



## Central Lancashire Local Cycling & Walking Infrastructure Plan



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|--------------------------|--|-------------------------|--------------------------------|
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## Central Lancashire Local Cycling & Walking Infrastructure Plan

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# **1. Determining the Scope (Stage 1)**



## 1. Determining the Scope

### 1.1. Background and Geographical Context

Lancashire County Council (LCC) has commissioned Jacobs and PJA to develop stages 1 to 4 of a Local Cycling and Walking Infrastructure Plan (LCWIP) for the Central Lancashire region, consisting of the Preston, South Ribble and Chorley districts. The geographical extent of this LCWIP is shown in Figure 1-1 overleaf.

Following the publication of the Cycling and Walking Investment Strategy (CWIS) by the Department for Transport (DfT) in 2017, local authorities were encouraged to develop Local Cycling and Walking Infrastructure Plans (LCWIP) which provide a strategic approach to identifying improvements required to the walking and cycling network at a local level. The strategy states that whilst “the preparation of LCWIPs is non-mandatory, local authorities who have developed such plans will be well placed to make the case for future investment”.

An LCWIP is a strategic transport planning document, developed by local governments to plan and guide the development of pedestrian and cycling infrastructure within a community. The plan outlines the current state of walking and cycling infrastructure, identifies priority areas for improvement, and outlines strategies and implementation plans to achieve the objectives of promoting active travel and creating safe, accessible and sustainable infrastructure for pedestrians and cyclists. An LCWIP also serves as a tool for securing funding and collaboration with various stakeholders.

A Central Lancashire Walking and Cycling Delivery Plan was previously produced by Jacobs in 2017. This was developed ahead of the LCWIP guidance being released and was updated in 2019 to factor in walking networks and minor changes to the cycling network. Whilst a new evidence base for this LCWIP has been developed, previous walking and cycling routes from this piece of work have been considered and included within this LCWIP where deemed appropriate.

This LCWIP will consider the full extent of the area outlined in Figure 1-1 to develop a long-term plan to enhance walking and cycling infrastructure across Central Lancashire. The full extent of the districts will be considered, including employment areas and development sites, and all other trip attractors and destinations to develop a network of routes.

The primary objective of the LCWIP is to increase the number of people walking and cycling in Central Lancashire, particularly for short journeys. The aims and objectives for this LCWIP include:

- Encourage active travel such as walking and cycling, reducing dependency on private vehicles.
- Create safe and accessible infrastructure for pedestrians and cyclists.
- Promote sustainability, health, and quality of life in communities.
- Enhance connectivity, accessibility and mobility within the community.
- Reduce congestion and greenhouse gas emissions.
- Foster economic development and tourism.
- Promote community involvement and engagement in the planning process.

The main outputs for the initial stages of the LCWIP is a network plan for walking and cycling, identifying key walking and cycling corridors and routes.

To assist local authorities in the development of the LCWIP, the DfT published guidance<sup>1</sup> which outlines the core elements and tasks that should be considered. The guidance provides a methodological approach to planning the delivery of walking and cycling infrastructure which can be adapted to a given local authority's context, geographic scope, and resources. The study approach used for the Central Lancashire LCWIP reflects the DfT guidance.

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<sup>1</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf)

# Central Lancashire Local Cycling & Walking Infrastructure Plan

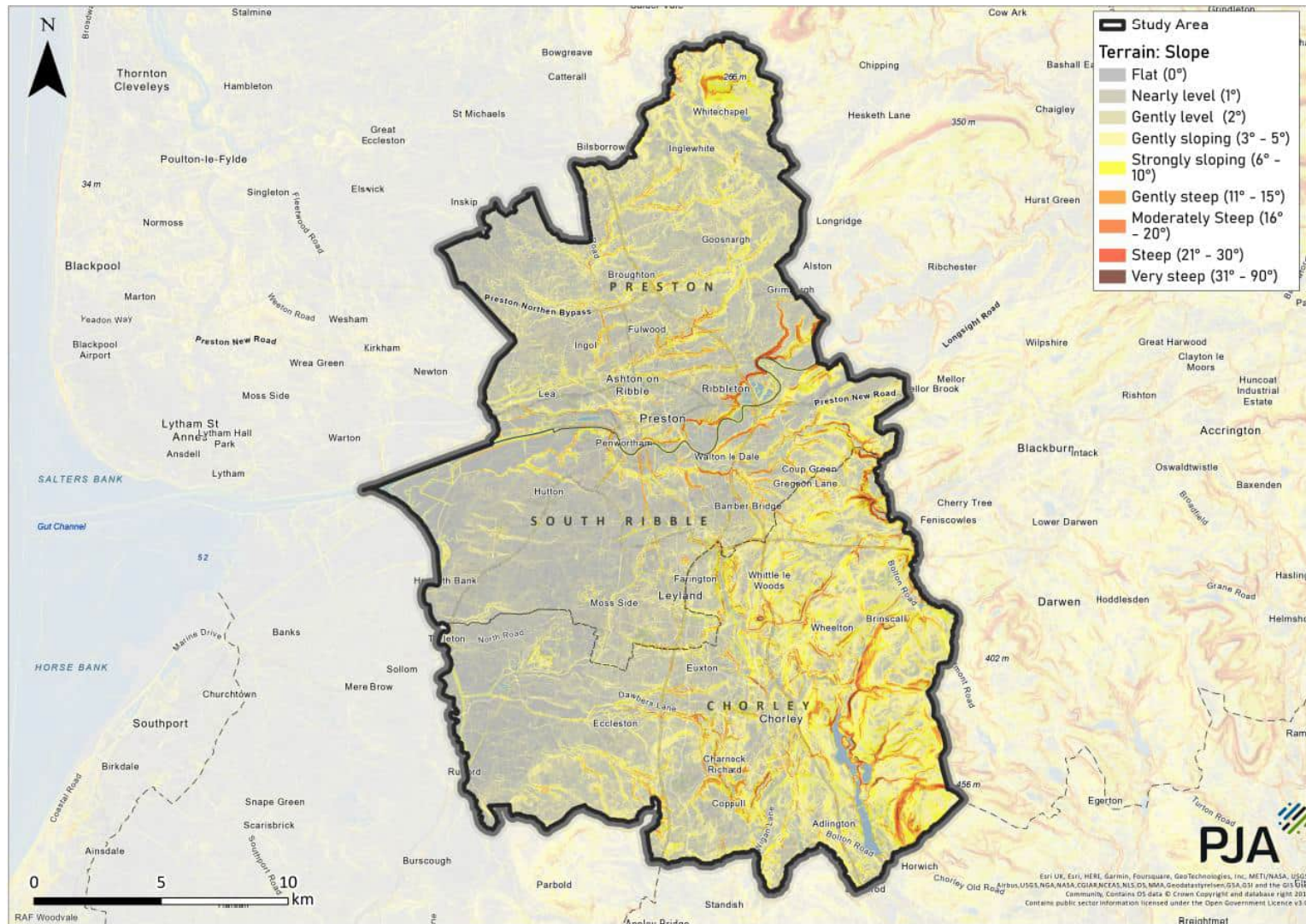


Figure 1-1: Study Area and Terrain

## 1.2. Stakeholder Engagement

Stakeholder engagement has been a crucial aspect of developing this LCWIP across Central Lancashire. This has involved collaborating with individuals and groups who had an interest or stake in the development and implementation of cycling and walking infrastructure across the Central Lancashire area. Engagement to date is further detailed below.

- **Steering Group** – to engage stakeholders in the development of cycling and walking infrastructure in Central Lancashire, it was important to adopt a collaborative and inclusive approach. As part of the LCWIP development, fortnightly calls with representatives from Preston City Council, Chorley Council and South Ribble Borough Council have taken place alongside Lancashire County Council and the Jacobs/PJA project team. This has enabled discussion, feedback and comments on the work whilst it has been progressing which has shaped the network proposals. Local knowledge shared has also been extremely important and has fed into the network proposals.
- **Workshop** – a virtual workshop on the draft walking and cycling networks took place on the 2<sup>nd</sup> March 2023. A total of 16 people attended from various teams within LCC, Preston City Council, Chorley Council, South Ribble Borough Council and Sustrans. The workshop started with a brief overview of the policy review and analysis of the evidence base which is presented in Section 2 and 3 of this report. Following this, the interactive session involved a description of the proposed walking and cycling routes, with attendees encouraged to raise and thoughts, comments for discussion. Feedback from this session was taken into account before the routes were finalised.
- **Public Engagement** – In Spring 2022, LCC conducted a survey to gather feedback from the public about active travel concerns and desired improvements throughout the county. The survey featured an interactive

online map that enabled respondents to pinpoint specific locations where they identified issues or had requests. In Autumn 2023, LCC conducted a second phase of public engagement, this comprised of a survey which allowed respondents to leave comments on the proposed routes as well as allowing them to suggest new routes by drawing on the map. This feedback has been analysed in 3.7 and has fed into the LCWIP networks in section 4 and 5.

## 1.3. Report Structure

The following sections of the report are reflective of stages 1-4 of the LCWIP guidance<sup>2</sup> which is outlined in Table 1-1 below.

**Table 1-1 LCWIP Process**

| Stage | Name                         | Description   |
|-------|------------------------------|---|
| 1     | Determining Scope            | Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.  |
| 2     | Gathering Information        | Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes. |
| 3     | Network Planning for Cycling | Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.   |
| 4     | Network Planning for Walking | Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.  |

<sup>2</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf)

## Central Lancashire Local Cycling & Walking Infrastructure Plan

| Stage            | Name                        | Description   |
|------------------|-----------------------------|---|
| 5 (future stage) | Prioritising Improvements   | Prioritise improvements to develop a phased programme for future investment.                  |
| 6 (future stage) | Integration and Application | Integrate outputs into local planning and transport policies, strategies, and delivery plans. |

Source: LCWIP Technical Guidance for Local Authorities

The report comprises:

- Section 2 **Policy and Previous Study Context (Stage 2)**: reviews relevant policies for Central Lancashire and the LCWIP.
- Section 3 **Gathering Information (Stage 2)**: identifies existing patterns of walking and cycling through a review of existing conditions and identifies barriers to cycling and walking.
- Section 4 **Network Planning for Cycling (Stage 3)**: converts desire lines from Section 3 into a network of cycling routes and determines types of interventions that may be appropriate.
- Section 5 **Network Planning for Walking (Stage 4)**: Following information in Section 3, this section sets out core walking zones and routes.
- Section 6 **Next Steps**: summarises the next steps for the development of this LCWIP.



## 2. Policy & Previous Study Context (Stage 2)



## 2. Policy & Previous Study Context (Stage 2)

In developing an LCWIP, it is important that a strong evidence base is created by initially undertaking a thorough review of the existing local policy background. As such, a review of relevant documents has been undertaken to gather an understanding of the baseline conditions and existing walking and cycling infrastructure within the LCWIP study area.

The review covers the key strategies and policies which are of relevance to the LCWIP and how this coincides with a wide range of overlapping policies, including public health, environmental sustainability and improving access to life opportunities.

In order to understand the local context, in addition to the policy review, this section also includes reference to relevant studies and scheme proposals.

### 2.1. National Policy Context

#### 2.1.1. Gear Change (2020)

Gear Change<sup>3</sup> describes the governments vision to make England a great walking and cycling nation. It sets out the actions required at all levels of government to make this a reality, grouped under four themes:

- Better streets for cycling and people;
- Cycling and walking at the heart of decision-making;
- Empowering and encouraging local authorities;
- Enabling people to cycle and protecting them when they do.

Gear Change emphasises the potential benefits of walking and cycling investment including tackling the most changeling issues we face as a society. including:

- **Improving our air quality:** Meeting the targets to double cycling and increase walking would lead to savings of £567 million annually from air quality alone and prevent 8,300 premature deaths each year and provide opportunities to improve green spaces and biodiversity.
- **Combatting climate change:** Mode shift to active transport is one of the most cost-effective ways of reducing transport emissions.
- **Improving health and wellbeing:** Physical inactivity costs the NHS up to £1bn per annum, with further indirect costs calculated at £8.2bn. 20 minutes of exercise per day cuts risk of developing depression by 31% and increases productivity of workers.
- **Supporting the economy and local business:** Cycling contributes £5.4bn to the economy per year and supports 64,000 jobs. Well-planned improvements in the walking environment can increase shopping footfall by up to 40%.
- **Tackling congestion:** The new east-west and north-south cycle routes in London are moving 46% of the people in only 30% of the road space.

Gear Change also sets out the key design principles that should be followed to create safe, attractive and accessible walking and cycling infrastructure. These design principles will be incorporated into the development of the Central Lancashire LCWIP.

<sup>3</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf)

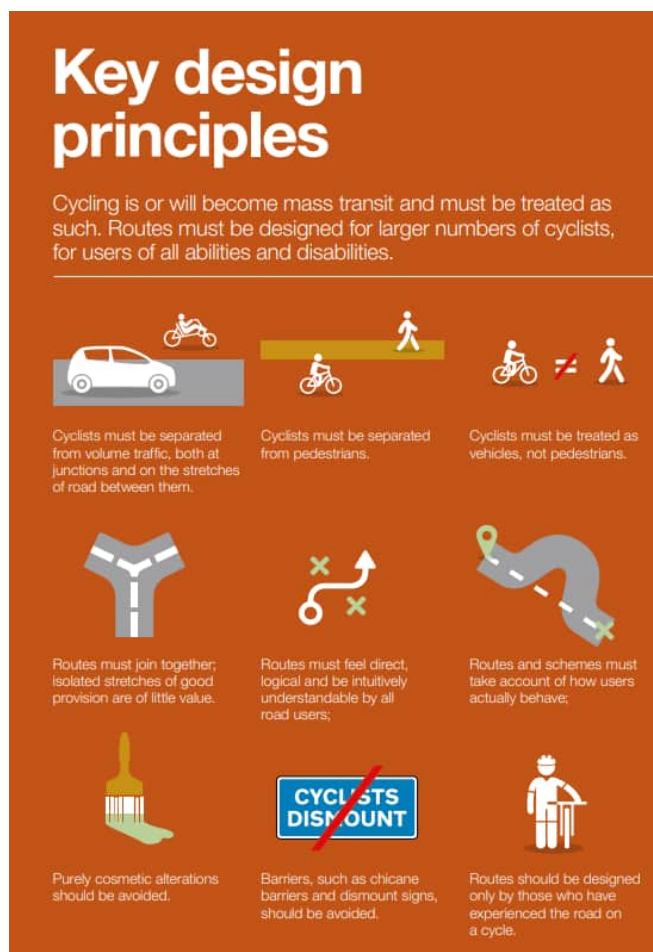


Figure 2-1: Gear Change - Key design principles

### 2.1.2. Local Transport Note 1/20 (2020)

Alongside Gear Change, the Department for Transport (DfT) published Local Transport Note (LTN) 1/20<sup>4</sup> in 2020. The LTN provides guidance to local authorities on delivering high quality cycle infrastructure.

LTN 1/20 recommends that the design of cycle networks and routes are based on five core design principles:

- **Coherent:** Cycle networks should be planned and designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.
- **Direct:** Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.
- **Safe:** Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.
- **Comfortable:** Comfortable conditions for cycling require routes with good quality, well maintained – smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.
- **Attractive:** Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.

The LTN also highlights the importance of engraining accessibility and inclusivity through all the core design principles. LTN 1/20 will be integrated into the Central Lancashire LCWIP development and will guide the design of schemes identified as part of the LCWIP.

<sup>4</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf)



### 2.1.3. The Second Walking and Cycling Investment Strategy (CWIS2, 2022)<sup>5</sup>

The second cycling and walking investment strategy (CWIS2) outlines the government's ambition to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey by 2040. The aims and targets in CWIS1, alongside the vision set out in Gear change (2020), have informed the governments revised set of objectives to:

- Increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 to 2019 to 46% in 2025;
- Increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025;
- Double cycling, where cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025;
- Increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025.

The development of the Central Lancashire LCWIP will support the ambitions of the CWIS2 by identifying the interventions required to improve cycle provision in the borough which will support the governments ambition to double levels of cycling.

The LCWIP will also identify enhancements to the pedestrian network, including the public realm to help encourage walking as the easiest option for short distance journeys.

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<sup>5</sup> <https://www.gov.uk/government/publications/the-second-cycling-and-walking-investment-strategy/the-second-cycling-and-walking-investment-strategy-cwis2>

### 2.1.4. National Planning Policy Framework (2021)<sup>6</sup>

The National Planning Policy Framework (NPPF) sets out the government's policies for planning in England. The framework emphasises the development of high-quality infrastructure to promote active travel, reduce congestion, improve air quality, and enhance physical and mental well-being. It aims to create sustainable and healthy communities by integrating walking and cycling infrastructure with existing transport networks and improving access to key destinations.

The LCWIP for Central Lancashire will align with the NPPF by prioritising the development of safe and well-connected walking and cycling networks. By integrating the NPPF's policies, the LCWIP aims to create an environment that encourages active travel and seamless connections between different modes of transportation.

The Central Lancashire LCWIP will also support the NPPF's emphasis on improving access to key destinations and creating healthier communities. The LCWIP will identify areas for improvement within Central Lancashire's walking and cycling infrastructure, proposing targeted enhancements such as pedestrian-friendly crossings, dedicated cycle lanes, and traffic-calming measures. By addressing these deficiencies, the LCWIP supports the NPPF's objective of creating safer and more attractive environments for active travel, ultimately contributing to the development of a sustainable and healthy Central Lancashire.

### 2.1.5. Net Zero Strategy: Build Back Greener, UK Government (2021)

The UK Government published its Net Zero Strategy: Build Back Greener<sup>7</sup> in October 2021. This strategy sets out a vision that every place in the UK will have its own net zero emission transport network before 2050 that serves the unique needs of its communities. It emphasises the importance of decarbonising transport to enable the UK to achieve its 2050 net zero carbon emission target.

<sup>6</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1005759/NPPF\\_July\\_2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf)

<sup>7</sup> <https://www.gov.uk/government/publications/net-zero-strategy>



This strategy also highlights that the recovery from the pandemic should not be car-led and that there must be an increase in share of trips by public transport, walking and cycling to achieve the 2050 net zero carbon emission target. LCWIPs are central to achieving the ambition of net zero greenhouse gas emissions by 2050. The plan will deliver improvements to the walking and cycling network in Central Lancashire which will help towards reducing congestion and carbon emissions from transport in the region.

### 2.1.6. Decarbonising Transport: A Better, Greener Britain, UK Government (2021)

The DfT published its Decarbonising Transport Plan<sup>8</sup> in 2021, which sets out how decarbonising transport is fundamental to the UK's pledge to becoming net zero by 2050. It outlines the importance of increasing the share of trips taken by public transport, walking and cycling.

The plan establishes six key strategic priorities which are supported by commitments, actions and timescales to manage these priorities. Some of these reiterate many of the actions and commitments of the CWIS2 and Gear Change. Relating to active travel:

- Investing £2 billion on walking and cycling over five years with the aim that half of all journeys in towns and cities will be cycled or walked by 2030;
- Delivering a world class cycling and walking network in England by 2040;
- The delivery of thousands of miles of safe, continuous, direct routes for cycling in towns and cities, physically separated from pedestrians and volume motor traffic;
- Creating a new funding body and inspectorate "Active Travel England" to enforce the standards and raise performance generally. This will include becoming a statutory consultee on planning applications for developments above a certain threshold.

<sup>8</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf)

The LCWIP is central to achieving the governments ambitious transport decarbonisation targets. Enhancing walking and cycling routes at a local level will encourage more people to shift to active travel.

### 2.1.7. Introduction to the Green Infrastructure Framework - Principles and Standards for England<sup>9</sup>

Natural England launched its Green Infrastructure Framework in 2023. The Framework provides an evidence base to support local authorities in England target green Infrastructure (GI) improvements. The framework identifies principles, standards and design guides to support the successful delivery of GI schemes. In relation to the LCWIP, one of the key focusses is accessibility, including the following guidance:

- Aim to strengthen access networks and reduce fragmentation of green and blue infrastructure;
- Contribute to access policy such as green transport and active travel strategies;
- Help achieve targeted individual access objectives for different users;
- Maintain and enhance non-motorised routes;
- Provide information which promotes wayfinding to destinations and longer routes.

The framework also promotes natural and attractive active travel routes to connect people to different communities, greenspaces and key services. The LCWIP closely aligns to the principles set out in the framework.

<sup>9</sup><https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Home.aspx>



## 2.2. Regional Policy Context

### 2.2.1. Transport for the North Strategic Transport Plan<sup>10</sup>

Transport for the North's (TfN) Strategic Transport Plan outlines the need for investment in transport across the North and identifies the priority areas for improved connectivity. The objectives of the Strategic Transport Plan are:

- Transforming economic performance;
- Increasing efficiency, reliability, integration, and resilience in the transport system;
- Improving inclusivity, health, and access to opportunities for all;
- Promoting and enhancing the built, historic, and natural environment.

The strategy recognises the need to decarbonise the transport network and encourage a shift towards a better connected, low carbon economy. The LCWIP will contribute towards enhancing transport schemes that encourage a modal shift towards walking and cycling and therefore, lower carbon emissions on the Central Lancashire road network.

### 2.2.2. Policy Position Statement: Active Travel<sup>11</sup>

The Policy Position Statement outlines TfN's role in supporting partners in the development and implementation of walking and cycling schemes across the North of England. The document also sets out the challenges faced by transport authorities, the wider ambitions, and the key objectives that feature within the Strategic Transport Plan.

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<sup>10</sup> <https://transportforthenorth.com/wp-content/uploads/TfN-final-strategic-transport-plan-2019.pdf>

## 2.3. Local Policy Context

### 2.3.1. Local Transport Plan 3 2011–2021: A Strategy for Lancashire

The Local Transport Plan (LTP3)<sup>12</sup>, prepared by LCC, identifies the issues facing the current transport infrastructure in Lancashire and sets out a series of transport priorities and schemes for the county to address these issues:

- High reliance on private transport and average travel distances are longer than in more populous metropolitan areas;
- The poor quality of many public spaces makes walking, cycling and the use of public transport unattractive and compounds perceived fears about crime and safety;
- Public health in Lancashire is a substantial problem which has wide ranging consequences. The number of adults in the county classified as overweight or obese is significantly higher than the national average. Walking and cycling can make a particularly important contribution towards improving health;
- The rate of casualties from road accidents is above the national average and is a particular concern in more disadvantaged communities and around congested and centrally located areas, such as Preston. The number of child casualties in these areas remains a key issue.
- Deprivation exists in a number of areas, despite strong economic growth in the wider sub-region. The reasons for these problems are varied and complex. Poor levels of relevant skills and training and low self-esteem present barriers to gaining new employment opportunities, whilst crime, health and the poor standards of living compound problems.

<sup>11</sup> [https://transportforthenorth.com/wp-content/uploads/TFN\\_PolicyPositionStatement\\_ActiveTravel.pdf](https://transportforthenorth.com/wp-content/uploads/TFN_PolicyPositionStatement_ActiveTravel.pdf)

<sup>12</sup> <https://www.lancashire.gov.uk/media/234521/Environment-report.pdf>

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- Air quality, particularly in congestion hotspots. In Central Lancashire, problems exist in parts of South Ribble and Chorley, most notably around the M6/M61/M65 intersections at Bamber Bridge. A number of Air Quality Management Area (AQMA) have been declared in Preston and South Chorley, notably, Golden Hill Lane in Leyland and London Road/A59 in Preston.

LTP3 sets out a series of priorities:

- 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;
- Reduce carbon emissions and their effects.

The LCWIP will identify walking and cycling routes along key corridors to connect residents with services, employment hubs and education in the Central Lancashire area. Better quality walking and cycling infrastructure, including providing segregated routes, will enhance safety for pedestrians and cyclists, encouraging more road users to shift to active travel modes. Particular attention will be given to congested sections of the network to tackle areas with poor air quality.

As the LTP3 horizon year has elapsed in 2021, a new LCC Local Transport Plan (LTP4) is in development.

<sup>13</sup><https://lancasterdynamo.files.wordpress.com/2017/04/lancashire-cycling-and-walking-strategy-v1-3.pdf>

### 2.3.2. Lancashire Cycling and Walking Strategy (2016-2026)<sup>13</sup>

This strategy details LCC's ambitious vision between 2016-2026 to develop a walking and cycling offer over the next 10 years, building on an already strong base position. The strategy sets three principal targets:

- Doubling the number of people cycling by 2026;
- Increasing the number of people walking by 10% by 2026 with a focus on increasing the percentage of aged children 5 – 10 usually walking to school; and
- Bring levels of physical activity in all districts to at least the annual national average by 2026.

To meet these targets, a high-quality walking and cycling network is required to promote active travel and connect residents with key services and businesses. The LCWIP will be an opportunity to support the delivery on LCC's walking and cycling targets.

### 2.3.3. Lancashire Rights of Way Improvement Plan (2015-2025)

LCC published a Rights of Way Improvement plan in 2015<sup>14</sup>. The plan contains an assessment of the extent to which local rights of way meet the present and likely future needs of the public. As part of the assessment, the study found that many sites in Lancashire are not well connected to urban areas and, as such, their benefits are not being fully utilised.

In response to the issues highlighted by the assessment, LCC have produced a list of aims and actions that explore how the overall condition and connectivity of the wider access network for the benefit of all users can be improved. Some of the most

<sup>14</sup><https://consultation.lancashire.gov.uk/responses/response.asp?ID=268>

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notable aims and actions in relation to the development of the LCWIP are outlined Table 2-1:

**Table 2-1: Lancashire Rights of Way Improvement Plan key aims and objectives**

| Aim  | Objective  |
|--|--|
| Improve the safety and connectivity of the network where there are road/railway crossings. | <p>Seek to reduce the number of surface crossings of railway lines. Look at ways of improving the network to divert crossings from across railways and major roads.</p> <p><b>How this links to the LCWIP:</b> The LCWIP will aim to reduce barriers for pedestrians and cyclists in Central Lancashire. The proposed routes will prioritise active travel and, where possible, will separate transport modes to improve safety and attractiveness of the network.</p> |
| Connect green spaces better with communities and urban areas.                              | <p>Seek opportunities to improve links via the public rights of way network.</p> <p><b>How this links to the LCWIP:</b> Active travel routes identified as part of the Central Lancashire LCWIP will encompass natural and attractive infrastructure to connect people to different communities, greenspaces and key services.</p>   |
| Expand the number of good quality short walks in and from residential areas.               | <p>Identify the potential for short easy access walks from where people live, particularly those communities experiencing health inequalities. Identify missing links or additional links to create new accessible walks.</p> <p><b>How this links to the LCWIP:</b> The LCWIP will pay key attention to connecting current walking infrastructure and identifying new routes in Core Walking Zones in Central Lancashire.</p>   |

<sup>15</sup> [https://lancashirelep.co.uk/wp-content/uploads/2019/02/4412-lancs-strat-transport\\_web-1.pdf](https://lancashirelep.co.uk/wp-content/uploads/2019/02/4412-lancs-strat-transport_web-1.pdf)

### 2.3.4. The Lancashire Strategic Transport Prospectus (2016)<sup>15</sup>

The prospectus identifies LCC's long-term strategic transport requirements and the opportunities and constraints on growth over the next twenty years, as well as the more immediate interventions needed to stimulate Lancashire's latent potential. The prospectus recognises the need for Lancashire's main centres for employment, education and training need to be served by reliable, accessible, and profitable bus services supported by safe, convenient and attractive walking and cycling networks to encourage people to participate in more active ways of travel.

The Central Lancashire LCWIP will support Lancashire's ambitions of providing a safe and convenient walking and cycle network to encourage active travel options both for short journeys and also for longer journeys to work and education and for leisure.

### 2.3.5. Lancashire County Council Highways and Transport Strategy (2023-2025)

LCC published the Highways and Transport Strategy<sup>16</sup> in 2023 as a high-level view of how highways and transport responsibilities will be delivered over the next three years. The key focus of the strategy is towards developing better links, and improving journey times and reliability, between areas of economic opportunity and their workforce, with the provision of sustainable forms of travel a priority.

As part of LCC's 2025 vision, walking and cycling will be at the forefront of local transport planning with a focus on developing footways and cycleways in areas with poorest provision and in areas with greatest footfall of vulnerable users, such as around schools, hospitals and other essential services. Particular consideration will be given to targeting the most deprived communities where there is typically a greater reliance on walking and cycling.

<sup>16</sup> <https://www.lancashire.gov.uk/council/strategies-policies-plans/corporate/highways-and-transport-strategy-2023-2025/>



The LCWIP supports LCC's walking and cycling vision and will seek to create new links, as well as enhancing existing ones, in order to improve access for residents of Central Lancashire to key services and employment centres throughout the county.

### 2.3.6. The Central Lancashire Highways and Transport Masterplan (2013)<sup>17</sup>

This policy represents Lancashire County Council's considered position of the transport infrastructure needed to support the delivery of Central Lancashire's development strategy. By 2026, Central Lancashire is expected to have 22,200 additional homes, a large office-based service sector employment and as many as 23,000 new jobs. The Enterprise Zone covering the BAE Systems sites at Samlesbury and Warton has the potential to create up to 6,000 jobs in advanced engineering and manufacturing, in the long term. To support this anticipated growth, Central Lancashire's transport system will need to be able to cope with the additional demands placed on it.

The Masterplan recognises the need to take every opportunity to reduce vehicle movements and reallocate road space in Preston to:

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

Improving the public realm is also a key priority in Leyland, Chorley and other local centres. By providing new road capacity to support development, it will be possible to substantially reduce traffic volumes in a number of places.

The LCWIP aims to provide walking and cycling routes in urban centres to enhance the public realm, as well as improving routes along the key transport corridors, providing safe and sustainable travel between towns.

<sup>17</sup> <https://www.lancashire.gov.uk/media/234524/Central-Lancashire-Highways-and-Transport-Masterplan.pdf>

### 2.3.7. Preston City Transport Plan (2019)<sup>18</sup>

The Preston City Transport Plan presents a long-term strategy for reducing congestion, providing for better public transport, and transforming the city and the wider sub-region's streets and spaces. It recognises Preston's recent economic growth and future significant development ambitions, and its importance at a sub-regional and pan-Lancashire level, including the city's inter relationships across the Northern Powerhouse and nationally.

With a 20-year vision, it looks further into the future, setting out an ambitious programme of proposals to transition the city from a car-dominated network to a multi-modal network including future transit and ambitions for new rail stations at Midge Hall and Coote Lane. There is a vision to reduce congestion and bolster productivity, with added inclusivity, helping Preston to become an 'accessible' city and a healthy environment to live, work and play. The document sets out a city-wide cycle network and sets out ambitions for 'Great Streets and Spaces', where streets should be designed for people as a priority, rather than cars. The document suggests opportunities for active travel in terms of use of disused railways and prioritising key streets, such as Fishergate, for sustainable modes.

The vision, developed together with stakeholders, focuses around four key principles:

1. Responding to a growing economy in a sustainable manner, thereby maximising efficiency.
2. Rebalancing the transport mix, to provide a more rounded mobility offer.
3. Creating a healthier place, for both people and the environment, responding to significant issues in health across the city.
4. Continuing the physical transformation of the city

<sup>18</sup> <https://www.lancashire.gov.uk/media/912977/preston-ctp.pdf>



Whilst LCC are already taking steps towards this vision through funded proposals via LUF, TCF and the City Deal (described later on in this section), when delivered, this LCWIP will also help make active travel central to the transport network.

### 2.3.8. Central Lancashire Adopted Core Strategy (2012)

The Central Lancashire Core Strategy<sup>19</sup> has been produced by the Central Lancashire authorities of Preston, South Ribble and Chorley, with assistance from Lancashire County Council.

The Core Strategy is a key document in Central Lancashire's Local Development Framework. Its purpose is to help co-ordinate development in the area and contribute to boosting investment and employment. Above all, it is a policy document which seeks to encourage sustainable and managed growth, whilst protecting and enhancing green spaces and access to open countryside, with the aim of enhancing Central Lancashire's character as a place with 'room to breathe'.

Central Lancashire's strategic objectives for sustainable travel, are:

- To reduce the need to travel, manage car use, promote more sustainable modes of transport and improve the road network to the north and south of Preston by ensuring there is sufficient and appropriate infrastructure to meet future needs.
- To enable easier journeys into and out of Preston City Centre and east/west trips across South Ribble, to improve movement around Chorley, as well as safeguard rural accessibility, especially for mobility impaired people.

In line with the aims of the LCWIP, Central Lancashire's Core Strategy recognises the potential to encourage short trips of two miles and less, which account for the majority of trips made in Central Lancashire, to be undertaken using sustainable

<sup>19</sup><https://centrallocalplan.lancashire.gov.uk/media/1032/central-lancashire-core-strategy-july-2012-v1.pdf>

<sup>20</sup> [https://www.preston.gov.uk/media/1952/Preston-s-Local-Plan/pdf/Preston-Local-Plan-2012-2026-\\_8.pdf?m=637056240884300000](https://www.preston.gov.uk/media/1952/Preston-s-Local-Plan/pdf/Preston-Local-Plan-2012-2026-_8.pdf?m=637056240884300000)

modes of travel such as walking and cycling. The Core Strategy also identifies areas for potential new development.

### 2.3.9. Local Plans

The following three sub-sections summarise the Local Plans across Preston, Chorley and South Ribble. It is important to note however that a draft Local Plan for Central Lancashire is in development and these draft Local Plan sites that have been taken into account for development of this LCWIP.

#### Preston Local Plan (2012-26)

The Preston Local Plan<sup>20</sup> was adopted by the City Council in 2015. It sets out the council's vision for the future of the city and provides a framework for the development and management of land and buildings. As part of the Local Plan, the key local issues facing Preston have been identified and a set of policies to tackle these issues have been provided.

The Local Plan closely follows the principles put forward in Central Lancashire's Core Strategy to promote better accessibility by encouraging walking and cycling for shorter trips and supporting bus and rail travel for longer journeys. The Plan identifies the need to provide safe, clean pedestrian friendly urban areas and make improvements to the current cycle network to encourage more walking and cycling in Preston. Development of the Central Lancashire LCWIP will be central to enhancing the current infrastructure and create safe, new walking and cycling routes in Preston.

#### Chorley Local Plan

Chorley Council published their current Local Plan<sup>21</sup> in 2015 which closely conforms to the objectives set out in the Central Lancashire Core Strategy. Chorley

<sup>21</sup> [https://chorley.gov.uk/media/592/Chorley-Local-Plan-2012-2026-adopted-2015/pdf/Adopted\\_Chorley\\_Local\\_Plan\\_July\\_2015.pdf?m=637384447869670000](https://chorley.gov.uk/media/592/Chorley-Local-Plan-2012-2026-adopted-2015/pdf/Adopted_Chorley_Local_Plan_July_2015.pdf?m=637384447869670000)



Council have placed a key focus on sustainable development when considering new development proposals.

Chorley's Local Plan proposed several improvement schemes to encourage walking by providing safe, clean, pedestrian friendly urban areas. These walking schemes have now been implemented and the LCWIP will build upon these improvements to further connect key services and public transport hubs in Chorley.

### South Ribble Local Plan

The South Ribble Local Plan<sup>22</sup> was adopted in 2015 to guide future housing developments, business and commercial locations, transport infrastructure and education facilities, which will lead to significant investment in community facilities and urban centres.

In line with Central Lancashire's Core Strategy and the development of the LCWIP, South Ribble's Local Plan identifies the importance of providing safe, clean cycleways and pedestrian friendly urban areas to encourage active travel.

Walking and cycling are important modes of transport that the Council wishes to encourage because of the important health benefits that they can provide. One way of encouraging walking is to provide safe, clean, pedestrian-friendly urban areas.

### 2.3.10. Preston, South Ribble and Lancashire City Deal

The Preston and Lancashire City Deal<sup>23</sup> is an agreement between the Government and four local partners: Lancashire County Council, Lancashire Enterprise Partnership, Preston City Council and South Ribble Borough Council.

The main transport schemes included in the City Deal are:

1. **Preston Western Distributor (PWD)** - this will link the A583/A584 to the motorway network via a new junction on the M55. This road will improve

access to the Warton site of the Lancashire Enterprise Zone (EZ), the Springfields nuclear fuel facility at Salwick and enable the comprehensive development of the North West Preston strategic housing location which will accommodate over 4,000 new homes. Scheme costs of £109.5m.

2. **South Ribble Western Distributor (SRWD)** - this will double vehicle capacity between Preston City Centre and the motorway network, at the point at which the M65, M6 and M61 connect. This enhancement will enable full development of, and access to, Cuerden Strategic Employment site and the adjacent Lancashire Business Park. In addition, it will unlock housing schemes accommodating up to 2,700 new homes. Scheme costs: £52.5m.
3. **Broughton Congestion Relief** - this will provide critical relief to the A6, North-East Preston and the M6. This new road will unlock housing sites in creating over 1,400 new homes, as well as enabling full development of new and future employment sites in East Preston creating over 5,000 new jobs. Scheme costs: £23.9m
4. **Penwortham Bypass** - now delivered, this scheme complements SRWD capacity improvements and connects the network to Ringway. It significantly improves access between local and motorway networks, reducing congestion in Preston City Centre through by-passing of City Centre routes. In addition, it enables future housing opportunities to come forward beyond 2024. It will also define the route of the new bridge crossing of the River Ribble linking with the PWD. Scheme costs: £17.5m.

The Preston, South Ribble, and Lancashire City Deal is designed to boost economic growth in the region. One of the key components of the City Deal is the implementation of active modes improvements, which include enhancements to cycling and walking infrastructure. Some of the specific improvements associated with active modes in the Preston, South Ribble, and Lancashire City Deal include:

<sup>22</sup> [https://www.southribble.gov.uk/media/125/The-Adopted-Local-Plan-July-2015/pdf/Local\\_Plan\\_-\\_Adopted\\_July\\_2015\\_0.pdf?m=637369819342800000](https://www.southribble.gov.uk/media/125/The-Adopted-Local-Plan-July-2015/pdf/Local_Plan_-_Adopted_July_2015_0.pdf?m=637369819342800000)

<sup>23</sup> <https://www.preston.gov.uk/article/1599/Preston-and-Lancashire-City-Deal>



- **Cycleways:** The City Deal aims to create a network of cycleways that connect major destinations within the region, including workplaces, schools, and shopping centres. These cycleways will be separated from vehicle traffic to improve safety for cyclists.
- **Pedestrian improvements:** The City Deal includes improvements to pedestrian infrastructure, including wider sidewalks, better lighting, and more frequent crossing points. This will make it easier and safer for people to walk around the region.
- **Improved connectivity:** The City Deal aims to improve connectivity between different modes of transportation, including cycling, walking, and public transportation. This will make it easier for people to travel around the region without relying on cars.
- **Bike-sharing scheme:** The City Deal includes the implementation of a bike-sharing scheme, which will allow people to rent bikes for short periods of time. This will encourage more people to use bikes for transportation and reduce reliance on cars.

The LCWIP will be a good opportunity to meet the ambitious targets outlined in the transport schemes above and include measures on key routes that will have reduced traffic as a result of these new roads being delivered.

### 2.3.11. Preston Transforming Cities Fund<sup>24</sup>

In 2020, LCC was awarded £40.4m by the Department for Transport (DfT), which was granted under the Transforming Cities Fund (TCF). The funding was based on enabling the Council to deliver a number of the schemes set out in the initial bid,

which ultimately aim to fundamentally change the way people travel into and around Preston city centre and improve the environment.

The fund's overall aims are to drive up productivity through improved connections between urban centres and suburbs. To do this, the fund is supporting an investment in infrastructure to improve public and sustainable transport connectivity.

Encouraging an increase in journeys made by low carbon, sustainable modes is a key objective of the fund as well as supporting priorities such as:

- Improving access to work and delivering growth;
- Improving mobility and encouraging the use of new mobility systems and technology;
- Tackling air pollution and reducing carbon emissions;
- Delivering more homes; and
- Delivering apprenticeships and improving skills.

The schemes planned under this funding stream should also encourage significant housing growth plans by incentivising more sustainable travel. It will also help work towards the local ambition to make choosing sustainable travel modes, such as walking, cycling and public transport, easier and more attractive. The following schemes which are part of TCF will each play a key role in the development of the walking and cycling routes proposed in the LCWIP:

#### Transforming Friargate North and Ringway

The £14.7m scheme is designed to enable more people to leave the car at home and increase opportunities to catch the bus, walk and cycle, fundamentally changing the way we travel into and around this part of Preston. It is designed to encourage people moving between the university and the Harris Quarter by

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<sup>24</sup> <https://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/major-transport-schemes/preston-transforming-cities-fund/>



regenerating the area and joining up both sides of the city. By bringing it up to date with other modern cities, we aim to make this area an attractive destination for residents and visitors to enjoy, generating more potential customers for businesses particularly along the northern end of Friargate. The updated Transforming Friargate North and Ringway package also looks to encourage the flow of people between the university and the Harris Quarter, reconnecting the city with the northern end of Friargate to give a joined-up shopping and leisure experience.

### Cottam Parkway Railway Station

Cottam Parkway is a proposed new railway station on the north-west side of Preston, which aims to provide extra transport options for people travelling to and from the city centre, open up new opportunities for business and leisure journeys, and increase access to the mainline rail services.

It will also help to reduce congestion in Preston city centre through providing Park & Ride options by train. The station will serve existing residential areas, as well as areas of the city where new homes are being built. Access provided by the Preston Western Distributor Road and the new M55 junction two will help the station to serve a much wider area.

### 2.3.12. Active Preston: Transforming our Community Infrastructure<sup>25</sup>

Preston City Council's successful LUF bid will deliver a range of improvements to four major City parks, deliver safer and healthier streets and more walking and cycling routes. The LUF funded schemes focus on the delivery of several active travel interventions within the core of Preston:

- The delivery of north-south cycle improvements with a focus on improving Friargate South/Cheapside.

- The development of a new mobility hub with facilities for secure cycling at Preston Bus Station.
- To complete the development of a segregated east – west cycle corridor.
- A new cycle/pedestrian bridge crossing the River Ribble (replacing the Old Tram Bridge which has been closed for nearly three years). This helps connect Preston to South Ribble.

These investments will build a network of routes connecting to residential areas, green space, the city centre and neighbouring districts. These proposals will be taken into consideration as part of the Central Lancashire LCWIP.

### 2.3.13. Other Notable Strategies

- **Clean Air Strategy<sup>26</sup>** - The Department for Food and Rural Affairs (DEFRA) published the Clean Air Strategy in 2019 which sets out how the Government will reduce emissions from transport, homes, farming and industrial sectors to improve air quality. This include supporting a move to lower emission road vehicles and more active forms of travel (walking and cycling).
- **The Inclusive Transport Strategy<sup>27</sup>** - Sets out the Government's plans to make transport more inclusive, and to make travel easier for disabled people. While it is focused on the inclusion of disabled people, many of the improvements will also benefit other travellers.
- **Major Transport Schemes<sup>28</sup>** - With more development planned to meet Lancashire's housing and employment needs and build on its strong economic performance, the existing network cannot be relied upon to absorb increases in the number of vehicle users. Even with a much greater investment in public transport, cycling and walking, the current

<sup>25</sup> [https://www.preston.gov.uk/media/11561/Active-Preston-Active-Travel/pdf/Active\\_Preston\\_-\\_Active\\_travel.pdf?m=637952085805230000](https://www.preston.gov.uk/media/11561/Active-Preston-Active-Travel/pdf/Active_Preston_-_Active_travel.pdf?m=637952085805230000)

<sup>26</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/770715/clean-air-strategy-2019.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf)

<sup>27</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/728547/inclusive-transport-strategy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/728547/inclusive-transport-strategy.pdf)

<sup>28</sup> <https://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/major-transport-schemes/>



infrastructure in Lancashire will not be able to cope. LCC has published a list of future transport scheme proposals which aim to address these issues.

- **Towards Zero Lancashire: Road Safety Strategy Towards Zero Lancashire 2016 - 2026** – The Towards Zero Road Safety Strategy for Lancashire sets out the vision to make people safe and feel safe on Lancashire's roads. The strategy outlines a commitment to delivering the following 4 aims:
  1. Reducing road traffic fatalities by user group and age
  2. Reduce severity and numbers of road traffic injuries by user group and age
  3. Improve outcomes of 'vulnerable' road users.
  4. Improve and change road safety attitudes and behaviours.

In line with the development of the LCWIP, the strategy recognises that cycling and walking should become safer, and, importantly, be perceived to be safe to encourage more active travel.

- **Lancashire Economic Strategy (2023 – 2025)**<sup>29</sup> – LCC has published a three-year strategy to support economic growth and connectivity within the county. Consistent with the development of the LCWIP, the Economic Strategy highlights the economic significance of providing attractive transport links between key employment, housing and learning sites.
- **Active Design and Spatial Planning** Lancashire County Council's Active Design and Spatial Planning note<sup>30</sup> provides guidance on integrating physical activity considerations into local planning policies. By incorporating the principles outlined in the Active Design and Spatial Planning note, the LCWIP can effectively develop infrastructure that

encourages and enables active travel, creating well-connected networks and safe routes within Central Lancashire.

- **Lancashire Health and Wellbeing Strategy (2016)**<sup>31</sup> – The strategy was developed to support the delivery of improvements and address the inequalities in the health and wellbeing of the citizens and communities in Lancashire. Enhancements to the active travel network identified as part of the LCWIP will encourage more residents to take up walking and cycling and will boost health and wellbeing across Lancashire.
- **Active Lancashire: A Decade of Movement (2021)** – A Decade of Movement<sup>32</sup> outlines Active Lancashire's 10-year vision to establish and embed a culture of health and wellbeing for all individuals in Lancashire. The strategy emphasises the right of every person to lead an active lifestyle and highlights the benefits of physical activity for personal wellbeing, the economy, and the health service. The key objectives of the vision include engaging partners, empowering communities, enabling individuals, and promoting collaboration to ensure that every person in Lancashire has access to a physically active lifestyle.

Aligning with Active Lancashire's vision, the LCWIP aims to address inequalities and promote inclusivity, ensuring that active travel infrastructure is accessible and caters to people of all abilities, ages, and backgrounds. Understanding the needs of diverse communities within Central Lancashire through stakeholder engagement is key to successfully promote and enhance active travel opportunities in the region.

- **Chorley Council Climate Change Strategy (2022 – 2024)**<sup>33</sup> – Chorley Council has identified nine priorities for actions to tackle climate change. Under each of these, a number of activities and projects have been outlined in order to help deliver LCC's strategic objectives for climate change and the end goal to be a net zero Borough. Priority Four focuses on providing

<sup>29</sup> <https://www.lancashire.gov.uk/media/940760/economic-strategy.pdf>

<sup>30</sup> <https://www.lancashire.gov.uk/media/937926/active-design-advisory-note.pdf>

<sup>31</sup> <https://www.lancashire.gov.uk/media/907203/lancashire-health-and-wellbeing-strategy.pdf>

<sup>32</sup> <https://www.activelancashire.org.uk/assets/uploads/downloads/AL-digital%20only.pdf>

<sup>33</sup> [https://chorley.gov.uk/media/1720/Climate-Change-Strategy/pdf/Climate\\_Change\\_Strategy\\_FINAL.pdf?m=637970407478970000](https://chorley.gov.uk/media/1720/Climate-Change-Strategy/pdf/Climate_Change_Strategy_FINAL.pdf?m=637970407478970000)

safe spaces for walking and cycling, promoting sustainable public transport and greener private and commercial vehicles.

- **Lancashire Green Infrastructure Strategy** – The Green Infrastructure Strategy<sup>34</sup> was published by Lancashire Economic Partnership in 2009. The strategy emphasises planning approaches that focus on the environment, the economy, tourism and health and well-being. The Green Infrastructure Strategy lists an increase in footpaths, cycle paths and bridleways as one of the key measures for success.
- **Lancashire Net Zero Pathways Option** – The Lancashire Net Zero Pathways Option<sup>35</sup> provides an evidence-based assessment of Lancashire's current carbon footprint at territorial level and generates a robust and realistic carbon reduction pathway that would put the region on track to achieve the national target of net zero by 2050.

The report advocates an increase in active travel/micro mobility use through measures to improve the range and quality of provision for walking, cycling and wheeling and measures to encourage behaviour change, with the aim of achieving a 300% increase in cycling relative to reference levels by 2030. The report also promotes the 20-minute neighbourhood strategy whereby most residents' daily needs can be accessed within a 20-minute walk or cycle ride. Key features include local shopping and health facilities, education, green spaces, public transport, and employment.

- **20mph Zones**<sup>36</sup> – LCC have increased the number of roads with 20mph speed limits in residential to combat high accident rates involving pedestrians and cyclists in some parts of Lancashire. As well as improving safety, the new 20mph limits in Lancashire aim to improve people's quality of life and make our streets safer places for walking and cycling.

- **Transport Asset Management Plan** – The Lancashire Transport Asset Management Plan (TAMP) recognises maintaining and managing the condition of footways and cycleways as a priority so that maintenance can be carried out in a planned rather than reactive manner.
- **Preston, South Ribble and Lancashire City Deal Masterplanning Exercise for Public Transport Priority Corridors and Local Centres (2017)** – To support the City Deal, this piece of work looked at seven corridors across Preston and South Ribble and the balance of both place and movement objectives. Masterplans of each of the corridors were developed with the aim of providing a high quality environment for all users.

### 2.3.14. Other Schemes/Proposals

There are a number of other schemes and aspirational routes for walking and cycling that are not captured within the above policy review but are important to be aware of which are listed below.

- **Chorley Levelling Up Fund Bid** – One of the key objectives of the bid focussed on improving pedestrian and cycle routes in the town centre. These routes will be considered alongside the development of the LCWIP.<sup>37</sup>
- **Neighbouring LCWIPs** – LCWIPs are being drafted for neighbouring districts including West Lancashire, Fylde, and Ribble Valley LCWIP is being developed in tandem with this LCWIP. Cross boundary links, for example with Blackburn, Bolton and Wigan, and the TfGM Bee Network will be considered where appropriate whilst developing this LCWIP.
- **Emergency Active Travel Fund (EATF)** – Proposals included seven schemes which are at varying stages - some being complete and others still ambitions. Schemes have all had some level of design and feasibility and some will form part of LCC's ATF4 bid.

<sup>34</sup>[http://www.lancastergreenspaces.org.uk/uploads/8/1/1/9/8119213/lancashire\\_green\\_infrastructure\\_strategy.pdf](http://www.lancastergreenspaces.org.uk/uploads/8/1/1/9/8119213/lancashire_green_infrastructure_strategy.pdf)

<sup>35</sup> <https://www.lancashire.gov.uk/media/933543/lancashire-net-zero-pathways-report.pdf>

<sup>36</sup> <https://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/20mph-areas/>

<sup>37</sup> [https://main.chorley.gov.uk/media/2209/Chorley-Levelling-Up-funding-bid-presentation-June-2022/pdf/LCC\\_Presentation\\_June\\_2022web.pdf?m=637946199571200000](https://main.chorley.gov.uk/media/2209/Chorley-Levelling-Up-funding-bid-presentation-June-2022/pdf/LCC_Presentation_June_2022web.pdf?m=637946199571200000)



- **S106 agreement at Botany Bay** – This includes a planning contribution towards PRow and canal towpath improvements, with majority of funds being used towards improving the canal towpath from Canal Walk to the application site.
- **Crossing upgrade on Manchester Road, Preston** – The road intersects one of Preston City Council's LUF routes along Queen Street, serving as a key connector road from Frenchwood Ave to the city centre, with a very high pedestrian footfall. The Frenchwood area was trialled for a low-traffic neighbourhood back in 2020 during the emergency measures programme.
- **Broadgate and Fishergate Hill junction improvements** – The Broadgate and Fishergate Hill junction is a key part of the Penwortham to Preston Cycleway. The junction improvements aim to create a safer and more accessible environment for pedestrians and cyclists. The Cycle Optimised Protected Signals (CYCLOPS) junction design separates cyclists and pedestrians from motorised traffic, reducing the risk of collisions. The junction includes an external orbital cycle track that encircles the junction, allowing cyclists to make right turns in one movement and eliminating the need to cross multiple traffic lanes. Construction is expected to be completed by the end of June 2023.
- **Heritage cycleways ambition (Euxton near Buckshaw Village)** – Potential to connect Chorley – Buckshaw and Cuerden Valley Park.
- Local ambitions and support to redevelop the disused railway line between Chorley and Blackburn.
- Local ambitions to improve pedestrian facilities within the vicinity of North Road/Garstang Road/Aqueduct St/Moor Street.
- Ambitions for improvements for pedestrians along Centurion Way.
- Local ambitions for a Leyland Loop leisure route.



### 3. Gathering Information (Stage 2)

### 3. Gathering Information (Stage 2)

#### 3.1. Introduction

To aid the development of the Central Lancashire LCWIP, a variety of existing spatial data was gathered and analysed. This data helped to gain insight into current and potential demand, obstacles, opportunities, and barriers for active travel. Where relevant, the data was overlaid and mapped to combine different sources of information. This background data was used to identify cycling corridors and core walking zones, which are detailed in subsequent sections.

The analysis included the following data sets:

- **Population and demographics**
  - Population density
  - Workplace population density
  - Car ownership
  - Indices of multiple deprivation
- **Development**
  - Areas of development (residential and employment)
- **Air quality**
- **Walking and cycling isochrones, key destinations and severance**
- **Transport network and movement**
  - Collision data
  - Method of travel to work
  - Distance travelled to work
  - Cycle count data
  - Existing transport facilities and infrastructure
- **Stage 1 engagement survey**
- **Understanding desire lines**
  - Propensity to Cycle Tool (PCT)
  - 'Everyday trips' walking and cycling desire lines
  - Strava Metro data for cycling and walking

To set the context of the characteristics of the area, Figure 3-1 has been included which is an extract from the 'Actively moving forward – A ten-year strategy for cycling and walking' report by LCC. The figure shows some key statistics

surrounding health, population and age for residents in the borough. Improving infrastructure for pedestrians and cyclists across Central Lancashire is essential to ensure the safety of those who currently walk and cycle in the area. The current infrastructure poses a significant risk to those using these modes of transport. By investing in better infrastructure, we can encourage more people to choose active transportation, reducing traffic congestion and improving air quality in the process. The data shows that in Lancashire, 65% of the adult population are overweight or obese and 28% are completely inactive. This suggests that there is a role to play for active travel in improving the health of residents.

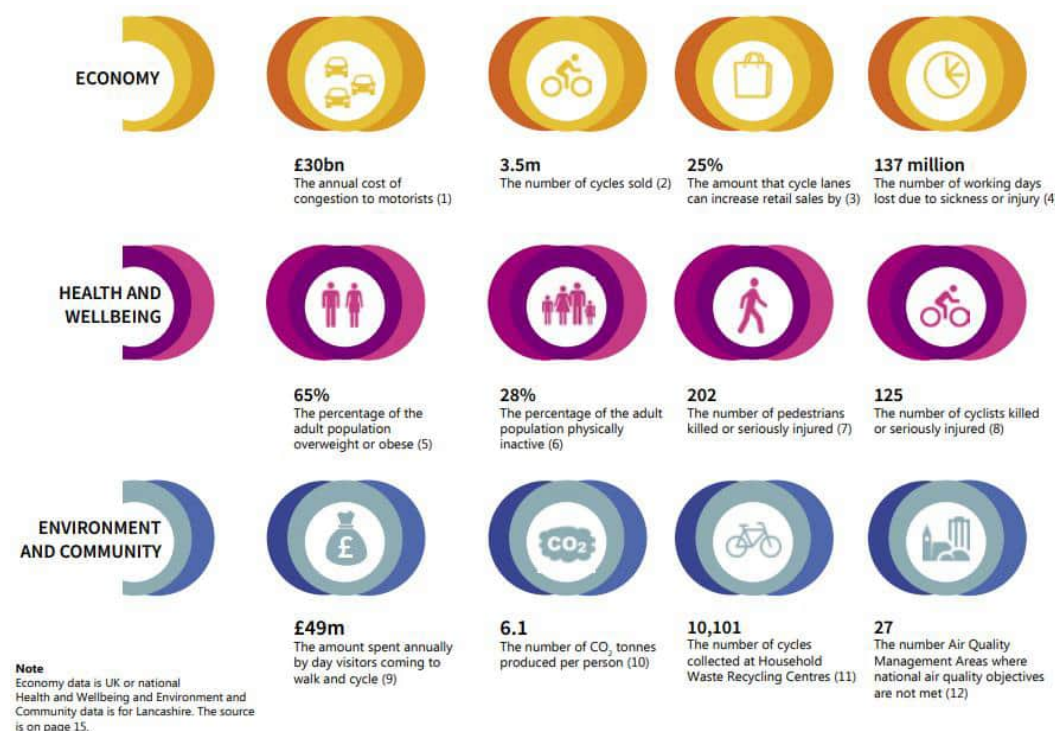


Figure 3-1: Actively moving forward – A ten year strategy for cycling and walking (Lancashire County Council, 2022)



## 3.2. Population and Demographics

With a total population of approximately 380,000 based on the 2021 census, Central Lancashire comprises 150,000 residents in Preston, 120,000 in Chorley and 110,000 in South Ribble. In terms size, Chorley is the largest of the districts & borough's in Central Lancashire covering an area of 203 square kilometres. This is followed by Preston with 142km<sup>2</sup> and South Ribble with 113km<sup>2</sup>. This gives Central Lancashire a population density of 822 people per km<sup>2</sup>, significantly higher than the national average of 434 people per km<sup>2</sup>.

The results of the 2021 census show that Preston has a high proportion of residents from ethnic minority backgrounds (27.4%). In contrast, Chorley and South Ribble have a small minority of people from ethnic minority backgrounds, below the national average.

- **Age:** According to census data from 2021, the population of Preston district has a median age of 36 years, which is slightly lower than the national median of 40 years. Chorley and South Ribble both have median ages above the national average with 43 years and 44 years respectively.
- **Health:**
  - **Preston:** The 2021 Health Profile reveals that the health of people in the district is generally worse than the national average. In particular, suicide and physical activity rates are significantly higher.
  - **Chorley:** In most areas, the Health Profile is largely similar to the England average. However, the number of excess winter deaths and infant mortality rate are significantly worse
  - **South Ribble:** According to the Health Profile, the district has mostly similar health outcomes compared to the national averages and in some cases, slightly better. However, there are still some areas for improvement. For example, the prevalence of smoking in adults is higher in South Ribble than the national average.
- **Life expectancy:** The life expectancy in Preston is lower than the national average for both males (3 years) and females (1-2 years). In Chorley, the

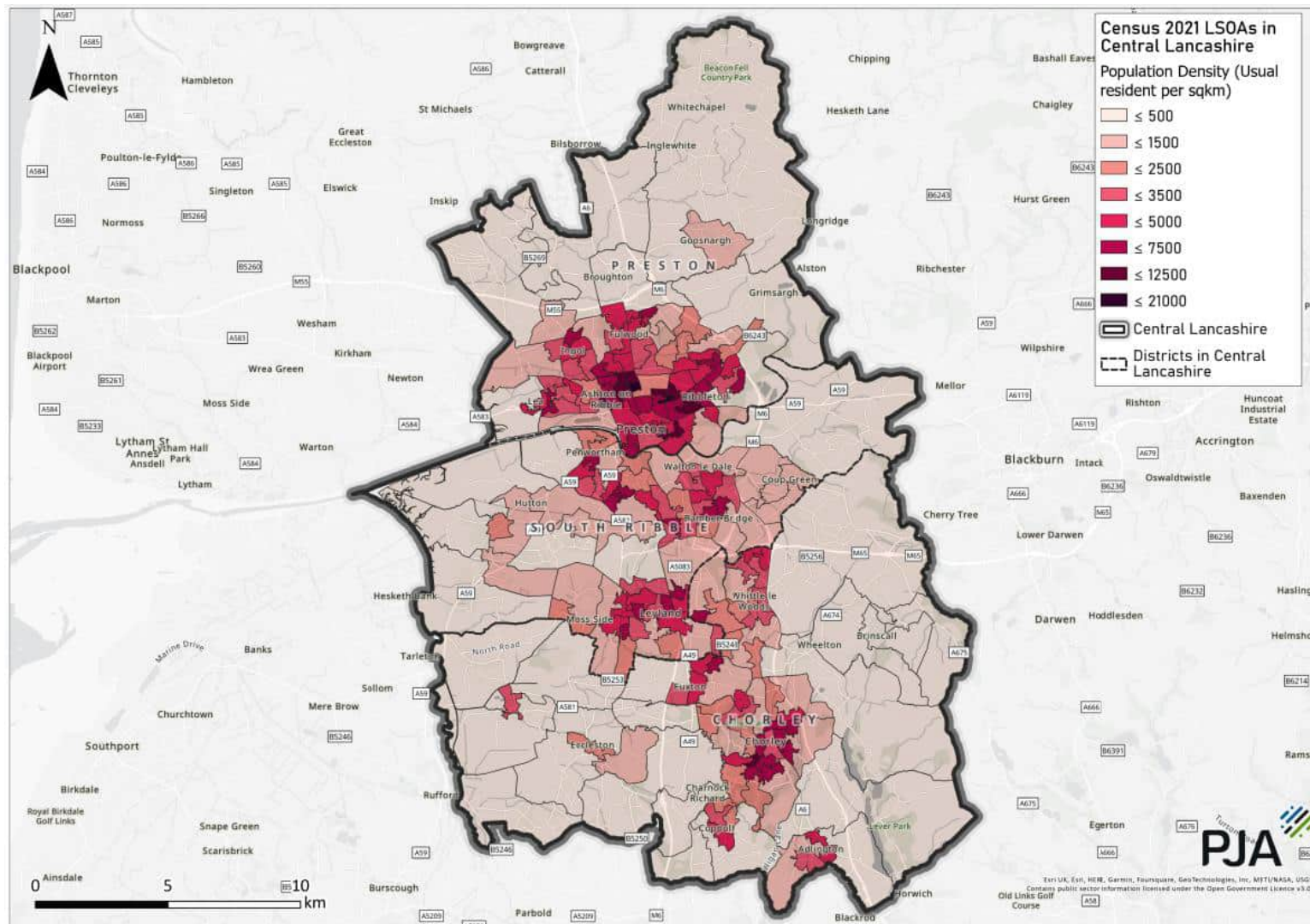
borough average is approximately half a year higher than the national average for males and very slightly lower than the national average for females. The average life expectancy in South Ribble is higher for both men (1 year) and women (half a year).

### 3.2.1. Population Density

Figure 3-2 illustrates how the population is distributed across the Central Lancashire region, providing insight into the potential demand for walking and cycling trips. The majority of the population and workplaces are concentrated in the centre of the district within the key settlements, towards the centres of Preston, Chorley, Leyland, Lostock Hall and Bamber Bridge. The most heavily populated area is Preston City Centre. As depicted in the figure, the population outside of the urban hubs in Central Lancashire is significantly less concentrated, particularly towards the district borders in the north and the east of the study area.

Since a considerable number of trips start or end at home, higher population densities suggest a greater likelihood of walking or cycling trips. Higher population density can also indicate a more urbanised built environment, which may offer more opportunities for short trips to local stores, schools, and other destinations.

# Central Lancashire Local Cycling & Walking Infrastructure Plan



### Figure 3-2: Central Lancashire Population Density



### 3.2.2. Workplace Population Density

Figure 3-3 displays the density of the workplace population in the Central Lancashire area, providing an indication of job density and important destinations for commuting. These areas are prime candidates for improved access through active travel in the LCWIP network development.

Similar to the pattern of population density, workplace zones with higher density are concentrated in the centre of the study area, with the highest workplace densities found in the urban centres of Preston, Chorley, Leyland and Bamber Bridge.

In contrast, areas towards the edge of the study area in the north, south-east and south-west of Central Lancashire have significantly lower densities, reflecting the rural nature of these areas. As a result, most commuter trips in the study area would occur within the central region of the district.

The majority of locations with higher workplace density are adjacent to transportation links such as the railway network and are well-connected key highway corridors, such as the M6, M61 and A6 which connect north-south through the area.

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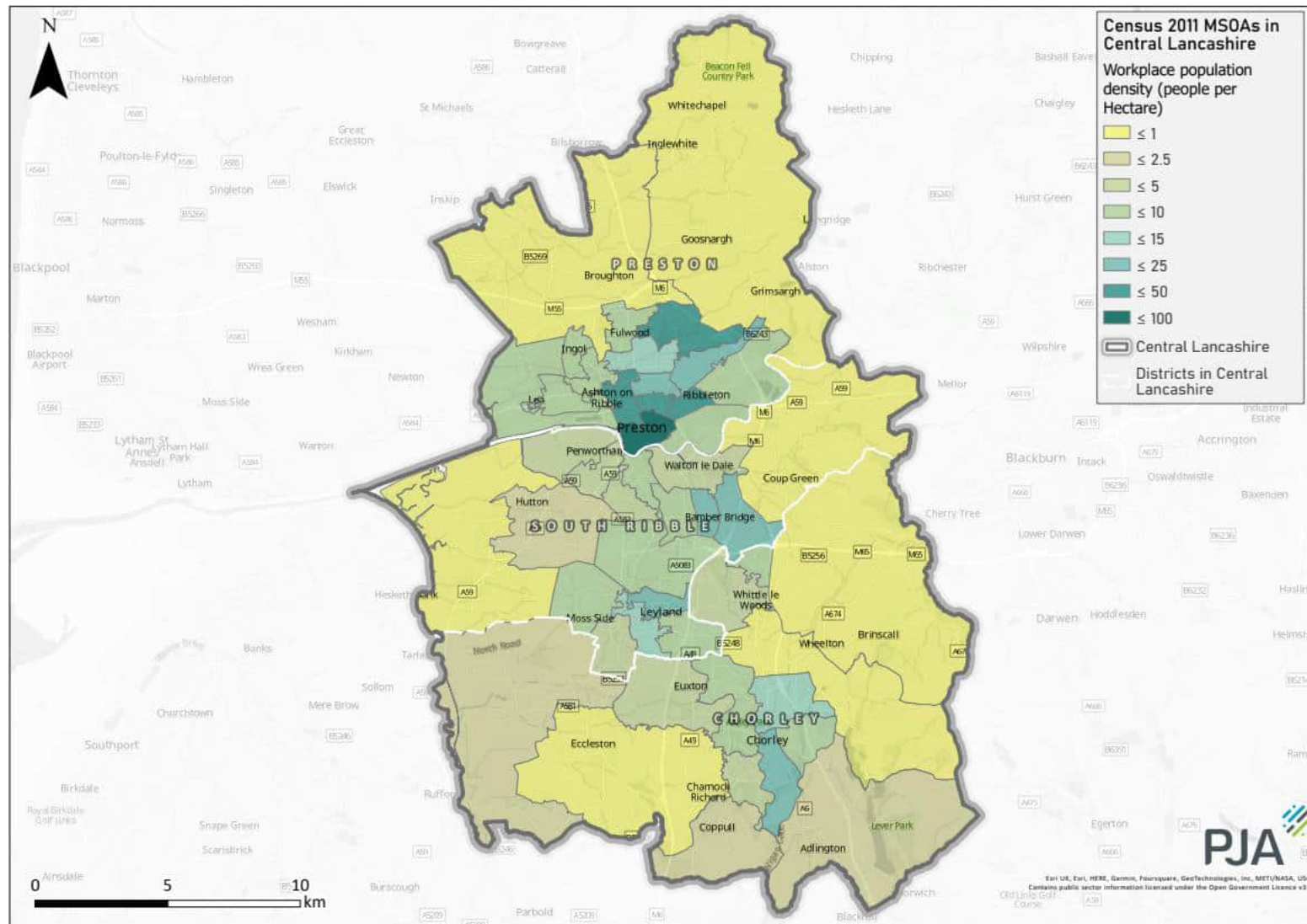


Figure 3-3: Central Lancashire Workplace Density



### 3.2.3. Car Ownership

Figure 3-4 shows car ownership in Central Lancashire based on the 2021 Census. The data provides a snapshot of travel patterns in the region, showing the proportion of households in Central Lancashire with no access to a car. In these areas it is noted that there may be a greater reliance on walking, cycling or public transport use for everyday trips.

In general, across Central Lancashire car ownership is high, however there are certain areas where ownership is much lower. The data shows that 27.7% of households in Preston do not have access to a car and in some areas this is as high as 80% of households without access, which is significantly higher than the national average of 22%. This figure is lower in South Ribble and Chorley which have a 14.3% and 14.6% of households without a car respectively. The percentage of households without a car is highest in central areas of Chorley centre and Leyland (up to 54%).

The areas with a lower car ownership indicate where there are good links to the public transport network such areas with railway stations. It also highlights that these areas are important in terms of providing a good walking and cycling network for those without alternative means of travel.

Comparing this dataset to population and workplace densities, we can see that areas with a higher population and workplace density tends to have lower car ownership.

# Central Lancashire Local Cycling & Walking Infrastructure Plan

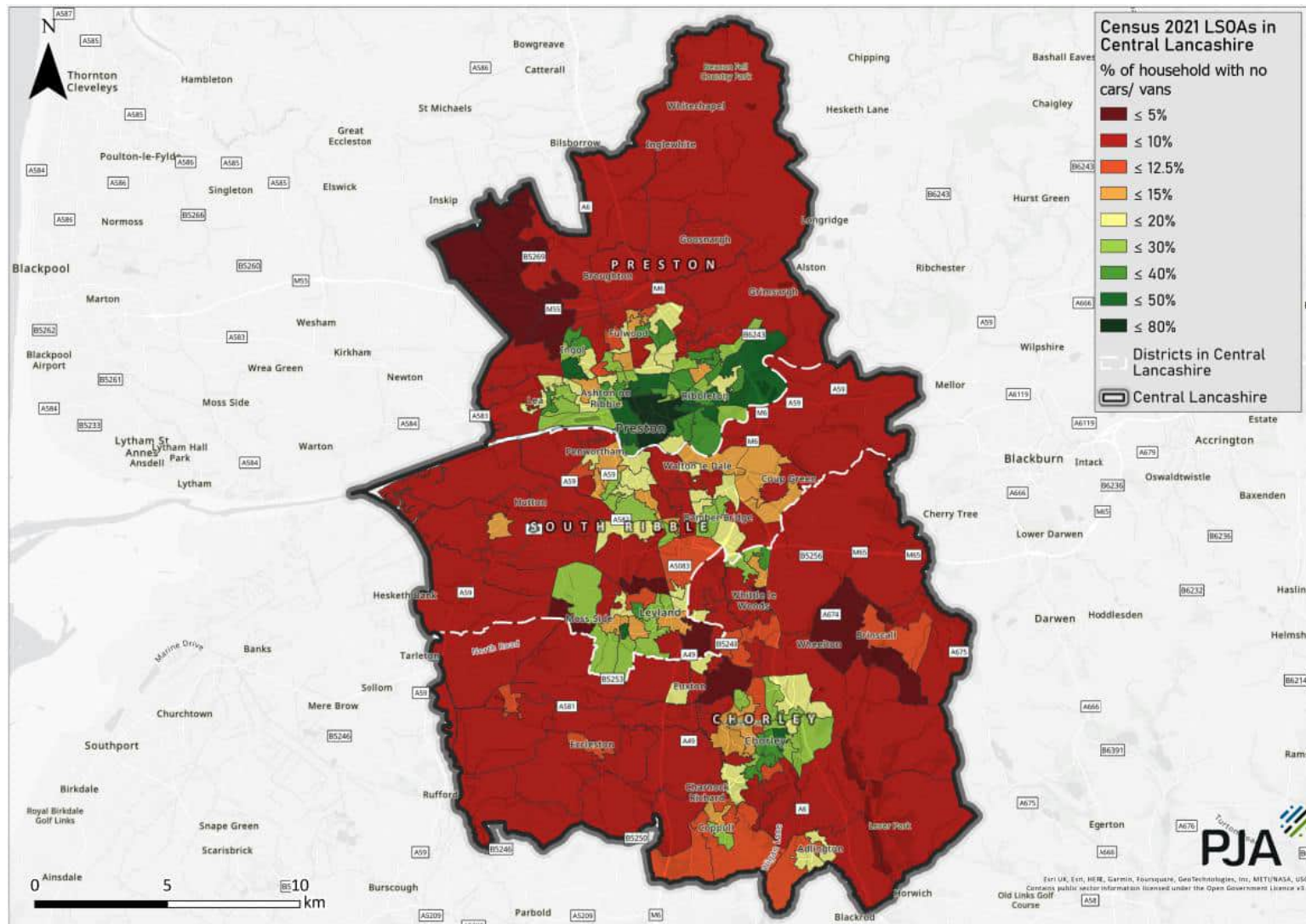


Figure 3-4: Central Lancashire Car Ownership (No Car Access)



### 3.2.4. Indices of Multiple Deprivation

Figure 3-5 illustrates the 2019 indices of multiple deprivation (IMD) - a measure of relative deprivation for small areas or neighbourhoods in England, identified by the Lower Super Output Area (LSOA) census boundaries. The IMD assesses multiple factors such as income, employment, health, education, crime, living environment, and barriers to housing and services. The first decile represents the most deprived areas and the tenth decile represents the least deprived areas (the most affluent areas). For the purposes of this study, the IMD has been used to determine which areas could benefit the most from improvements to walking and cycling networks.

As shown overleaf, there is a notably high concentration of LSOAs in Preston within the top 10% and 20% most deprived areas, particularly in the city centre and towards Ribblesdale in the east of the city. Other areas of high deprivation include the centre of Chorley and also the centre of Leyland. The lower levels of deprivation are towards the boundaries of the Central Lancashire area which are typically more rural.

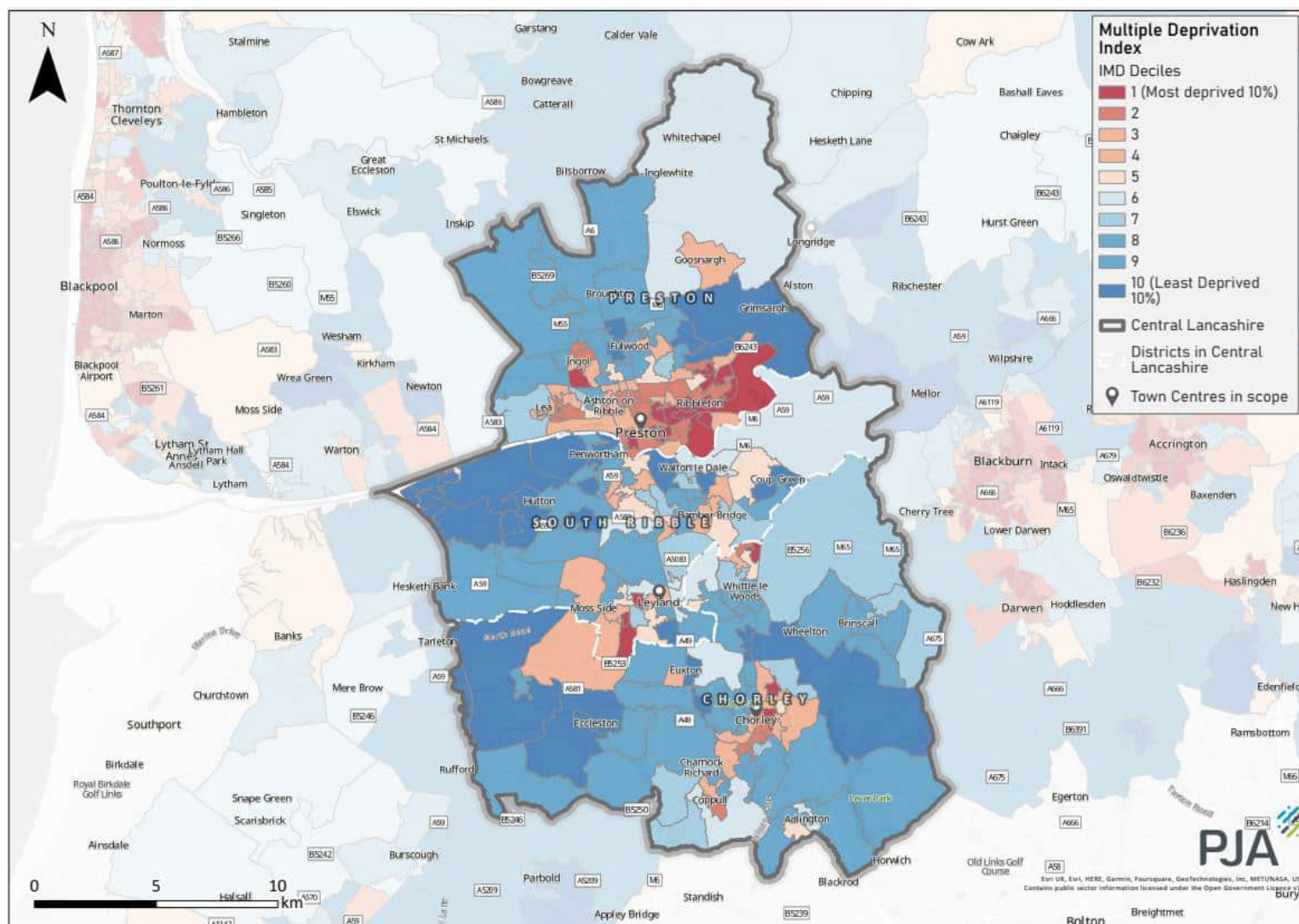


Figure 3-5: Lancashire IMD (Indices of Multiple Deprivation)



### 3.3. Development

Figure 3-6 provides information regarding employment and housing allocations. This information pinpoints regions of anticipated expansion and possible upcoming need for infrastructure that accommodates cycling and walking, in order to establish connections between expanding residential zones and important destinations. This information, in combination with discussions with local representatives have shaped the development of the LCWIP.

These development sites tend to be located on the outskirts of connected, urban areas as well as some rural sites outside of the key residential and employment hubs.

There are several housing and employment developments currently underway in Lancashire as shown on the map overleaf. Some of the key developments include, but are not limited to:

- **North West Preston:** The North West Preston development is a major expansion of the city of Preston, with plans for up to 5,000 new homes, employment sites, and retail spaces. The development will be located in the north-western part of the city and will include a new motorway junction and a rapid transit network.
- **Lostock Hall:** The Lostock Hall development is a mixed-use development in the South Ribble district, which includes plans for up to 2,500 new homes, as well as commercial and employment space. The development will be located on the site of the former Cuerden Strategic Site, which was previously earmarked for a major retail development.
- **Samlesbury:** A major employment site in Lancashire, located near Preston. The site is home to several high-tech engineering and manufacturing companies, including BAE Systems, and is currently undergoing expansion with the creation of new facilities and the recruitment of new staff.
- **Land off Roman Way:** The large employment development site is located in the east of Preston along the M6 corridor. Sitting adjacent to the existing well-established industrial estate at Roman Way, the new development

plans would create 1500 jobs and have convenient access to the local and strategic transport networks.

In addition to the above, another key development to note is that Lancashire Cricket is building a new cricket facility in Central Lancashire in the Farington area, which gained planning permission in March 2022. With little infrastructure nearby, it is important to ensure this is well linked into the walking and cycling network, to encourage sustainable travel to this potential tourist attraction.

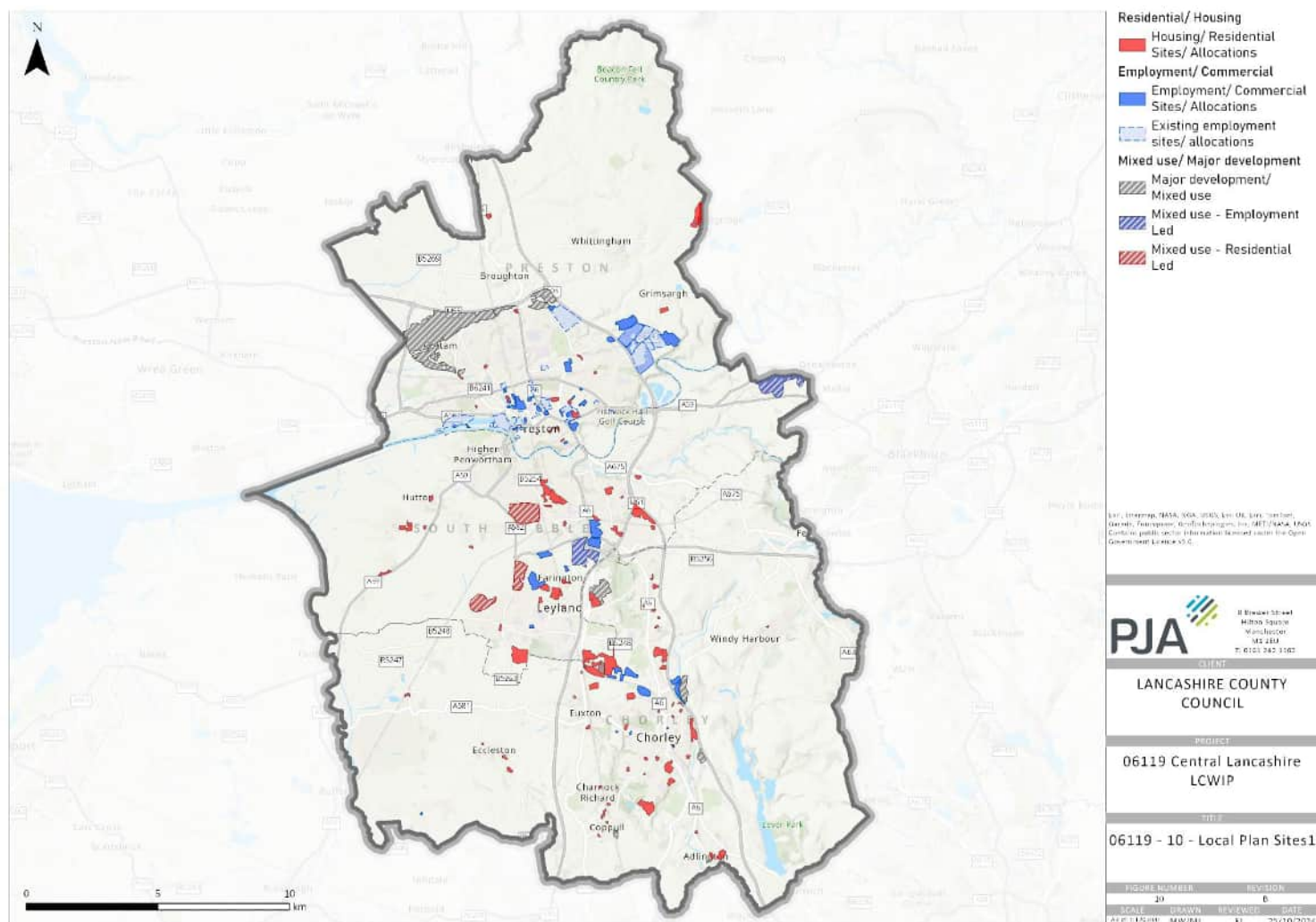


Figure 3-6: Local Plan Developments



### 3.4. Air Quality

There are five AQMAs in Preston and five in South Ribble. Further details can be found below. As improvements to active travel can have positive impacts on air quality, it is important to understand where air quality is currently being managed.

#### Preston

- AQMA No. 1 (Preston Borough Council) - An area encompassing a number of properties between Church Street and Percy Street adjacent to the junctions of these roads and the A6/A59 Ringway.
- AQMA No.2 (Preston Borough Council) – An area encompassing a number of properties in the vicinity of the junction of the A5085 Blackpool Road and Plungington Road.
- AQMA No. 3 (Preston Borough Council) – Incorporating part of Garstang Road, Broughton, Preston.
- AQMA No. 4 (Preston Borough Council) - Part of New Hall, Preston.
- AQMA No. 5 (Preston Borough Council) - London Road, Preston.

#### South Ribble

- AQMA No.1 (South Ribble Borough Council) – Stretch of road between the junction of Priory lane/Cop lane and the A59 Liverpool Road, Penwortham. From Kingsway to the north of Priory Lane; Queensway to Kingsway along the A59 Liverpool Road.
- AQMA No.2 (South Ribble Borough Council) - An area encompassing the A6/A675 Victoria Road in Walton-le-Dale between the Bridge Inn/Ribble Crescent to the north and the Yew Tree Inn to the south.
- AQMA 3 Lostock Hall (South Ribble Borough Council) – junction of Leyland Lane, Watkin Lane and Browndedge Road, Lostock Hall.

- AQMA 4 - Bamber Bridge (South Ribble Borough Council) – Station Road, Bamber Bridge.
- AQMA Order 5 Leyland (South Ribble Borough Council) - Stretch of road comprising Golden Hill Lane from the junction with Leyland Lane to the Junction with Chapel Brow, Churchill Way and Turpin Green Lane from the Churchill Way Roundabout to the railway bridge, including all properties fronting onto Turpin Green Lane and Golden Hill Lane.

### 3.5. Walking and Cycling Isochrones and Key Destinations

The maps within this section illustrate the settlement catchments of three of the key urban areas within Central Lancashire (Preston, Leyland and Chorley). Walking and cycling isochrones have been added to show areas that can be reached within a given walking or cycling typical journey time from a central starting point in each settlement.

The maps also highlight severance in relation to walking and cycling. This refers to the physical barriers or obstacles that can make it difficult for pedestrians and cyclists to travel through the area. The key aspects of severance across Central Lancashire are a lack of crossings where rivers, roads and railway lines are located. The motorway network and rail lines typically run north/south through Central Lancashire, creating severance.

The isochrone maps illustrate the areas that can be reached within 10 and 20 minutes by cycling and walking. The isochrone maps illustrate that most amenities in each urban area can be reached within a 10-minute walk and neighbouring villages can be reached within a 10-minute cycle, with the exception of Preston which is much more dispersed. These isochrone maps can be used to prioritise improvements to active travel infrastructure, such as adding cycle lanes and improving crossings which in turn will help reduce severance and make it easier and safer for people to choose active transport modes. Key destinations in the Central Lancashire study area have been mapped (Figure 3-7, Figure 3-8, Figure 3-9) to display clusters of services and key trip attractors, indicating a higher possibility for active travel and aiding the identification of possible routes that could be developed as part of the LCWIP. The three areas mapped in the following diagrams are Preston, Leyland and Chorley, and the types of key destinations captured include:

- Educational facilities (primary schools, secondary schools and higher education facilities)
- Hospitals, Dentist, Doctor surgeries, Pharmacies and Opticians
- Supermarkets

- Museums
- Train Stations, Emergency Services, Community Centres and Village Halls

#### Preston

Preston, the only city in Lancashire, is the main retail and service centre in Central Lancashire. It has access to several of the region's major motorway networks and has a railway station which is an important transport hub, serving both local and national routes on the West Coast Main Line. As shown in Figure 3-7, only a handful of the most central attractors in Preston, prominently supermarkets and NHS facilities, can be reached via a 10-minute walk from the city centre. By increasing the walking range to 20-minutes, a number of additional facilities can be reached on foot including several community centres, village halls and museums. However, it is notable that only a small proportion of educational facilities are accessible by a 20-minute walk, however this includes the city's university (the University of Central Lancashire – UCLAN). Enhancements to Preston City Centre's walking network will increase these ranges, attracting more walking trips and subsequently reducing the number of private vehicles being used for short trips.

The 10 and 20-minutes cycling ranges displayed in the figure show that the vast majority of attractors and suburbs in the area can be reached on bike within 20-minutes. However, the number of amenities that can be reached within a 10-minute cycle is considerably lower. The routes identified as part of the LCWIP will reduce these cycle travel times and enable more people to utilise the cycle network as a way to travel into and out of Preston City Centre. Safe and direct new routes is also likely to give rise to the uptake of cycling in towns and villages currently on the border of the 20-minute cycle range such as Bamber Bridge, Longton and Lostock Hall.

#### Leyland

Leyland represents the principal shopping and employment hub in the South Ribble district. Leyland Town Centre doesn't currently feature any dedicated pedestrianised areas, with the exception of a small traffic free zone. Therefore, the number of vehicles passing through the town centre heavily impacts the visitor experience. Enhancements to the active travel route network in Leyland will aim to



attract more people to access the town centre via walking and cycling instead of travelling by car.

Figure 3-8 shows the walking and cycling isochrone map for Leyland. A significant proportion of the key services and attractors in the area can be found within the town centre, within the 10-minute walking band. Therefore, identifying good active travel links between the town centre and the residential areas surrounding Leyland will be essential to the development of the LCWIP.

The 10-minute cycle range from Leyland centre is relatively small and does not currently serve many of the key residential areas on the outskirts of the town. Improvements to the cycle network in Leyland will expand the 10-minute cycling zone and could also attract more people to cycle further distances to travel in and out of Leyland, such as from Chorley and Bamber Bridge.

### **Chorley**

Chorley, another key urban hub in the Central Lancashire study area, located immediately to the west of the M61 and east of the M6 and has good public transport links serving the wider borough as well as easy access to Bolton and Preston via rail.

Pedestrian routes in the town centre are convenient and direct. Most of the key attractors and services in Chorley Town Centre can be accessed within a 10-minute walk. However, pedestrian access from areas on the edge of town is generally poor due to inconvenient road crossings, poorly lit routes and unattractive streets.

Similarly, cycle accessibility in Chorley is poor. By identifying more attractive, safer routes, cycling will become a more viable option to for accessing the town centre.

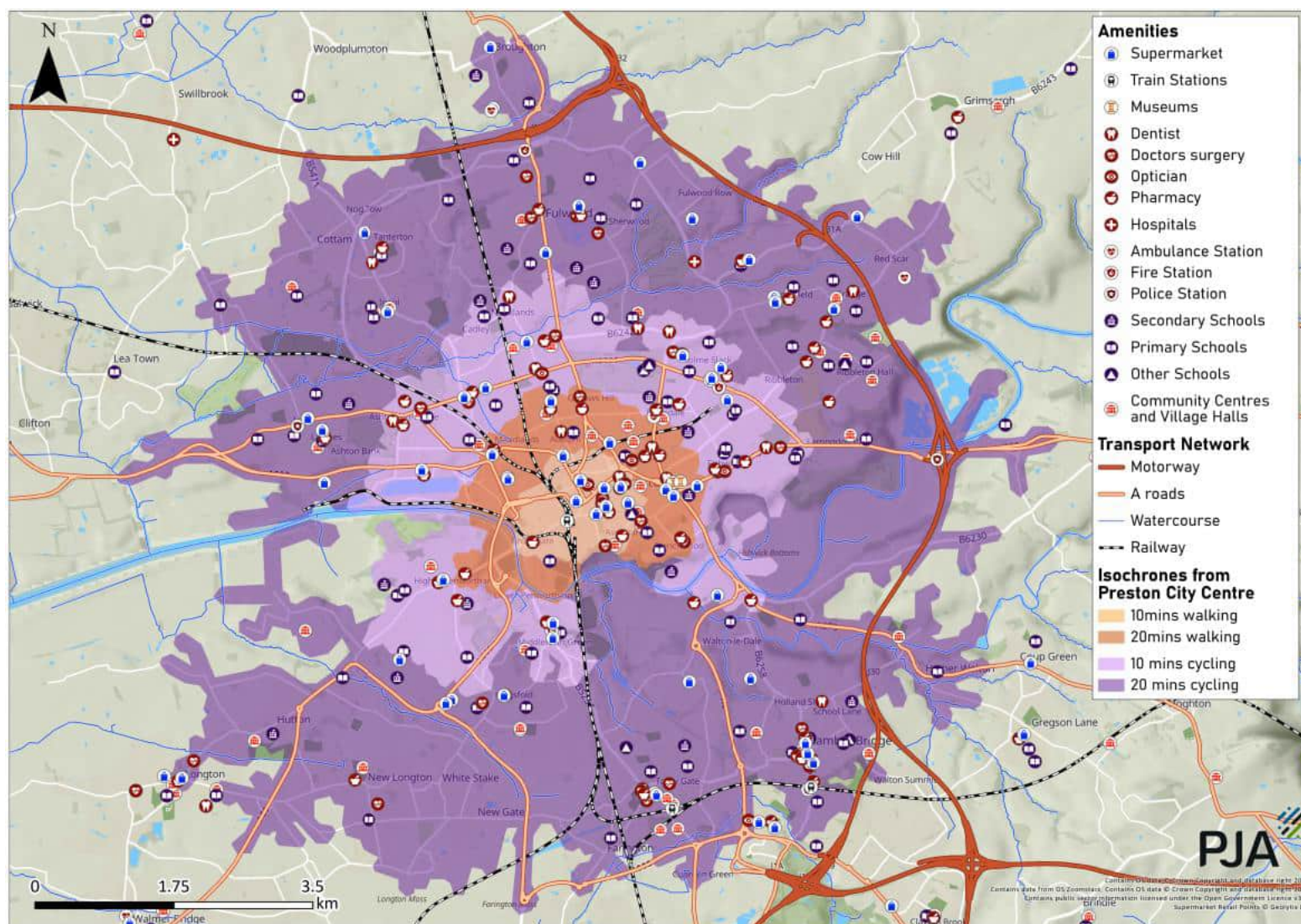


Figure 3-7: Preston Amenities and Walking & Cycling Isochrones

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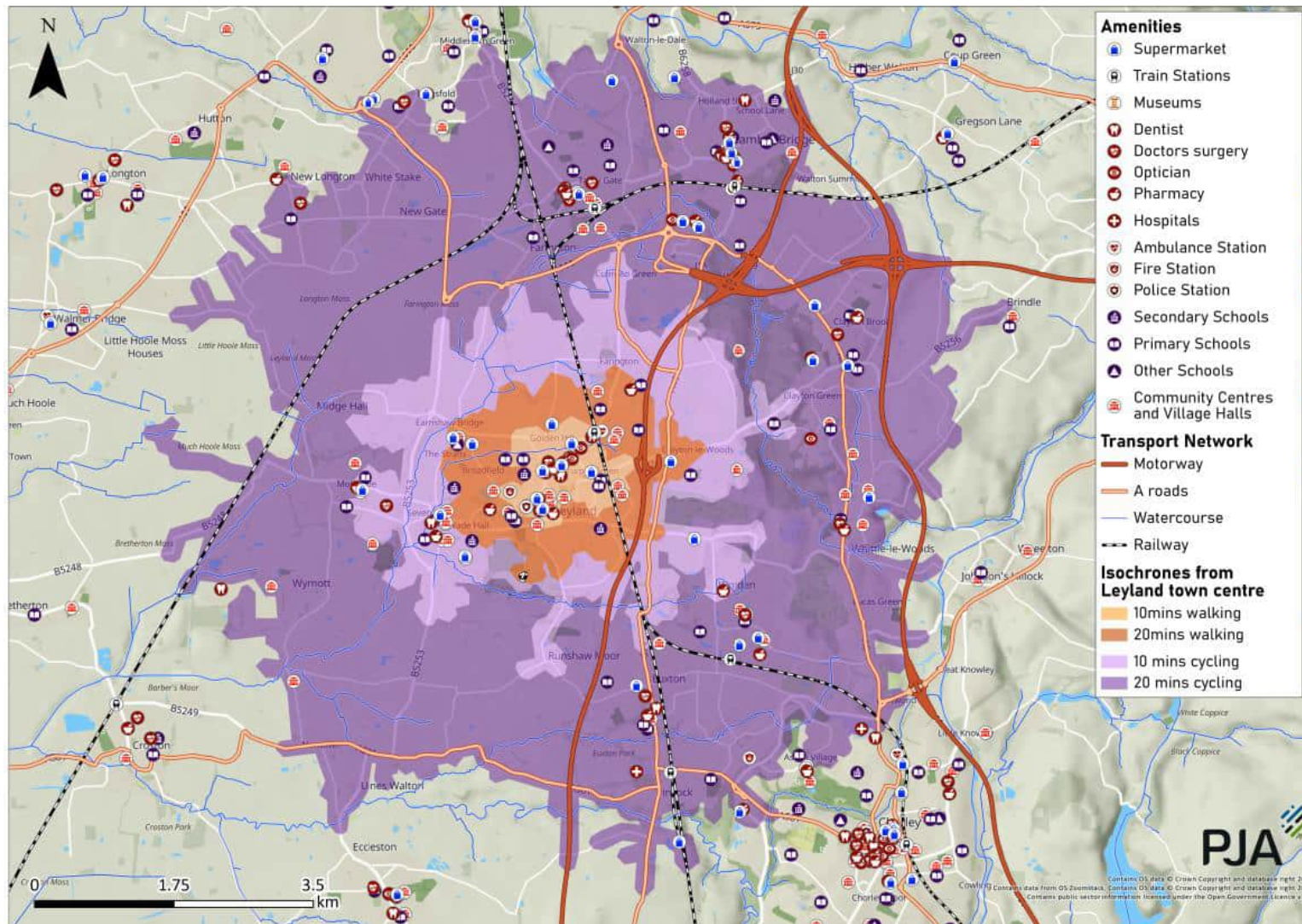


Figure 3-8: Leyland Amenities and Walking & Cycling Isochrones

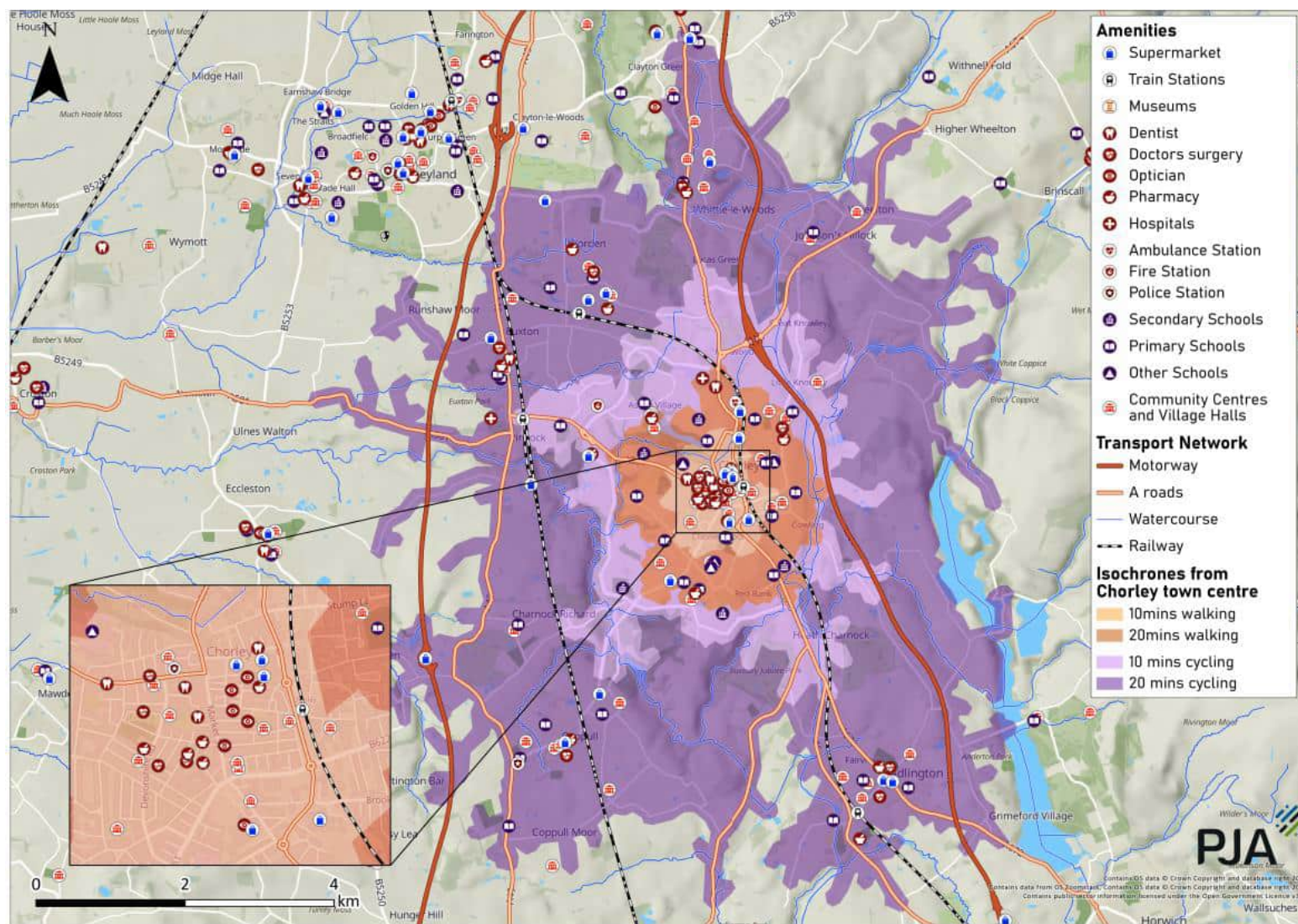


Figure 3-9: Chorley: Amenities and Walking & Cycling Isochrones



### 3.6. Transport Network and Movement

Figure 3-10, Figure 3-11 and Figure 3-12 on the following three pages show the existing transport network across Preston, South Ribble and Chorley, including the road network, railway lines and railway stations.

Central Lancashire has a public transport network that serves the area through bus and train services. Buses are operated by over ten companies across Lancashire, including operators such as Arriva North West and Stagecoach. Services connect the three districts across Central Lancashire and into Greater Manchester. In addition, there are also two park and ride services – one located at Walton-le-Dale, and the other located on Portway and Hartington Road which serve the city of Preston.

Several railway lines run through Central Lancashire including the West Coast Main Line where services link from Preston to Scotland in the north and London in the south. Preston Station is a key hub for rail and has rail connectivity in all directions and is therefore an important interchange for people to connect onto regional and local routes. Other rail stations across Central Lancashire include Bamber Bridge, Lostock Hall, Leyland, Buckshaw Parkway, Euxton Balshaw Lane, Chorley, Adlington and Croston.

Figure 3-13 shows the existing cycle network in Central Lancashire, including the National Cycle Network (NCN) that comprises of several routes that pass-through Central Lancashire and offers options for cycling, from leisurely family rides to longer-distance trips. As part of NCN 622, the Guild Wheel route can be seen around the city of Preston, which is primarily a leisure route. This is a 34 km route, which is mostly off road.

At present there is not a joined up and comprehensive network of routes. Within this LCWIP, there is an opportunity to enhance the existing network, and well as plan for additional routes to provide better connectivity.

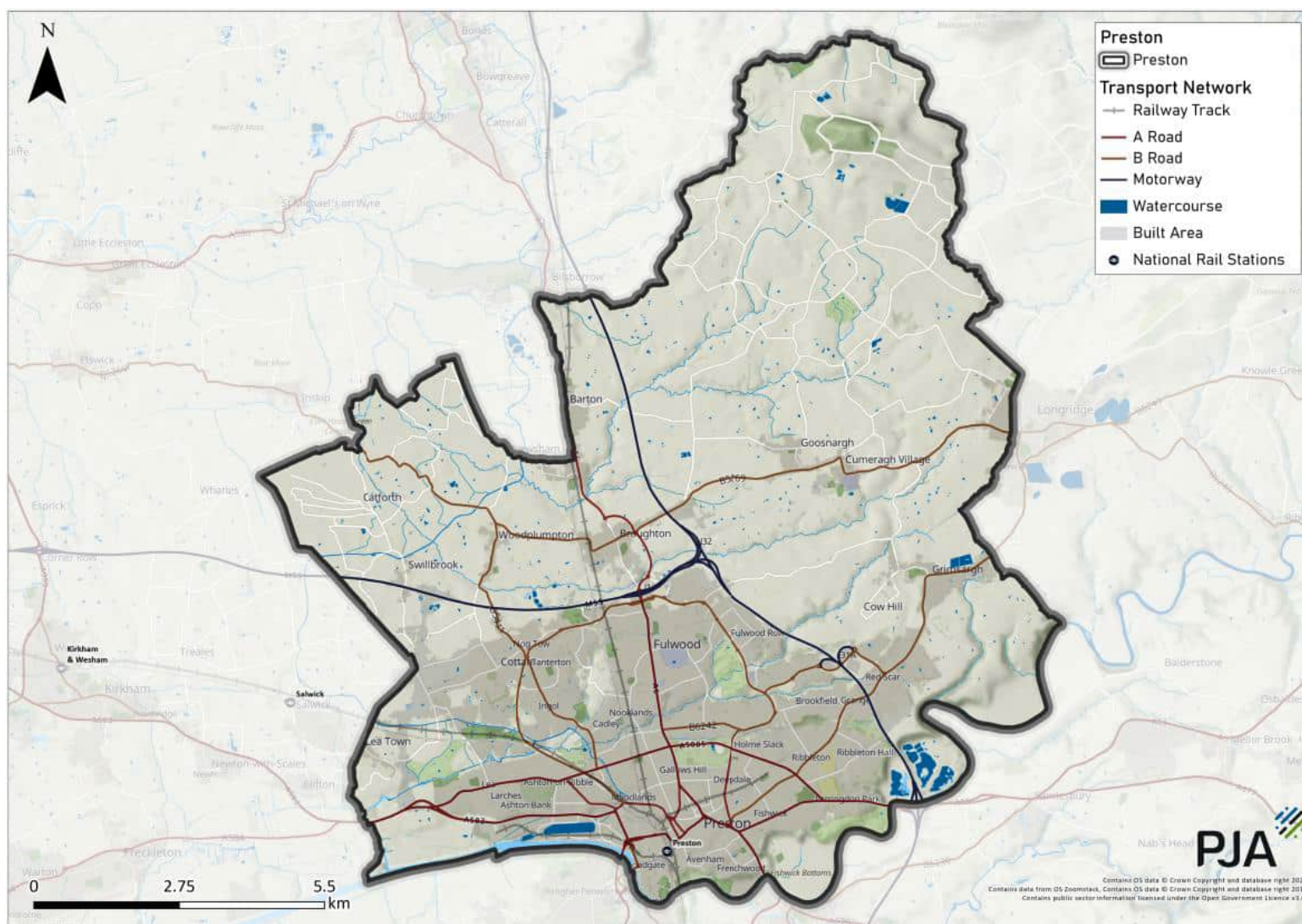


Figure 3-10: Preston Transport Network

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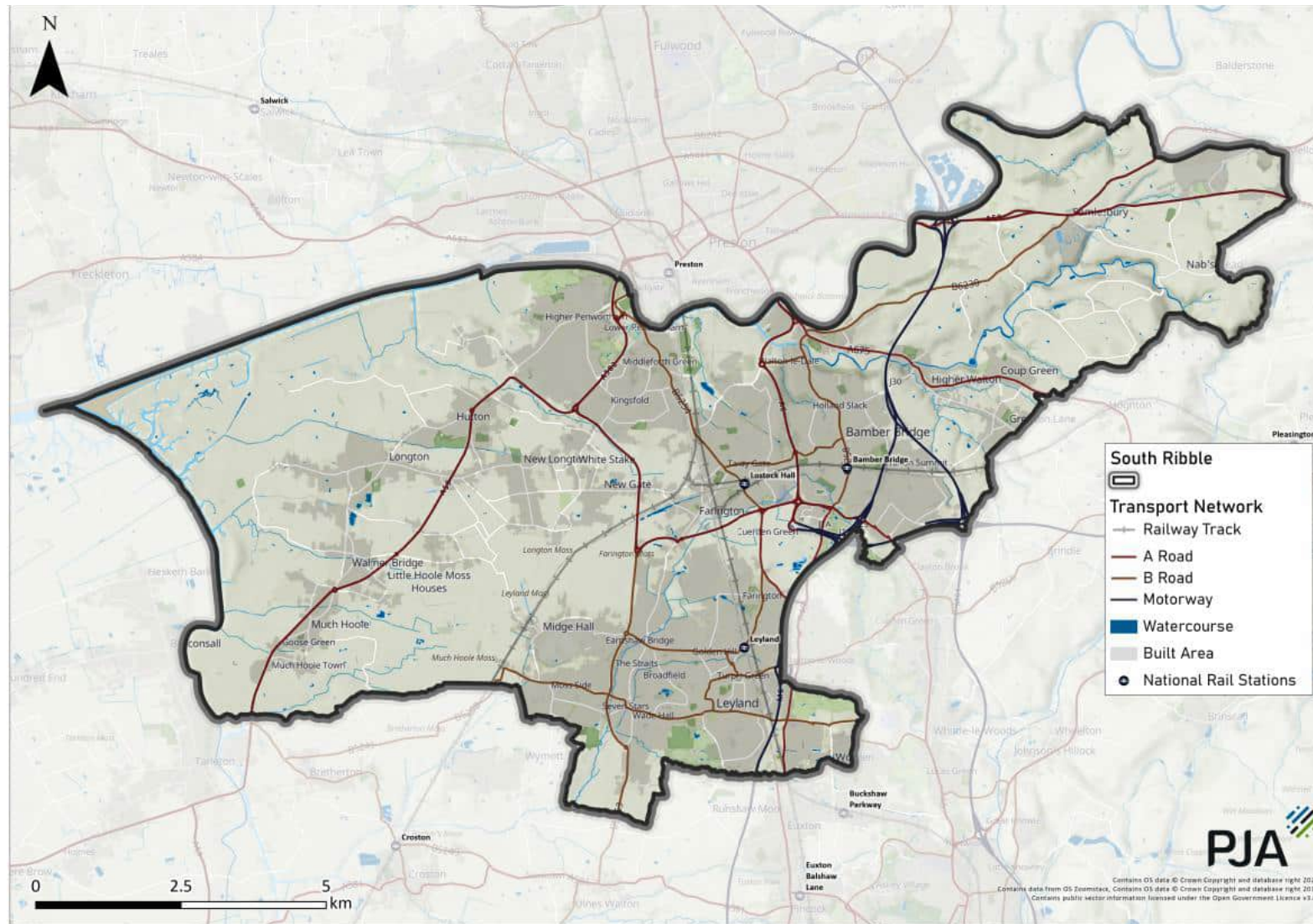


Figure 3-11: South Ribble Transport Network

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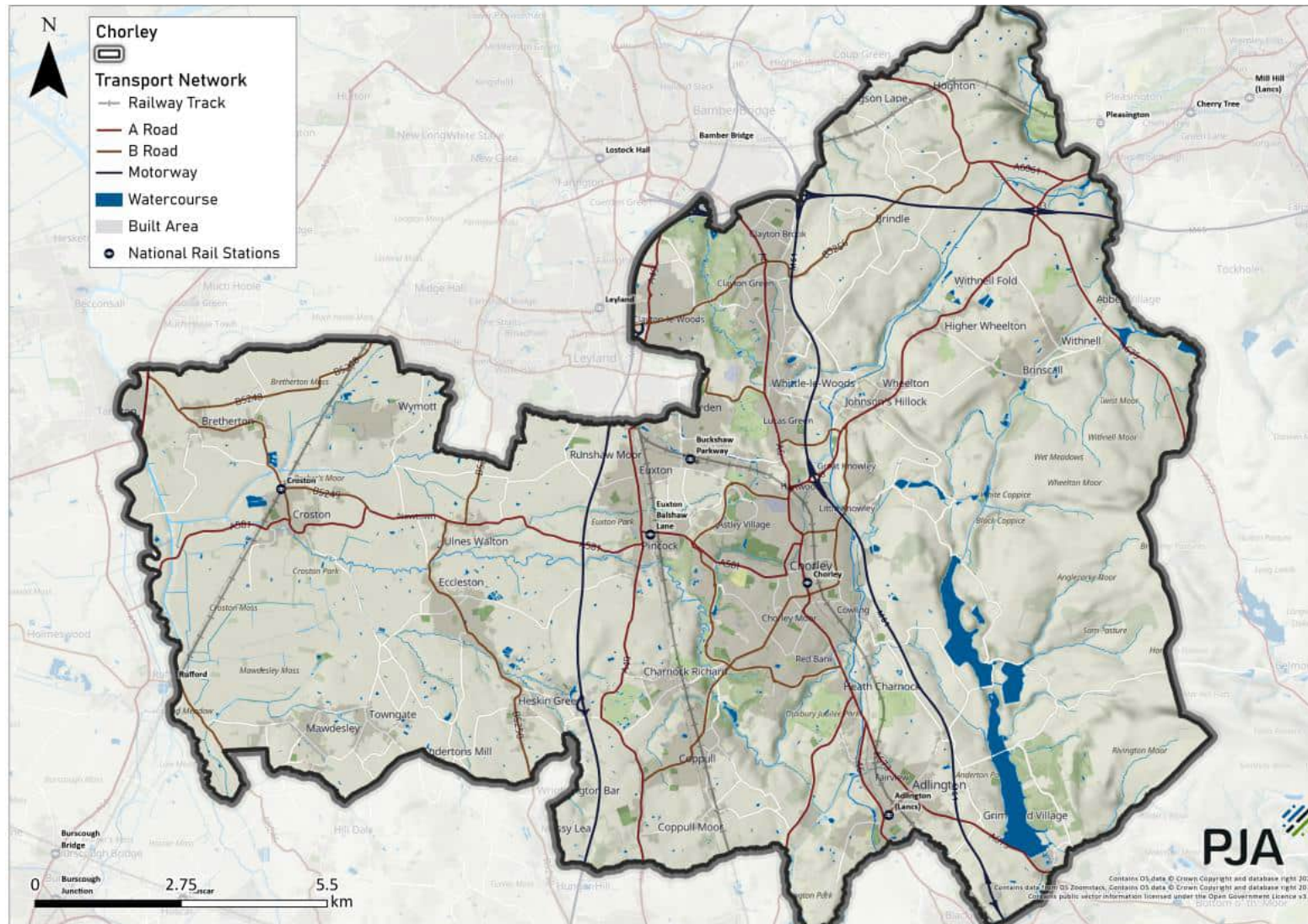


Figure 3-12: Chorley Transport Network

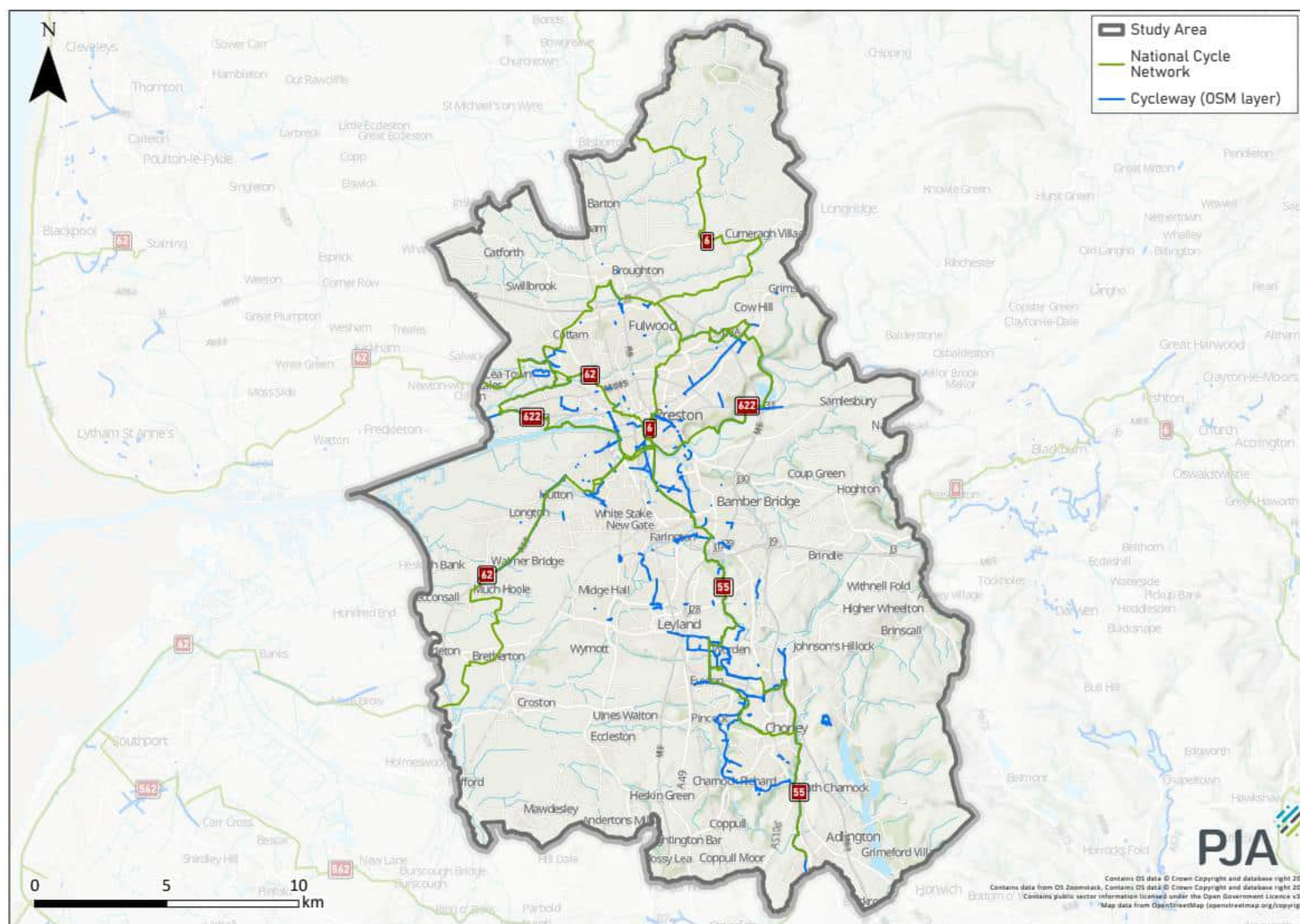


Figure 3-13: Existing Cycle Infrastructure



### 3.6.1. Collision Data

Figure 3-14, Figure 3-15 and Figure 3-16 show pedestrian and cycling collisions between January 2017 to July 2021 in Preston, South Ribble and Chorley respectively. This data helped the project team to gain insight into the locations where incidents are taking place and to identify routes that could benefit from active travel improvements as part of the LCWIP to improve pedestrian and cyclist safety.

The maps show a relatively high number of accidents have occurred in the Preston study area, in particular, on the A59, Longridge Road and within the city centre.

Compared with Preston, South Ribble presents fewer and more sparse walking and cycling collisions. The B5254 and the surrounding roads towards Leyland Town Centre has the highest concentration of collisions in the area. The B6258 in Bamber Bridge also exhibits a high concentration of collisions.

In Chorley, there is a notably higher frequency of collisions involving pedestrians compared when compared to cyclists. Many of these collisions have occurred on the A6, to the east of the town centre.

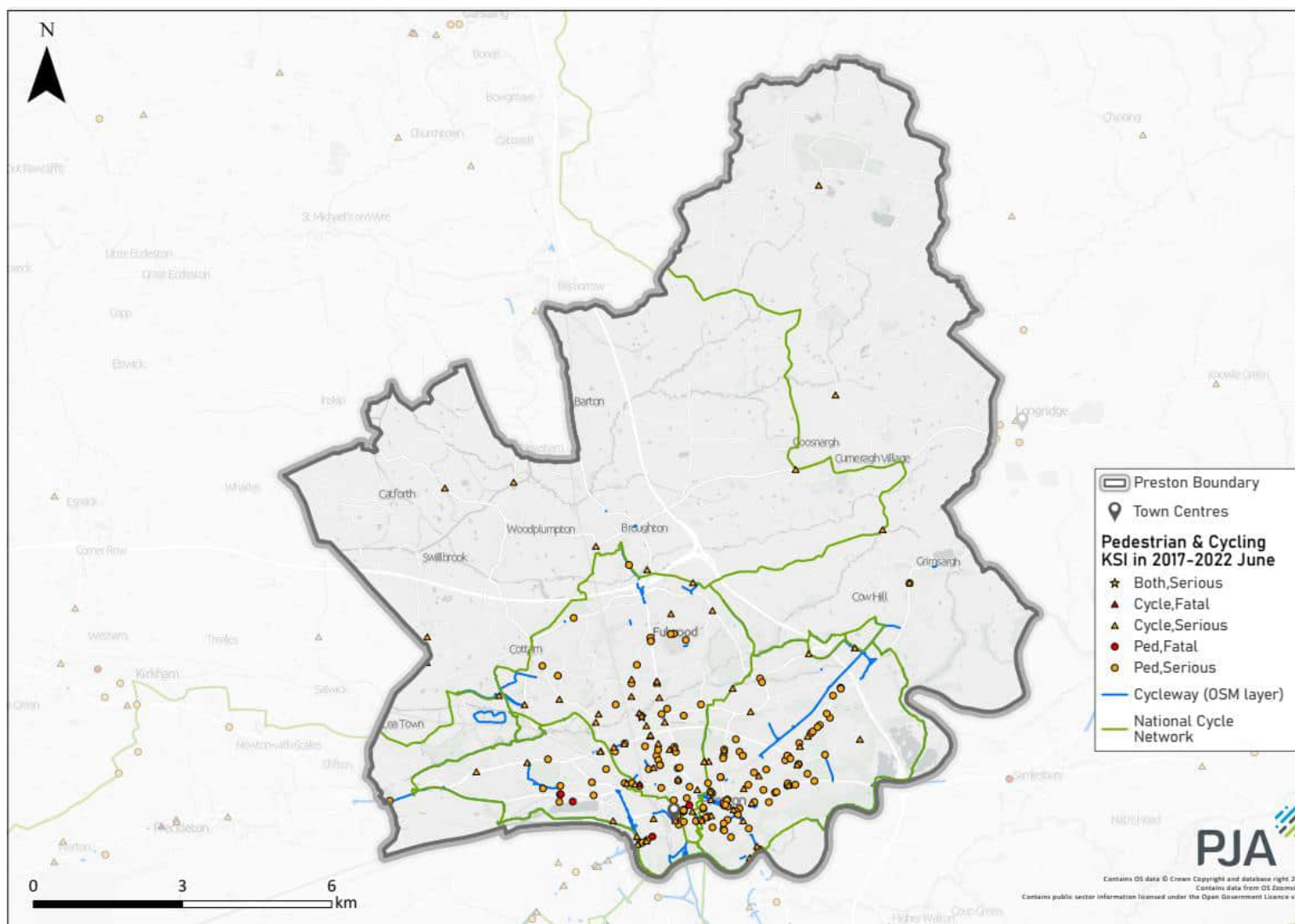


Figure 3-14: Preston Pedestrian and Cycle Collisions

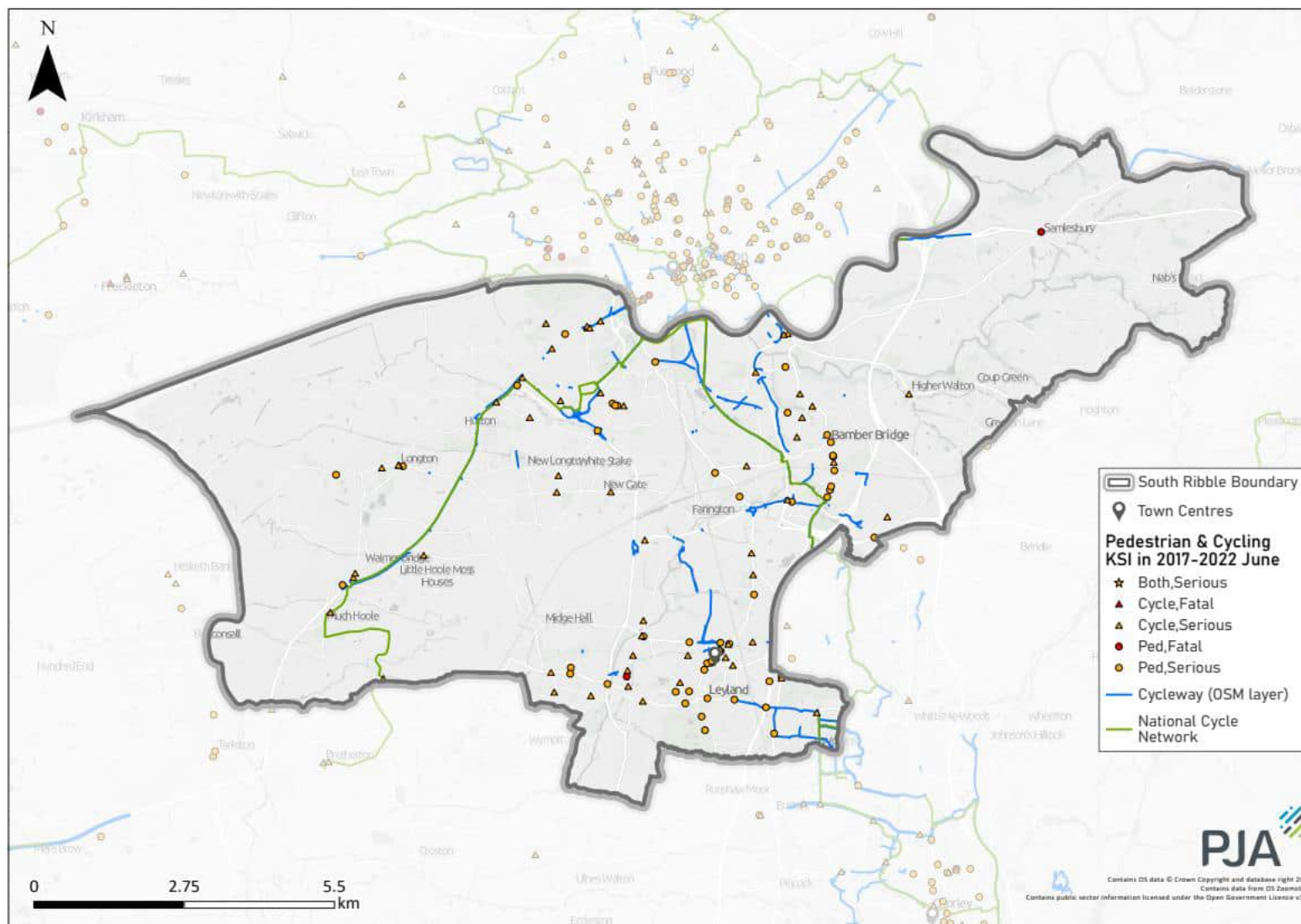


Figure 3-15: South Ribble Pedestrian and Cycle Collisions

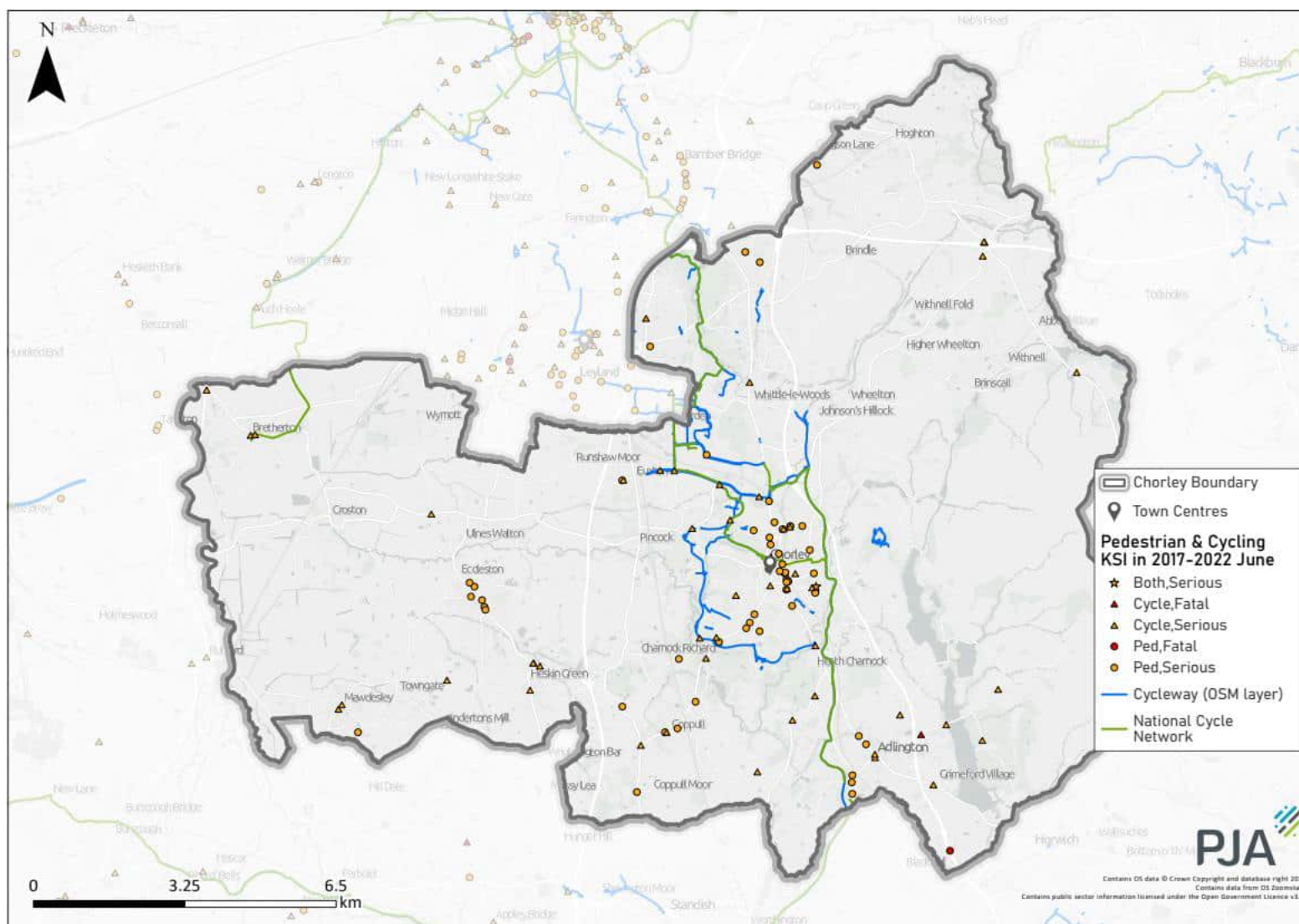


Figure 3-16: Chorley Pedestrian and Cycle Collisions



### 3.6.2. Travel Patterns

The following maps (Figure 3-17, Figure 3-18 and Figure 3-19) summarise the method of travel to work based on the 2011 Census. While the data is now ten years old, it still provides an overview of travel patterns in the region. As the 2021 Census data was carried out during the Covid-19 pandemic, it does not provide an accurate representation of travel to work patterns due to restrictions and working from home flexibility.

Of those in employment, driving a private car remains the primary mode of transport to work across the region. Within the key urban areas in Central Lancashire, the split is slightly different. For example, towards Preston City Centre private vehicles account for just over a third of all commuter trips, whilst the remaining two-thirds is made up of non-car journeys, predominantly walking trips. There is a clear divide between the urban and rural travel patterns in Preston District. Areas to the north and to the west of Preston have a significantly higher proportion of driving trips than the areas closer to the centre of the city.

This map also shows average journey to work distances. Trip distances indicate the potential for growth in walking and cycling as viable modes of travel, especially for shorter distances. Shorter commuting distances to the east and west of Preston City Centre provide good opportunities for a shift to active travel as those within these areas typically travel shorter distances to work.

In South Ribble and Chorley (Figure 3-18 and Figure 3-19) on average the commuting distances are further than in Preston and there is a high car dependency in the areas towards the east and west of both districts. In the town centres, car dependency is lower however it is still the most favoured method of travel to work. The commuting distances are significantly higher in the rural areas than in the urban areas of the districts. The LCWIP will specifically target areas with shorter commuting distances such as Chorley Town Centre, Leyland and Bamber Bridge as they have the most potential to be converted to walking and cycling trips.



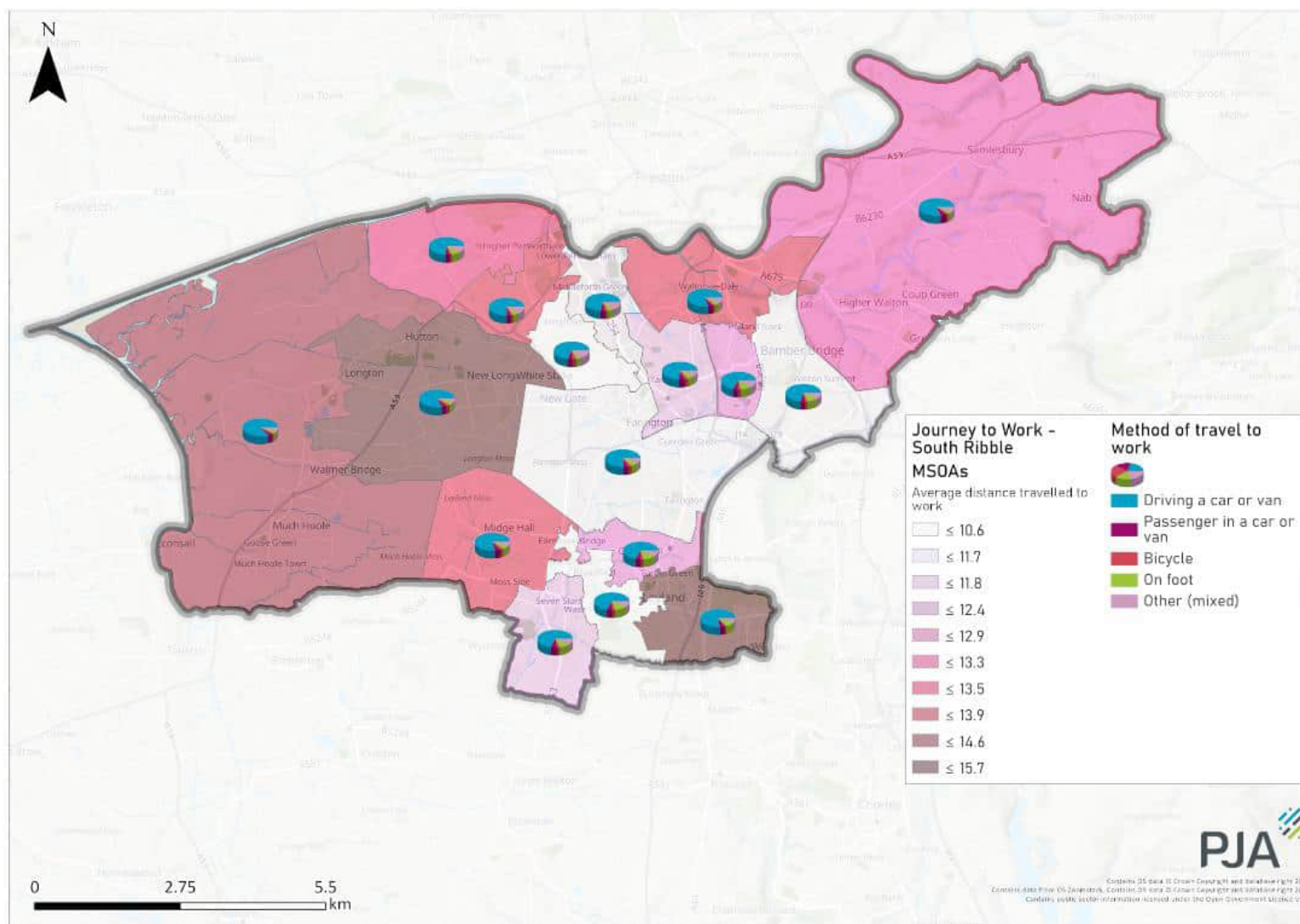


Figure 3-18: South Ribble Commute Travel Patterns

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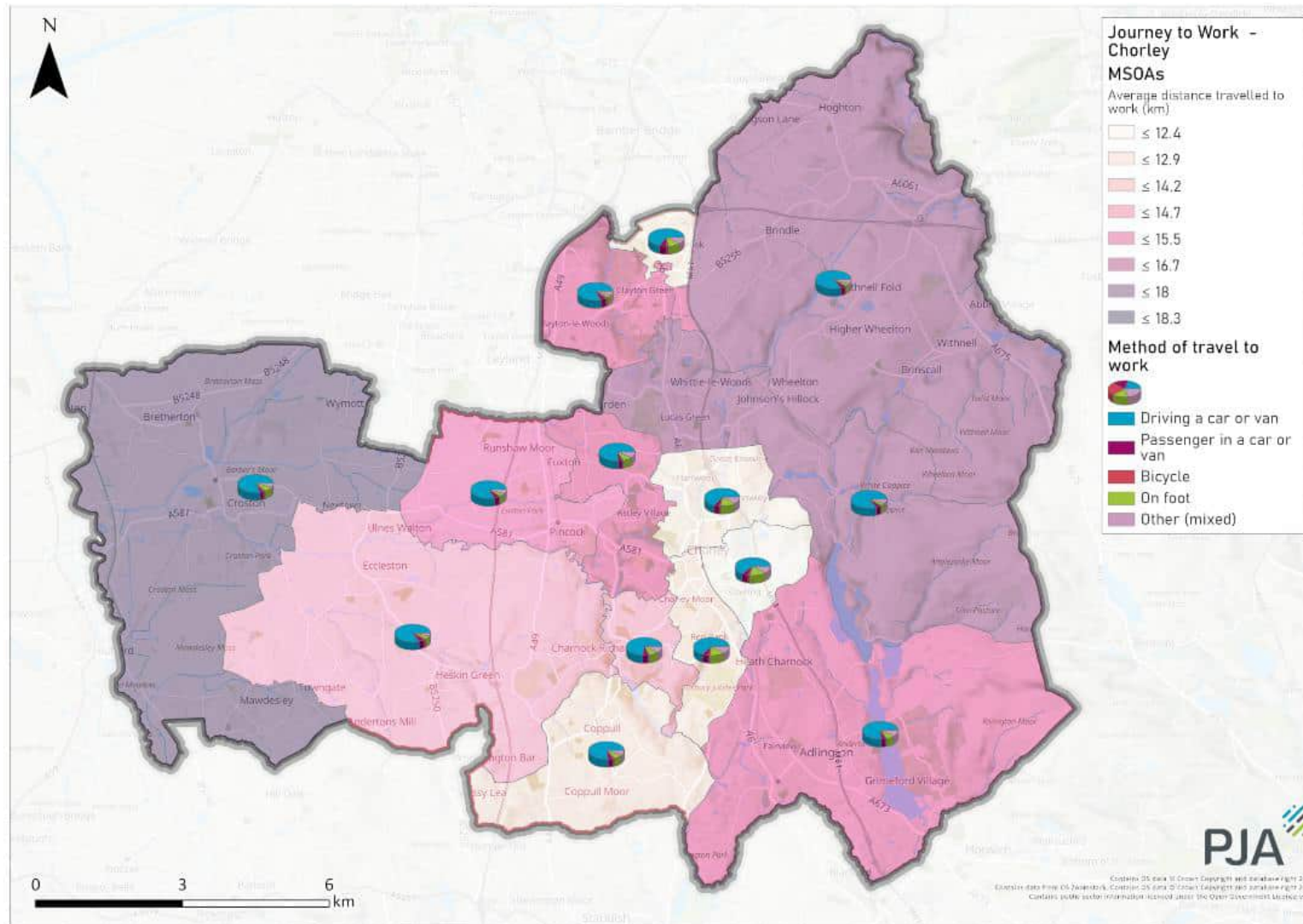


Figure 3-19: Chorley Commute Travel Patterns



### 3.6.3. Cycle Count Data

Figure 3-20, Figure 3-21 and Figure 3-22 show annual average daily pedal cycle counts at locations within Preston, South Ribble and Chorley respectively. This data has been sourced from the DfT's Road Traffic Statistics data portal<sup>38</sup>.

The highest cycle flows in Preston were found to be on Blackpool Road near Haslam Park (285). There were also relatively high cycle flows of 121-240 per day on main roads around the city centre, to the south near Avenham Park, as well as on the A6 towards Fulwood and Broughton.

In South Ribble, the highest cycle flows (up to 360) are found along Liverpool Road, south of the River Ribble, in Penwortham and Longton. There are also similarly high cycle flows on routes between Lostock Hall and Bamber Bridge.

In the Chorley district, the highest recorded cycle flows (up to 200) are found on the A6 corridor throughout the district, on Pall Mall in southern Chorley and in the centre of Chorley.

These cycle flows give an indication of the current cycle demand within Preston, South Ribble and Chorley, indicating high-demand areas that could benefit from improvement.

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<sup>38</sup> <https://roadtraffic.dft.gov.uk/#6/55.254/-6.053/basemap-regions-countpoints>

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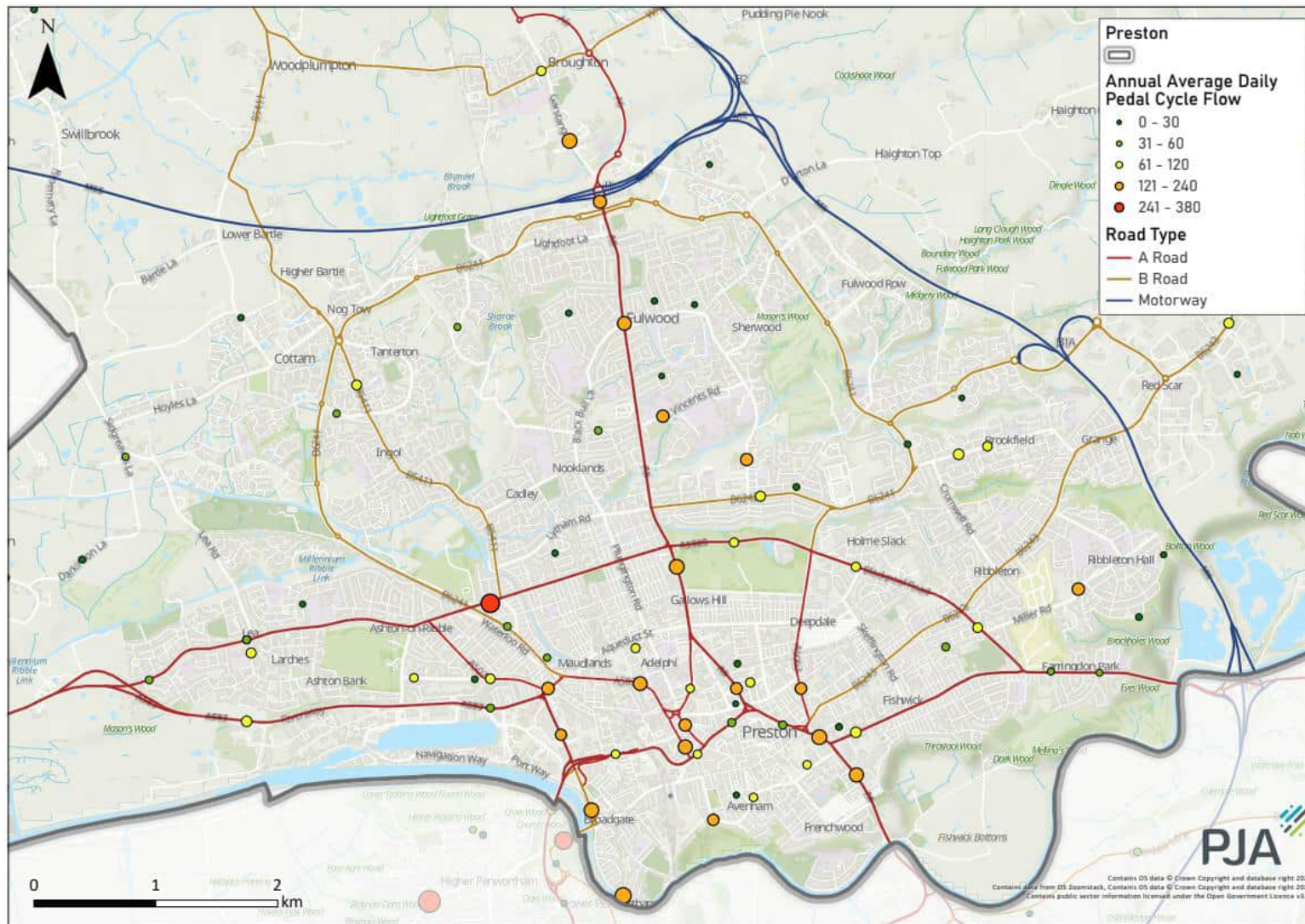


Figure 3-20: Preston Cycle Traffic Counts

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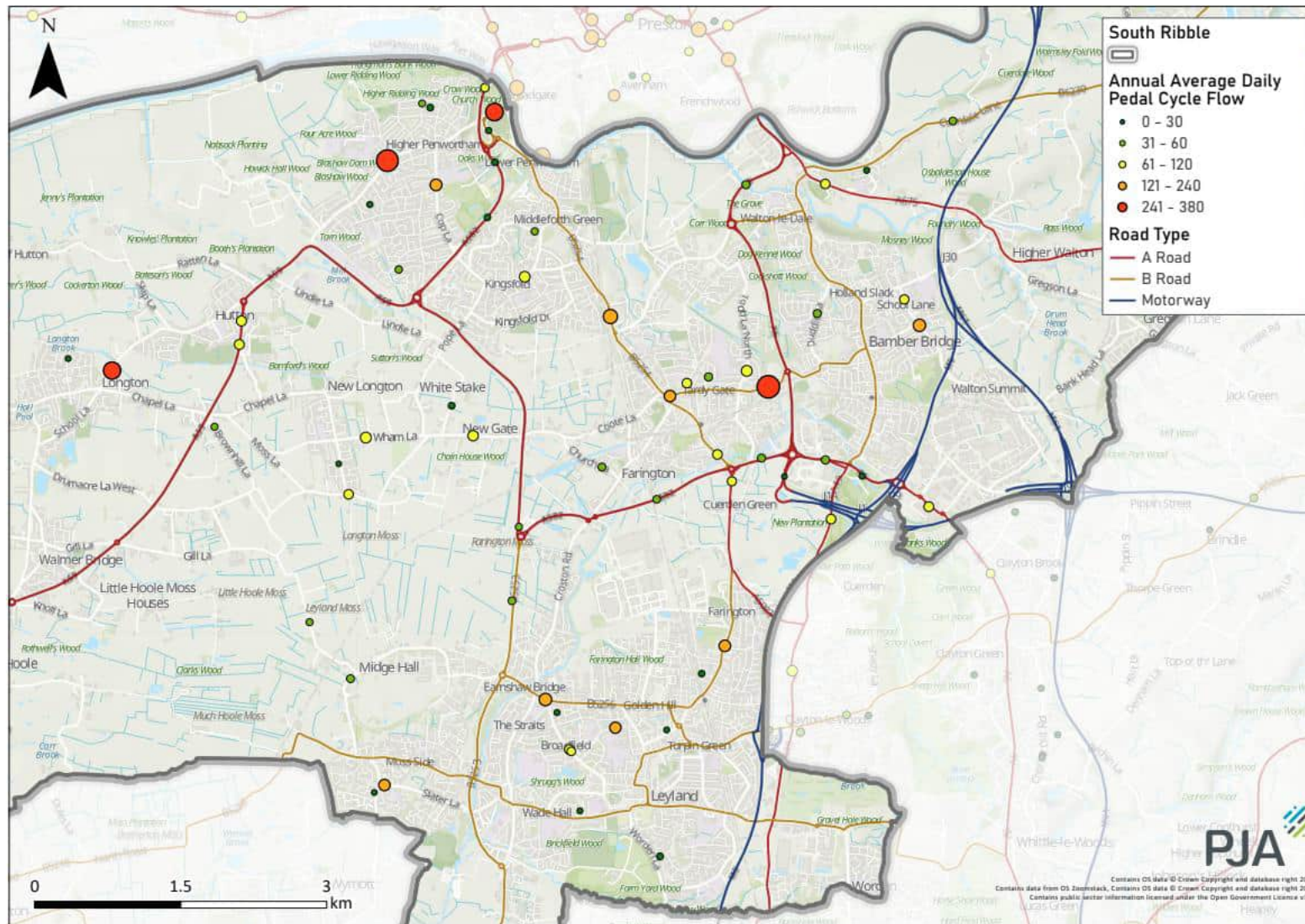


Figure 3-21: South Ribble Cycle Traffic Counts

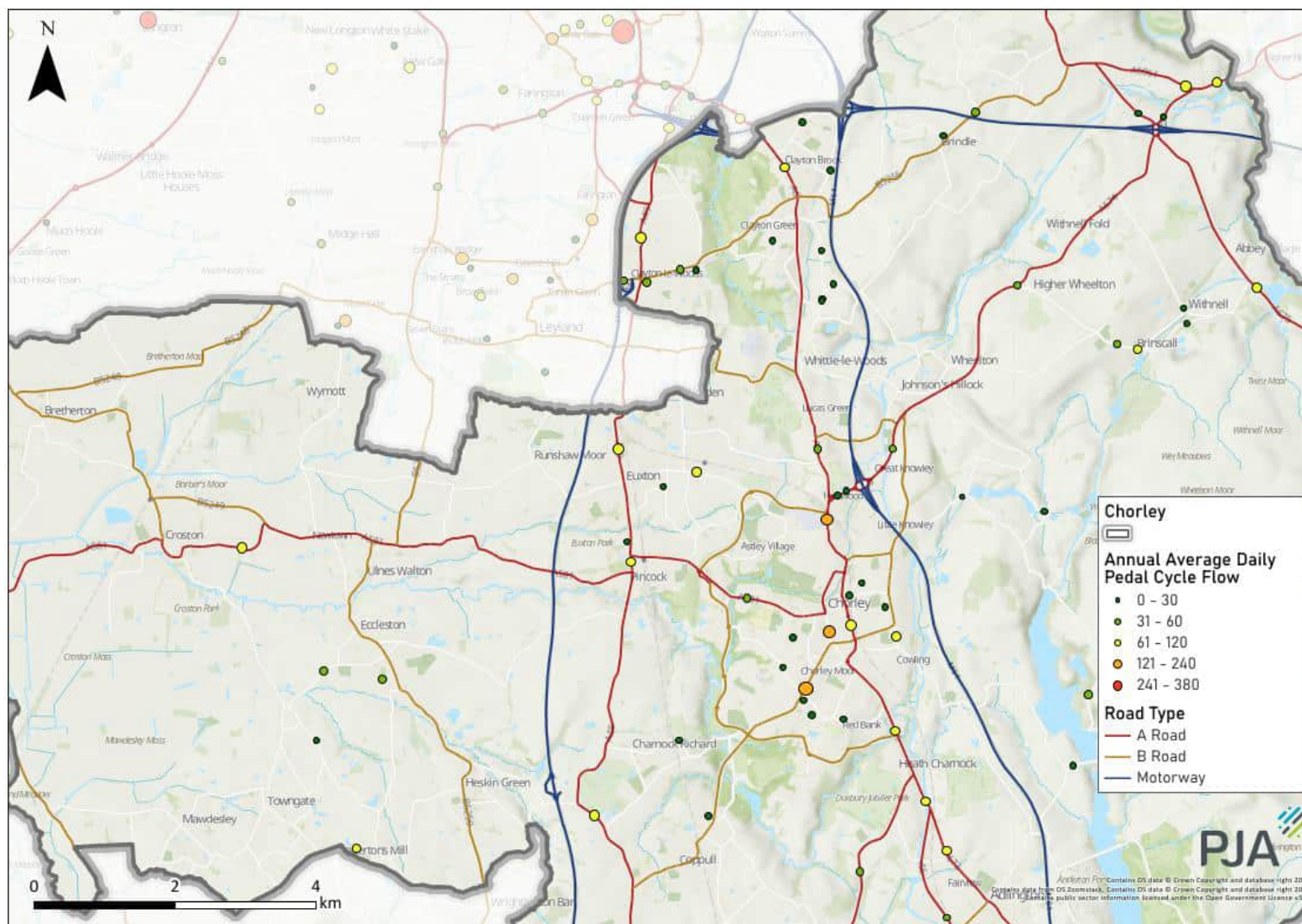


Figure 3-22: Chorley Cycle Traffic Counts



## 3.7. Engagement

### 3.7.1. Stage 1 Engagement Survey

In Spring 2022, LCC conducted a survey to gather feedback from the public about active travel concerns and desired improvements throughout the county. The survey featured an interactive online map that enabled respondents to pinpoint specific locations where they identified issues or had requests. Within the Lancashire study area, responses or 'pins' were recorded. Figure 3-23, Figure 3-24 & Figure 3-25 show the locations of the comments in the Preston, South Ribble and Chorley areas respectively.

To summarise, some of the main themes from the engagement exercise are outlined below:

- The A6 corridor, north of Preston, from Moor Lane to Broughton, has numerous comments added for majority of the route length. These are mostly in relation to requests for a cycle route, with some points raised also regarding speeding and safety.
- Comments raised around a pedestrian/cycling crossing over the River Ribble, linking to South Ribble (part of the LUF proposals).
- Two corridors over the River Ribble (A59 and the disused railway path to Hill Road) also have extremely high demand and while the A59 has

received a lot of investment recently, both corridors would still benefit from improvement.

- There are a number of comments around the disused railway path between Preston and Longridge, particularly around Grimsargh.

Figure 3-23 (Preston): There is a high number of cycle route pins dropped in Preston city centre. A majority of the pins on the Preston map are related to cycle route concerns mainly due to lack of off-road cycle routes (not including bridleways), as most cyclists have no option to cycle on the road, often alongside high speed limits.

Figure 3-24 (South Ribble): There shows to be an even split of pins relating to walking routes and cycling routes suggesting improvements to the infrastructure is needed. This is highlighted further by numerous pins relating to path conditions and width which show that walking routes are seen as a problem in the area.

Figure 3-25 (Chorley): Whilst there are fewer comments overall, cycle routes is the main topic of concern in the Chorley area and therefore, a high public support for improvements in the town. Compared to Preston, there are fewer pins for cycle routes and compared to Leyland, and fewer pins relating to path conditions and widths.



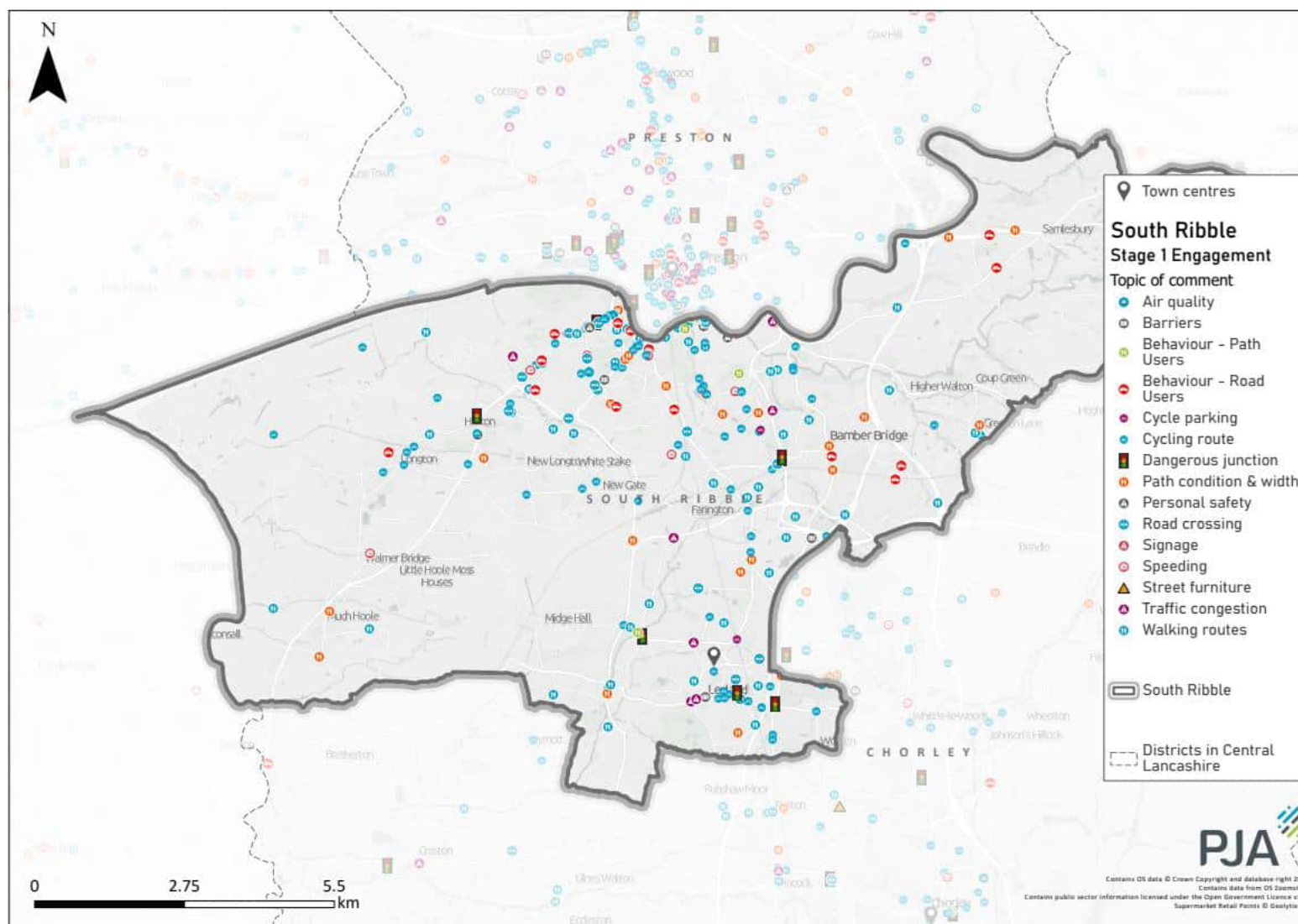


Figure 3-24: South Ribble Stage 1 Engagement Survey

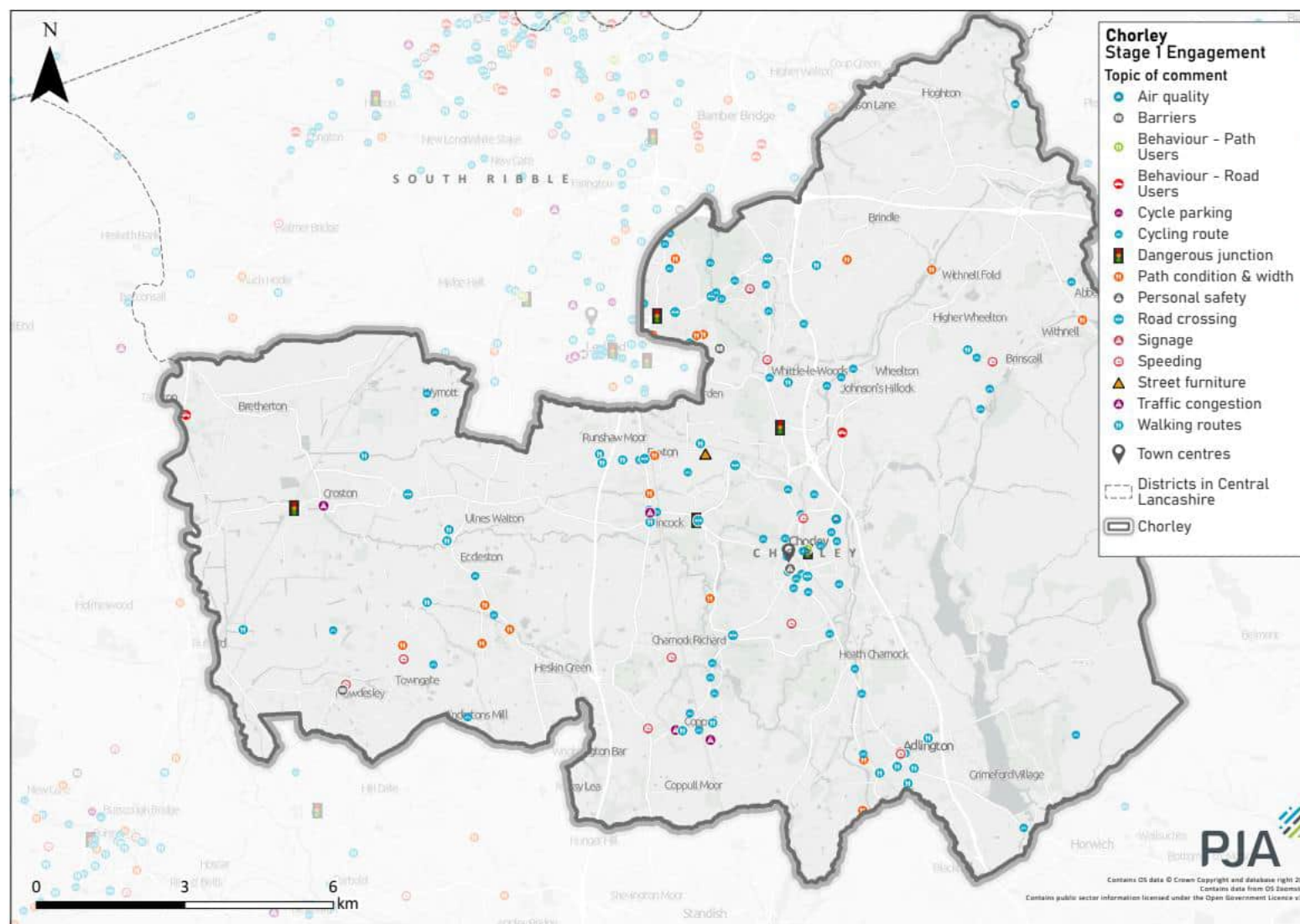


Figure 3-25: Chorley Stage 1 Engagement Survey

### 3.7.2. Stage 2 Engagement Survey

Between 12th September and 24th October 2023, LCC conducted a survey to gather feedback from the public about the proposed LCWIP network across Central Lancashire (Preston, South Ribble and Chorley). The survey included the proposed routes and allowed respondents to comment on them, as well as suggest new routes by drawing on the online map. Figure 3-26 shows an overview of the proposed LCWIP routes, comments and drawn routes at the Central Lancashire scale, and Figure 3-27, Figure 3-28 and Figure 3-29 focus in on the Preston, South Ribble and Chorley areas. The figures show the net value of positive responses for the proposed routes. This was calculated by subtracting the negative responses from the positive responses. An analysis of each figure follows below.

Figure 3-26 shows an overview of the engagement results for Central Lancashire. Generally, the longer distance routes had a higher net value of responses than many of the shorter distance routes located within built up areas. For example, the strategic route towards Abbey Village along the greenway was positively responded to, as was the route west of Preston towards West Lancashire along the A583, Preston to Longridge along the greenway and the route along the A6 from South Ribble to Chorley. Regarding suggested routes drawn by the public, these were focused in areas from Preston towards Blackpool, north of Preston, and east South Ribble and Chorley.

Figure 3-27 shows the engagement results for Preston. One route was in the highest band (31-56), this was the strategic route into Longridge. Justification for the positive responses included that it would provide a safe off-road route for cyclists for leisure and utility purposes to Preston via the Guild Wheel. The end of this route closer to Preston scored slightly lower in the 16-30 band. Routes along Blackpool Road and Garstang Road also had a high number of positive responses. Part of the strategic route along the A59 New Hall Lane and a section along North Road both had net negative responses; however, no justification was given in the responses for this. Regarding suggested routes in the Preston area, this included routes north towards the Forest of Bowland and a route west towards Lytham St Annes.

Figure 3-28 shows the engagement results for South Ribble. There were two higher scoring routes through the area - the strategic route along the A6 which extends

into Chorley and the route from Avenham Park to Walton-le-Dale. Route sections that scored net negatively include the primary route down Stanifield Lane and Bank Head Lane, however no justification for these responses was given. The route between Moss Side, Leyland and Layton Green was also negatively responded to, however again no justification was given. In terms of suggested routes drawn by the public, these were predominantly in the west of the South Ribble district into West Lancashire, and south towards the Chorley district.

Figure 3-29 shows the Chorley engagement results. The Chorley to Abbey Village greenway received between 16-30 net positive responses. Reasoning for this positive response was because it provides a safe, car free route between Blackburn and Chorley which connects the villages in between. The southern area of the strategic route from Chorley to Bamber Bridge along the A6 also received between 16-30 net positive responses however no justification was given for this. The route south of Chorley towards Adlington and Horwich along the A6 Bolton Road scored similarly, as did the route along the B5252 from Euxton Lane to the A581 and the route along the Leeds-Liverpool Canal. The secondary route from Coppull to Heath Charnock scored negatively, justification for this was because the route was on-road and could be perceived as 'dangerous' due to the lack of space. In terms of suggested routes, an east to west route was suggested which connects Belmont and Rufford. Another route drawn also suggests extending the secondary route from Chorley to Euxton past Euxton towards Bretherton.

This feedback from the consultation has been analysed and the LCWIP network has been updated where appropriate.

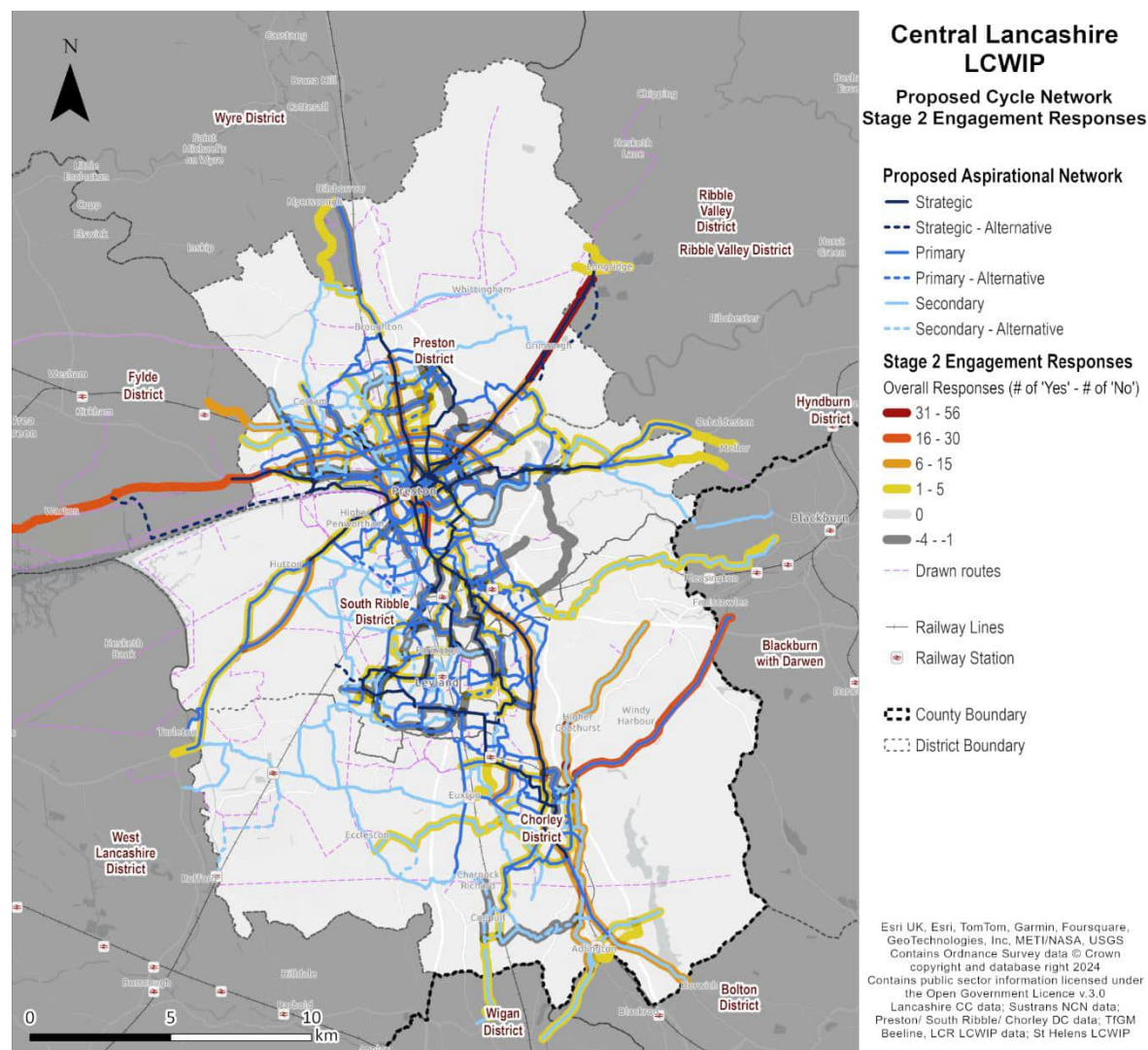


Figure 3-26: Overview of Engagement Results

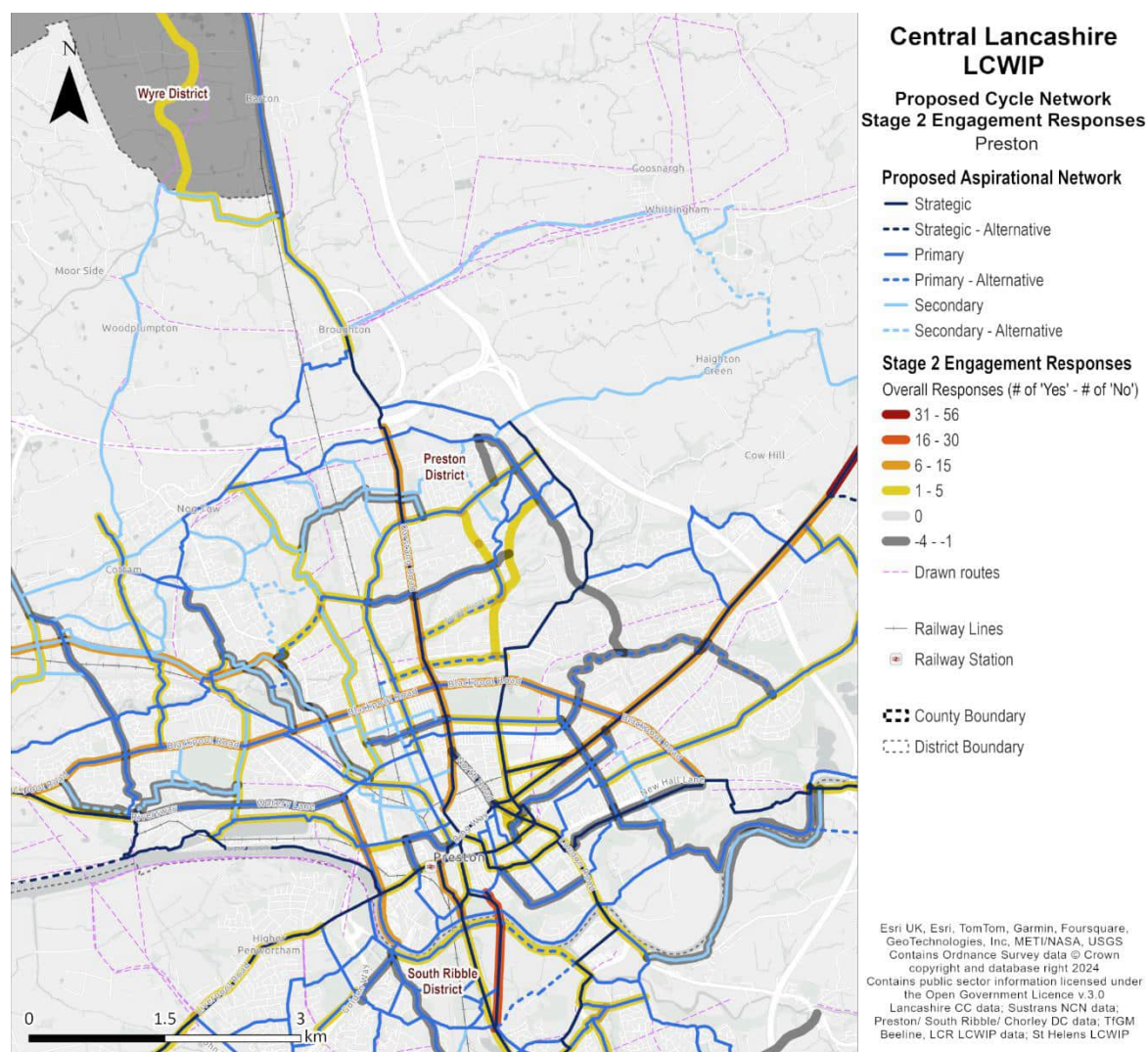


Figure 3-27: Preston Engagement Results

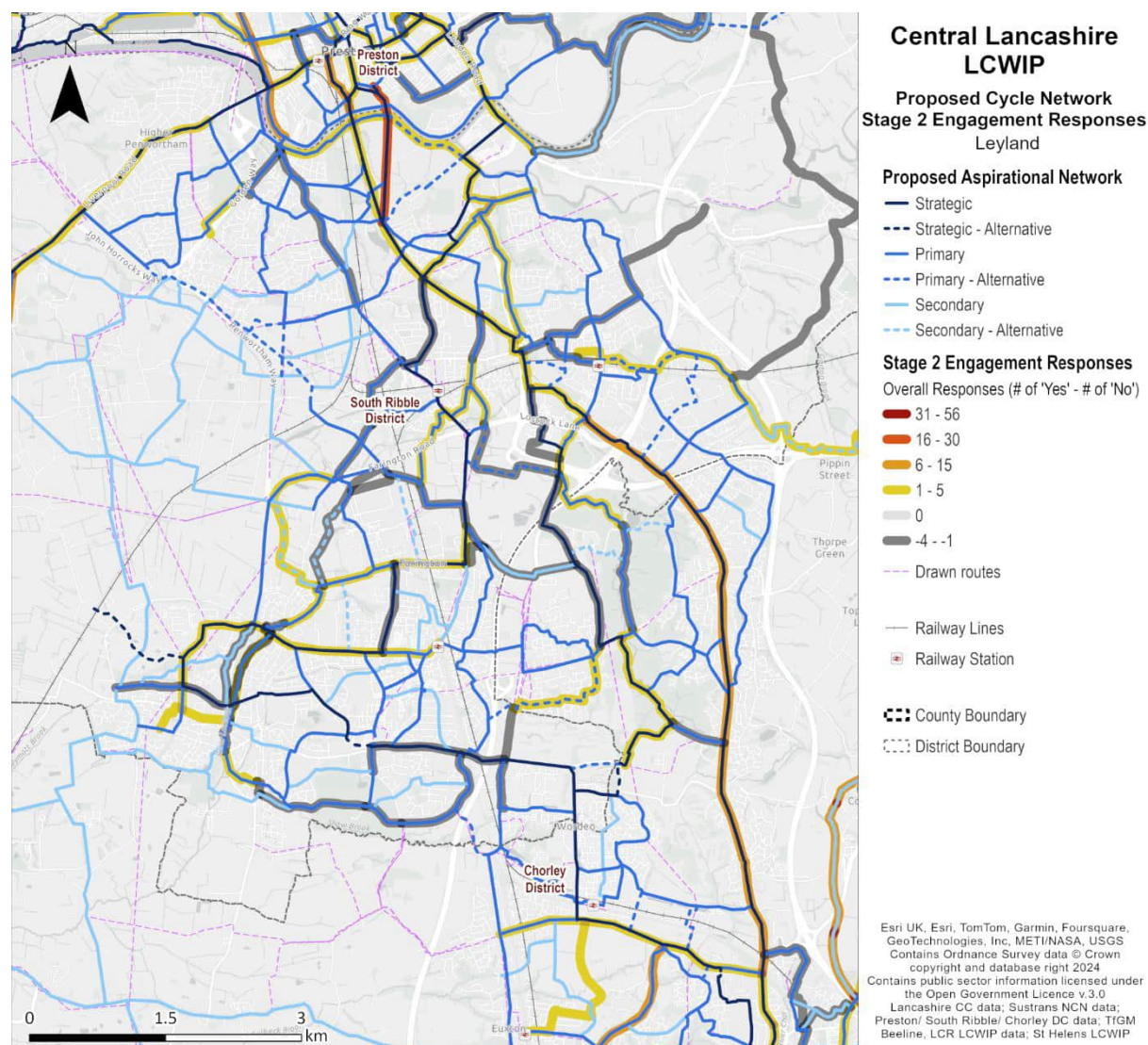


Figure 3-28: South Ribble Engagement Results

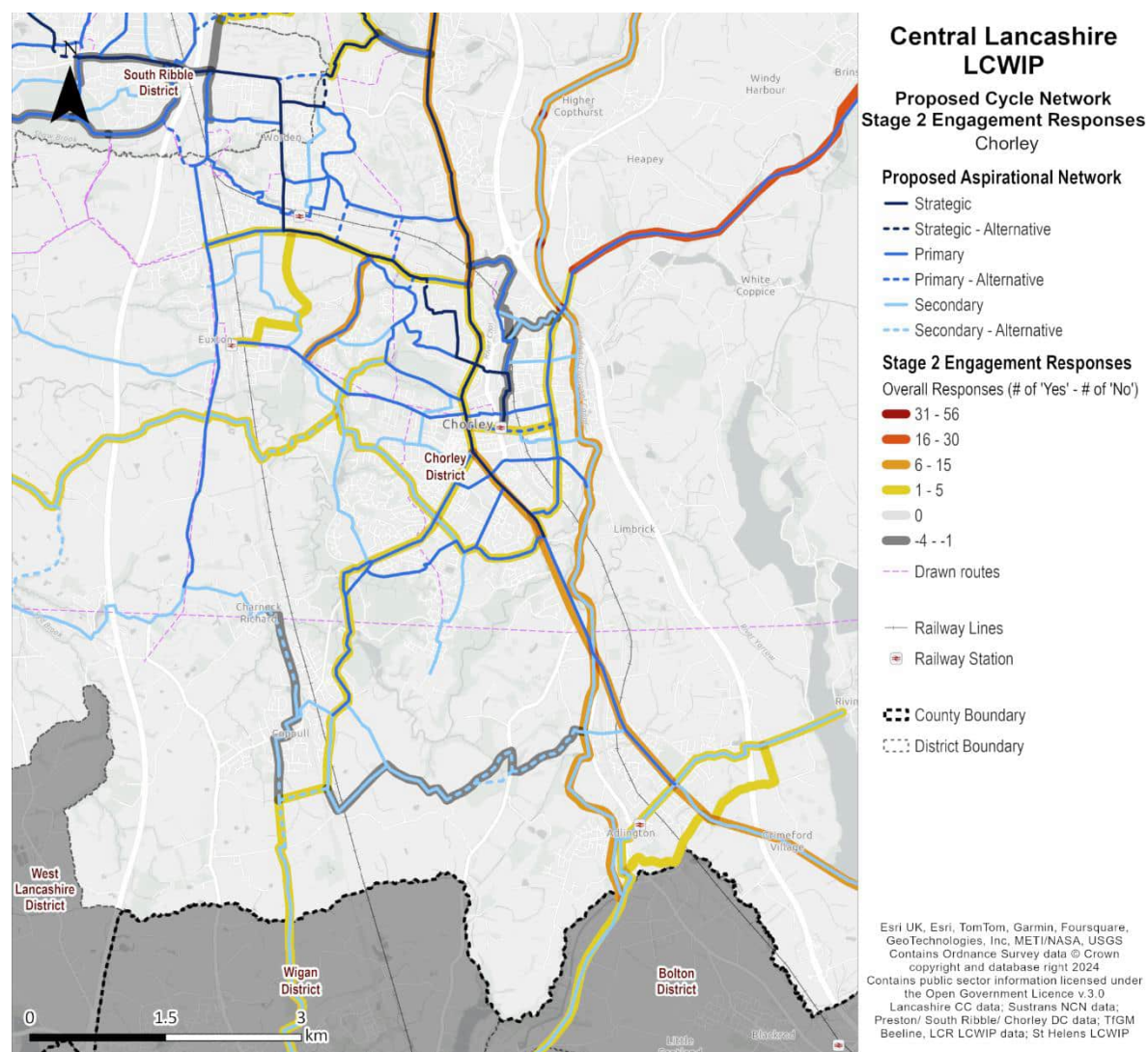


Figure 3-29: Chorley Engagement Results

## 3.8. Understanding Desire Lines

### 3.8.1. Propensity to Cycle Tool (PCT)

The Propensity to Cycle Tool (PCT) has been utilised to analyse travel to work trips between key origins and destinations in the area.

The PCT is a web-based mapping tool that uses geographic and demographic data to estimate the number of cycle trips that could be made in a given area. The PCT allows users to explore different scenarios for cycling by changing factors such as investment in cycling infrastructure, changes in land use patterns, and demographic shifts. It also provides estimates of the health, environmental, and economic benefits that could be achieved by increasing cycling in a particular area.

The PCT analysis originally used the 2011 census data. As the data was over ten years old, the trips have been modified in Figure 3-30 using the 2021 Census population data. The tool indicates where the demand for cycle commuter trips could be and is based on commuting trips using an e-bike scenario. This map clearly shows that demand is highest around the major urban hubs in the region such as Preston, Leyland, Bamber Bridge and Chorley. There is also a clear cluster around Fulwood to the north of Preston. A notably high demand for cycling is exhibited between Leyland, Buckshaw Village and Chorley. As the PCT E-bike scenario has been used, the map shows origins and destinations that can be reached over longer distances and hillier terrains than under other scenarios.

Figure 3-31, Figure 3-32 and Figure 3-33 show the PCT straight-line desire lines between origins and destinations to illustrate demand across the three districts. The maps give a reasonable indication of where the origin and destinations are for some of the commuter trips. This is summarised below:

- Preston – this shows the importance of links in and around Preston city centre, to the north at Fulwood, and also towards the south of the River Ribble. Links are also important out to the east (Blackburn) and west towards Freckleton.
- South Ribble – key desire lines are shown from Preston to the south-west towards Penwortham and Longton, between Preston and Bamber Bridge,

between Bamber Bridge and Leyland and between Leyland and Buckshaw Village and Euxton in particular.

- Chorley – the map for Chorley indicates desire lines to the north, linking to Preston, Bamber Bridge, Leyland and Buckshaw Village. Links within and around the Chorley area are also important. The map also highlights key desire lines from Chorley towards Coppull, towards Adlington, and further afield towards Middlebrook in Greater Manchester.

# Central Lancashire Local Cycling & Walking Infrastructure Plan

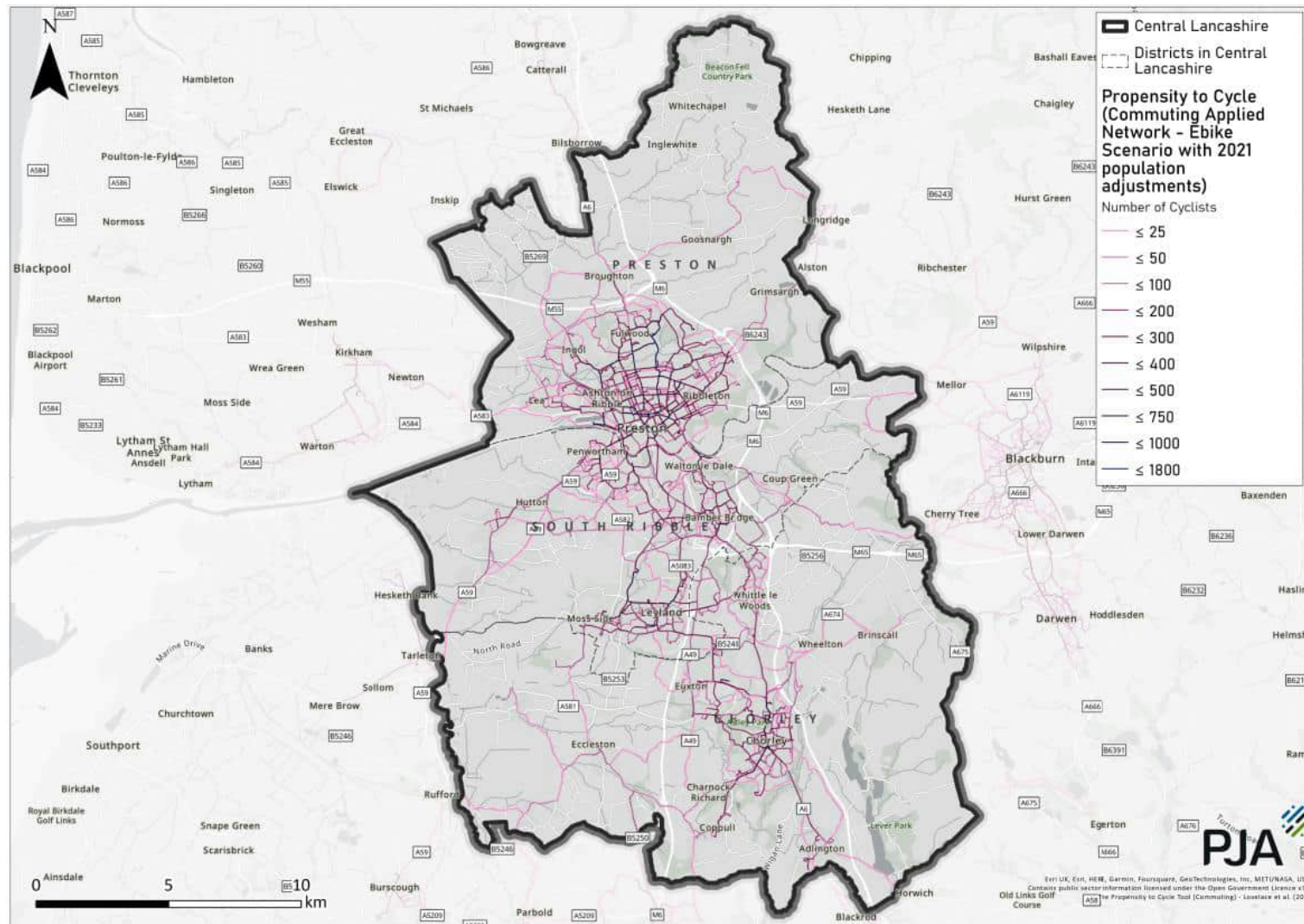


Figure 3-30: Central Lancashire PCT Analysis

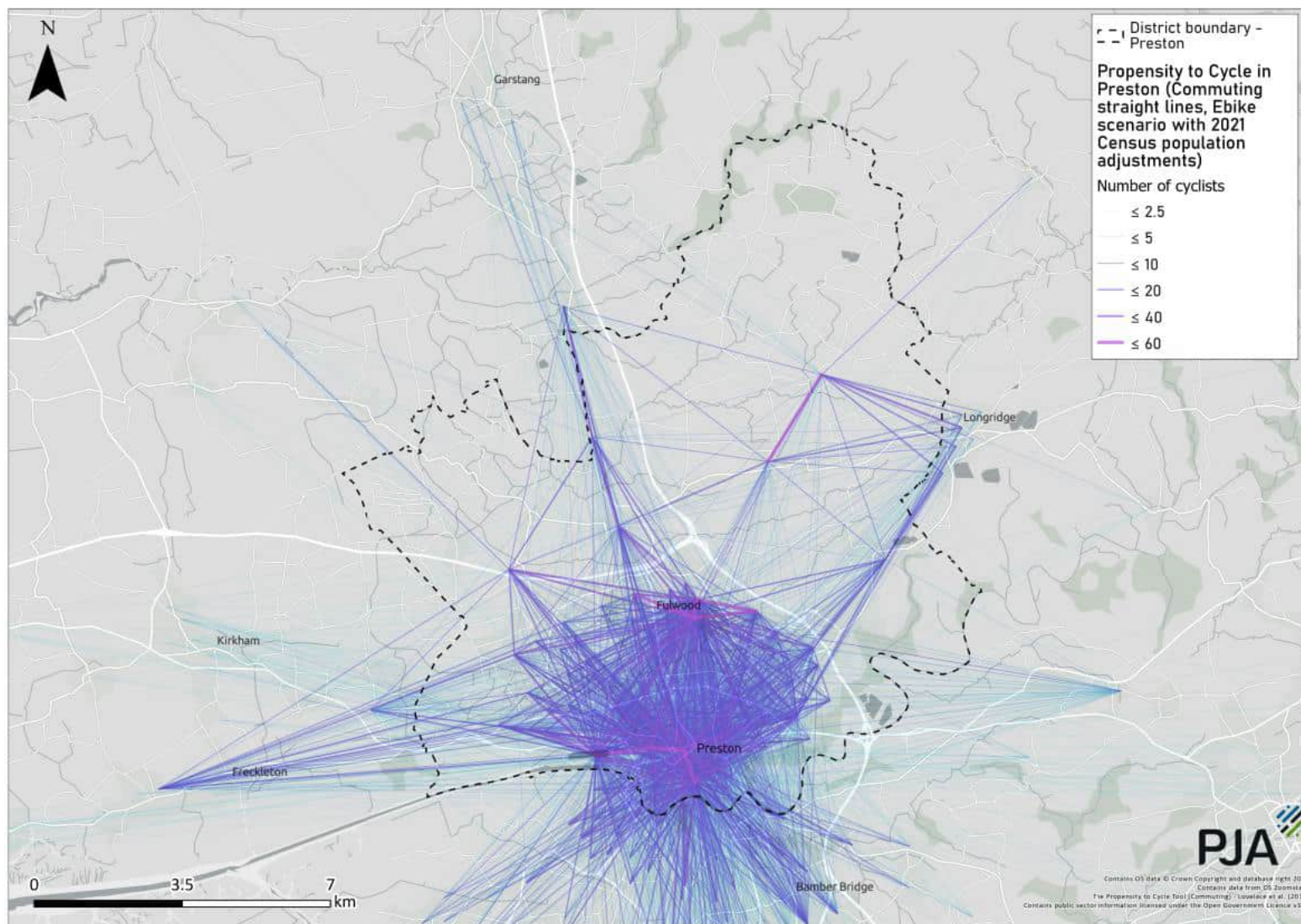


Figure 3-31: Preston Cycling Desire Lines PCT

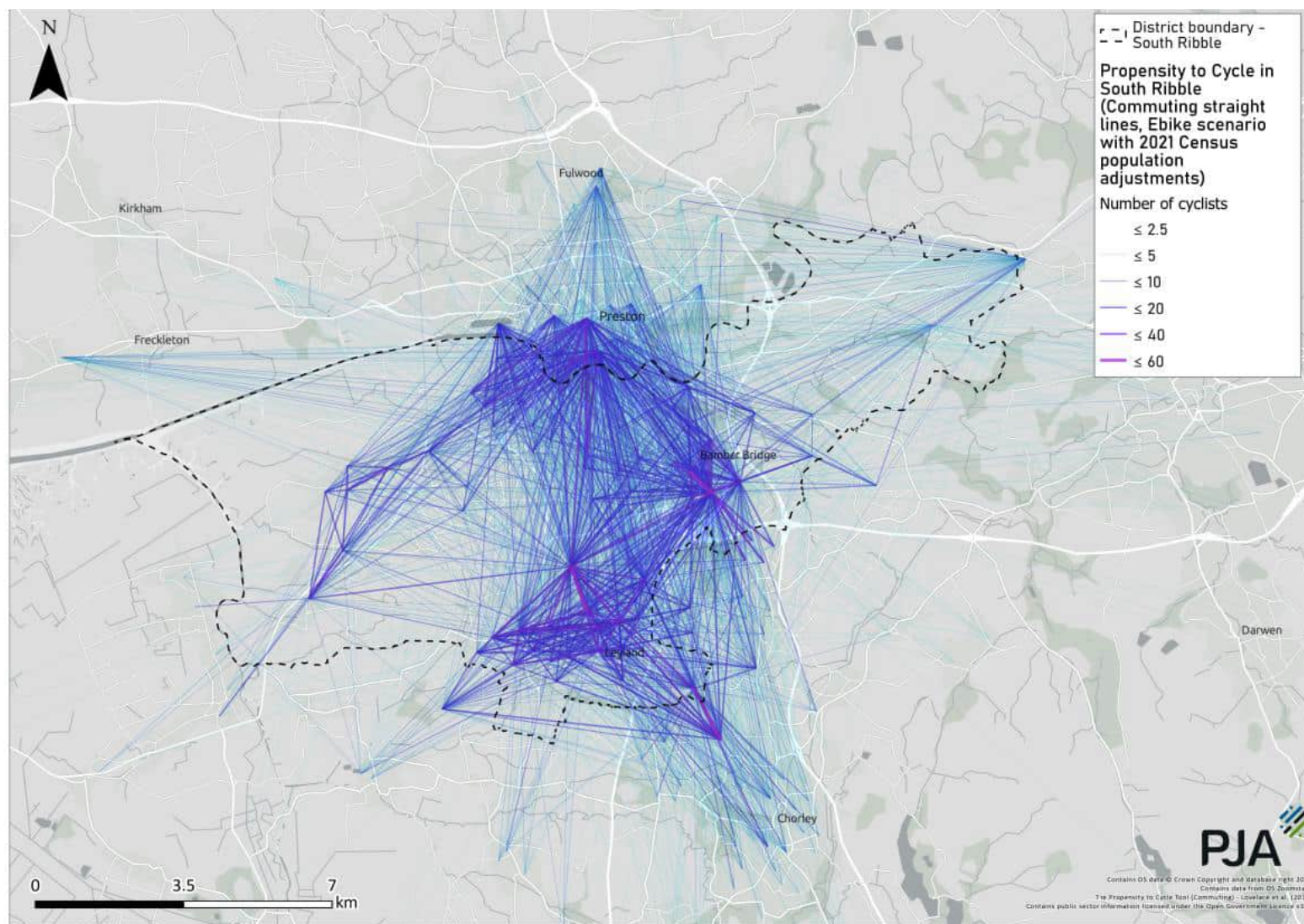


Figure 3-32: South Ribble Cycling Desire Lines PCT

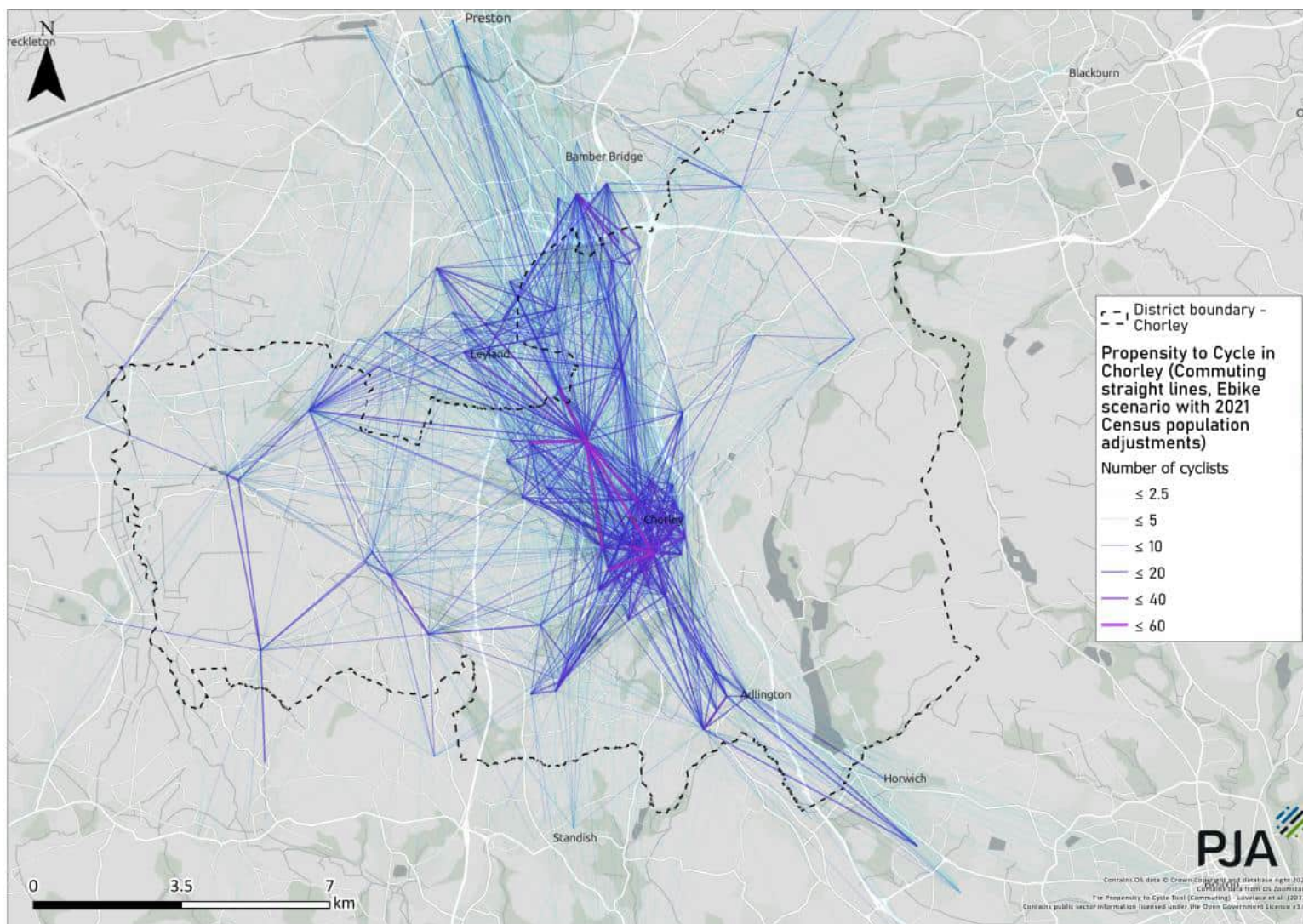


Figure 3-33: Chorley Cycling Desire Lines PCT

### 3.8.2. Everyday Trips Analysis

The PCT draws on commuting data, but lacks detail on 'everyday' trips that typically account for around two thirds of short journeys - including shopping, personal business and leisure trips. The 'Everyday Trips' analysis therefore provides an estimate of the potential for these types of short trips. The analysis uses a grid system to identify 'origin' clusters of LSOA population centroids, and future housing development clusters.

Potential trip destinations are identified, with two classes;

- Class 1: key employment sites, local, town and village centres
- Class 2: education (primary and secondary schools), healthcare facilities (hospitals, GP practices, dentists, pharmacies), community centres, leisure facilities, supermarkets etc.

"Crow-fly" desire lines are drawn between each origin point, and the nearest class 2 destination, and between the origin points and all class 1 destinations up to 8km away. This approach assumes that people tend to use their most local facilities but will also travel to more major centres within reach.

Clustering analysis shows clusters of highest demand, and the most likely desire lines for these everyday trips.

All trip distances are considered including shorter walking trips under 2km and cycling trips up to 8km. Cross-boundary trip potential has also been considered in the process as there is evidence of links not only across the three districts, but also towards the Ribble Valley, Blackburn and Greater Manchester.

Figure 3-34, Figure 3-35 and Figure 3-36 illustrate walking trips up to 2km and links the existing and new settlements to local non-work facilities. The red lines represent the 'Everyday' walking desire lines, and the thicker red lines represent the clusters which are created to show where the stronger links are. The map shows the concentrated demand in several key areas: Central Preston and more widely across Preston, Fulwood, Leyland, Buckshaw Village, Samlesbury, Euxton, Chorley centre and Bamber Bridge.

Figure 3-37, Figure 3-38 and Figure 3-39 illustrate slightly longer non-work trips between 2-5km which could potentially be made by bicycle. The data presents several key findings:

- Strong links between central Preston and suburbs to the west, and towards east Fulwood.
- High cross-river demand to the east of Preston and south of Preston.
- Clear east-west demand around Leyland and Bamber Bridge.
- Cross border demand in the east of the study area towards Longridge and Blackburn.

Figure 3-40, Figure 3-41 and Figure 3-42 show the "everyday" trips between 5-8km which could potentially be made by bicycle. In contrast to the 2-5km desire lines, the longer distance plot highlights the opportunity for north-south cycle travel across Central Lancashire. In particular, there are strong clusters between Preston and South Ribble as well as clear demand between Chorley and Leyland via Buckshaw Village and also between Bamber Bridge and Samlesbury. There are also notable links out to the west and south of Chorley, towards Coppull and to Greater Manchester



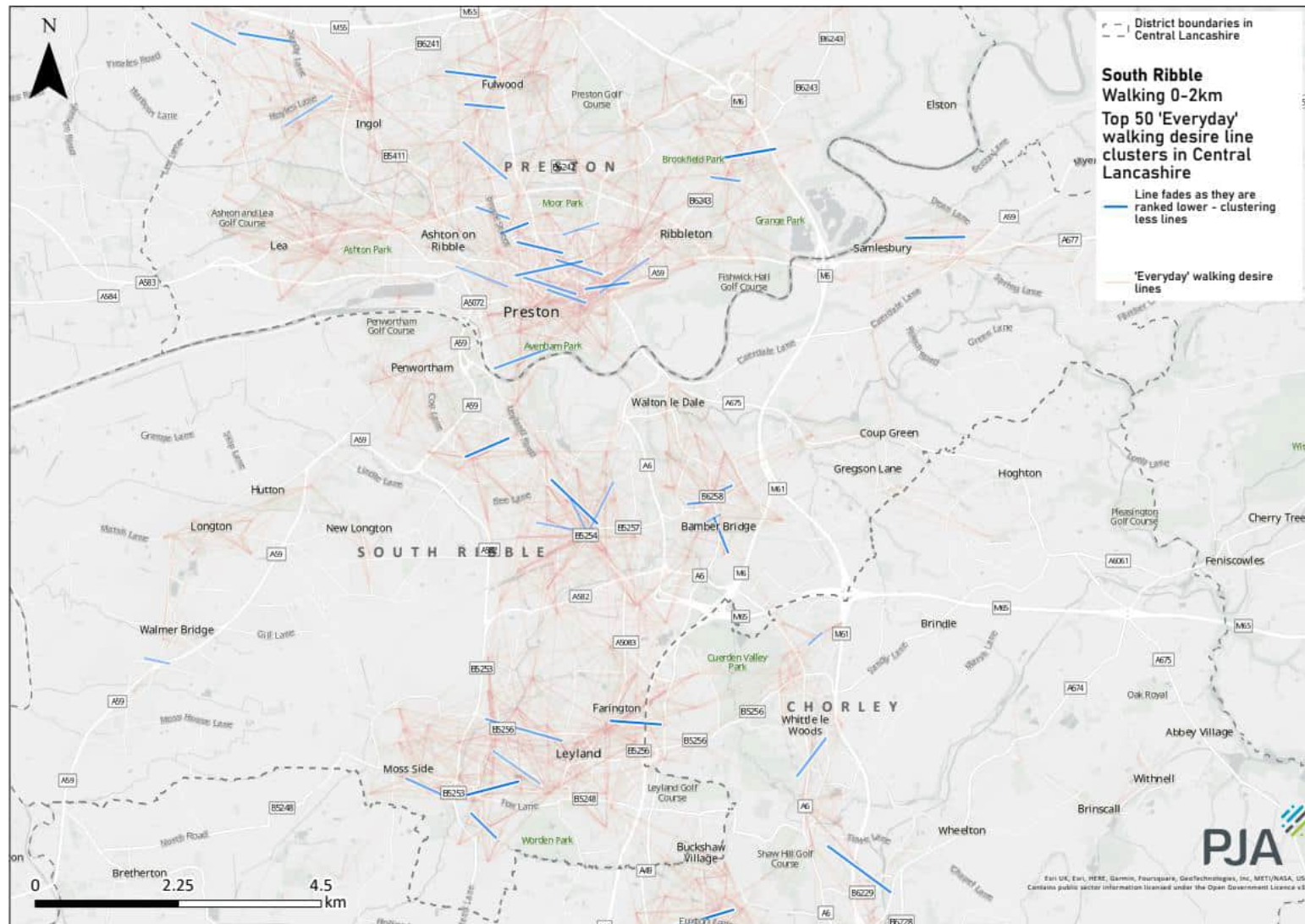


Figure 3-35: South Ribble 'Everyday' Walking Desire Lines (0-2km)

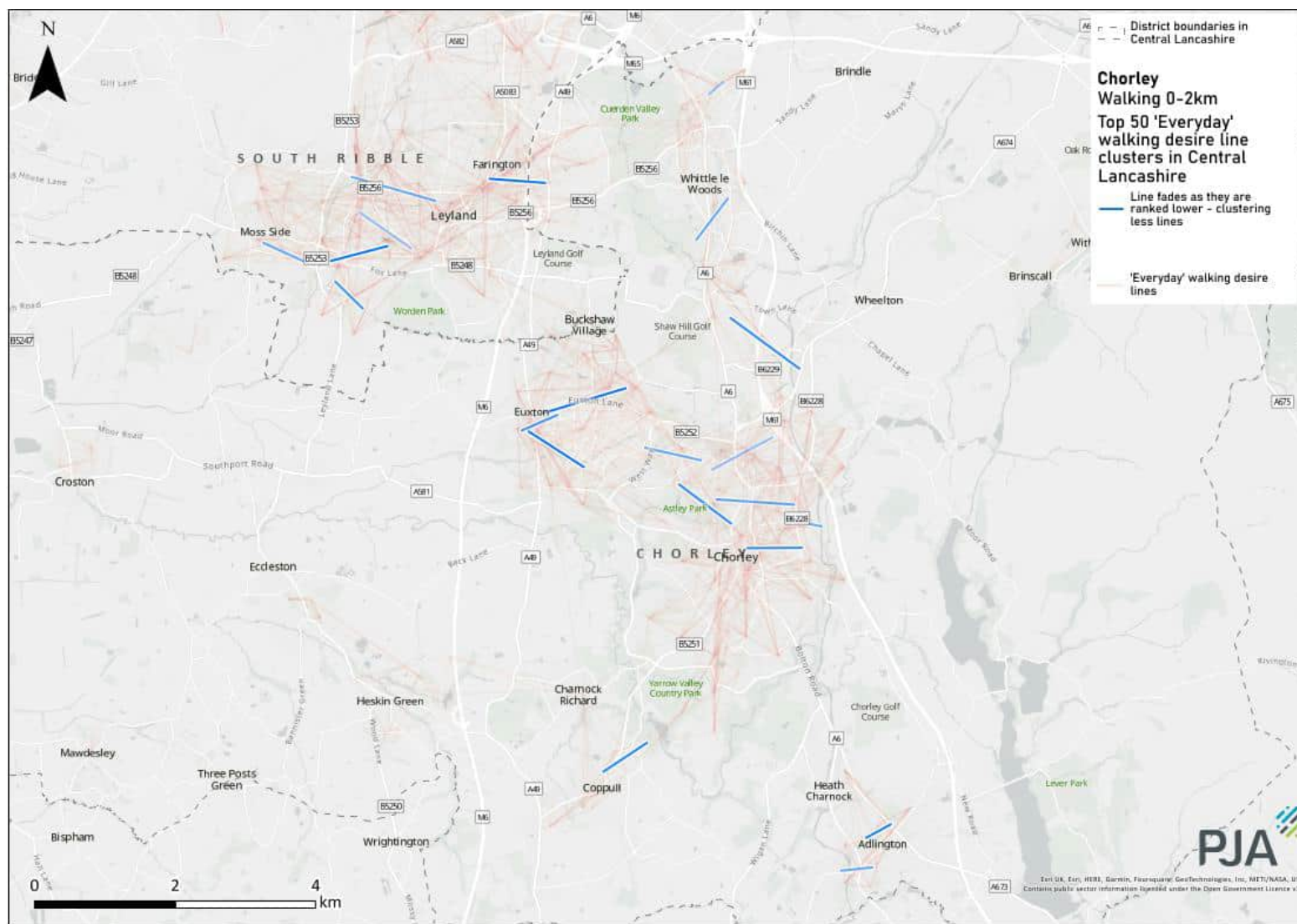


Figure 3-36: Chorley 'Everyday' Walking Desire Lines (0-2km)

# Central Lancashire Local Cycling & Walking Infrastructure Plan

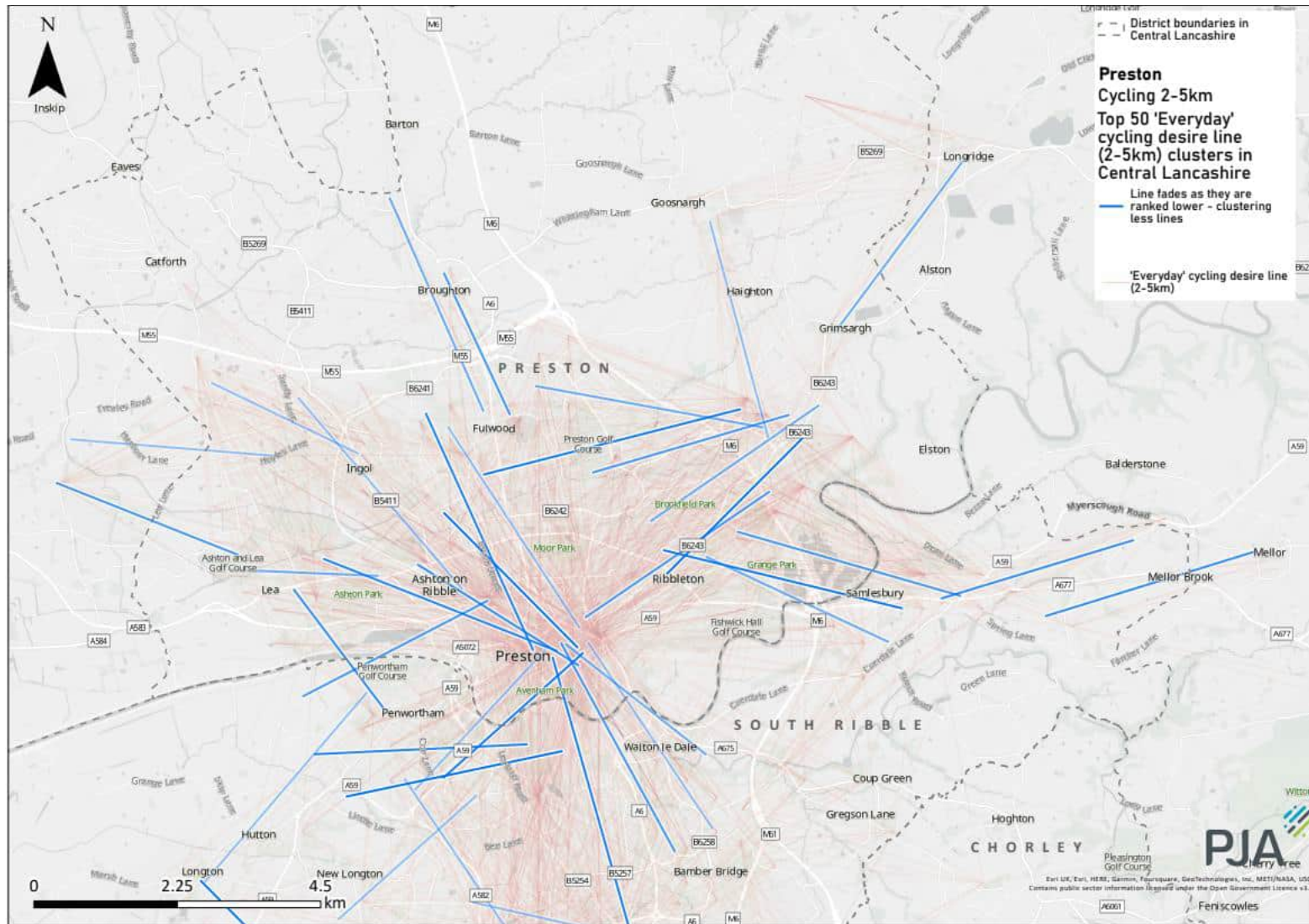


Figure 3-37: Preston 'Everyday' Cycle Desire Lines (2-5km)

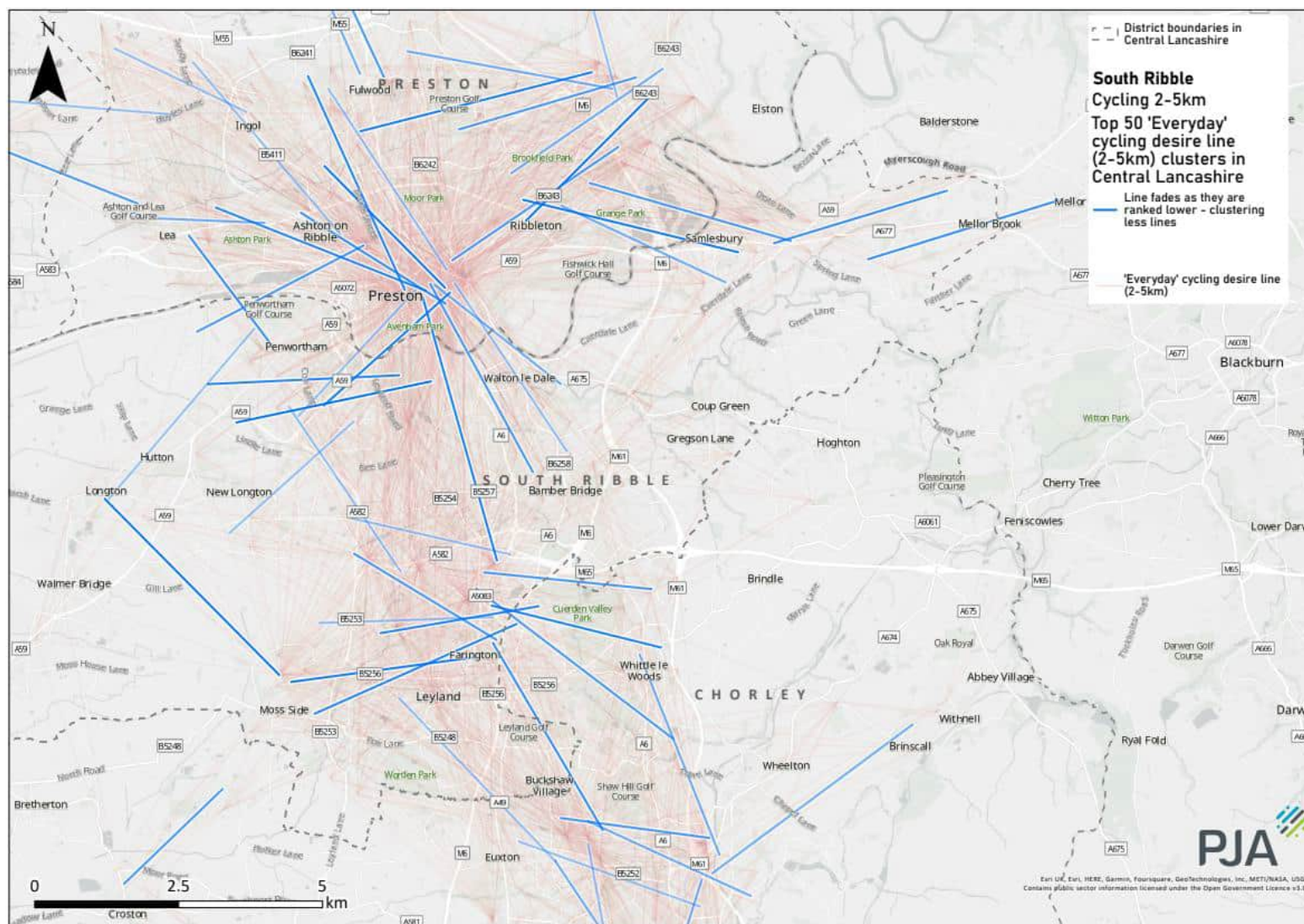


Figure 3-38: South Ribble 'Everyday' Cycle Desire Lines (2-5km)

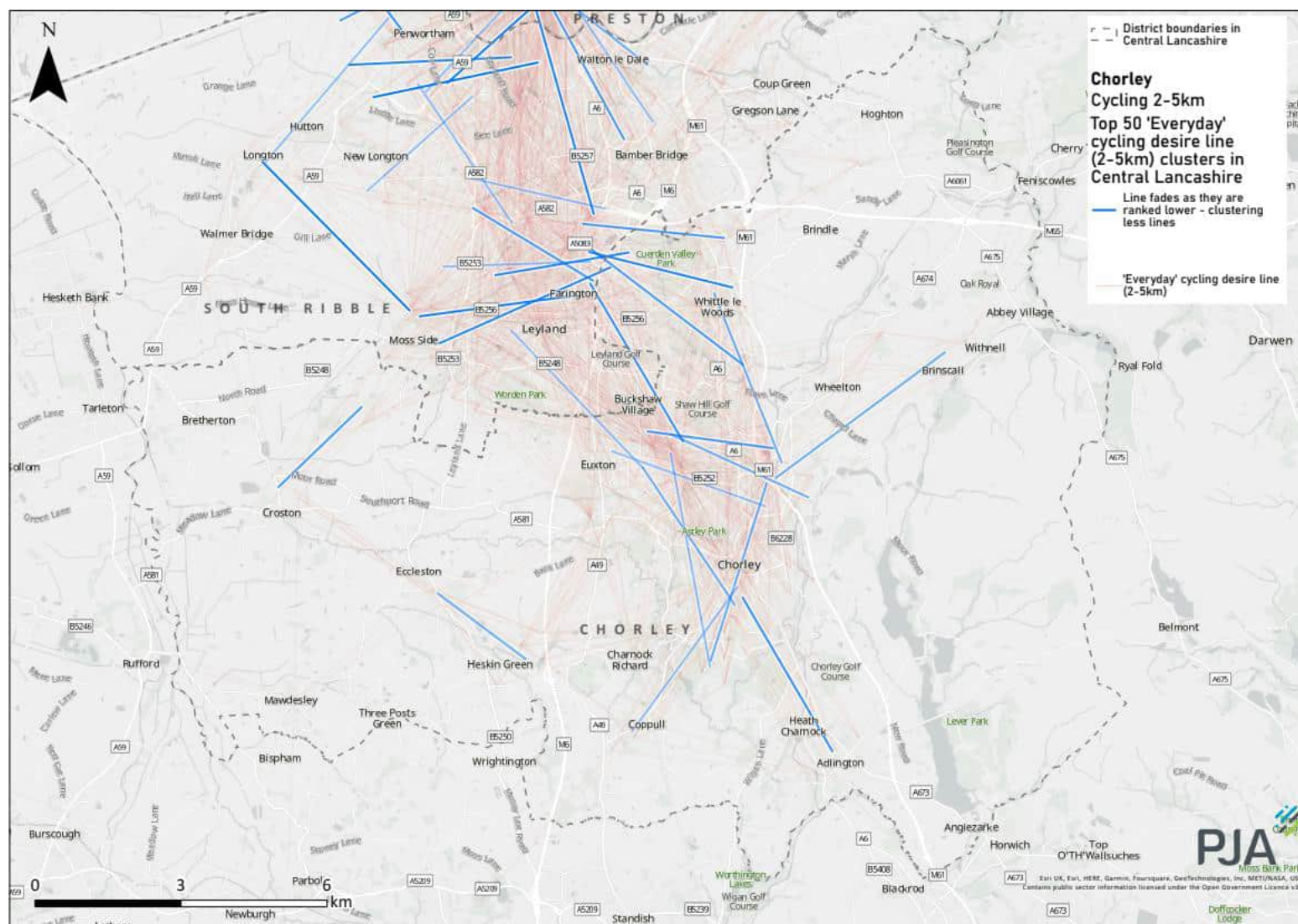


Figure 3-39: Chorley 'Everyday' Cycle Desire Lines (2-5km)

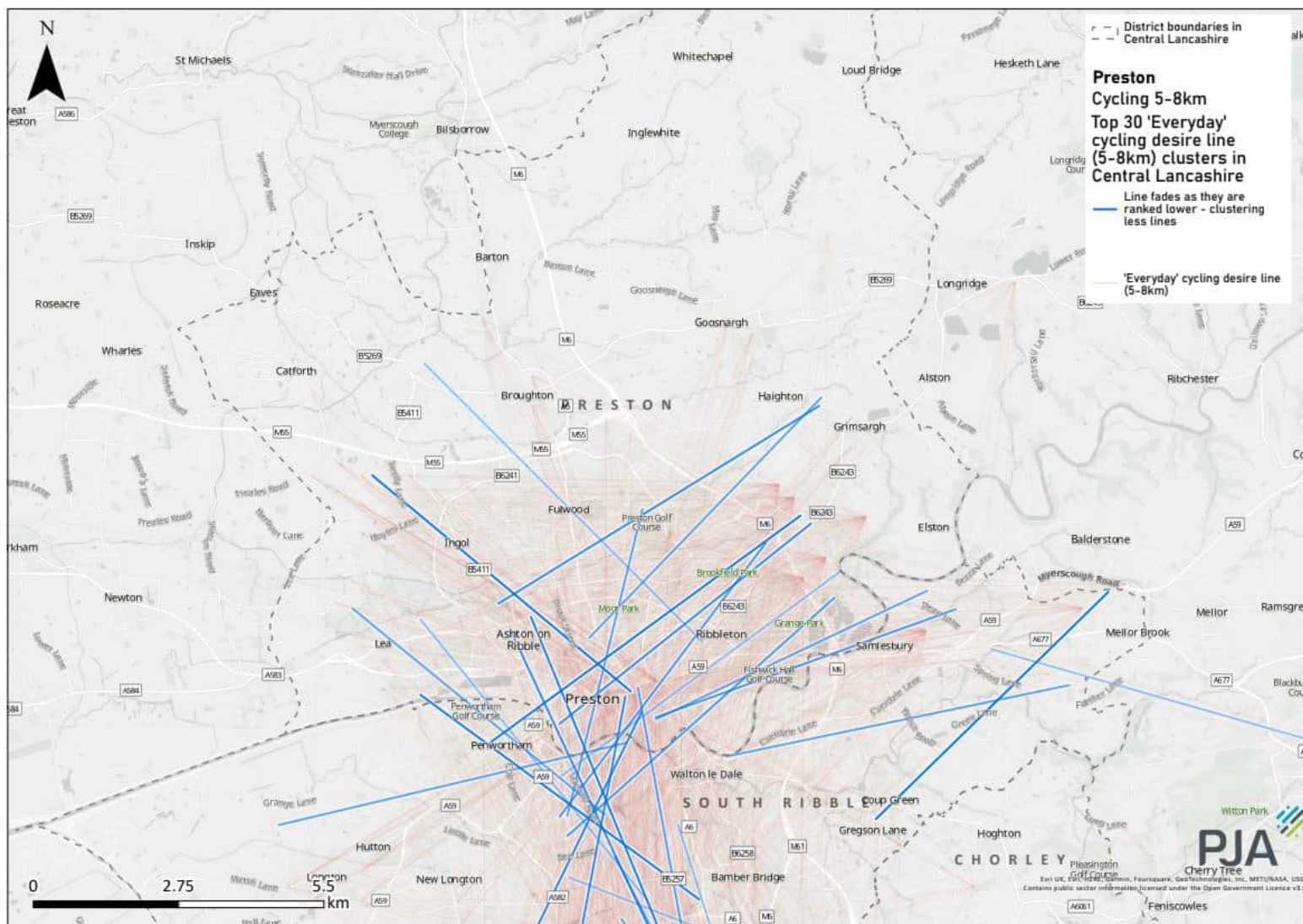


Figure 3-40: Preston 'Everyday' Cycle Desire Lines (5-8km)

# Central Lancashire Local Cycling & Walking Infrastructure Plan

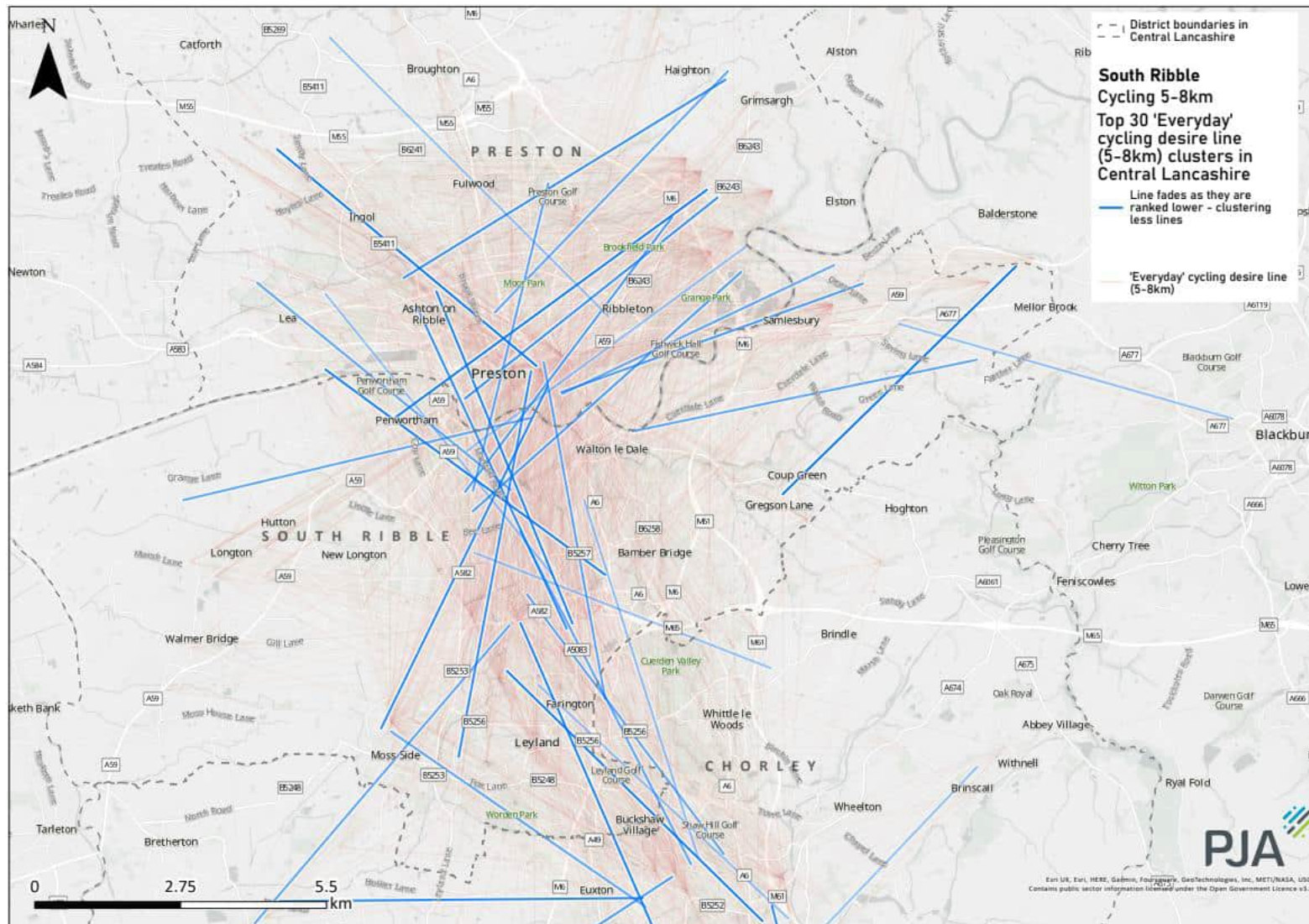


Figure 3-41: South Ribble 'Everyday' Cycle Desire Lines (5-8km)

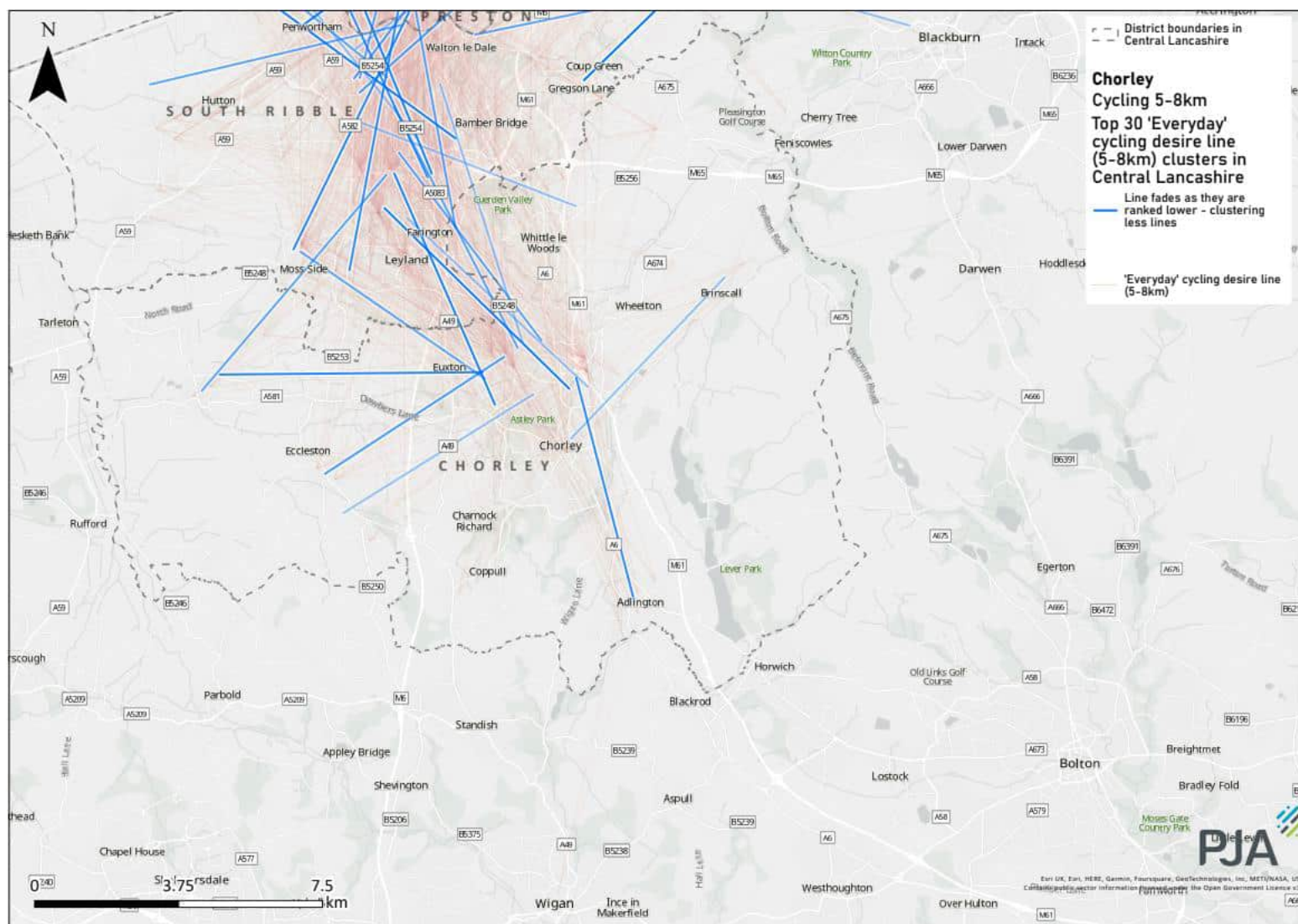


Figure 3-42: Chorley 'Everyday' Cycle Desire Lines (5-8km)



### 3.8.3. Strava Metro Data

Strava Metro data for 2022 has been plotted to show walking and cycling trips recorded by users of Strava's app.

The data is heavily skewed towards leisure and recreational trips, but offers a snapshot of where people are currently travelling via walking and cycling and the routes taken. It helps when considered alongside the commuter trip analysis undertaken using PCT.

Figure 3-43, Figure 3-44 and Figure 3-45 show Strava Metro data for walking trips. Walking data from Strava is even more likely to be skewed towards leisure trips as it also contains hiking and running data. The most frequently used routes within Preston include around the Marina, Moor Park, the A6, and the north section of the Guild Wheel across the north of Preston. Within South Ribble, key routes to note are across the River Ribble along the off road routes towards Bamber Bridge, through Penwortham on Liverpool Road, and also within Leyland centre. Finally, within Chorley, key routes are within Cuerden Valley Park, along the A6 and within residential areas of Chorley and Buckshaw Village.

Strava cycling data is displayed in Figure 3-46, Figure 3-47 and Figure 3-48. As the figures illustrates, a majority of walking trips occur outside of the principal urban hubs in Central Lancashire. There are heavily used routes in the north and the west of Preston as well on some key links leading into Preston centre such as the A6. In South Ribble and Chorley, many of the most pronounced trips occur on north-south routes, many of which travel across district borders into Preston to the north and Bolton and Wigan to the south.

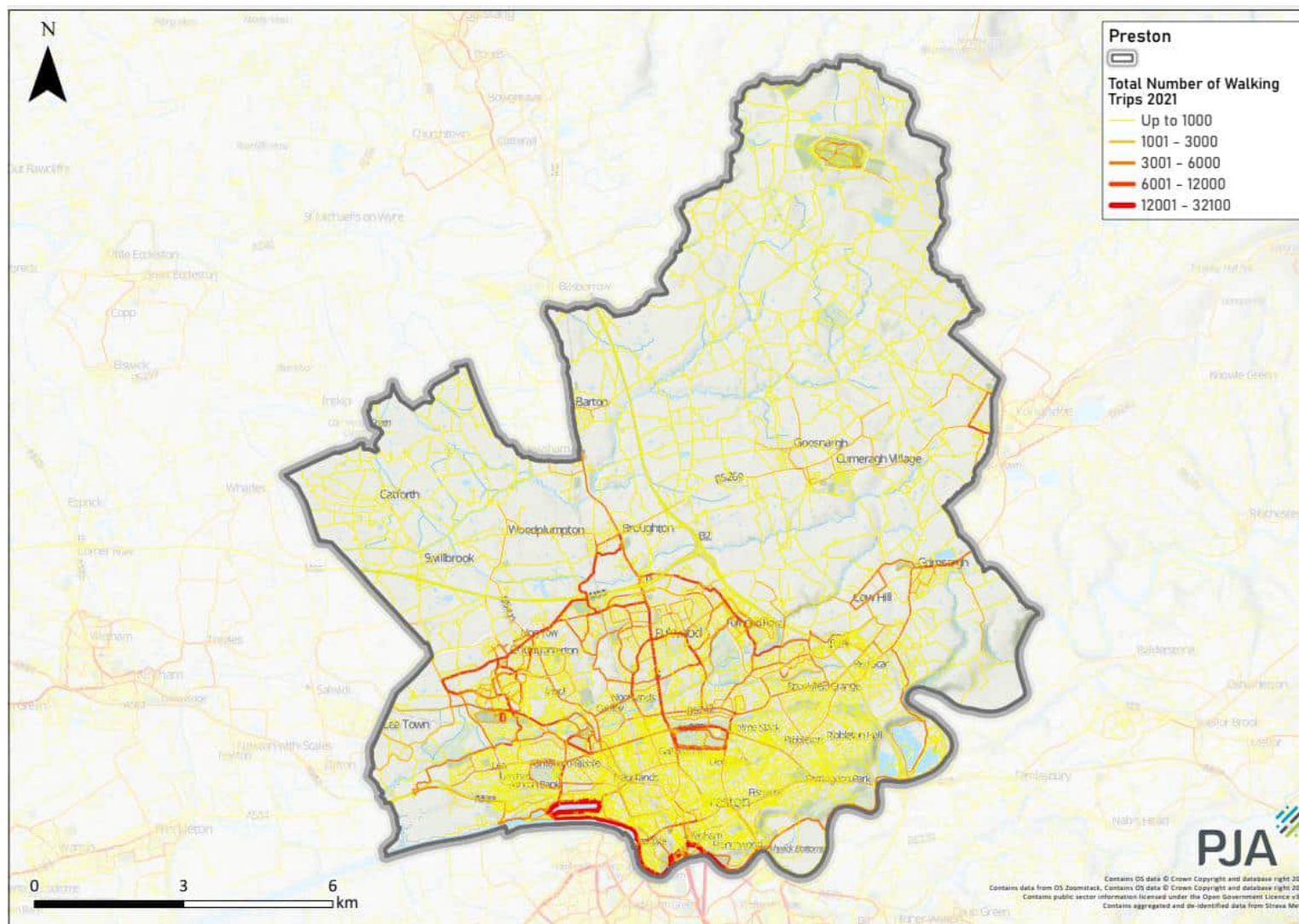
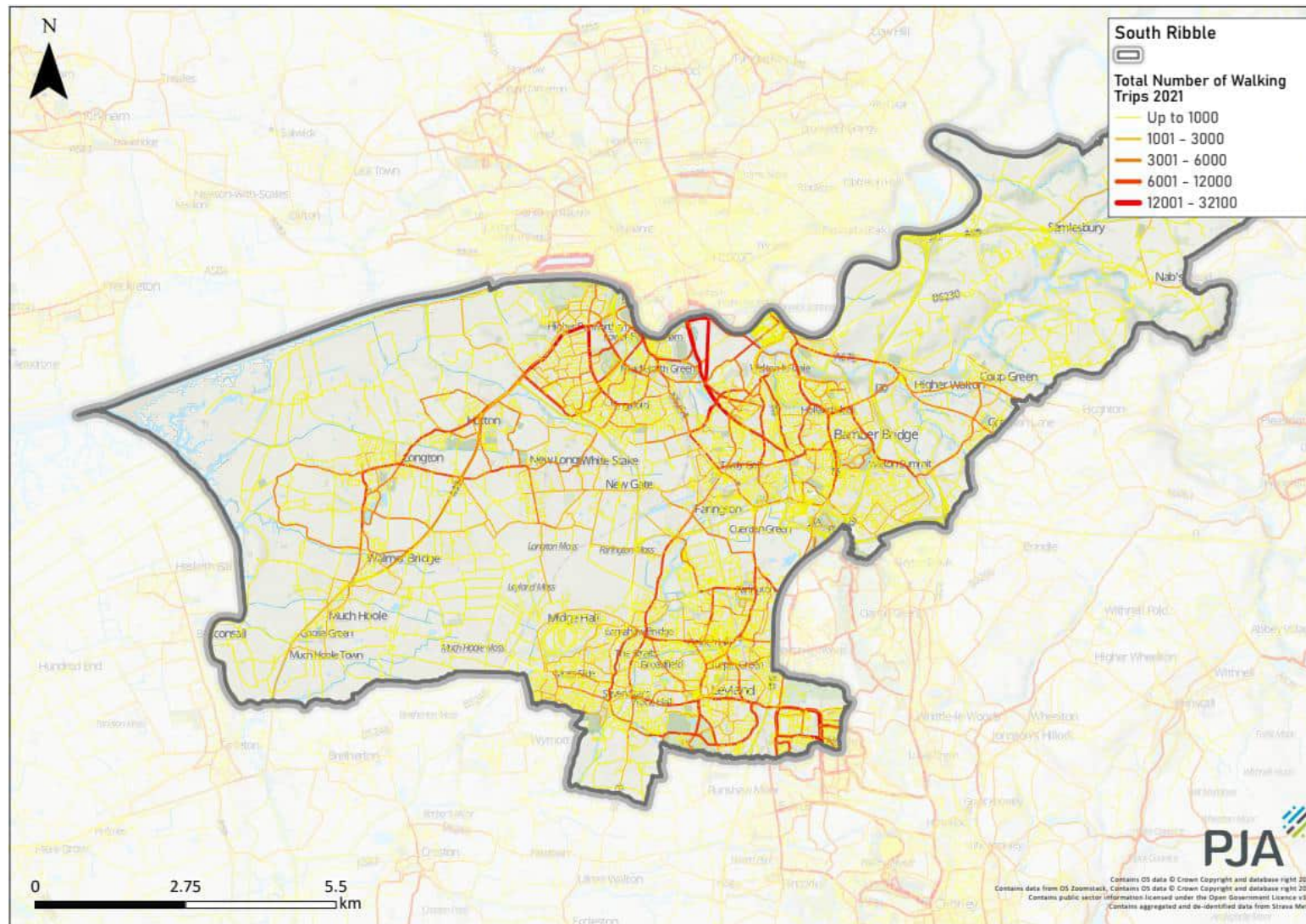


Figure 3-43: Preston Strava Walking Trips

# Central Lancashire Local Cycling & Walking Infrastructure Plan



**Figure 3-44: South Ribble Strava Walking Trips**

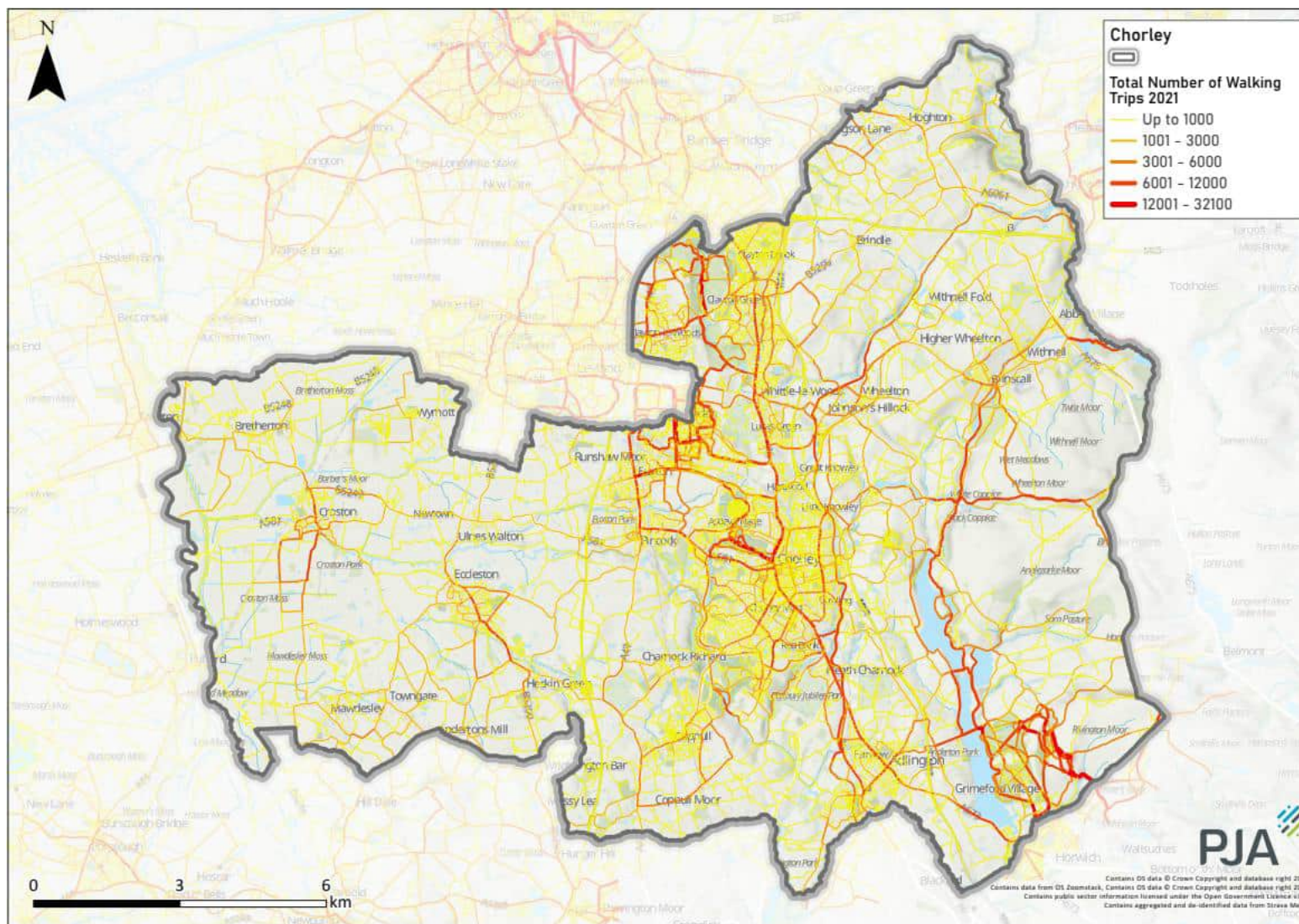


Figure 3-45: Chorley Strava Walking Trips

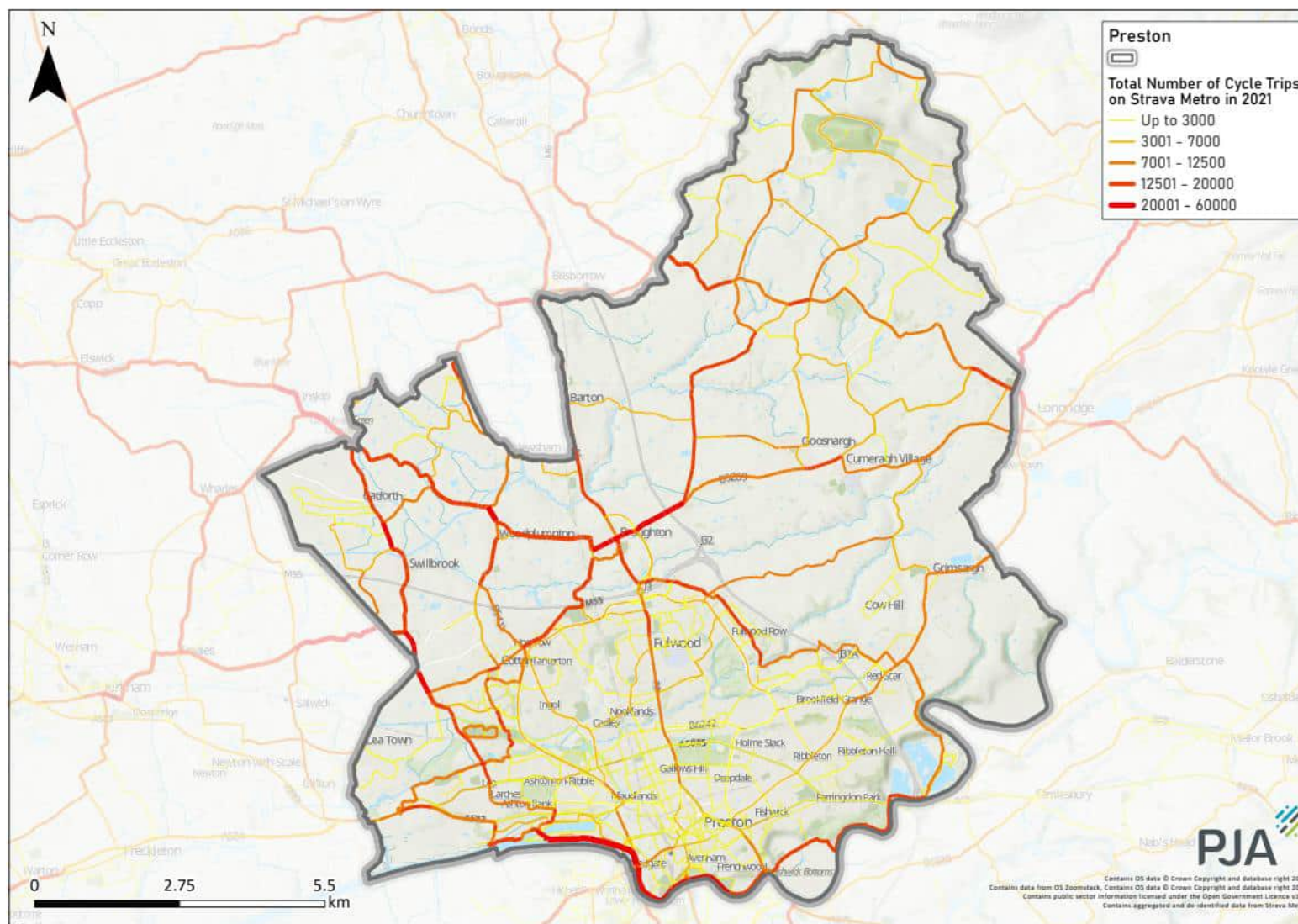


Figure 3-46: Preston Strava Cycling Trips

# Central Lancashire Local Cycling & Walking Infrastructure Plan

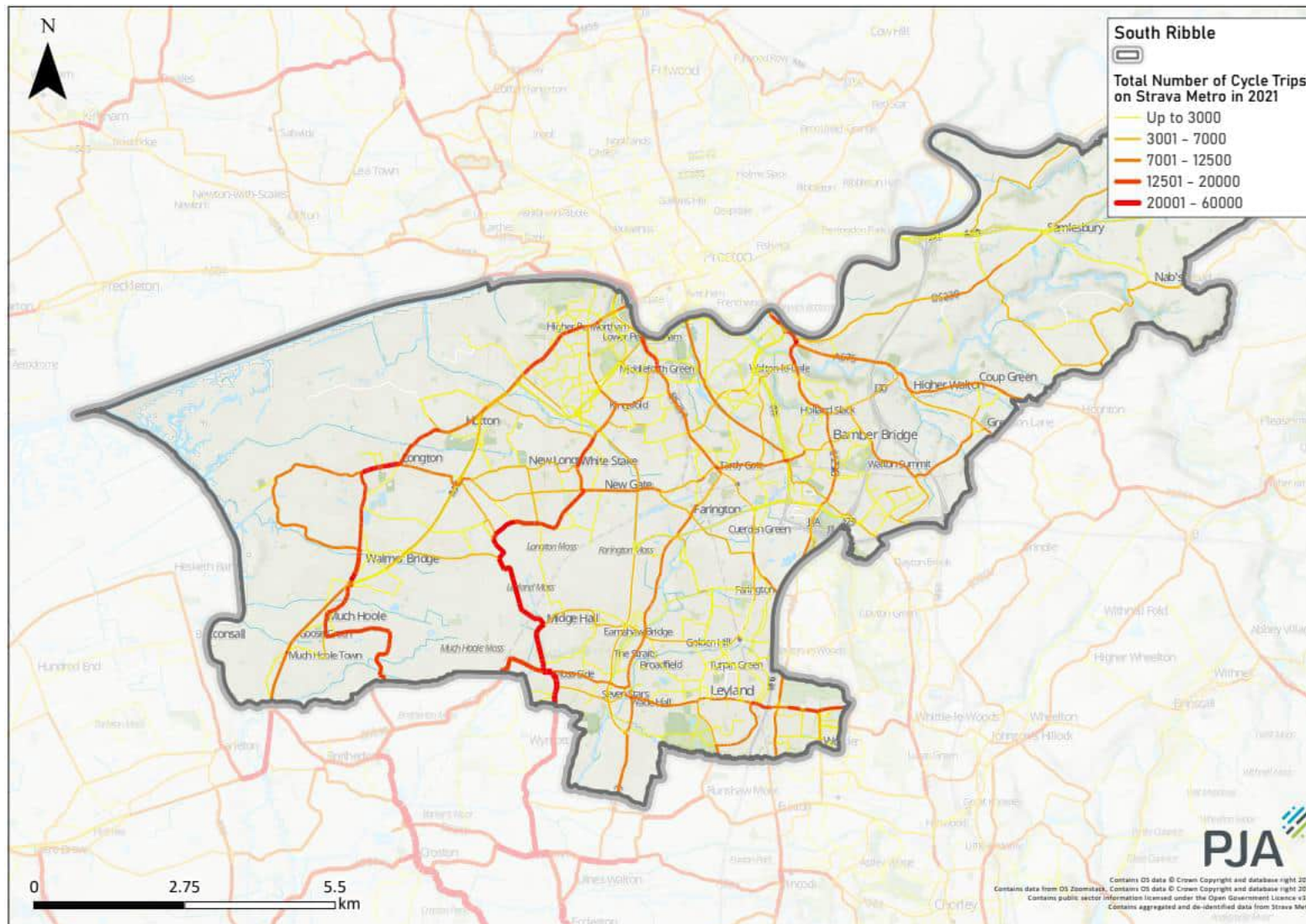


Figure 3-47: South Ribble Strava Cycling Trips

Central Lancashire Local Cycling & Walking Infrastructure Plan

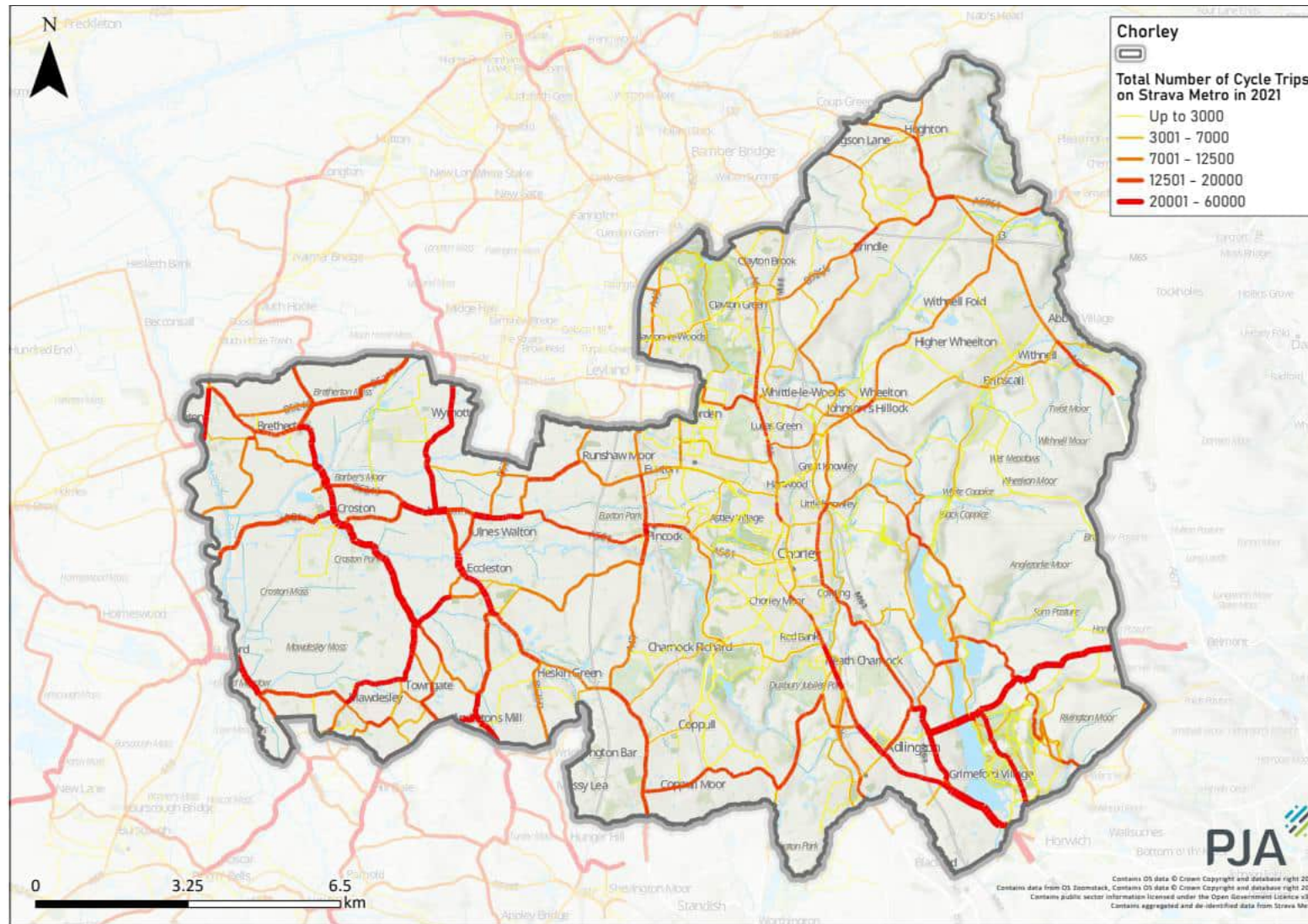


Figure 3-48: Chorley Strava Cycling Trips



### 3.9. Summary of Analysis

Within this gathering information section a vast amount of data and insight regarding walking and cycling has been captured. This information was utilised to identify significant cycling routes and pedestrian areas and revealed various significant themes, which included:

#### Settlement / Population Patterns

Central Lancashire has a relatively high population density compared to the national average. A majority of the population and workplaces in Central Lancashire are concentrated in the central corridor of the district, within the centre of Preston, Chorley, Leyland, Buckshaw Village, Euxton and Bamber Bridge. Preston, being the only city, is therefore the key area for activity and attracts many trips to and from surrounding areas. There are many trips and links between the residential areas within both South Ribble and Chorley, reflecting their geographically close nature.

Further, with significant development earmarked across Central Lancashire, but in particular in north-west Preston, there is an importance of ensuring new developments are linked into the active travel network to encourage residents/employees to travel sustainably.

#### Type and Nature of Trips

There are a variety of trip types made within Central Lancashire that extend beyond commuting to work, these include trip to: educational facilities, health & well-being, supermarkets, museums, train stations, emergency services, community centres and village halls.

There is a divide between the urban and rural travel patterns in the Preston district, with areas to the north and to the west having a significantly higher proportion of driving trips than the areas closer to the centre of the city where trips are more frequently undertaken on foot. In South Ribble and Chorley, commuting distances tend to be further than in Preston and there is a higher car dependency. This suggests that trips are made perhaps into Preston, Blackburn or Greater Manchester for work.

#### Severance Issues Identified

The isochrone plots highlighted the locations where cycling and walking may be impeded by severance. The key aspects of severance across Central Lancashire are a lack of crossings where rivers, roads and railway lines are located. The motorway network and rail lines typically run north/south through Central Lancashire, creating severance.

#### Key Themes from Stakeholder Engagement

The initial phase of online public engagement gathered feedback and suggestions from the community regarding active travel matters. By mapping out this information, it becomes apparent which issues and priorities are perceived as important by the general public in the local area. The key themes from this engagement were lack of walking and cycle routes and conditions of paths and their widths.

#### Key Themes from Desire Line Analysis

PCT analysis shows that demand is highest in and around the key residential locations, including but not limited to: Preston centre, from Preston centre towards Fulwood, towards Penwortham, between Leyland and Bamber Bridge, between Leyland and Buckshaw Village, and from Chorley towards Coppull. Further to this, the 'Everyday Trips' analysis shows that there are numerous desire lines between 0-8km across Central Lancashire and there is a high potential for movements into neighbouring areas and districts such as from Preston towards both Longridge and Blackburn and from Chorley towards Greater Manchester.



## **4. Network Planning for Cycling (Stage 3)**

## 4. Network Planning for Cycling (Stage 3)

### 4.1. Introduction

This section summarises how the information gathered in the previous sections has been used to develop the cycle network for the Central Lancashire LCWIP. The key focus of the proposed cycle network is to identify strategic routes to link communities both to each other and to key destinations (e.g. employment hubs, town centres, schools, hospitals, public transport, etc.). In addition, to encourage more people to shift towards sustainable travel, the chosen routes aim to reduce severance, improve safety and reduce travel times on the cycle network in Central Lancashire.

This section of the report firstly sets out how the cycle networks have been developed. Following this, the proposed cycle routes are outlined within sub-sections for Preston, South Ribble and Chorley, each providing a description of the strategic and primary routes. Overarching maps at a Preston, South Ribble and Chorley level are also provided. At this stage, interventions have been considered at a high level to give an idea of the types of interventions that may be appropriate, however these are subject to change in future stages of work.

### 4.2. Cycle Network Development

A Central Lancashire Walking and Cycling Delivery Plan was previously produced by Jacobs in 2017. The cycle network developed as part of the previous LCWIP was the starting point for the cycle network, with analysis undertaken in the Gathering Information section earlier in this document providing evidence to revise the routes and add additional routes accordingly.

Preferred cycle routes have been identified based on the areas with the strongest collections of desire lines analysed in Section 3.7. To note a couple of examples, between Preston and South Ribble (across the River Ribble), between Bamber Bridge and Leyland and between Leyland and Chorley. The four locations of Preston, Bamber Bridge, Leyland and Chorley and their surrounding communities exhibited the greatest propensity for cycling. Some desire lines link across into other areas such as between east Preston and Blackburn, Preston and Longridge

and from Adlington towards Horwich, showing that there is a high inclination for cross border cycle trips towards the Ribble Valley, Blackburn and Greater Manchester. The desire line analysis considered clusters of short, medium and long distances; this has been reflected in the development of the LCWIP cycle routes. In addition, as set out within Section 1, development of this network has been a collaborative approach alongside LCC, Preston City Council, Chorley Council and South Ribble Borough Council, and includes aspirational routes in addition to routes suggested by the data.

Alongside the PCT data, population and demographics analysis in Section 3.2 identified the key settlements across the three districts within Central Lancashire, based on factors such as population and workplace density. The main local centres were identified as the city of Preston, Chorley and Leyland. Other settlements include Lostock Hall, Bamber Bridge, Buckshaw Village and Euxton. All of these areas generate a high number of trip origins and destinations.

The isochrone plots in Section 3.4 highlight the locations where cycle routing might be impeded by severance such as railway lines, motorways and rivers across the districts. In some cases, routing options with a low degree of severance have been selected in favour of more direct, high severance options which would be considerably less feasible to implement.

In line with DfT's LCWIP Technical Guidance, the existing transport network has also been assessed and, where suitable, has been incorporated into the development of the LCWIP cycle routes with enhancements suggested, where necessary. Several of the aspirational routes and local ambitions identified in Section 2.3 have also been incorporated into the cycle network design including the Chorley LUF proposals.

Whilst only high-level interventions have been considered at this stage, the interventions suggested have the core design outcomes - coherent, direct, safe, comfortable and attractive - in mind. This is in accordance with the design guidance set out in DfT's LCWIP Technical Guidance Document shown in Figure 4-1. The interventions suggested at this stage are based on knowledge gained throughout development of this LCWIP and from site visits. It is recommended that these are revisited in subsequent phases of work and informed by route audits.

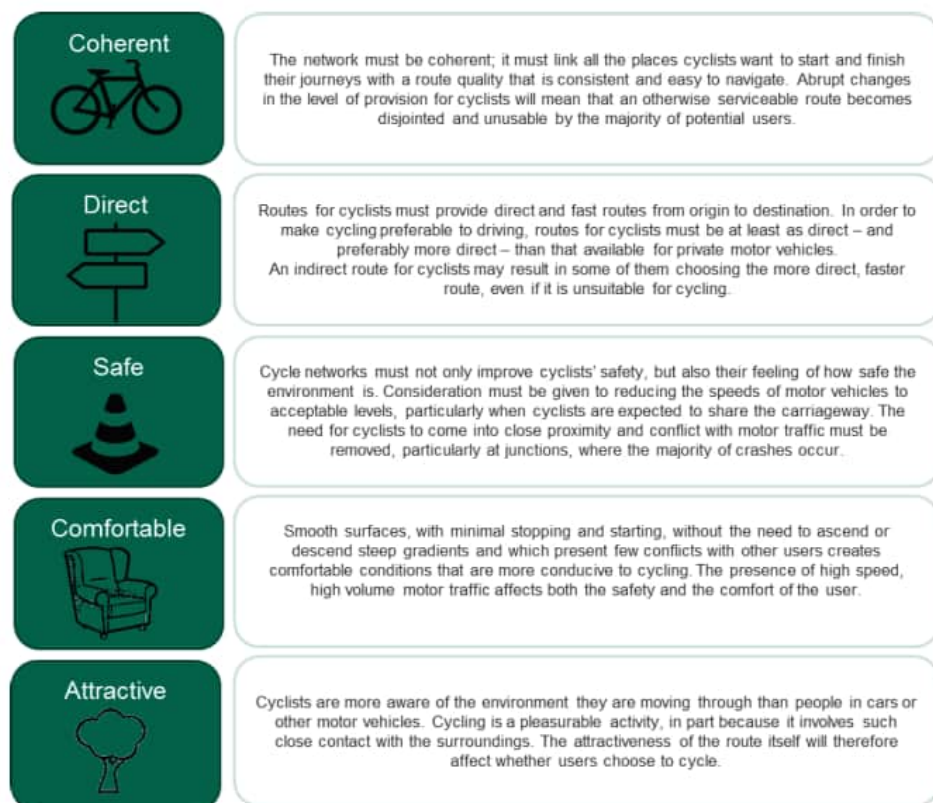


Figure 4-1: Core Design Outcomes for Cycling

Cycling routes identified as part of the LCWIP are classified as either strategic, primary or secondary route groups based on their purpose and location.

- **Strategic:** Typically connect key origins and destinations in the most direct and convenient way. It is suggested that these would be the starting point for development of the LCWIP network.

- **Primary:** Often feeding into the strategic routes, these route groups are likely to have a high forecast demand for cycling as represented by the desire lines in Section 3.7.2. These route groups often run alongside primary and classified roads which may have higher volumes and speeds of traffic. In these cases, Local Transport Note 1/20 recommends that the cycle routes should be physically separated from motor vehicles and pedestrians using kerbs or bollards. Fully segregated cycle corridors protect users from motor vehicles. Where the width of the carriageway permits, the LCWIP routes will follow this principle. Many of the primary route groups form small network of routes at this stage. This approach has been followed to reflect the options within a small area which have a shared purpose e.g. connecting areas A and B. In subsequent stages of work, these route groups could be explored further by identifying sub-routes within the network and separately categorising these e.g. P9a, b, etc.
- **Secondary:** These route groups comprise a wide variety of road types from quiet rural roads, canal towpaths and paths to busy main roads. Secondary route groups often link primary route groups to one another and can also provide connections to local centres. Typically, secondary routes offer less direct alternatives to primary routes and are therefore likely to support lower flow volumes than primary route groups. Strava data analysed in Section 3.7.3 provides a useful insight into the most popular routing choices for less direct corridors and has supported the identification of secondary cycle route groups in the LCWIP.

### 4.3. Proposed Cycle Network

Figure 4-2 below shows the proposed cycling network for Central Lancashire. A map of each individual route group is included in Appendix A.

The proposed cycling network is made up of 64 routes groups in total, consisting of:

- 12 strategic
- 16 primary
- 36 secondary



Further detail on the cycling routes within each key settlement is shown in the following sections. At this stage of the LCWIP, routes have been identified for further development. High-level interventions for further exploration have also been proposed in line with LTN 1/20 design guidance. These should be explored further in future stages of the LCWIP.

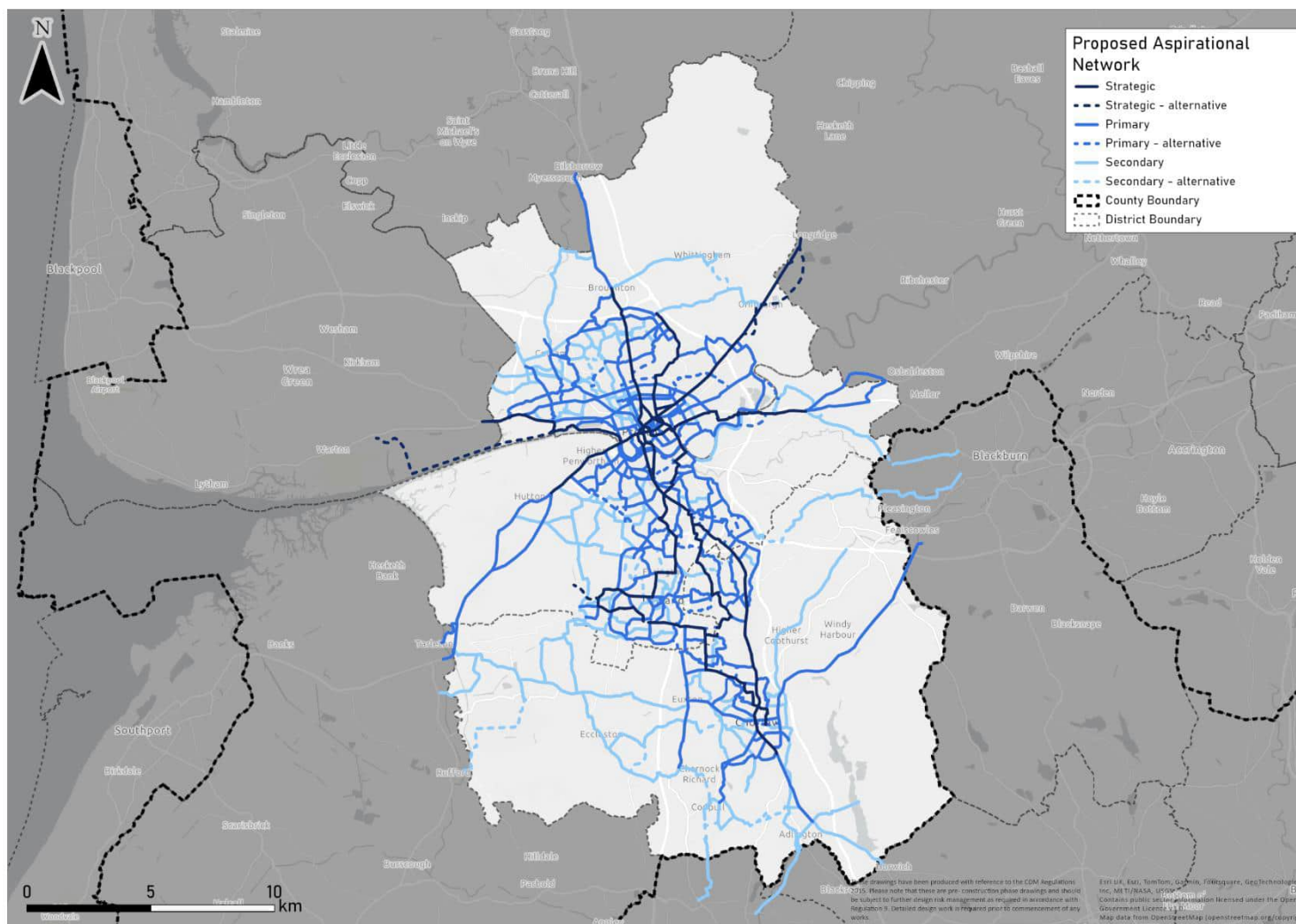


Figure 4-2: Overall Primary Route Plan

The maps show each strategic route plan, along with high-level suggested interventions. The inventory of interventions covers a range of categories, including:

**High street** - Includes measures to reduce vehicle dominance in the public realm and prioritise people walking and cycling. Improvements may include restrictions to motor vehicle access, physical barriers/markings to allocate space for different user groups or speed limit reductions.

**Shared use** - Provides an off-carriageway path shared between pedestrians and cyclists, while segregated from motor vehicles as shown in Figure 4-3. Shared use interventions have been proposed on routes where cycling/pedestrian flows are low and carriageway space is constrained.



Figure 4-3: Shared Use Path

**On-carriageway cycling and footway** - A cycle lane or footway forming part of the highway or running alongside it. Proposed improvements may include path widening, removal of cycle lane or footway obstructions, speed limit reductions, lighting improvements or path resurfacing.



Figure 4-4: On Carriageway Cycle Lane

**Separated cycle lane and footway** - A cycle lane or footway separated from motor vehicles by a physical barrier. Separated active travel provisions deliver a safe and more attractive choice for cyclists and pedestrians. Types of separation include kerbs, bollards and planters.



Figure 4-5: Separated Cycle Lane and Footway

**Bi-directional cycle track** - A two-way cycling only track providing a separated space away from both pedestrians and motor vehicles, typically divided by lane markings.

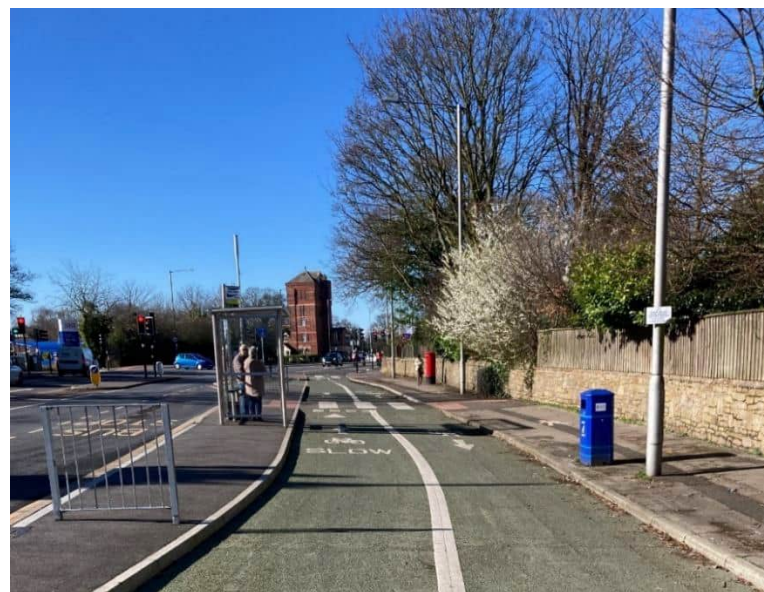


Figure 4-6: Bi-directional Cycle Lane

**Greenway** - A corridor of undeveloped land that is reserved for environmental protection or recreational use.

#### 4.3.1. Preston

Figure 4-7 overleaf shows the network of cycling routes groups within the Preston district. Within Preston, there are:

- 7 strategic
- 7 primary
- 11 secondary



Detailed route descriptions for the strategic and primary route groups can be found in Table 4-1.

# Central Lancashire Local Cycling & Walking Infrastructure Plan

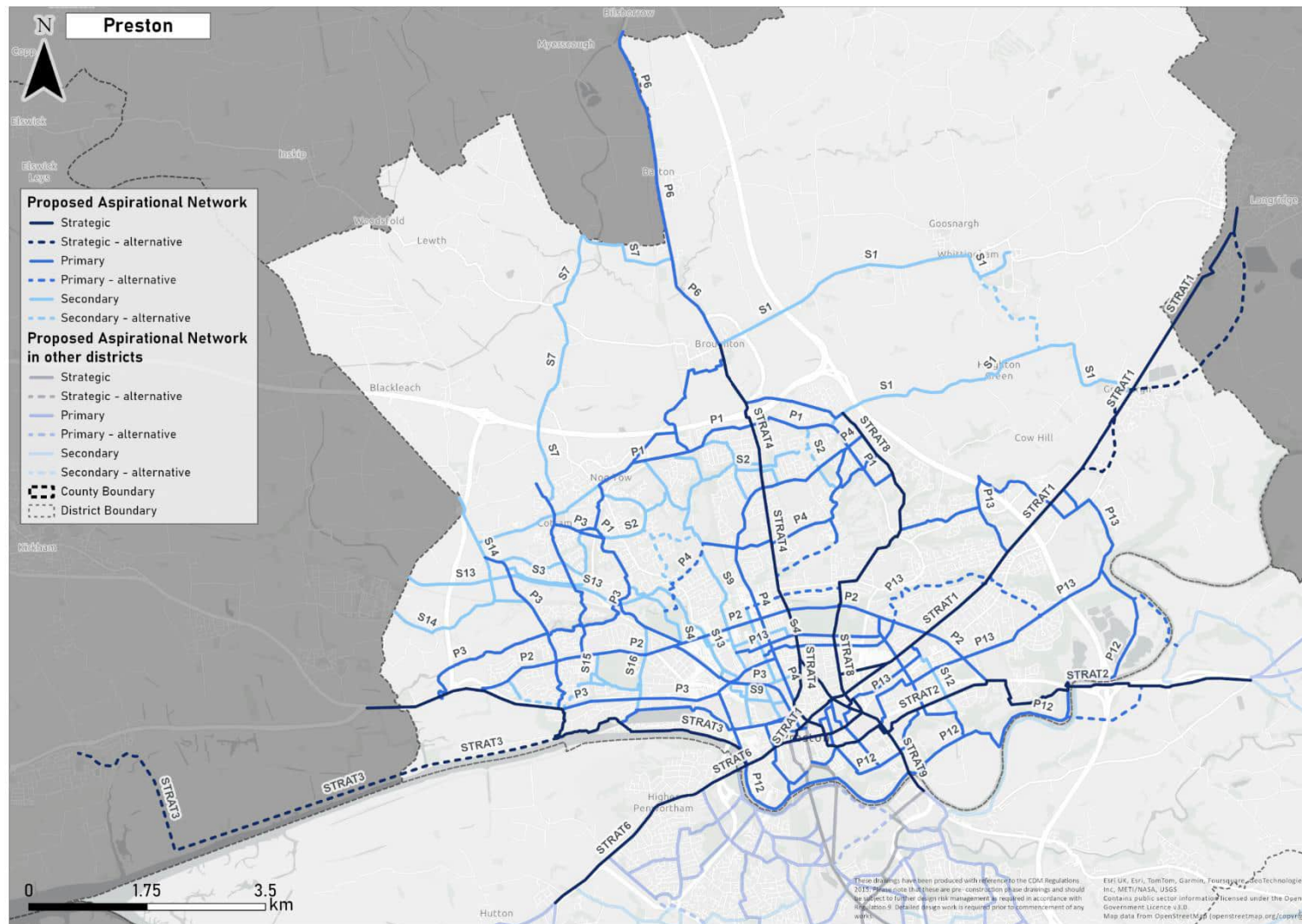


Figure 4-7: Overall Route Plan for Preston

The table below provides route descriptions for the proposed strategic and primary cycle routes within Preston.

**Table 4-1 Preston Cycling Routes**

| Route ID/Name                  | Approximate length (km) | Approximate cycling time (minutes) | Route Description  |
|--------------------------------|-------------------------|------------------------------------|--|
| STRAT1 - Longridge to Preston  | 10.7                    | 33                                 | <p>This route connects Preston City Centre to Longridge via the former Preston and Longridge Railway Line. Between Preston and Red Scar, the greenway is currently accessible for pedestrians and cyclists. As part of the LCWIP, the route is proposed to be extended to Longridge via Grimsargh. The route serves several schools including Longridge High School and Grimsargh St Michael's Primary School and provides access to business parks e.g. Shay Lane in Longridge. This route primarily features greenway improvements and some on carriageway cycle improvements at the Longridge end, as well as a ramp by Gamull Lane to address the grade change. If the alternative alignment was progressed between Red Scar and Longridge, this could be a bi-directional cycle track. The route connects into Preston along the disused railway and Ring Way where the route connects to other strategic routes: STRAT6 which provides access towards Penwortham, STRAT4 north towards Broughton, STRAT2 which connects east to Samlesbury, and STRAT8 which provides access to Broughton Business Park. An alternative route has been proposed which follows the B6243 from Longridge to Grimsargh. As well as linking to other strategic routes, this route connects to primary route groups including P2, P3, P12 and P13.</p>  |
| STRAT2 - Samlesbury to Preston | 7.6                     | 23                                 | <p>This route will connect Preston City Centre towards Samlesbury, before connecting with the Samlesbury Enterprise Zone (EZ), which includes BAE Systems via route P11. This route has suggested bi-directional cycle tracks and greenway improvements as well as crossing and junction improvements towards Preston. It is expected that the majority of journeys on this route would be commuter trips, although improvements from the Ribblesdale area to the city centre will upgrade sustainable transport links to leisure, education and employment opportunities in the area. The route will also support the delivery of potential future development in central Preston and adjacent to the route. The route would also improve access to Brockholes Nature Reserve and could form part of a future longer distance route between Preston and Blackburn.</p> <p>The junction with the M6 motorway creates severance and as such an indicative pedestrian/cycle bridge has been shown on the route plans (strategic alternative). However, constructing new bridges over the river and motorway may only be feasible if there is substantial future development in the area. Avoiding the busy A59, access to Preston City Centre via Fishwick Parade has been included where on carriageway cycle interventions have been suggested.</p> <p>As a key route out of Preston to the east, the A59 currently experiences high traffic flows, and with growth at Samlesbury EZ, this issue will likely only worsen. Improved cycling infrastructure in the vicinity would encourage sustainable travel as a viable alternative. This route will also provide a safe and sustainable alternative for school children traveling within the Ribblesdale and Fishwick areas of Preston. Facilities near the local centre would provide safe walking and cycling options for locals to utilise for work and school. This would be especially beneficial as this route passes through locations which rank poorly nationally in terms of the Index of Multiple Deprivation. A safe</p> |

| Route ID/Name                 | Approximate length (km) | Approximate cycling time (minutes) | Route Description  |
|-------------------------------|-------------------------|------------------------------------|--|
|                               |                         |                                    | and coherent route would benefit local residents through additional health benefits and improve access to jobs and employment.<br><br>This route connects to proposed route groups including P2, P12, P13, STRAT1, STRAT4 and STRAT6.  |
| STRAT3 - Warton to Preston    | 6.6                     | 20                                 | <p>This route would predominantly upgrade existing provision, and by connecting to other routes within the neighbouring LCWIP, it would link Preston with employment at Warton Enterprise Zone. Journeys on this route would likely be a mix of commuter trips and leisure trips as sections of this route form part of the existing Guild Wheel, which is primarily a leisure route. There may be potential in the future to extend this along the Ribble Estuary as part of the England Coast Path project that could link Preston with Lytham St Annes via Warton and Freckleton.</p> <p>This route would support existing commuting patterns from central Preston to Warton EZ. The route would also support future economic growth, as it passes employment sites north of the River Ribble.</p> <p>This route would provide a viable off-road, safe alternative to commuting via car. This route would also provide a safer route to primary schools near the route to the west of Preston. Providing safer, more accessible travel options will encourage active travel and associated health benefits; this would be particularly beneficial in the LSOA areas around Preston city centre which are in some of the most deprived areas nationally.</p> <p>Potential interventions on this route include a shared use footway along Riversway and greenway improvements on the route just north of the River Ribble.</p> <p>This route connects to proposed route groups P2, P3 and STRAT6.</p> |
| STRAT4 – Broughton to Preston | 5.6                     | 17                                 | <p>STRAT4 is a north-south route linking from Broughton, the M55, Preston Hospital and the University of Central Lancashire to the city centre via the A6 Garstang Road and Moor Lane. The proposals will improve facilities for both pedestrians and cyclists and make better connections to and from residential areas as well as connecting major employment and education sites towards central Preston.</p> <p>This route would also serve trips from student accommodation towards the university and city centre. As there are over 32,000 students at the university, this route will provide improved options for students and locals alike.</p> <p>This route is likely to become quieter in terms of vehicular traffic as a result of the recently opened Preston Western Distributor, which would make this a more pleasant route with less traffic. The route south of Moor Park passes through five areas in the top 20% most deprived in the UK; upgrading this route would improve access to facilities, jobs and improve health for residents of these areas.</p>   |

| Route ID/Name                  | Approximate length (km) | Approximate cycling time (minutes) | Route Description   |
|--------------------------------|-------------------------|------------------------------------|---|
|                                |                         |                                    | <p>The recommendations for this route focus on the creation of a segregated cycle lane, with junction upgrades throughout to provide safe crossing facilities and junction improvements to improve continuity and safety.</p> <p>This route connects to proposed route groups P1, P4, P3, P6 and P13 and strategic routes STRAT1 and STRAT2. .</p>  |
| STRAT6 – Penwortham to Fulwood | 5.9                     | 18                                 | <p>This route provides a southwest connection, linking Preston City Centre to Penwortham and Hutton in the south west. The route begins on Meadow Street before joining Church Street and Fishergate. From here the route follows Liverpool Road across the River Ribble and through Penwortham and Howick Cross. The route finishes in Hutton at the roundabout where the A59 and Liverpool Road diverge. Construction of the Penwortham bypass is expected to trigger a substantial reduction in vehicular traffic through the local centre and along Liverpool Road. This presents a real opportunity to deliver a step change in provision for pedestrians and cyclists along this desire line corridor connecting residents with local facilities, education sites and the city centre.</p> <p>The route passes through both residential and employment areas; therefore, it provides a utility use for those travelling to work. Dedicated cycling infrastructure improvements along the A59 would also encourage cycling journeys for everyday uses such as travel to school and journeys to local centres. Provision of a direct, segregated route would encourage modal shift to sustainable travel, reducing congestion in this area and also improving health of users of the route. The route would also contribute towards improvements to air quality, this would benefit the AQMA at Liverpool Road / Cop Lane and help to reduce pollution in this area.</p> <p>Suggested interventions on this route include extending the bi-directional cycle track to Hutton and the creation of a bi-directional cycle track along Church Street from Lancaster Road to the A59. A separated cycle lane is also proposed along Fishergate from Liverpool Road to Butler Street where contraflow cycling has been proposed.</p> <p>This route connects to the proposed strategic routes STRAT1, STRAT2, STRAT3, STRAT4, STRAT5, STRAT8, and STRAT9, and the primary route groups P3, P9, P10, P12, and P13.</p> |
| STRAT8 – Fulwood to Preston    | 7.1                     | 26                                 | <p>This route provides access from Preston City Centre to Fulwood and Broughton Business Park towards the north east of Preston. The route begins by following St Paul's Road before going through Moor Park and onto Watling Street Road along an off-carriageway route. The route then continues along Fulwood Hall Lane onto Midgery Lane. At the end of Midgery Lane the route joins the Guild Wheel which provides an off-carriageway cycle route into Broughton Business Park.</p> <p>This route provides access from residential areas to key employment sites both in Preston City Centre, Fulwood Hospital and Broughton Business Park, as a result the route may benefit utility users looking to access employment</p>   |



| Route ID/Name                      | Approximate length (km) | Approximate cycling time (minutes) | Route Description   |
|------------------------------------|-------------------------|------------------------------------|---|
|                                    |                         |                                    | <p>sites. It also provides a leisure use by providing access to Moor Park and visitors to the hospital may also use the route.</p> <p>Suggested interventions on this route include greenway and crossing improvements along with on carriageway cycling and a connection to the greenway from Deepdale Road.</p> <p>This route connects to the route groups P1, P4, P2 and P13 and the strategic routes STRAT1, STRAT6 and STRAT9.</p>   |
| STRAT9 – Preston to Walton-le-Dale | 2.7                     | 8                                  | <p>This route provides a direct route from central Preston to south of the River Ribble and Walton-le-Dale. The route follows the A6 from the junction with Moor Lane before joining the A59 and finally London Road over the River Ribble. The route provides access from the city centre and surrounding residential areas to Capitol Retail Park in Walton-le-Dale.</p> <p>By providing access to the retail park and residential areas this route may benefit both those that work at the retail park and those visiting the retail park for leisure. The route also provides access to route group P12 which provides a leisure route along the River Ribble. The route may also reduce the traffic along the A6 with more people choosing to cycle than drive. Suggested interventions on this route include a segregated cycle lane along the whole route alongside junction and crossing improvements and a link between St Paul's Square and Ring Way and the A6 and Winery Lane.</p> <p>The route connects to the route groups P12 and P13 and the strategic routes STRAT1, STRAT2, STRAT4 and STRAT8.</p>  |
| P1 – Northern Preston East-West    | 14.0                    | 59                                 | <p>The north of Preston is the focus of major residential development. To support such growth, it is important to ensure that local walking and cycling networks are fit for purpose, providing for all users and connecting the places people live, work and learn. The northern section of the Guild Wheel is currently mainly suitable for leisure journeys. These proposals will upgrade the existing route making it more suitable for year round, everyday journeys as well as delivering a more direct alternative link from housing growth areas to key employment sites.</p> <p>Route group P1 improvements to the existing Guild Wheel could include crossings and junction improvements. It provides an additional East – West route along the B6241 across the north of Preston, primarily in the Fulwood area. This will act as a distributor across the north of the city, connecting local residential areas, in addition to linking to the Preston North Eastern employment site and Broughton Business Park to the east. There are housing and employment development sites adjacent to this route. The route would connect these development sites and link into the north of Preston, supporting growth in the area. Cottam Link Road will link into this route at Lightfoot Lane, near Aldeburgh Drive.</p> |

| Route ID/Name                  | Approximate length (km) | Approximate cycling time (minutes) | Route Description  |
|--------------------------------|-------------------------|------------------------------------|--|
|                                |                         |                                    | <p>Along Eastway, interventions could include provision of a direct high-quality route (such as a bi-directional cycle track) could encourage mode shift from car to walking and cycling along this route, easing congestion. There are a number of schools nearby to this route, including Our Lady &amp; St Edward's Catholic Primary School and Longsands Community Primary School, which would benefit from the enhancements, further encouraging children to travel sustainably. To the western extent (Lightfoot Lane) and eastern extent (near Fulwood Hospital) of the route, on carriageway cycling measures could be considered.</p> <p>This route connects to proposed route groups P3, P4 and P6 and the strategic routes STRAT4 and STRAT8.</p>   |
| P2 – Blackpool Rd              | 10.8                    | 35                                 | <p>There is currently no coherent east / west route for cycle trips within Preston. The Propensity to Cycle Tool identified the potential for latent active travel demand on this route. The route is an east-west link across Preston, connecting a number of the proposed route groups (P3, P4, P12 and P13) and strategic routes (STRAT1, STRAT2, STRAT4 and STRAT8) creating a permeable and interconnected network linking residential, education, employment and leisure opportunities. In the west, the route ends near to the Preston Weston Distributor Road. The route passes Moor Park, Deepdale Stadium and Deepdale Retail Park. Suggested interventions on this route could include the creation of a segregated cycle lane with some junction improvements. An alternative route has been proposed which runs parallel north of the route along Victoria Road and Queen's Road between route STRAT8 to the east and Brook Street to the west.</p> <p>The route would support employment within central Preston and provide alternative modes of travel options for those driving along Blackpool Road. This route is highlighted especially for its close proximity to a number of primary and secondary schools, including The Roebuck School, Acorns Primary School and Ribbleson Avenue Methodist Junior School. Provision of a safe route across the city will facilitate an improvement in health and wellbeing within the city as a result of improved opportunities for active travel.</p> |
| P3 - Cottam - Ashton - Preston | 7.2                     | 25                                 | <p>In the west of Preston, this route group aims to improve links within the residential areas of Cottam, Ingol, Lea and the substantial Preston north western housing growth sites, also linking to the city centre. With the Preston Weston Distributor and Cottam Link Road coming forward in this area, this route would complement these proposals through making the most of quieter local roads.</p> <p>From Preston City Centre the route has two paths, one heads west along Riversway towards Lea where the route connects north along Lea Road. This provides access to the University Sports Centre and the south west of Cottam. Along Lea Road the route also diverts west at Savick brook along an off-carriageway route towards the south of Lea Town. Here the route also diverts east along the Brook and towards the B6241. A partially off-carriageway section from here takes the route up into Cottam. The other direction the route takes is along quiet roads adjacent to the B6241 and through Haslam park until Savick Brook where the route diverts away from the B6241 and runs through</p>  |



| Route ID/Name                          | Approximate length (km) | Approximate cycling time (minutes) | Route Description   |
|--|-------------------------|------------------------------------|---|
|  |                         |                                    | <p>the residential areas to the east of it, before heading west towards Cottam. From Cottam the route runs north to William Young Way.</p> <p>This route connects to proposed route groups P1, P2, and P4, and the strategic routes STRAT1, STRAT4, and STRAT5.</p>   |
| P4 - Fulwood E-W – Nooklands – Preston | 9.8                     | 30                                 | <p>This route creates a link from Preston City Centre across to Broughton Business Park and Nooklands. This route would connect various residential areas within the Fulwood and Nooklands areas of Preston. Potential improvements could include on-carriageway improvements along Boys Lane and Adelphi Street, a segregated cycle lane on Black Bull Lane, Sharoe Green and Tower Lane. There is also a proposed route which runs along Kings Drive and crosses the A6 onto St Vincents Road, from here it links through residential areas towards Broughton Business Park. At the end of St Vincents Road, the route also diverts south down Sharoe Green Lane, where this road meets Savick Brook. An alternative route has been proposed which runs adjacent to the Brook and provides an off-carriageway route back to the A6. Another alternative alignment includes continuing from the end of Boys Lane down along an off-road route to Haslam Park.</p> <p>Improvements within this area will improve residential links to Preston College, Fulwood Leisure Centre, Broughton Business Park and Royal Preston Hospital, improving links across the busy A6 corridor which is part of STRAT4.</p> <p>This route connects to proposed route groups P1, P2, and P13 and strategic routes STRAT4 and STRAT8.</p> |
| P6 – Broughton - Bilsborrow            | 5.0                     | 20                                 | <p>This route creates a north-south link between Broughton and Bilsborrow via Newsham and Barton following the A6. At its southern end the route joins STRAT4 which connects into Preston City Centre and Preston Hospital and P1 which connects into the north west of Preston. The proposals will improve facilities for both pedestrians and cyclists and make better connections to and from residential areas as well as connecting major employment and education sites towards the centre of Preston.</p>  |
| P12 – Preston – Samlesbury Greenway    | 13.0                    | 40                                 | <p>This proposed route provides an east-west link from Preston City Centre towards to east of the M6 towards Samlesbury. It will provide access from the City Centre and residential areas to the immediate south of the City Centre to the east, as well as providing an attractive leisure route along the River Ribble.</p> <p>The route utilises the Guild Wheel walking and cycling route, and with the proposed crossing and junction improvements this will become a more attractive utility route. The route connects to Fishwick View and the residential and industrial areas surrounding Fishwick Local Nature Reserve. From here the route connects north into Preston City Centre along Manchester Road and Oxford Street. The route rejoins the Guild Wheel along the River Ribble further west before linking north towards the Rail Station via West Cliff. Towards the east the route passes through</p>   |

| Route ID/Name                     | Approximate length (km) | Approximate cycling time (minutes) | Route Description   |
|-----------------------------------|-------------------------|------------------------------------|---|
|                                   |                         |                                    | <p>Brockholes Nature reserve via an off-carriageway route and connects with the Samlesbury Greenway and route group P13 which provides access into Red Scar Business Park. There are proposed alternate routes to the east along the River Ribble, one which crosses the River Ribble south of Junction 31 of the M6, this crosses the M6 and joins to STRAT2. Another diverts from the route east of Brockholes nature reserve and follows the River Ribble south before crossing the River Ribble to access Potter Lane towards Samlesbury.</p> <p>This route connects to proposed route groups P3 and P13 and strategic routes STRAT1, STRAT2, STRAT3, STRAT4, and STRAT6.</p>   |
| P13 – Ribbleton/Fulwood - Preston | 15.2                    | 45                                 | <p>This route group provides links across the eastern areas of Preston in the Fulwood and Ribbleton areas into the City Centre and towards Longridge via STRAT1. The route will connect various residential areas with areas of employment opportunities such as Red Scar Business Park and the STRAT6 route which links into Broughton Business Park.</p> <p>From the City Centre, this route links into Ribbleton via Cemetery Road and Miller Road, from here the route joins Pope Lane before crossing the M6 and joining onto the off-carriageway Guild Wheel walking and cycling route. This provides access through Red Scar Business Park before following Fulwood Row through Ribbleton to strategic route STRAT1. The route also follows Longsands Lane to access Fulwood. An alternative route has been proposed which would follow Ribbleton Hall Drive, through Brookland Park and rejoin the route on Blackpool Road where the route follows St Gregory Road and St Stephens Road or Moor Park Avenue to the City Centre, and finishes by the University.</p> <p>This route connects to proposed route groups P2 and P12 and strategic routes STRAT1, STRAT2, STRAT4, STRAT6, and STRAT8.</p> |

In addition to the above primary routes, 11 secondary cycling route groups have been identified as shown in Figure 4-7:

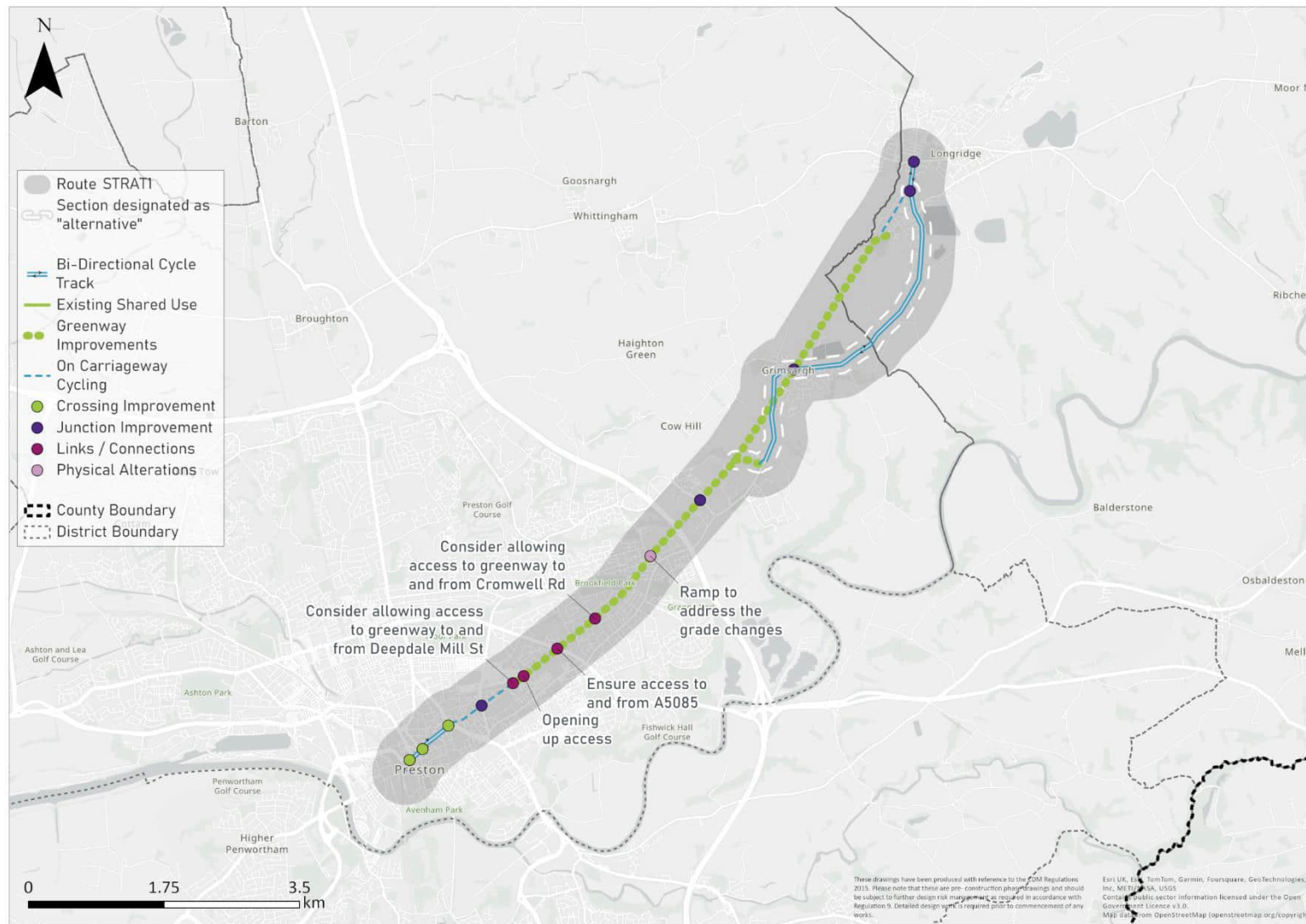
- S1 – Broughton – Grimsargh
- S2 – E-W Greenway Link
- S3 – Routes within Cottam
- S4 – Haslam Park – Fishwick
- S7 – Cottam - Newsham
- S9 – University – Fulwood N-S
- S12 - Ribbleton N-S
- S13 – Lea – Preston Canal
- S14 – Link to Cottam Parkway Station
- S15 – Ashton Park LUF routes



- **S16 – Pedders Lane**

The maps on the following pages show each strategic route group plan, along with high-level suggested interventions.

# Central Lancashire Local Cycling & Walking Infrastructure Plan



**Figure 4-8: STRAT1 - Longridge to Preston**

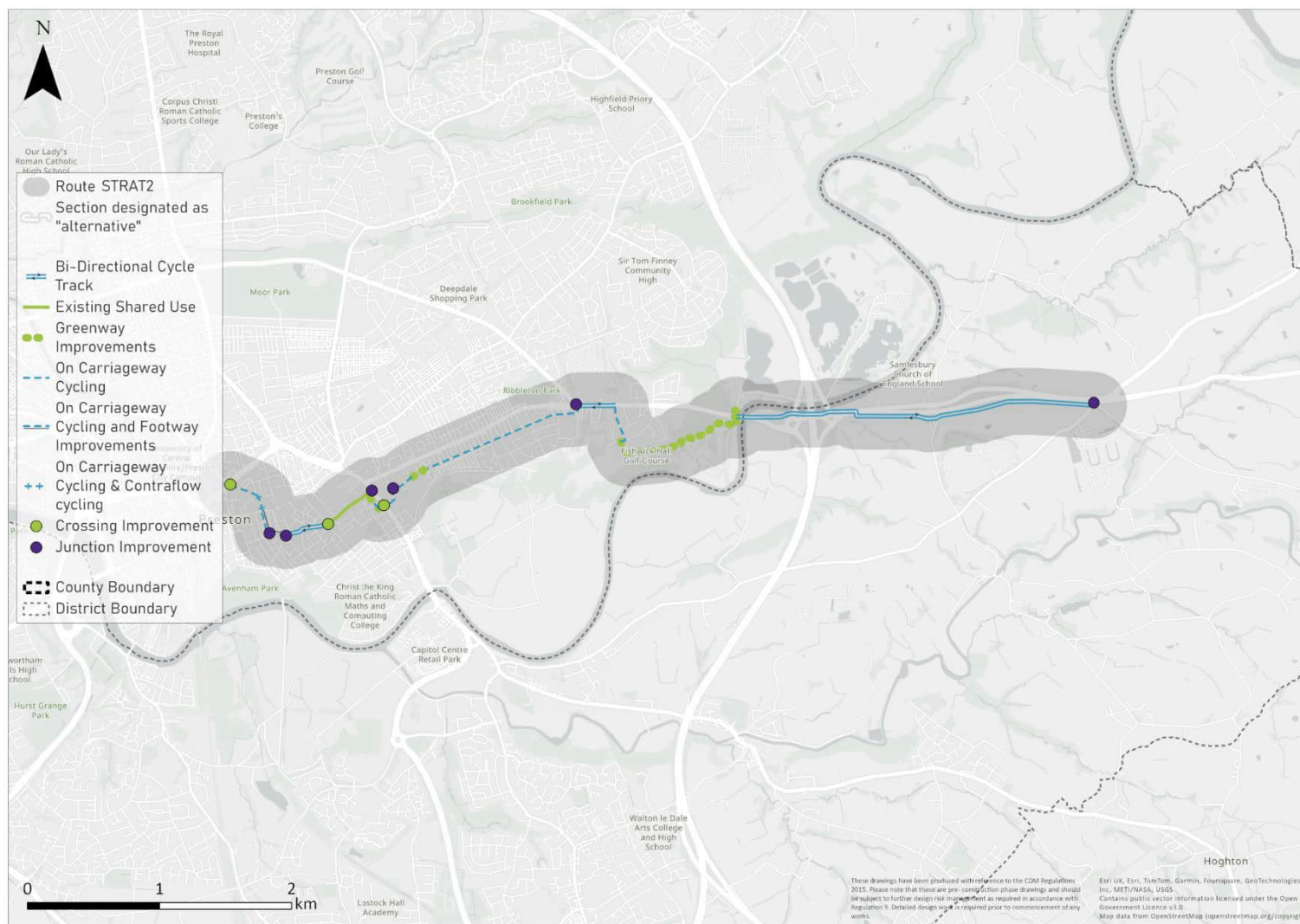


Figure 4-9: STRAT2 - Samlesbury to Preston



# Central Lancashire Local Cycling & Walking Infrastructure Plan

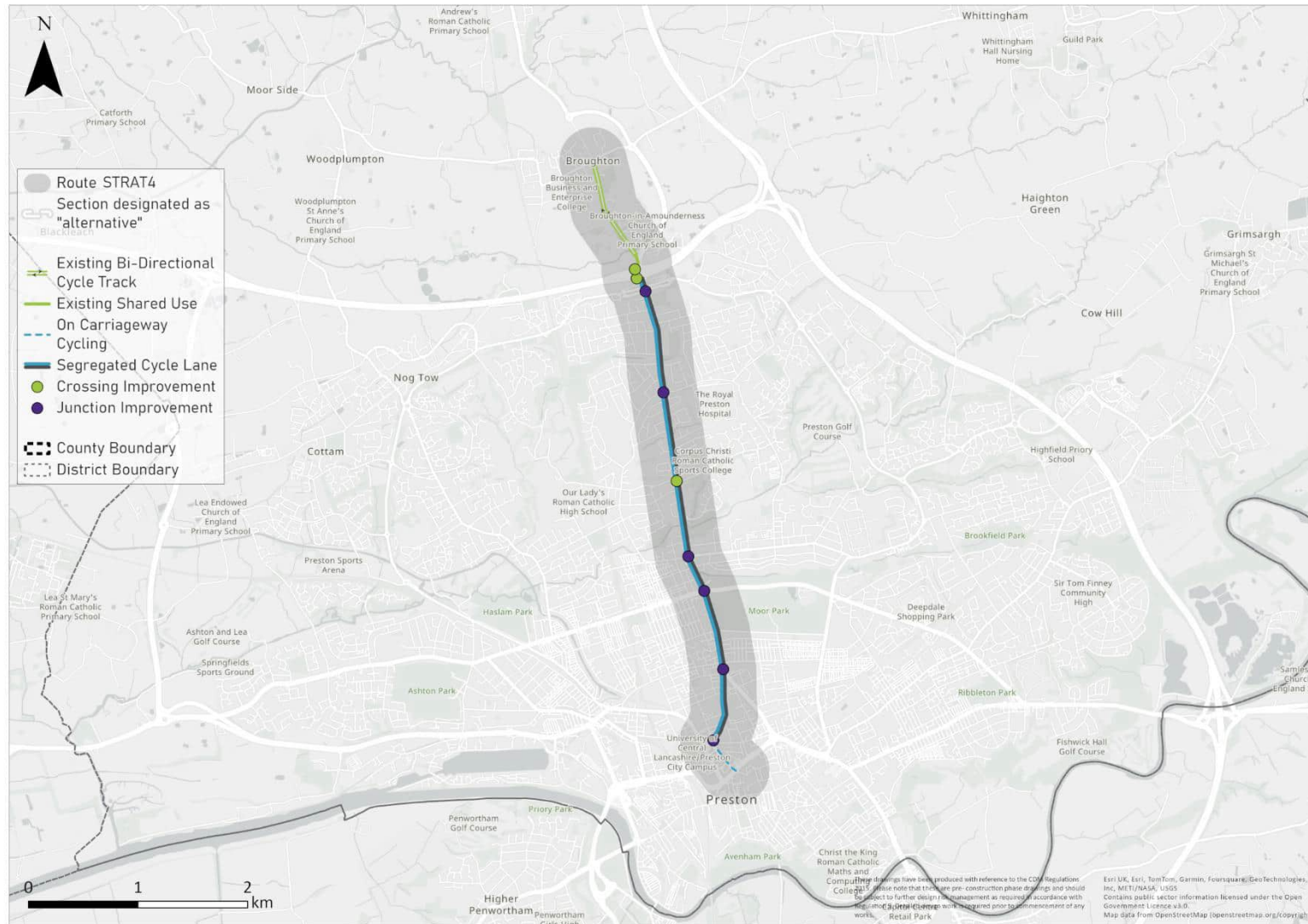


Figure 4-11: STRAT4 - Broughton to Preston

# Central Lancashire Local Cycling & Walking Infrastructure Plan

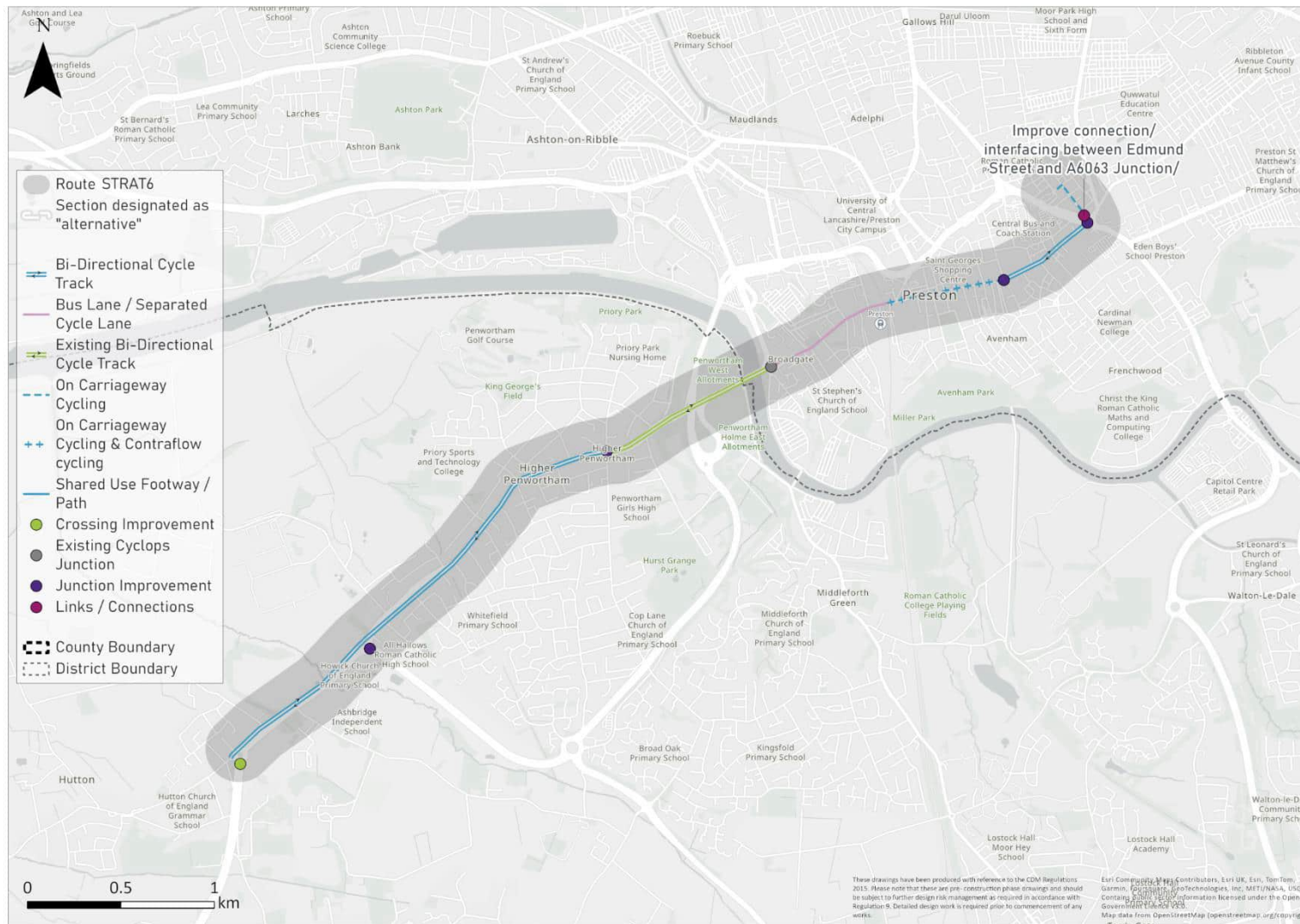


Figure 4-12: STRAT6 - Penwortham to Preston

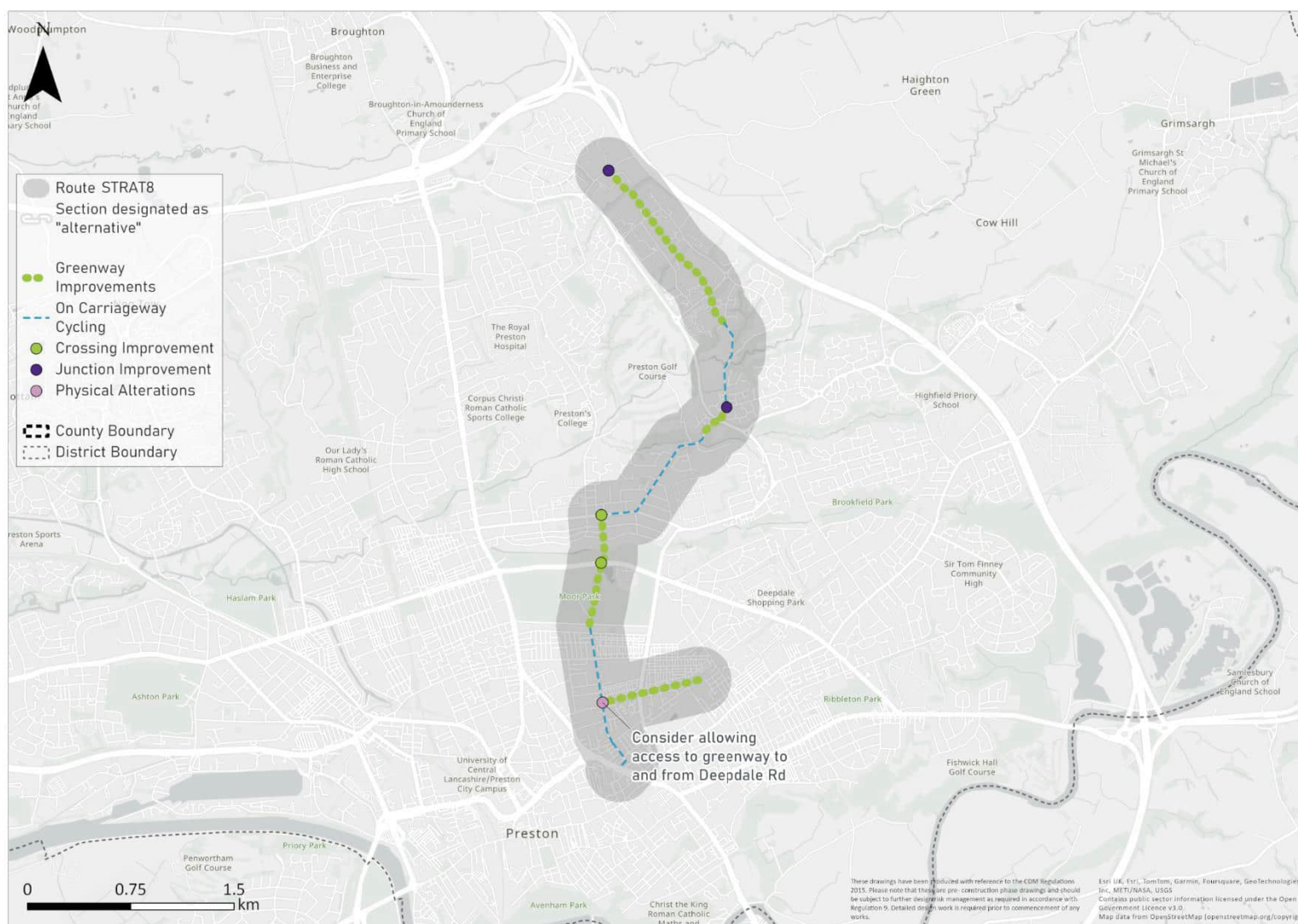


Figure 4-13: STRAT8 – Fulwood to Preston

# Central Lancashire Local Cycling & Walking Infrastructure Plan

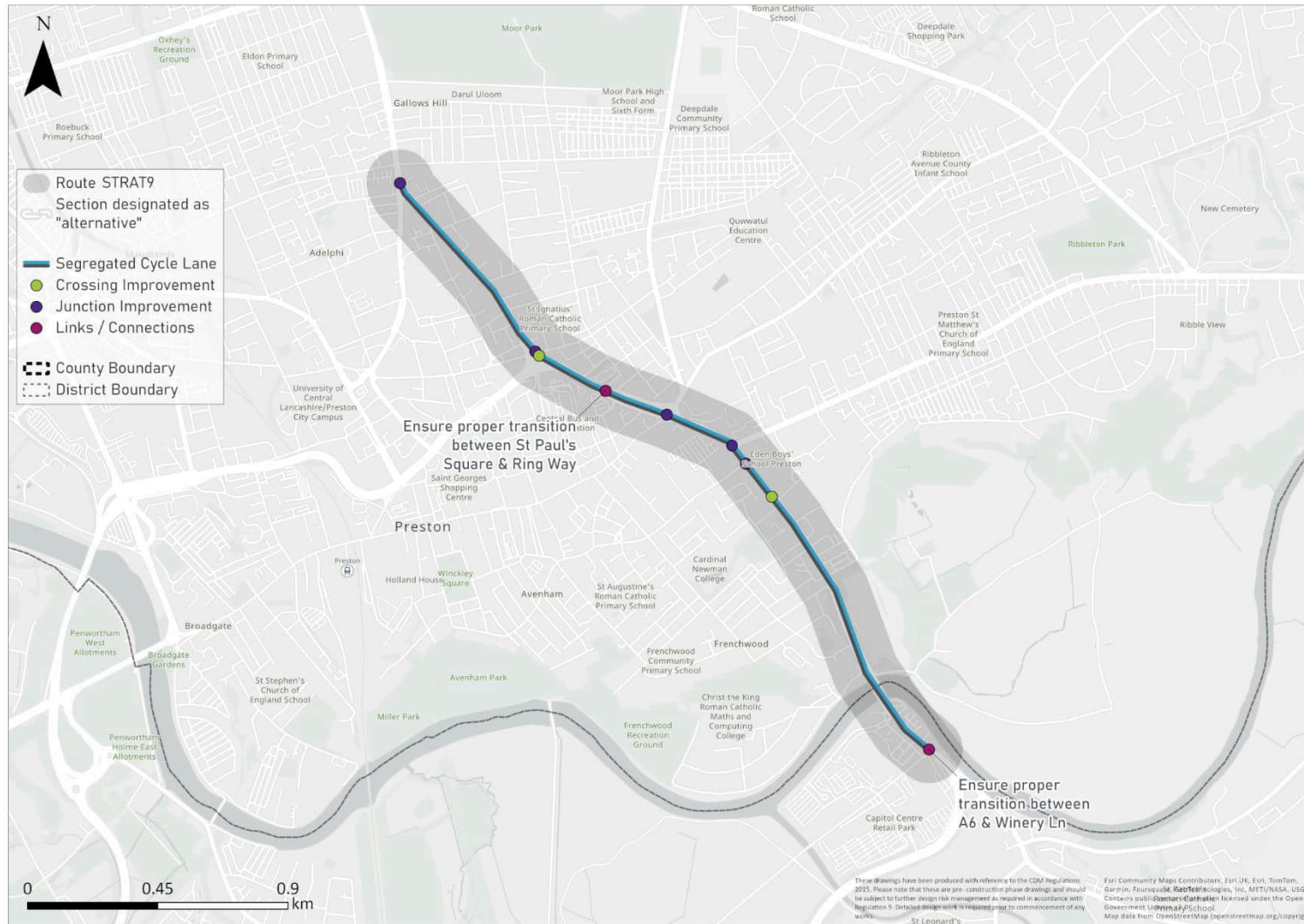


Figure 4-14: STRAT9 – Preston to Walton-le-Dale



#### 4.3.2. South Ribble

Figure 4-15 overleaf shows the network of walking and cycling route groups within the South Ribble district. Within South Ribble, there are:

- 3 strategic
- 5 primary
- 9 secondary

Detailed route descriptions for strategic and primary routes can be found in Table 4-2.

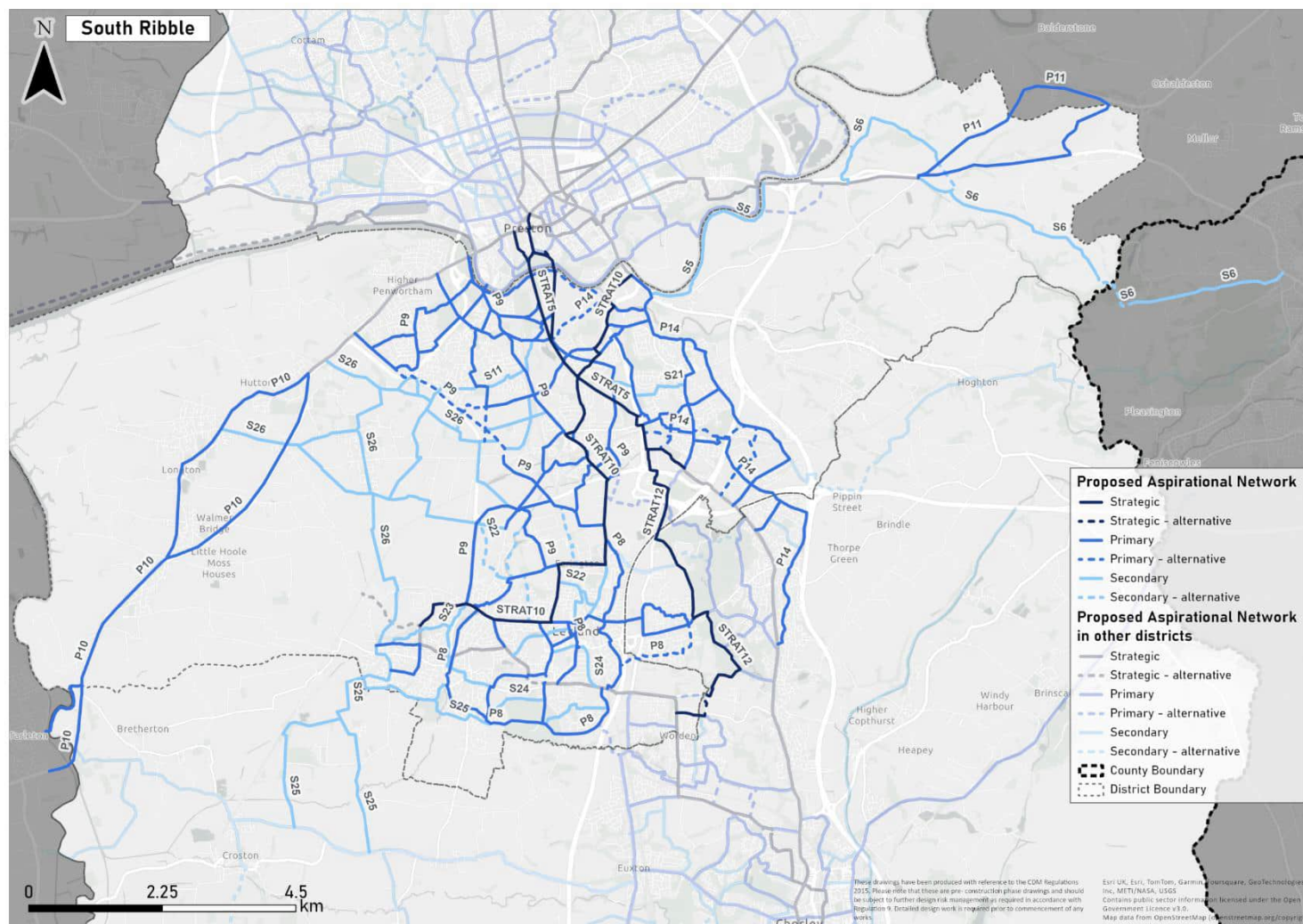


Figure 4-15: Overall Route Plan for South Ribble

The table below provides route descriptions for the proposed primary cycle routes within South Ribble.

**Table 4-2 South Ribble Cycle Routes**

| Route ID/Name                       | Approximate length (km) | Approximate cycling time (minutes) | Route Description  |
|-------------------------------------|-------------------------|------------------------------------|--|
| STRAT5 - Bamber Bridge to Preston   | 6.4                     | 20                                 | <p>The route runs across the Preston/South Ribble district border, connecting Preston City Centre to much of the growth in employment and housing in Bamber Bridge. From Preston, the route begins at Fishergate (the main retail centre) and connects south via the historic Winkley Square and Butler Street. Here the route divides into two separate route options via Avenham Park before connecting south across the River Ribble. Here, the two alignments reconnect before going through Walton Park and across the A6 into Bamber Bridge along the National Cycle Network</p> <p>As the desire lines in Section 3.7 demonstrate, the link between Bamber Bridge and Preston is already a popular cycling route; STRAT5 has been proposed to accommodate a greater proportion of north-south journeys. This will create high-quality, traffic-free links from Preston to Bamber Bridge.</p> <p>It also delivers improvements set out in South Ribble's Central Parks proposals. The recommendations for this route would make it more accessible, reduce feelings of isolation and improve perceptions of personal safety. This would make it a year-round commuter alternative and provide a real alternative for journeys to many of the City Deal growth areas. Within the Bamber Bridge area, the route connects residential areas with the local centre and railway station as well as local shops and schools. This route would also link into other routes in South Ribble and Preston, such as route groups P4, P9, P12 and P14 and strategic routes STRAT1, STRAT10 and STRAT12.</p> <p>The suggested interventions include improvements to the existing greenway on the former tram line between Preston and Bamber Bridge, benefitting from the proposed Ribble Bridge crossing; Levelling Up funding was recently secured by LCC to deliver this. Additionally, several improvements to In addition, a shared use footway towards Bamber Bridge Town Centre and on-carriageway cycling towards Bamber Bridge Town Centre and Preston Town Centre are proposed.</p> |
| STRAT10 – Leyland to Walton-le-Dale | 12.8                    | 47                                 | <p>This route provides access from Walton-le-Dale to Leyland. The route connects from Capital Trade Park in Walton-le-Dale through Walton Park via residential roads. The route then reaches Lostock Hall and passes Lostock Hall Railway Station before travelling further south via Stanifield Lane. This connects the route into Lancashire Business Park, Leyland Business Park and Farington. From Lancashire Business Park the route connects further south on Wheelton Lane into Leyland before heading west on Golden Hill Lane to access Moss Side Industrial Estate. This route provides access from residential areas to multiple industrial and key employment centres within the South Ribble area, whilst also connecting key centres within South Ribble.</p> <p>Suggested interventions on this route include bi-directional cycle tracks along Golden Hill Lane and Comet Road between Moss Side Industrial Estate and Wheelton Lane and along Stanifield Lane and Watkin Lane between Leyland and Lostock</p>  |

| Route ID/Name                               | Approximate length (km) | Approximate cycling time (minutes) | Route Description   |
|---|-------------------------|------------------------------------|---|
|   |                         |                                    | <p>Hall. Junction and existing greenway improvements have also been suggested as well as some on carriageway cycling between Lostock Hall and Walton Park. A shared use footway has also been suggested along Carrwood Road.</p> <p>The route connects into the route groups P8, P9, and P14, and the strategic routes STRAT5 and STRAT11.</p>  |
| STRAT12 – Bamber Bridge to Buckshaw Village | 7.5                     | 30                                 | <p>This route follows on from strategic route STRAT5 to connect from Bamber Bridge to Buckshaw Village. The route follows Wigan Road before connecting along Shady Lane adjacent to Cuerden Valley Park. At the end of Shady Lane, the route joins the National Cycle Network on Route 55. At the south of Cuerden Valley Park an alternative route has been proposed which provides an off-carriageway route to Old Worden Avenue in Buckshaw Village. Here the route heads west to access Matrix Industrial Park.</p> <p>Suggested interventions on this route include crossings and existing greenway improvements south of Town Brow where a segregated cycle lane is suggested. North of Town Brow, on carriageway cycling is suggested as well as a shared use footway along Wigan Road to Bamber Bridge.</p> <p>The route provides access to key employment sites as well as Cuerden Valley Park, providing both a utility and leisure use, utilising on and off-carriageway sections. It connects into the route groups P5, P8 and P14 and the strategic routes STRAT5 STRAT11.</p>   |
| P8 – Moss Side – Leyland – Clayton Green    | 18.6                    | 100                                | <p>This route provides east-west links across the Leyland area. It connects north to Leyland Business Park via Bristol Avenue and Lever House Lane, east towards the Clayton Green via Moss Lane and two routes within the residential area. One route follows Wychwood Grove before making its way through the residential roads, the other alignment connects along Lancaster Lane. The route also connects south to Worden Park, this is accessed by following Balcarres Road or the B5254 and West Paddock or Glamis Road and Langdale Road. From Worden Park, it is possible to access further west towards Broadfield and Moss Side. Within Moss Side the route provides access to Moss Side Industrial Estate. An alternative route has been proposed which will connect Clayton-le-Woods to Albert Road via residential roads. This route will connect residential areas to employment centres as well as countryside and green space within the Leyland area. It also connects into the proposed route P9 which provides access into the South Ribble area and towards Preston.</p> <p>This route would connect into a wider network of route groups in South Ribble and Chorley including P9 and P15, it also connects into the strategic routes STRAT10 and STRAT12.</p> |
| P9 – Leyland – Penwortham – Preston         | 21.1                    | 80                                 | <p>Route group P9 provides a cycle connection, comprising multiple route variations, ultimately connecting Leyland to Penwortham and the River Ribble just south of Preston City Centre. The route links several key housing and employment areas within the district, in particular travelling through the development site at Cuerden. Also, with plans for a new cricket ground at Farington, this cycle route would also create a route to this potential new leisure and tourism attraction. From</p>  |



| Route ID/Name                                 | Approximate length (km) | Approximate cycling time (minutes) | Route Description  |
|---|-------------------------|------------------------------------|--|
|   |                         |                                    | <p>the River Ribble, the route runs south along multiple different routes including a partially off-carriageway route down Valley Road which connects west towards Penwortham. Another route section connects into the National Cycle Network adjacent to the A59. This route then connects west along National Cycle Network Route 62 towards Liverpool Road and Penwortham. Another route runs along Leyland Road into Lostock Hall before heading further south along Flensburg Way or via residential roads into Leyland. An alternative route has been proposed which would link Lostock Hall with Penwortham via a route adjacent to the Penwortham Way which would join the National Cycle Network. In future, this route would be used for commuter trips to significant employment areas including the Cuerden strategic site, as well as everyday trips between Leyland, Lostock Hall, Penwortham, and Preston.</p> <p>This route connects to the wider network of strategic routes linking directly to the strategic routes STRAT5, STRAT6, and STRAT10 and the route groups P8, and P14 which provide connections to Preston, Bamber Bridge and Chorley. At peak periods, the roads linking Leyland to central Preston in particular Flensburg Way and the B5254 experience heavy congestion, resulting in slow moving traffic. This route provides an alternative sustainable option, with a continuous route towards central Preston. This would contribute towards reducing congestion and improving air quality, which could have a positive impact on the Leyland Road / Brownedge Road AQMA.</p> |
| P10 – Penwortham – Tarleton                   | 9.7                     | 35                                 | <p>Continuing on from STRAT6, route group P10 provides a route between Penwortham and Tarleton. The route splits into two at Hutton at the roundabout where Liverpool Road and the A59 meet. Along Liverpool Road, the route provides access to Longton and Longton Brickcroft Nature Reserve. Along the A59, the route provides access towards New Longton. The route rejoins by Much Hoole Moss Houses, from here it follows the A59 Liverpool Road southwest into Tarleton where it splits again with one route following the River Douglas and another following the A59. Providing enhanced cycle facilities will provide a viable alternative to car use along this corridor.</p>  |
| P11 – Myerscough Smithy Loop                  | 7.7                     | 23                                 | <p>Route P11 provides a looped route around the Samlesbury Aerodrome, this provides access to Myerscough Smithy, Mellor Brook and key employment centres at the aerodrome such as BAE Systems. The route follows the A59 east, from the roundabout where the A59 and A677 meet, and carries on along the A59 until it turns onto Sir Frederick Page Way. This road is followed until it reaches the A677 Preston New Road. here the route heads east where it returns to the roundabout where the A677 meets the A59.</p> <p>This route connects into the wider network of routes in South Ribble and Preston. It links directly into STRAT2 which then provides a connection to Preston City Centre.</p>  |
| P14 – Clayton Brook – Bamber Bridge – Preston | 22.4                    | 110                                | <p>Route P14 provides a connection to multiple residential and employment areas towards the east of South Ribble. The route connects into Walton-le-Dale before travelling south through Bamber Bridge along two different routes. One parallel to the A6 and another which follows residential roads such as Holland House Road and School Lane which connect onto the B6258. The route also links further east along residential roads by running along Brindle Road across the M6 and into Four Oaks</p>  |



| Route ID/Name | Approximate length (km) | Approximate cycling time (minutes) | Route Description  |
|---------------|-------------------------|------------------------------------|--|
|               |                         |                                    | <p>Business Park. From the Business Park the route links south connecting to the residential areas of Clayton Brook to the east of Cuerden Valley Park and finishes by connecting to the A6 in Clayton Brook.</p> <p>In order to incorporate several key residential and employment areas such as Walton-le-Dale and Capitol Retail Park, some variations of the route have been proposed including an east to west route between Lower Penwortham and Walton-le-Dale through Carrwood Park. As well, an off-carriageway route toward Preston along the River Ribble and another off-carriageway route through Carrwood Park towards Lower Penwortham has been proposed. Another alternative is the route across from Bamber Bridge which follows the railway lines through Withy Grove Park.</p> <p>This route connects into the wider network of routes in South Ribble and Chorley including the proposed route group P9 and strategic routes STRAT5, STRAT10 and STRAT7.</p> |

In addition to the above primary routes, nine secondary cycling route groups have been identified as shown in Figure 4-15:

- S5 – Walton – le – Dale – Samlesbury
- S6 – Preston – Blackburn Quiet Route
- S11 – Lower Penwortham Quiet Route
- S21 – Walton – le – Dale E-W
- S22 – Farington – Leyland N-S
- S23 – Leyland – Moss Side
- S24 – Routes within Leyland
- S25 – Leyland – Southport Road
- S26 – Penwortham – New Longton E-W – Moss Side

The maps on the following pages show each strategic route group plan, along with high-level suggested interventions.



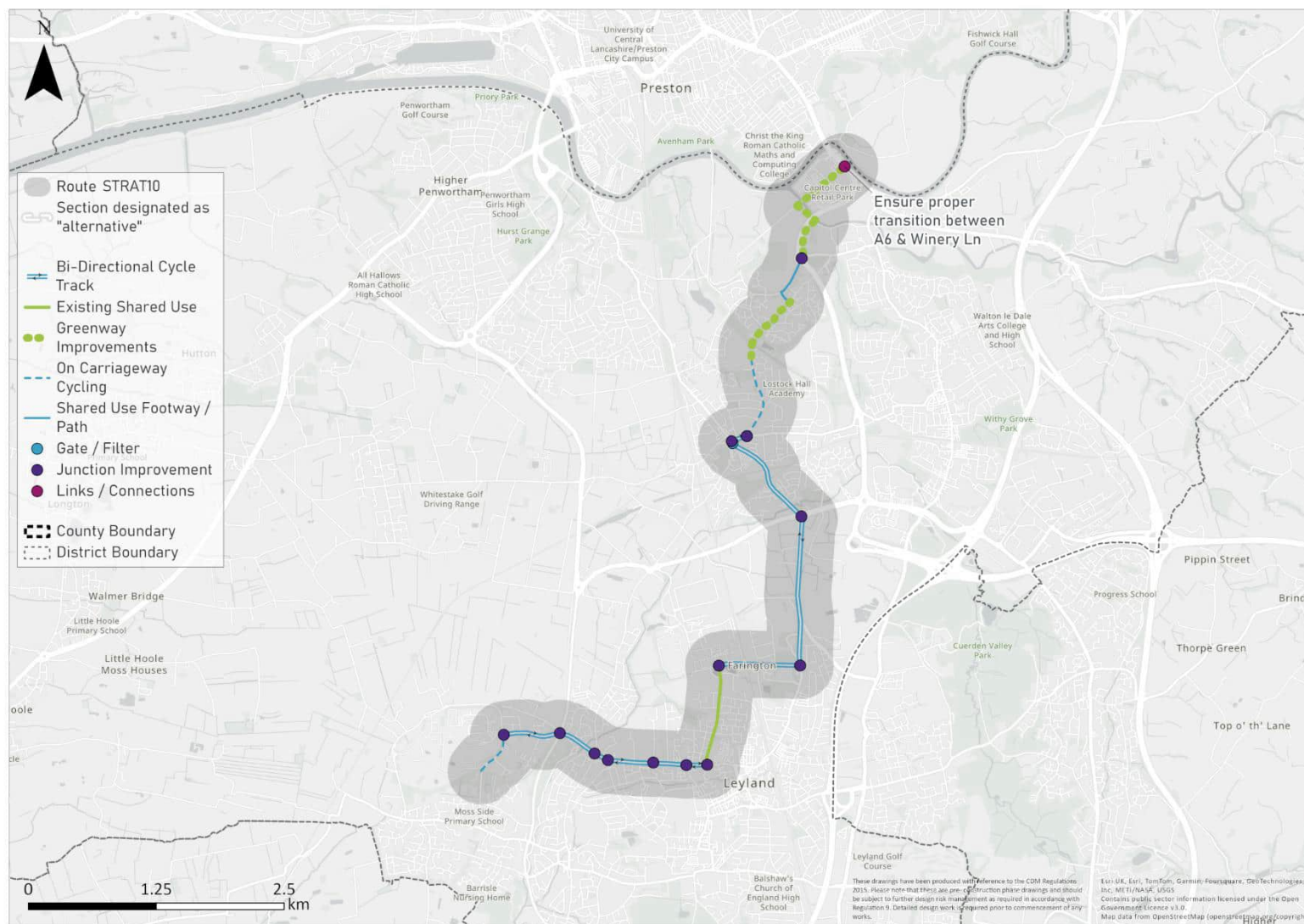


Figure 4-17: STRAT10 - Leyland to Walton-le-Dale

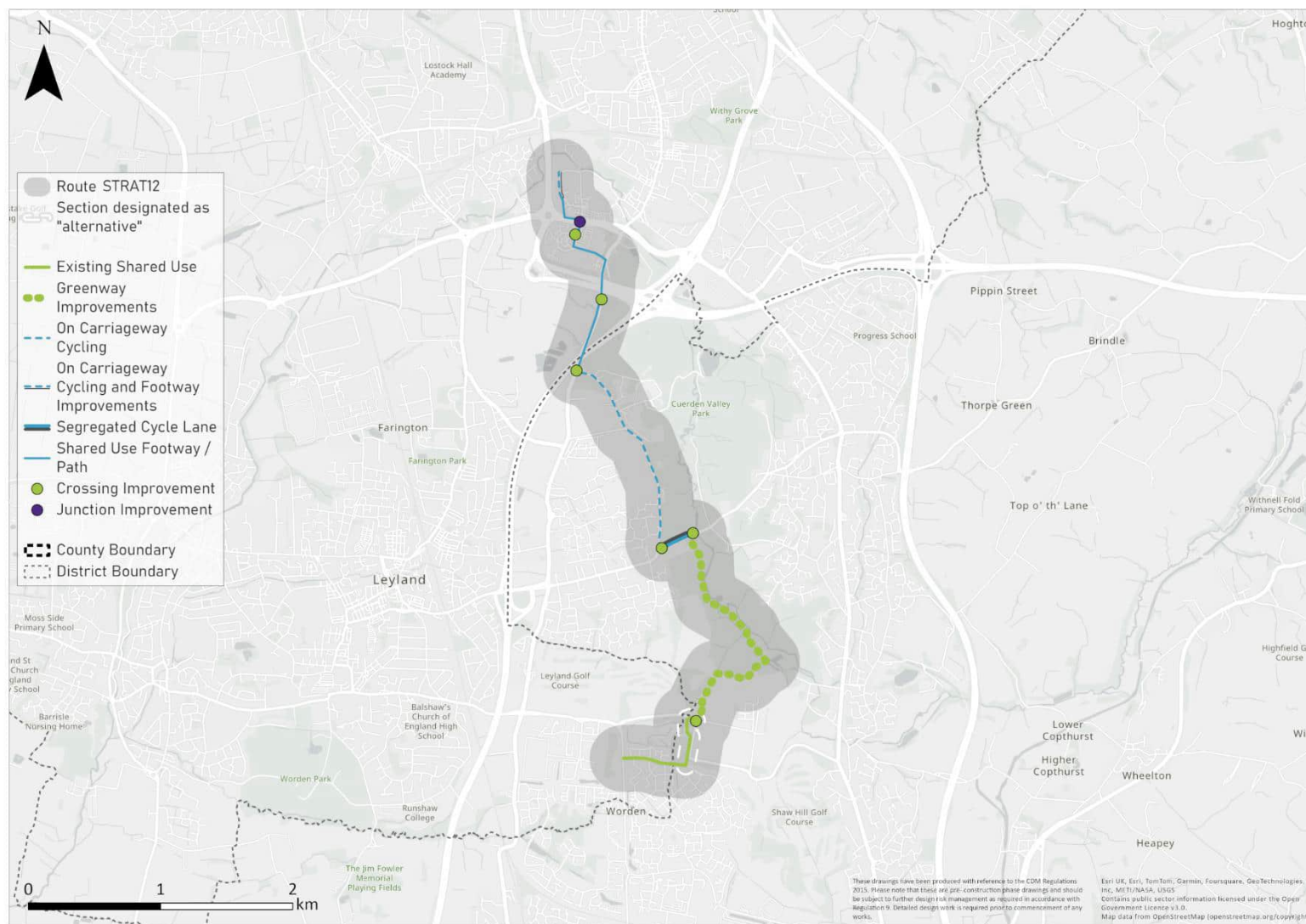


Figure 4-18: STRAT12 – Bamber Bridge to Buckshaw Village



### 4.3.3. Chorley

Figure 4-19 overleaf shows the network of cycling route groups within the Chorley district. Within Chorley, there are:

- 2 strategic
- 4 primary
- 16 secondary

Detailed route descriptions for strategic and primary routes can be found in Table 4-3.

# Central Lancashire Local Cycling & Walking Infrastructure Plan

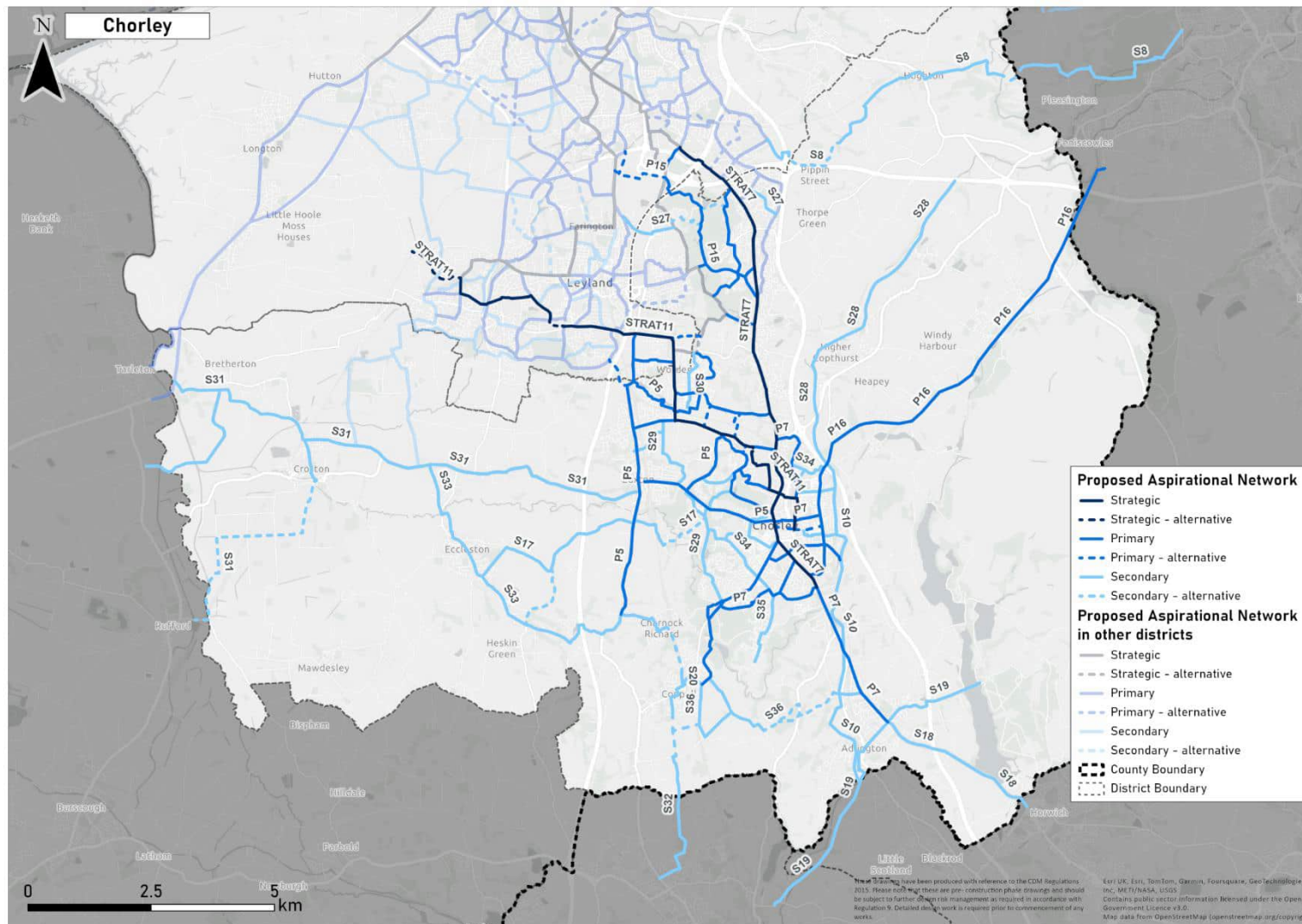


Figure 4-19: Overall Route Plan for Chorley

## Central Lancashire Local Cycling & Walking Infrastructure Plan

The table below provides route descriptions for the proposed primary cycle routes within Chorley.

**Table 4-3 Chorley Cycle Routes**

| Route ID/Name                     | Approximate length (km) | Approximate cycling time (minutes) | Route Description  |
|-----------------------------------|-------------------------|------------------------------------|--|
| STRAT7 - Chorley to Bamber Bridge | 12.2                    | 46                                 | <p>This route connects Chorley with Bamber Bridge via several growth sites. It is a challenging route as there are high volumes of traffic along the corridor. The routes upgrade some existing junction and crossing facilities as well as recommending new links to create continuous coherent options, mainly for employment and education journeys. The route connects to several key employment sites including Walton Summit.</p> <p>The A6 between Preston and Chorley experiences congestion at peak times, with slow moving traffic. The proposed cycle links along this route, subject to feasibility, would consist of a segregated cycle lane and high street improvements which would provide a viable alternative mode to travel, reducing congestion and improving air quality. The interventions suggested in Chorley would especially benefit schools and colleges in the area, providing safer routes to schools and encouraging active and sustainable travel.</p> <p>This route connects to proposed route groups P5, P7, P14 and P15, and in combination with STRAT5, this would provide a continuous link to Preston city centre.</p>  |
| STRAT11 – Leyland to Chorley      | 10.1                    | 34                                 | <p>This route provides a route between Chorley and Leyland. The route begins in Chorley Town Centre and follows a route north along residential roads including Friday Street, Astley Road and Rookwood Avenue to join Euxton Lane running past Xton Business Park and Buckshaw Parkway Railway Station. The route then routes north through Buckshaw Village along Central Avenue, before joining B5248 Dawson Lane and crossing the M6 then continuing along the B5248. Here an alternative route section is proposed via Woodlea Road and a shared use section to connect the route up to Broadfield Drive, which takes the route to the west of Leyland. The route then connects further west through the proposed development west of Moss Side Industrial Park.</p> <p>This route would provide access to multiple employment and residential areas including the Chorley Town Centre, Xton Business Park, Moss Side Business Park and Chorley and South Ribble Hospital. It also passes two schools on the route; Moss Side Primary School and Balshaw's Church of England High School.</p> <p>Suggested interventions on this route include on-carriageway cycling from Chorley Town Centre to Chorley and South Ribble Hospital and a bi-directional cycle track along Euxton Road and the B5248 from Wigan Road to Worden Lane. A segregated cycle track is proposed along Broadfield Drive and on carriageway cycling is proposed from Broadfield Drive to Moss Side Industrial Estate.</p> |

| Route ID/Name             | Approximate length (km) | Approximate cycling time (minutes) | Route Description  |
|---------------------------|-------------------------|------------------------------------|--|
|                           |                         |                                    | The route connects to proposed route groups P5, P7, and P8 and the strategic routes STRAT7, STRAT10, and STRAT12.  |
| P5 – Chorley to Leyland   | 9.5                     | 31                                 | <p>This route group connects Chorley to Leyland via several routes, designed to incorporate a number of key settlements such as Euxton and Buckshaw Village. To the north, the route connects employment and residential sites in the Buckshaw area and supports growth along the corridor. The route also provides direct access to public transport for longer commutes towards Preston, Bolton, Wigan etc., routing past Buckshaw Parkway and Euxton Balshaw Lane Railway Stations. The route also links to Euxton Hall Hospital, Buckshaw Hospital and Matrix Industrial Park, adjacent to the M6, as well as the area of Charnock Richard via the A49. To the east, the route links into the A6 and STRAT7 which provides a further north-south connection. Several alternative routes have been proposed including two routes across the railway between Euxton Lane and Buckshaw Avenue which would greatly enhance active travel access, enabling convenient connectivity to the offices and industrial sites located along Buckshaw Avenue. Another alternative route further north follows Dawson Lane to link to STRAT12, a fourth alternative also links from Wigan Road to P8 on Langdale Road across the M6 via an off-carriageway route.</p> <p>Interventions could include several sections of bi-directional cycle tracks, greenway improvements in Astley Park and the development of a segregated cycle lane along the A581 between Chorley Town Centre and Euxton Balshaw Lane Railway Station.</p> <p>This route connects to proposed route groups P7 and P8, and the strategic routes STRAT7, STRAT11 and STRAT12.</p> |
| P7 – Coppull to Chorley   | 10.0                    | 30                                 | <p>Proposed route group P7 provides a north to south connection between Coppull, Heath Charnock, Adlington and Chorley Town Centre. Towards Coppull, the route runs along Pall Mall, onto Moor Road, then either Birkacre Road or B5251 Coppull Road before rejoining and following Birkacre Road onto Birkacre Brow and Chapel Lane which accesses the largely residential areas of Coppull. This route would encourage active travel for education journeys through the provision of a safe route to and from the primary schools in the Coppull area.. To connect into Adlington the route connects along the A6 and connects to STRAT7 south of Chorley Town Centre, similarly this would provide a route to and from Adlington. Within Chorley itself the route connects the eastern side along Yarrow Road and Eaves Lane, as well as further north towards Chorley North Industrial Park. An alternative route is proposed along Seymour Street to connect Eaves Lane with Chorley Rail Station.</p> <p>This route connects to proposed route groups P5 and P16 and strategic routes STRAT7 and STRAT11.</p>  |
| P15 – Cuerden Valley Park | 6.8                     | 23                                 | <p>The route runs along the River Lostock along off-carriageway routes via Cuerden Valley Park before connecting to Cuerden and Bamber Bridge along less congested rural roads and tracks. Interventions could include greenway improvements and on carriageway cycling which should be explored further. An alternative route has been suggested</p>  |

| Route ID/Name                          | Approximate length (km) | Approximate cycling time (minutes) | Route Description   |
|--|-------------------------|------------------------------------|---|
|  |                         |                                    | <p>which connects west from Cuerden Valley Park Wigan Road Car Park, south of the A6 and M65, along Stoney Lane and Old School Lane.</p> <p>The route provides access to Bamber Bridge as well as multiple routes through Cuerden Valley Park including part of the National Cycle Network Route 55. It is connected at multiple points to the route STRAT7 which provides further southern access to Chorley. It connects to STRAT7 at Fiddlers Lane, Back Lane, Clayton-le-Woods and at the routes most southern point, Factory Lane. The route also connects to the route group P14 which provides access to the east of South Ribble.</p> |
| P16 – Chorley – Abbey Village Greenway | 13.2                    | 70                                 | <p>This route provides access into Abbey Village and through to Feniscowles via a proposed greenway. This would provide a safe predominantly off-carriageway route for cyclists to use as both a leisure route and commuter route, particularly for those in Brinscall, Withnell and Abbey Village. The route will also provide access to the tourist attraction Hatch Brook Waterfall.</p> <p>The route connects into the route group P7 which provides access further south into Adlington and Coppull.</p>   |



In addition to the above primary routes, 16 secondary cycling route groups have been identified as shown in Figure 4-19:

- S8 – Bamber Bridge – Pleasington Greenway
- S10 – Chorley – Adlington canal
- S17 – Eccleston – Chorley
- S18 – Horwich – Chorley
- S19 – Adlington – Red Rock NCN55
- S20 – Coppull – Charnock Richard
- S27 – Farington – Clayton Brook E-W
- S28 – Little Knowley – M65 via canal towpath
- S29 – Euxton – Chorley Quiet Route
- S30 – Worden N-S
- S31 – Euxton – West Lancashire
- S32 – Coppull – Standish
- S33 – Southport Road – Eccleston – Charnock Richard
- S34 – E-W Route within Chorley
- S35 – Chorley Loop – Eaves Green
- S36 – Coppull – Heath Charnock

The maps on the following pages show each strategic route group plan, along with high-level suggested interventions.

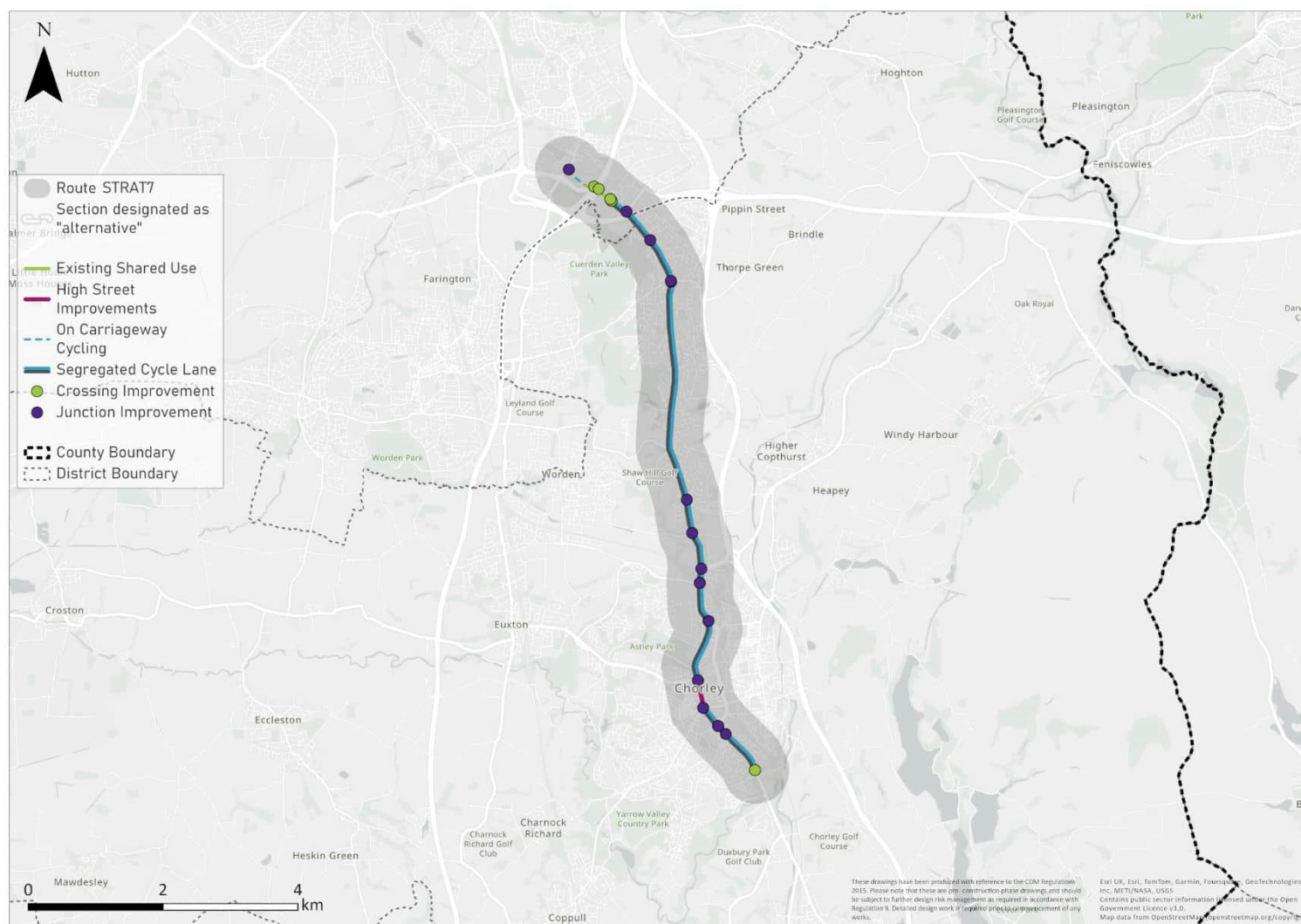


Figure 4-20: STRAT7 - Chorley to Bamber Bridge





## 5. Network Planning for Walking (Stage 3)

## 5. Network Planning for Walking (Stage 3)

### 5.1. Introduction

This section sets out the walking networks suggested across Central Lancashire, using data and analysis presented earlier in this report. The walking network aims to achieve a set of walking routes and Core Walking Zones (CWZ) in areas of high footfall.

### 5.2. Walking Network Development

The walking network developed as part of the previous LCWIP for Central Lancashire was the starting point for the walking network, with analysis undertaken in the Gathering Information section above providing evidence to revise these networks of CWZ and walking routes. The walking network focuses on a set of CWZ and walking routes as per DfT's LCWIP technical guidance, as shown in Figure 5-1.

The primary 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 (approximately 20 minutes from the CWZ). Section 3.2 identified the key settlements across the three districts within Central Lancashire, based on factors such as population and workplace density. The main local centres were identified as the city of Preston, Chorley and Leyland. Other settlements include Lostock Hall, Bamber Bridge, Buckshaw Village and Euxton.

Further, Section 3.4 identified the key trip attractors and the extent to which the key local centres are walkable and cyclable. The walking isochrones were used as the basis for creating the primary core walking zone boundaries which, according to the LCWIP guidance, should be a minimum of 400m diameter or approximately five minutes' walk. In alignment with LCWIP guidance, Core Walking Zones have been identified by identifying areas across Central Lancashire which encompass the

greatest amount of trip attractors and therefore likely generate the greatest levels of walking trips.

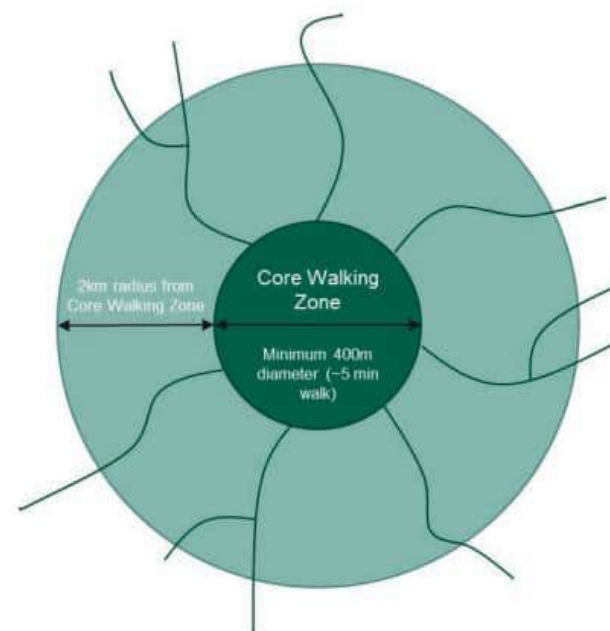


Figure 5-1: CWZ Diagram

### 5.3. Proposed Core Walking Zones and Routes

Based around the largest settlements, five primary CWZ have been identified across Central Lancashire. These are:

- Preston;

## Central Lancashire Local Cycling & Walking Infrastructure Plan

- Leyland;
- Lostock Hall;
- Bamber Bridge; and
- Chorley.

Each CWZ has an associated network of walking routes. Further detail on the above CWZ are set out in the following subsections. At this stage of the LCWIP, CWZ and routes have been identified for further development. In addition to the identified walking routes, improvements should be considered across all links within this area to make walking easier and the natural choice for users.

In addition, 15 secondary and 18 tertiary CWZ have been identified. These have been identified by locating key district and local centre boundaries from the 2015 Local Plan Policies Maps and placing secondary and tertiary CWZ in some of these areas that were suitable, depending on their significance.

The network of CWZ and routes are shown in Figure 5-2. A map of each CWZ can be found in Appendix B.

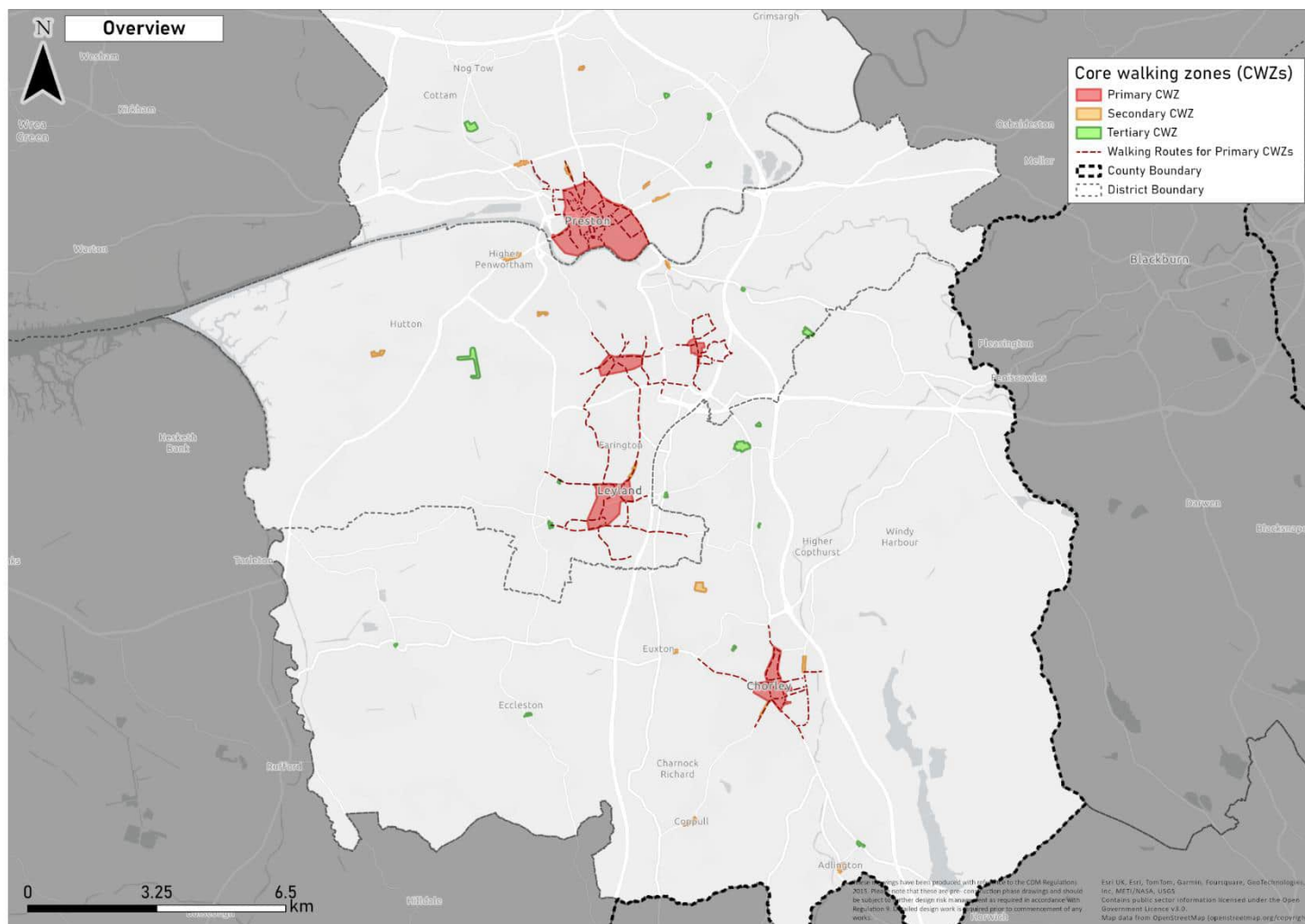


Figure 5-2: Overview of Core Walking Zones

### 5.3.1. Preston

Figure 5-3 below shows the CWZ and network of walking routes for Preston, located within the Preston District.

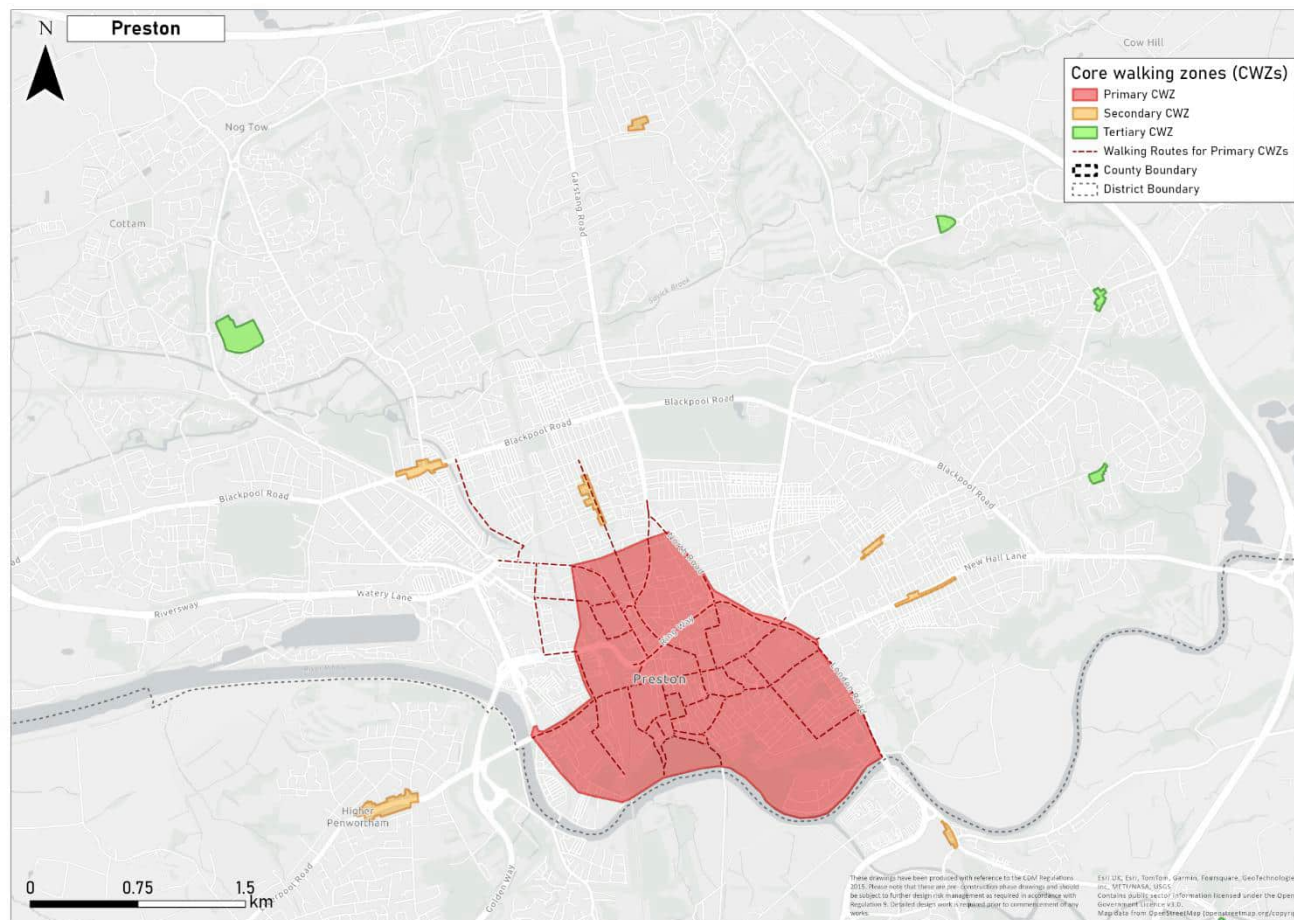


Figure 5-3 Preston CWZ and walking routes



The Preston CWZ covers the city centre, including Avenham Park to the south to the River Ribble, along Fishergate Hill, Bow Lane and Maudland Bank to the west, Victoria Street to the north, and along the A6, A59 and London Road to the east. Some of the roads suggested for the walking network include but are not limited to: Fishergate Hill, Fishergate, Friargate, Adelphi Street, A583 Fylde Road, A6 North Road, A59 Ring Way, A6 London Road, Butler Street, Chapel Street and Manchester Road.

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. Improvements in this area will enhance facilities for pedestrians, making it safer and easier to access numerous destinations including the inner city centre, Fishergate (the primary retail location), UCLAN, Cardinal Newman College, Avenham Park and transport hubs such as Preston Railway Station and Preston Bus Station. Potential measures could include pedestrian priority, informal streets, junction and crossing improvements and overall improvements to pedestrian access from residential areas to Preston city centre, improving accessibility for all users.

In addition, as shown in Figure 5-3, a Low Traffic Neighbourhood (LTN) has been identified within the Frenchwood area, subject to further exploration. This residential area, with a majority of streets having terraced homes and on-street parking, is home to Cardinal Newman College and other schools, St Augustine's Leisure Centre and Smith's Recreational Ground. An LTN is an area that is more people-focused, rather than vehicle-focused, and reduces the speed and impact of vehicular traffic within an area. A similar area to this was trailed as part of the 2020 Emergency Active Travel Fund programme but was subsequently removed as the measures were unpopular locally. However, an alternative set of LTN measures that are trailed and tested has the potential to work in this area.

This network will also complement and link into ongoing projects within the city centre, including the Friargate corridor, a mobility hub at Preston Bus Station, the Ribble Bridge crossing, and the east-west cycle corridor along Avenham Lane/Queen Street, all of which LCC has recently secured Levelling Up Funding to progress. This area will also need to be complementary to the Transforming

Friargate North and Ringway package as part of the TCF proposals detailed in Section 2.3.11. With a wealth of schemes ongoing or proposed within Preston, as outlined within the policy and previous study content in Section 2.3.14, interventions proposed will need to ensure they align with existing commitments.

### 5.3.2. Leyland

Figure 5-4 below shows the CWZ and network of walking routes for Leyland, located within the South Ribble district.

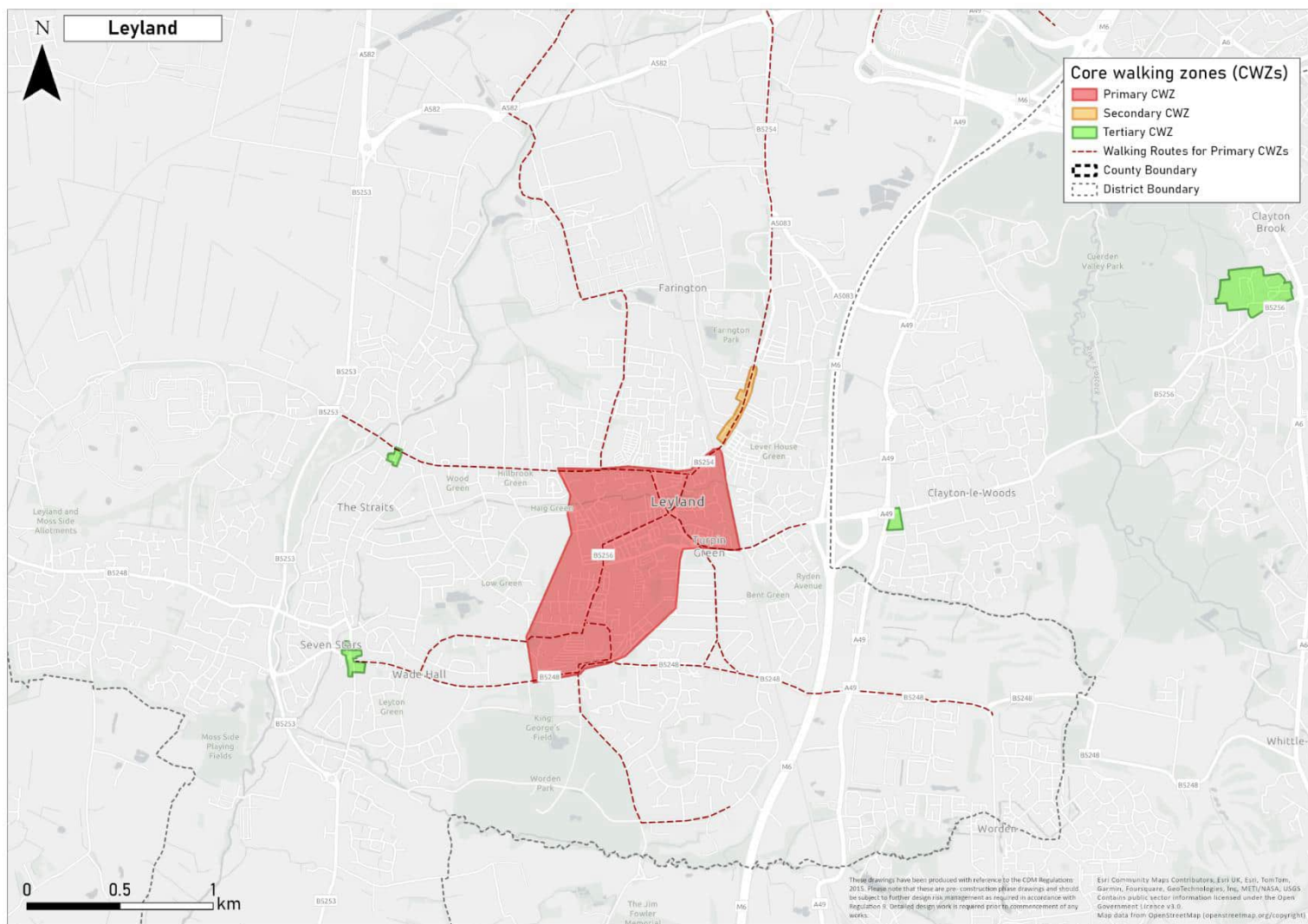


Figure 5-4 Leyland CWZ and walking routes



The boundaries of the Leyland CWZ are Golden Hill Lane and Station Brow to the north, the rail line and Balcarres Road to the east, the B5248 to the south, and whilst not following any specific roads in the west, broadly along Woodlea Road, Broadfield Drive and School Lane. Some of the roads suggested for the walking network include, but are not limited to: Golden Hill Lane, Wheelton Lane, Preston Road, Hough Lane, Towngate, St Andrews Way, Church Road and Fox Lane.

Leyland has a high population with approximately 40,000 residents and the majority of commuter trips are to areas outside of Leyland. As such, the focus is to connect to Leyland rail station as a transport hub, and for supporting everyday journeys for residents within Leyland. Potential measures could include pedestrian priority, improved crossing points, surface improvements, junction improvements and public realm improvements.

An enhanced network for walking routes would support wider development through improving access to opportunities for all. Improvements to the routes which form the Leyland CWZ would improve facilities for pedestrians, making it safer and easier to access Leyland town centre, residential areas including Buckshaw Village, Leyland Railway Station and areas for leisure such as Worden Park. Improved connectivity would support economic growth through connections to key employment sites such as Leyland Business Park and Moss Side industrial estate. Routes would also enhance links to education sites, such as Runshaw College and other high schools within the area.

### 5.3.3. Lostock Hall

Figure 5-5 below shows the CWZ and network of walking routes for Lostock Hall, located within the South Ribble district.





A Core Walking Zone (CWZ) has been identified which incorporates major trip generators and attractors, and comprises of a network of routes. The boundaries of the area identified as the Lostock Hall CWZ are the railway line to the south and west, Coote Lane and Browndedge Road to the north, and Todd Lane south to the east. Some of the roads suggested for the walking network include but are not limited to: Leyland Road, Browndedge Road, Watkin Lane, Todd Lane (north and south) and Croston Road. Potential measures could include pedestrian priority measures, public realm improvements, increased and improved crossing provision and footway quality improvements which benefit the pedestrian environment in terms of both accessibility and safety. The routes which form the Lostock Hall CWZ would provide a continuous, high-quality network with pedestrian priority, improved crossing points, and improved accessibility and safety.

The Lostock Hall CWZ would improve facilities for pedestrians, making it safer and easier to access Lostock Hall town centre via sustainable modes, including Lostock Hall Railway Station and employment and educational centres such as Lostock Hall Academy. The network would also support economic growth through connections to development such as the Cuerden Strategic development site which is located next to the M65 and M6 and is primarily employment based. The network will also support improvements to pedestrian facilities on key arterial routes in Lostock. In addition, with proposals for a new cricket ground at Farington, the walking route suggested along the B5254 Watkin Lane would connect into this potential tourist attraction.

#### 5.3.4. Bamber Bridge

Figure 5-6 below shows the CWZ and network of walking routes for Bamber Bridge, located within the South Ribble district.

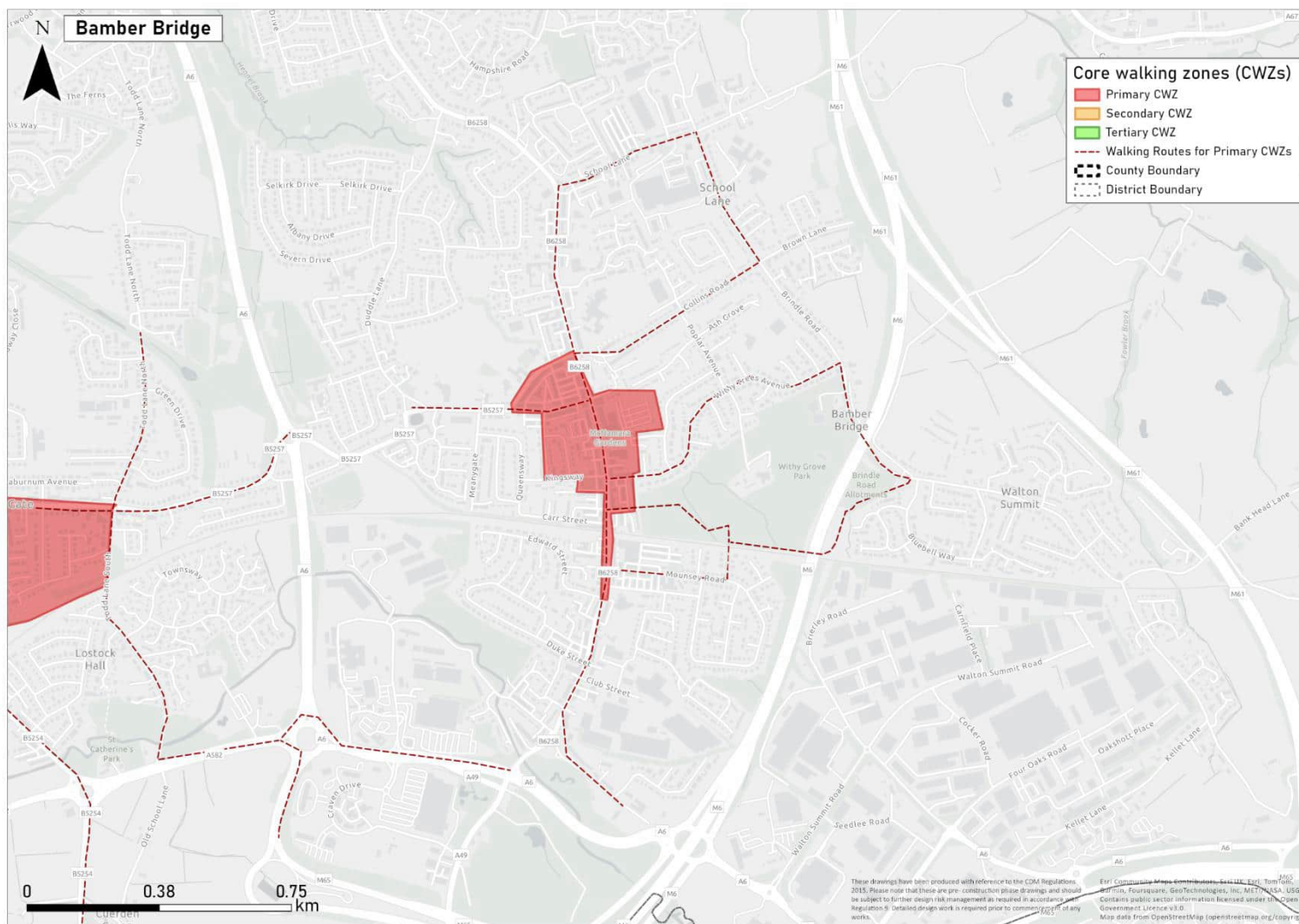


Figure 5-6 Bamber Bridge CWZ and walking routes



The boundaries of the Bamber Bridge CWZ are Browndedge Road to the north, Withy Grove Crescent to the east and along Cranbourne Street, Kingsway, Ellen Street and St Mary's Road in the west. Some of the roads suggested for the walking network include but are not limited to: Collins Road, Withy Trees Avenue, Brindle Road and Mounsey Road. Potential measures could include pedestrian priority, junction and/or crossing improvements, surface improvements and public realm improvements.

As shown above, the CWZ is focussed around the B5269 Station Road, which contains a majority of amenities within the Bamber Bridge area and is also where Bamber Bridge train station is located. Bamber Bridge is a key commuter area and therefore improving access to the rail station is a central focus. Trip attractors within this area also include a supermarket, pharmacy, bakeries, travel agents and restaurants for example. Cuerden Church School and Dowry House Nursery are also located in this CWZ. The network of walking routes proposed would support safer movements to the centre of Bamber Bridge on some of the key routes.

### 5.3.5. Chorley

Figure 5-7 below shows the CWZ and network of walking routes for Bamber Bridge, located within the Chorley district.

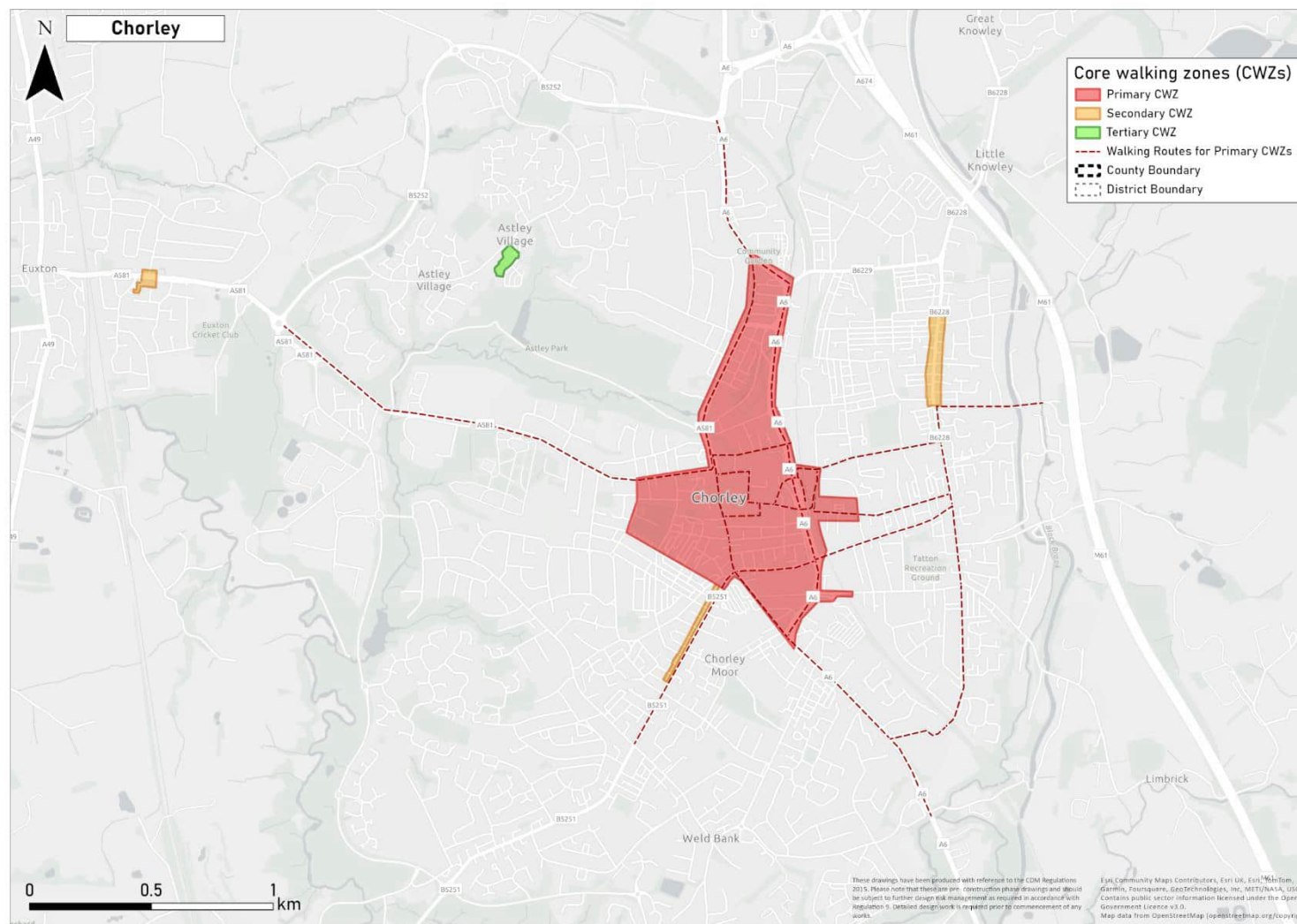


Figure 5-7 Chorley CWZ and walking routes



The Chorley CWZ covers the area bound by Preston Street to the north, A6 Water Street, East Way, the rail line, Brooke Street and Lyons Lane Street to the east, and Bolton Street, Regent Road, Ashfield Road, the A581 and A581 Park Road in the west. Some of the roads suggested for the walking network include but are not limited to: Southport Road, Market Street, Pall Mall, George Street, Lyons Lane, Brown Street and Eaves Lane.

The routes which form the Chorley CWZ would provide a continuous, high-quality network with potential measures including pedestrian priority, improved crossing points, and improved accessibility and safety. The Chorley CWZ would improve facilities for pedestrians, making it safer and easier to access Chorley town centre, residential areas, employment areas and educational centres. The network would 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 access to and quality of the transport hubs to enable onward journeys is a central focus.



## 6. Next Steps



## 6. Next Steps

This LCWIP has detailed a review of policy, data and existing transport conditions across Central Lancashire. The LCWIP network presented in this report is a long term strategy of potential walking and cycling routes to invest in within Central Lancashire over the next ten years. This updated network of routes across the three districts within Central Lancashire reflects local ambitions, progress made in recent years, and captures current schemes such as TCF, successful ATF4 schemes and Levelling Up fund schemes. The potential delivery of this network will help to increase the mode share of active modes, encouraging shifts away from private vehicle trips.

This report has set out the approach taken and methodology followed for stages 1-4 of the LCWIP process, with stages 5 (prioritising improvements) and 6 (integration and application) to be completed in future. The next steps to develop the Central Lancashire LCWIP are:

- **Route audits** – route audits should be undertaken on the final networks to better understand existing conditions, constraints and opportunities. This comprises of an auditing methodology which is focused around the five core design outcomes – cohesion, directness, safety, comfort and attractiveness.
- **Route interventions** – interventions suggested in this report should be explored in more detail, this should take into account outcomes of the route audits.
- **Prioritising improvements (stage 5)** – it is recommended that routes are sifted and prioritised following a multi-criteria assessment to develop a phased programme for future investment. The DfT's LCWIP guidance recommends that priority should typically be given to schemes that are likely to have the greatest impact on levels of walking and cycling. It is however important to have flexibility with regard to the funding sources available.
- **Integration and application (stage 6)** – it is advised that the LCWIP is integrated into other policy documents. It is beneficial at this stage to also have an understanding of current funding opportunities which may be

appropriate for future funding bids with the ambition to support delivery of the LCWIP when possible.

Following this, ongoing tasks for consideration should be:

- Keeping this LCWIP up to date as a live document;
- Developing scheme designs and feasibility of schemes when opportunities arise;
- Working with development management colleagues to secure improvements through the planning process;
- Further engaging with Sustrans regarding funding for improvements to the NCN;
- Preparing bids to external funding streams; and
- Align ambitions and embed within local strategies and policies.



## Appendix A– Cycle route maps



## Appendix B – Core Walking Zone Maps