors.

6.6.3 Showers, Changing Areas and Lockers

Showers and changing facilities are also an important facility for people who walk and cycle that may need to freshen up and store equipment. It is important to make active travel options convenient for users, which includes providing changing and locker facilities. These facilities are important to both walkers and cyclists, especially for those employers who do not have the capacity to provide facilities themselves. The lack of shower and changing

facilities was raised as an issue in the stakeholder engagement session and noted as one of the main reasons why people choose not to walk or cycle.

7. Application and Integration

Central Lancashire is a culturally rich and diverse area, with a wide range of people and ethnicities. There is a passion for walking and cycling within the community, however, in many areas within central Lancashire, active and sustainable travel is not viewed as the natural choice for short journeys, with car being the dominant mode.

7.1 Transforming Cities Fund

This LCWIP should be used to inform the schemes being developed as part of the Transforming Cities Fund (TCF). Schemes which are emerging through the TCF are aiming for aspirational infrastructure which will transform travel behaviour through increasing the attractiveness, accessibility and quality of walking and cycling routes to encourage a long-term and significant modal shift across generations.

The corridors which have been identified as part of this LCWIP are those which will improve connections to key employment, educational, residential and health establishments to enhance access to local amenities and opportunities for all. The proposed interventions on these links are of a high quality infrastructure which would significantly enhance the overall quality of the walking and cycling network.

This LCWIP should therefore inform the schemes which are identified and taken forward within the TCF Strategic Outline Business Case (SOBC) submission in November 2019.

7.2 Future Transport Policy

7.2.1 Lancashire Local Transport Plan

The Lancashire Local Transport Plan 3 (LTP3) 2011-2021 sets out the transport priorities for Lancashire:

- 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.

This LTP is currently being updated and Councils are currently in the process of holding stakeholder engagement exercises to inform the update. The walking and cycling improvements proposed as part of this LCWIP directly support the current LTP priorities through encouraging a modal shift towards sustainable travel modes and thereby reducing carbon emissions, providing safe and affordable transport alternatives to the car, improving people's wellbeing, and improving connections to key areas.

7.2.2 Central Lancashire Local Plan

The Central Lancashire Local Plan is currently being produced and covers the geographical areas of Preston, Chorley and South Ribble, since these areas combined function as one integrated local economy and commuting area. It is intended that working strategically across these areas creates a collaborative, complementary approach to policy development. Throughout 2019, the Central Lancashire team have been collating sites across the area where future development might be located, with the aim for this to inform the Local Plan development and a finalised version to be issued in 2022.

It should be ensured that future Local Plan development sites are located on the strategic walking and cycling network, or developer contributions should be sought as part of the approval of the new developments to fund connections from the new development sites to the walking and cycling network.

7.2.3 Central Lancashire Highways and Transport Masterplan

The Central Lancashire Highways and Transport Masterplan (2013-2026) aims to continue the economic competitiveness of Central Lancashire, whilst improving and extending the transport network to create:

- 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 encourage more walking and cycling.

The proposals within this LCWIP support the Masterplan through both public realm improvements and enhancing sustainable connections to new developments.

7.2.4 City Deal Masterplans

The Preston, South Ribble and Lancashire City Deal aims to achieve the following over a 10-year period:

- More than 20,000 net new private sector jobs, including 5,000 in the Lancashire Enterprise Zone;
- Nearly £1 billion growth in Gross Value Added (GVA);
- 17,420 new homes; and
- £2.3 billion in leveraged commercial investment.

Masterplans will come forward as part of the development of the City Deal and connections to the walking and cycling network should be supported as part of the approval of the masterplans.

7.3 Funding Submissions

Key to the delivery of this LCWIP will be securing external funds. Opportunities should be sought from available internal funding to support the future walking and cycling network where possible.

Key potential external funding sources are set out below alongside high level recommendations for suitable schemes:

- **Sustrans National Cycle Network (NCN)** – Sustrans are investing funds in improving the quality of the NCN to achieve high-quality, Dutch-style standards. It is recommended LCC engage with Sustrans to support NCN routes through Central Lancashire. NCN route 622 surrounds the periphery of Preston and NCN route 6 is within Preston city centre. It is recommended that LCC engage with Sustrans on improving the quality of route 6 as this aligns with aspirations to improve walking and cycling routes within Preston city centre.
- **Future High Streets Fund** – central UK government currently have a live funding competition for improving infrastructure to revitalise high streets. It is recommended key schemes within the town centre are put forward to this fund, particularly those within Route 13 and Preston CWZ.
- **DfT Cycle Rail Fund** – the DfT currently have a programme of improving cycle facilities at rail stations and it is recommended that improvements are considered at the four rail stations across the LCWIP study area.
- **Transforming Cities Fund** – Preston is one of the 12 selected cities eligible to submit a bid for funding from the TCF. A draft Strategic Outline Business Case (SOBC) was submitted in June 2019 for funding, with a more detailed Strategic Outline Business Case (SOBC) to be submitted in November 2019. The schemes which have been put forward for funding align with those within this LCWIP, and comprise of high-

quality infrastructure since there is as a strong evidence base to suggest that infrastructure of this quality is successful in achieving a significant increase in walking and cycling levels

- **Other future central government funding** – as noted above, it will be important to develop plans for higher cost and ambitious schemes which will require external funding. Future funding sources which may come forward could include additional Local Growth Fund and a specific fund for implementation of LCWIP schemes. It is recommended that LCC monitor these opportunities and develop applications as appropriate.

7.4 Engagement with Education Centres

Travel plans have been developed for schools within Lancashire with the County Council's Safer Travel Team, working in partnership with schools on a number of initiatives to encourage parents to make sustainable choices for their children and to teach pupils the skills required to walk and cycle to school safely.

Current support to schools includes the provision of help and advice, and resources to support pedestrian and cycling safety enabling schools to implement measures such as 'walking bus' and 'Bikeability' training. In addition to LCC advice and resources, more recently schools have started to use the Modeshift STARS online web portal, offering a degree of self service support.

Living Streets has implemented a significant programme of initiatives and resources, funded by the DfT for walking initiatives. This has encouraged walking to schools in Lancashire through engagement with communities and schools, however the majority of this work has focussed on areas external to Central Lancashire.

GIS analysis of the 12 strategic routes shows that there are 44 schools within 50m and a further 16 schools within 100m of the strategic network. Engagement with schools, colleges and UCLAN located along stretches of improved walking and cycling routes should be conducted to maximise usage of new infrastructure in the future.

7.5 Engagement with Employers

Engagement with employers is recommended in order to promote and encourage the use of the strategic and secondary route network as well as current facilities.

The Access Fund supports local authorities to deliver sustainable transport projects that seek to grow the economy; the fund is available over 3 years from 2017 to 2020. Following the successful Access Fund bid for East Lancashire, which includes Samlesbury Enterprise Zone, remaining elements part of this fund could be used to promote and support walking and cycle journeys in the vicinity of East Preston and South Ribble, particularly for journeys to Samlesbury Enterprise Zone.

It is important that revenue funded behavioural change programmes link to infrastructure proposals, for example targeting residents, employees, students and pupils who are likely to directly benefit from capital investment. Consideration should be given to applying for specific funding for Central Lancashire for this purpose to sources such as the Access Fund as these opportunities become available.

7.6 Engagement with the Community

There is already an active community of people and organisations promoting walking and cycling in Central Lancashire including established forums, partnerships and communication channels. Community members and groups should be supported to continue engaging with residents to advocate and support active travel through walking and cycling.

7.6.1 Nordic Walking

Nordic walking is unique in that it provides benefits for all from those recovering from injury, to those who are healthy and active. Nordic walking is an enhancement of normal walking – this activity uses additional poles to support the body whilst walking.

The use of poles means that upper body muscles are worked as well as those in the lower body, and they also give additional support to the individual. These benefits mean that the sport is particularly beneficial for those

recovering from injury, for those who need additional support and for those who may be overweight or obese, looking to get active.

There are Nordic walking social groups in Central Lancashire that encourage people to engage regularly with physical activity and with others in the community, for example, Nordic Walking Preston, who offer courses on learning to Nordic walk, taster sessions and regular walks in and around Preston.

7.6.2 Guided Cycle Rides

British Cycling currently run an extensive programme of community engagement that supports recreational cycling in central Lancashire, the wider Lancashire area and also links with wider national activities conducted by the organisation. Engagement conducted locally includes:

- Breeze - recruitment and training of local female champions who organise and lead rides specifically for a female audience, addressing the fact cycling is predominately a male activity in the UK.
- Cycle Routes – browse the web pages for recommended local routes and upload your own recommended routes, over 100 routes currently exist within central Lancashire.
- Ride Social – organised social bikes rides for likeminded individuals, which take place at various points in the community of the study area.

Guided rides are also available under the 'Preston on Wheels' banner including:

- Health on Wheels – Weekly rides from Frenchwood Recreation Ground - ideal for returning cyclists or those recovering from injury or ill health, these sessions are great to keep fit at one's own pace.
- Wheels for All – Twice weekly from 10am to 2.30pm at Moor Park - An opportunity to use adapted cycle, preferably suited for adults with a differing need or disability.

7.6.3 Cycle Training

Bikeability cycling training is offered to the majority of schools in Lancashire through funding from the Department of Transport and other sources. Three levels of training are offered ranging from the basics of balance and control (Level One) to planning and making an independent journey on busier roads (Level Three).

Research conducted by The Association of Bikeability Schemes in 2014³ found that Bikeability trained children are more likely to cycle to school than untrained children. In terms of cycling to other places nearby, the survey evidence also suggests more trained than untrained children cycle to destinations including the park or recreation ground, offering greater opportunities for independent mobility.

Adult cycle training can be provided and utilises the same National Standard principles used in delivering Bikeability but is generally delivered in a more flexible way, bespoke to individual's journeys and needs.

Adult cycle training and maintenance sessions were delivered in behalf of LCC by Go Velo as part of the Local Sustainable Transport Fund project which ran until March 2015, Get Cycling – for those who want to learn to ride a bike or are returning to cycling after a period away. Adult cycle training includes:

- Improvers' Cycling – for those who want to develop their confidence on a bike particularly in on road scenarios.
- Journey Training – for those cyclists who want to further their cycle skills through a planned, accompanied ride from an origin to a destination.
- Basic Bike Maintenance Skills Course – to assist cyclists to develop an appreciation of bike maintenance and some basic maintenance skills.
- Urban Cycling - a development opportunity for existing cyclists of any level of competence focused intensively on a specific weakness or apprehension with regards to particular scenarios.

³ The Association of Bikeability Schemes (TABS) (2014). 2014 Bikeability School Travel Survey Report.

- Team Session – to inspire a team within an organisation to take part in a group cycle ride in an informal, familiar, friendly and non-competitive style.
- Dr Bike sessions – the offer of a mobile mechanic to attend a workplace, organisation or event to service, fix minor problems or diagnose more major problems with bikes.

A similar scheme could be implemented again with future funding and/ or local investment. The current Access Fund programme may represent an opportunity in this regard.

7.6.4 Wheels for All

The 'Wheels for All' accessible cycling initiative provides key opportunities for people with disabilities to enjoy taking part in cycling. The initiative has excellent coverage across Lancashire with Moor Park in Preston offering facilities such as adapted cycles and guided rides. This initiative should be strengthened across Central Lancashire to offer people with disabilities the option to cycle.

7.7 Promotion

Investment into new and improved routes alone will not be enough to significantly increase cycling and walking levels within the study area. Complementary promotion of the network, for example through events and websites can promote a culture where walking and cycling is seen as a viable option for short journeys.

7.7.1 Events

Events that engage people within the community regarding walking and cycling are important to introduce people to walking and cycling in a group environment. Often people bring other family members or friends along to events to try out the activity. This helps aid behavioural change and opens up access for new people.

- Chorley Grand Prix is a new event to the Elite Road Series calendar and it is expected to bring thousands of visitors into Chorley. Additionally the Tour of Britain ran a stage through Lancashire in 2015 offering opportunities to engage local residents in cycling and significantly raising the profile.
- Ribbleson Bike Revival – offers bike maintenance sessions, second hand bikes for sale, monthly Guild Wheel cycle event on the first Saturday of every month.
- West Coast Classic Sportive – a new cycle event from Preston to the coast, through Bowland.
- HSBC UK British Cycling - Let's Ride: Breeze for women, recommended cycle routes, ride social events (detailed in Section 7.3.2).

7.7.2 Digital Media

Marketing and promotion encourages more people to walk and cycle for leisure and everyday journeys. This is a key part of developing a culture that supports increased levels of sustainable and active travel. Promotion aims to:

- Raise awareness of the infrastructure, particularly when new routes are implemented or existing infrastructure is improved.
- Promote the positive aspects of walking and cycling, and inspire that use of these modes. This is especially important where active travel forms a small proportion of journeys.
- Market key assets and events, encouraging visitors from outside Preston, Leyland and Chorley.

7.7.3 Websites

The Visit Lancashire website hosts a 'Cycling Lancashire' branded website, which is the key source of online information for cycling in Lancashire. This is run by Marketing Lancashire on behalf of the county and district councils. The website offers a range of information for county residents on cycle routes, facilities, events and equipment hire. The Visit Lancashire website also hosts information on walking routes, however, this is not branded specially for walking. Various information is also contained on local authority websites.

At present there is limited information on cycling in Central Lancashire on the Cycling Lancashire website, with the cycle routes section only containing information on the Guildwheel, Chorley and the Anglezarke Loop. Adding additional information to this website would enable route planning across the area and thereby aid promotion.

7.7.4 Branding

The branding for Cycle Lancashire was established by Marketing Lancashire in conjunction with the 14 districts/authorities within Lancashire to give a cohesive and effective method for promoting cycling. The brand and accompanying website has been designed to be 'fun, friendly, personal and inclusive', speaking to a wide range of people. The brand aligns with the wider strapline for Lancashire 'where life feels good' in terms of promoting the quality of life available in the area.

No brand currently exists for walking, with information on this mode hosted under the wider Visit Lancashire branding.

Consideration should be given to identifying a suitable brand for promoting cycling and walking in Central Lancashire, whether this would be 'Cycle Lancashire' or a more specific local branding similar to the Blackburn with Darwen 'Connect' programme.

7.8 Key Next Steps

This LCWIP has detailed a review of the existing walking and cycling network in Central Lancashire and identified areas for improvement. The robust evidence base has been used to inform the long-term interventions to be taken forward with the aim to achieve a transformational step change in walking and cycling:

- Develop a rolling programme of investment for current funding streams controlled by LAs in Central Lancashire;
- This LCWIP is to inform the schemes taken forward as part of the TCF SOBC submission;
- Engage with future funding opportunities both regionally and nationally, as and when they arise.