

Central Lancashire

Highways and Transport Masterplan



March 2013

Foreword

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

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

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

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

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

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

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

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

This Masterplan is our response to this challenge. The scale of investment, the reliance on public and private monies and the timescales to deliver, makes it all the more important that we have confidence in our plans from the outset, and we all - communities, business, house builders and infrastructure providers - move forward together, with the County Council taking the lead in delivery.

This Masterplan, I believe, gives us firm foundations to deliver the biggest investment in our highways and transport over the last fifty years and more, and leave a lasting and sustainable legacy to future generations.



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

A Message on Consultation

The changes to our transport network that are presented in this Masterplan will affect us all and I've been keen that we build consensus around these choices. I am very grateful for all the comments that have been made to the proposals and, with the consultation behind us, I feel we are better informed and have a stronger basis on which to start work on delivering our plans.

I have listened to many local groups, residents and other stakeholders who are eager to see these improvements delivered sooner. I have been keen not to offer unrealistic timescales, and there is much to be done to make these plans real, not least securing the funding needed to build them. Drawing on this enthusiasm, I have challenged the timescales and, as a result, several of the planned improvements have been brought forward for delivery, including some significant improvements at Broughton, completion of the Penwortham bypass, upgrades to the A582 South Ribble Western Distributor road and preliminary work to build the case for a new Ribble crossing.

Many respondents have urged that no development should come forward until this planned infrastructure is in place. Those decisions will ultimately fall to the local planning authorities - Preston City Council, and South Ribble and Chorley Borough Councils - to determine. I do believe we must be pragmatic if we are to achieve our plans, and that may mean development getting underway in order that we secure the developer contributions that will play an important part in delivering new transport infrastructure. We must remember that the numbers of houses planned across the area will take many years to come forward, which will give us the time, and the financial means, to make progress and put the necessary improvements in place.

On the question of funding, a number of comments have queried what impact the Masterplan's reliance on developer contributions and Community Infrastructure Levy ('CIL') will have for funding other local schemes in each district. The County Council has made no secret of its view that for the Central Lancashire Core Strategy to be implementable, delivery of substantial new transport infrastructure is crucial, and as such should plainly be prioritised for CIL monies. As we work up these schemes, and firm up their costs, we'll work closely with our district colleagues to be sure that we all better understand the reliance on CIL monies, in terms of monetary amount and timing, but also how the benefits of this investment will be felt across the sub-region.

Many respondents have voiced concerns over the implications of these transport improvements for the safety of our children, cyclists and pedestrians, blind and partially sighted people, and other vulnerable groups. I take safety of our roads and public space very seriously, as many of you will know through my work on establishing 20mph areas on residential streets and outside schools, and I assure you that the question of safety will be paramount in progressing our plans.

A number of comments have offered more detailed ideas for new junction arrangements and changes to road space, and improvements to public transport. These include ideas for the new transport infrastructure but also for existing parts of the transport network. Whilst these may not appear in this 'high-level' plan, I do want to assure everyone that those suggestions will inform more detailed work to come, and indeed there will be many more opportunities to share your ideas as we develop these plans.

Similarly, several respondents have commented on various omissions or else a lack of detail in the Masterplan, concerning certain parts of the transport network or specific towns or villages. I must re-emphasise that the focus for the highways and transport masterplans is, in the first instance, to consider and make provision for necessary 'strategic-scale' infrastructure to support growth and new development in the future. That is not to say that the sort of local improvements suggested are not important, and the County Council will continue to listen to issues raised in local areas and identify and invest in local schemes through its local transport planning and maintenance work.

Finally, I want to thank everyone who has commented on the Masterplan, to me personally or to officers at drop in events and in other ways. We've taken on board many of the views and ideas in your emails and letters, completed questionnaires, and 'blogs' and letters in the local press. There will be many more occasions in the coming years to debate and discuss these improvements as we develop and ultimately deliver them.

For now, I am really buoyed and encouraged by the enthusiasm and, in the main, positive response to our plans for a highways and transport network that is fit for Central Lancashire's aspirations and one that we can enjoy and be proud of.

County Councillor Tim Ashton



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Executive Summary

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

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

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 newly established Enterprise Zone covering the BAE Systems sites at Samlesbury and Warton has the potential to create up to 6,000 jobs in advanced engineering and manufacturing in the long term. To support this anticipated growth and development, Central Lancashire's transport system will need to be able to cope with the additional demands placed on it.

The most significant are:

- Housing developments in North Preston that would currently see new residents in over 3,500 homes using narrow country lanes or busy urban roads on a daily basis.
- Further housing and employment development areas to the north and east of Preston, including the site of the former Whittingham Hospital, which could together come to 1,000 or more houses.
- 2,700 homes on major sites in the Penwortham/Lostock Hall/Farington/Moss Side areas which will connect to the road network along the A582 and B5253, both currently single carriageway roads suffering congestion at peak times.
- The Cuerden Green Strategic employment site, which is well located for motorway access but has connections to the west as well via the A582
- Further phases of housing and employment development at Buckshaw Village.

Three options for the future development of our highway and transport networks have been explored. These were the subject of public consultation between 7th January and 25th February 2013. As a result of strong public support for the County Council's preferred option, it is the option to improve and extend that is taken forward in this Highways and Transport Masterplan for Central Lancashire

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

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

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

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

- ~Improve public transport by improving the most important bus corridors and
- ~Enhance our public realm to encourage sustainable travel and support economic growth.

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

- The Preston Western Distributor, a new road linking the M55 near Bartle with the A583/A584 at Clifton, providing access to the North Preston housing sites
- Early delivery of improvements to M55 Junction 1 and the northern section of the Broughton Bypass linking the A6 north of Broughton and the B5269 Whittingham Lane
- The upgrading of the A582 South Ribble Western Distributor and the B5253 Flensburg Way to improve capacity between Moss Side, Cuerden and Preston City Centre, and support delivery of housing along this corridor.
- The completion of Penwortham bypass between the Broad Oak roundabout and Howick Cross.

Preliminary work will also begin immediately to identify a scheme and protect a route for a new crossing of the River Ribble, followed by the preparation of an initial business case to put the County Council in the best position to secure delivery as soon as practicable.

This new capacity will allow significant improvements to 8 of the major public transport corridors in Central Lancashire:

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

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

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

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

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

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

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

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

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

This Masterplan puts the County Council in the best position to demonstrate that affordable and deliverable improvements can be made to the highways and transport network to support Central Lancashire's development strategy.

Introduction

This Masterplan, and the technical evidence and public consultation underpinning it, represents the County Council's considered position of the transport infrastructure needed to support the delivery of Central Lancashire's development strategy. In doing so it:

- Considers current patterns of land use and transport use in Central Lancashire.
- Links economic development strategies and adopted spatial planning priorities to the wider strategic policy objectives of the County Council.
- Predicts the impact of adopted and emerging development plans for traffic generation.
- Considers the impact of predicted traffic growth on our existing transport network.
- Sets out the rationale for concluding that significant additional transport infrastructure will be necessary moving forward.
- Sets out the strategic highway and transport measures that will be needed to support plans for future growth and development.
- Outlines funding mechanisms, an integrated delivery programme and associated risks.

Accordingly, it forms an integral part of the evidence base to the development plan for Central Lancashire and is a material planning consideration in determining planning applications across Central Lancashire.

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

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

The County Council's Local Transport Plan sets out our transport priorities. It prioritises our commitment to support Lancashire's economy, to tackle deep-seated inequalities in people's life chances and to revitalise our communities and ensure safe, well connected neighbourhoods. It presents our priorities to:

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

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

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

Between 7th January and 25th February 2013, we consulted on a draft Masterplan which outlined 3 options for the development of our highways and transport network in Central Lancashire.

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

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

The technical assessments concluded that neither of these two options was viable in the longer term. Even a major programme of sustainable transport improvements and the predicted 5% reduction in car trips it could give would not compensate for traffic growth between now and 2026.

Option 3 built on Option 2 but accepted that substantial additions to existing highway infrastructure would be needed to support the development aspirations of Central Lancashire. This would, in turn, allow for significant public transport improvements and enhancements to our public realm.

Option 3 was the County Council's preferred option and, after receiving strong support as the most popular option at consultation, is presented here.



Delivering The Local Development Framework For Central Lancashire

Every local planning authority in England has to prepare a Local Plan. This plan includes all of the local planning policies for their area, and planning applications have to be decided in line with it unless material considerations indicate otherwise.

Preston City Council, South Ribble Borough Council and Chorley Borough Council are working together to produce their Local Plans. A joint Core Strategy for the whole of Central Lancashire, providing strategic policies and locations for development, was adopted by all 3 councils in July 2012. Each council is now in the process of producing its own Site Allocations and Development Management Policies which contains detailed policies and specific sites. These documents will be in line with the broad content of the Central Lancashire Core Strategy but will provide more site-specific and policy details.

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

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

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

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

In publishing this Masterplan, we are taking the first steps to ensure that we are supporting Central Lancashire's development with effective transport infrastructure. If this infrastructure is NOT delivered, then the Core Strategy would be considered undeliverable.

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

Funding for this Masterplan will come from many sources, not all of them public. A further component of the Local Development Framework is the 'charging schedule' for the new Community Infrastructure Levy (CIL). From April 2014 local planning authorities will increasingly come to rely on charging CIL to fund infrastructure needed to support new development. The charging schedule sets out what the charge will be for new development, depending on its size and use.

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

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



Central Lancashire Now ~ People and Places

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

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

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

Preston

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

Preston provides a key focal point for value added growth in Lancashire, particularly in higher value service sectors. The presence of UCLan (University of Central Lancashire), now the sixth largest university in the UK with around 32,000 students, offers a significant driver for knowledge based economic growth. As a major employment hub, the city acts as a large net importer of labour both from within Lancashire and from outside of the county.



South Ribble

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

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



Chorley

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

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

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

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

In looking to the future, we have examined the 2 main influences on our highways and transport networks in more detail.

People

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

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

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

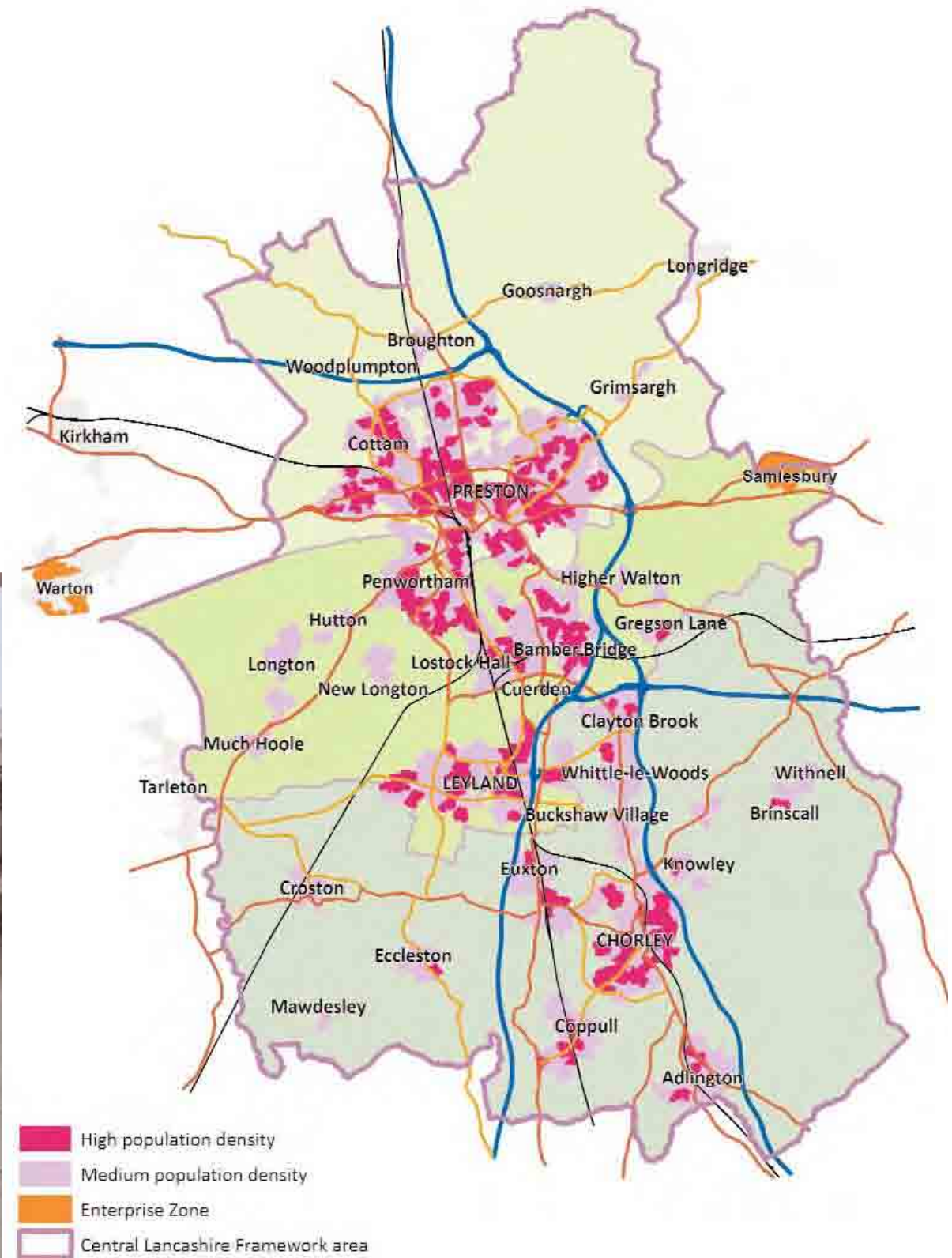


Figure 1: Central Lancashire's People

Places

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

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

The major retail developments in Preston and South Ribble attract large numbers of shoppers. Superstores also provide a focus for trips and are present across most of the major urban areas.

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

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

Together, people and places shape the demand for travel to and from and inside Central Lancashire. The next section looks at our highway and transport network and how this demand impacts upon it.

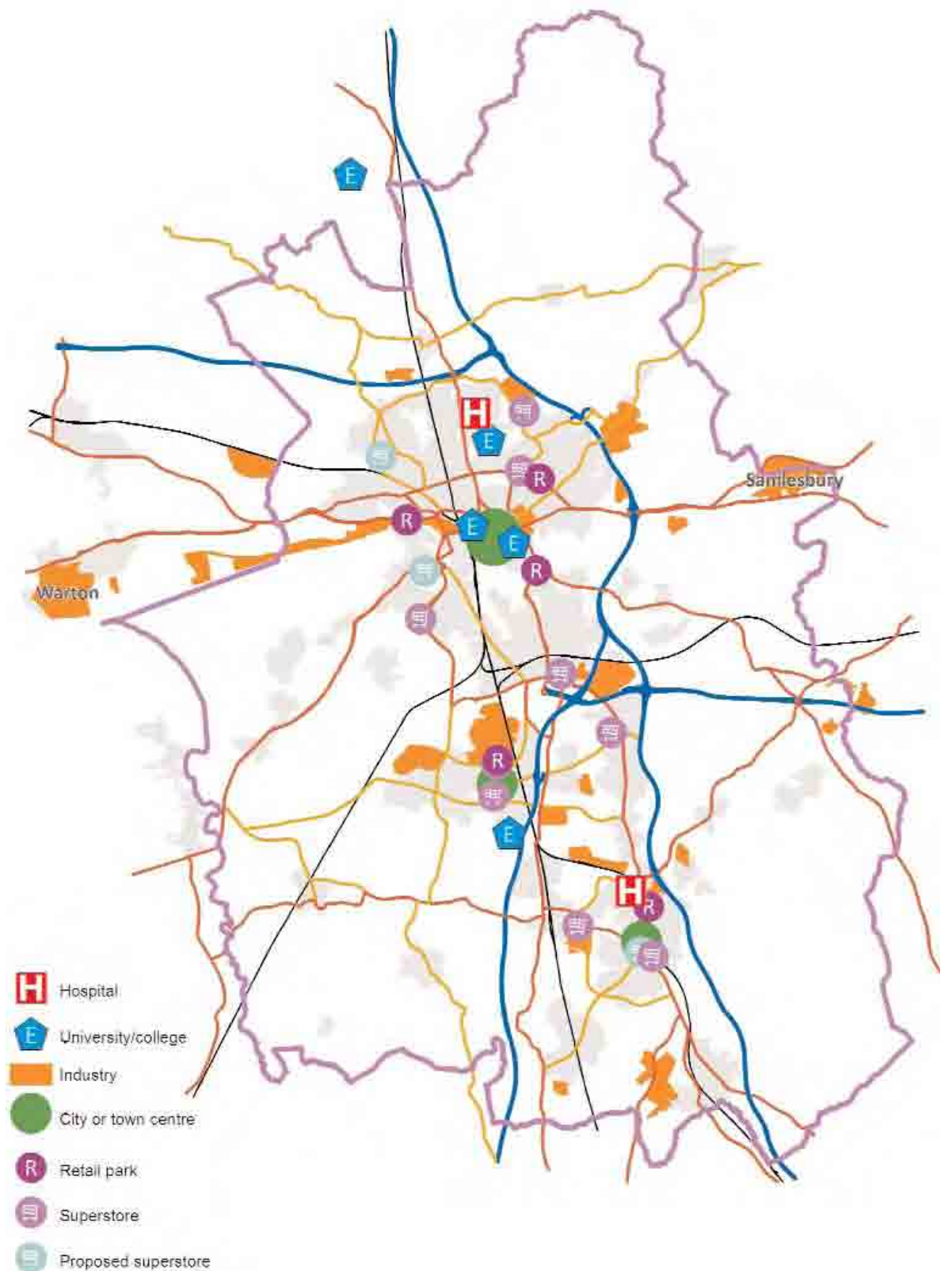


Figure 2: Central Lancashire's Places

Central Lancashire Now ~ Transport and Travel

Central Lancashire has enjoyed a well connected highway and transport network for many years. A network of motorways and railways links Central Lancashire with much of the UK, whilst a comprehensive bus network provides a more sustainable alternative for travel within Central Lancashire.



Longer Distance Travel

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

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

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

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

Whilst the advantages of Central Lancashire's location will support future economic growth, its location also presents a challenge in terms of journeys that cross Central Lancashire to reach other destinations.

The continued effective operation of the strategic transport networks is essential if Central Lancashire is to remain competitive both nationally and internationally. The challenge will be to ensure that these networks can accommodate development and support economic growth in the most sustainable way.

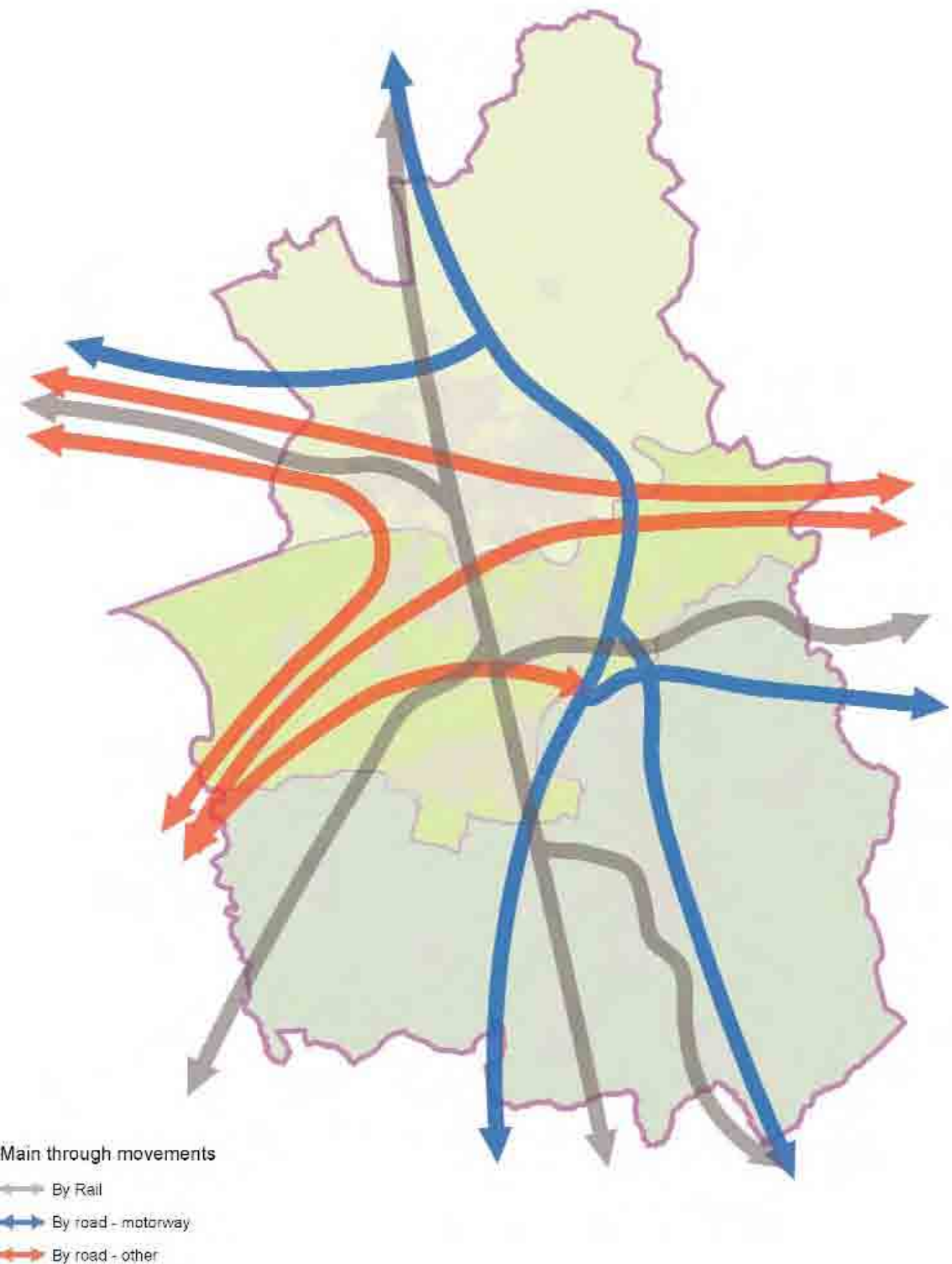


Figure 3: Longer Distance Journeys

Travel in Central Lancashire

Figures 1 and 2 show how Central Lancashire's residents are spread across the area and where the major destinations that they travel to are. This provides a background to understanding the main journey patterns in the area.

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

Central Lancashire operates as a relatively well-connected labour market, with strong commuting flows between Preston, South Ribble and Chorley. There are also some strong links with its surrounding areas, notably Warton (BAE Systems) and Salwick (Springfields Fuels Ltd operated by Westinghouse UK Ltd) to the west, and Samlesbury (BAE Systems) to the east. These links to east and west will become stronger as the Enterprise Zone develops.

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

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

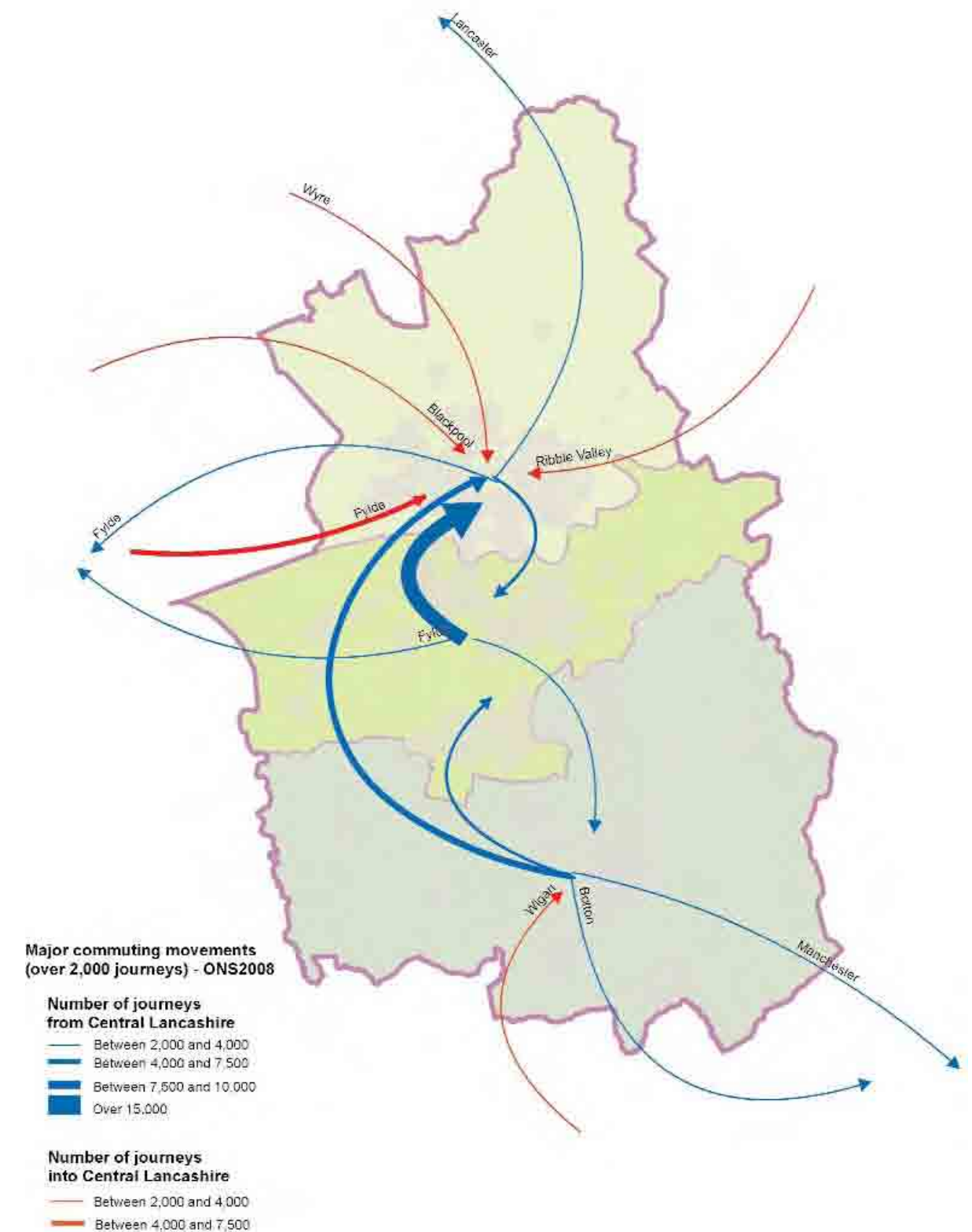


Figure 4: Commuting within Central Lancashire

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

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

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

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

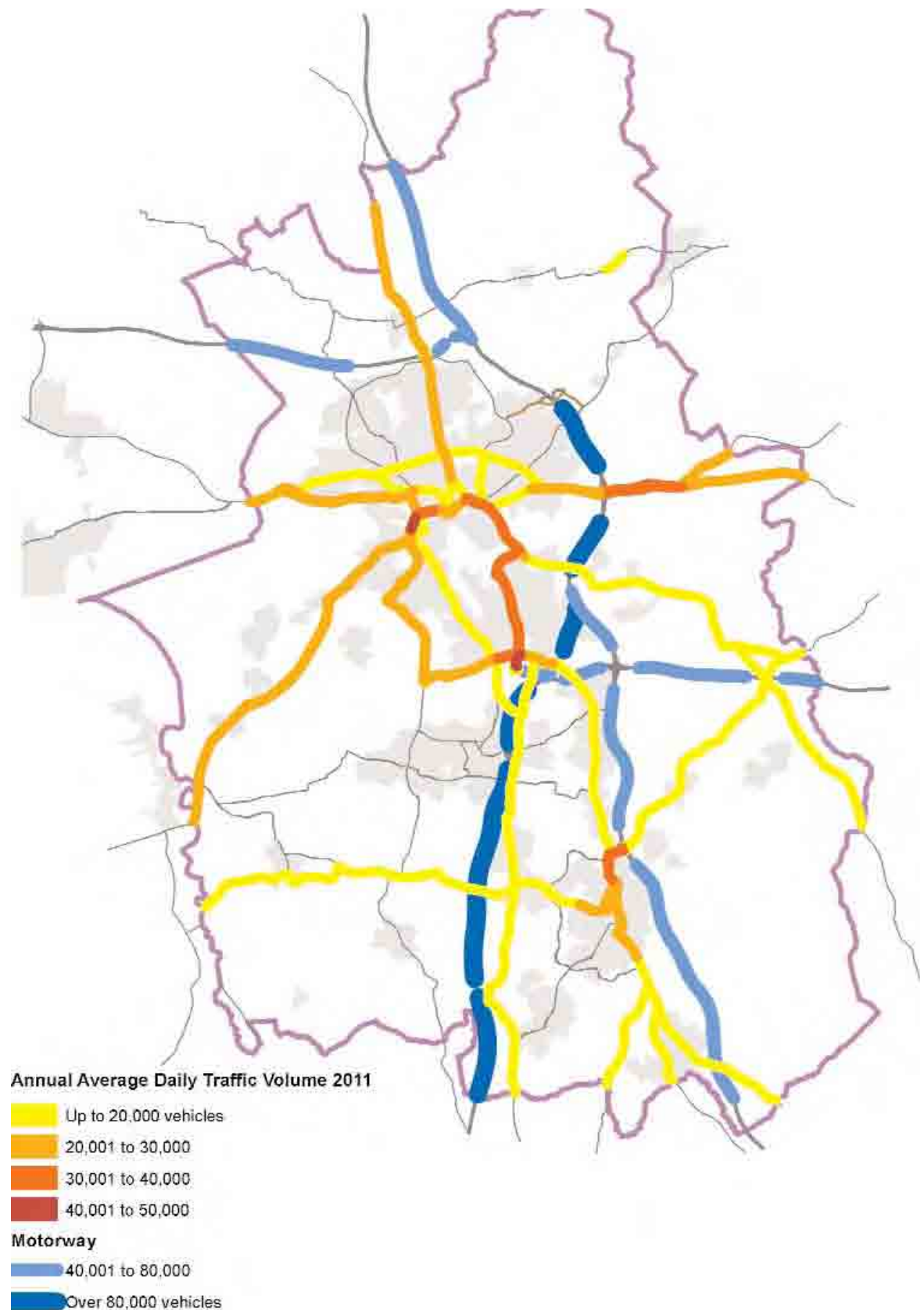


Figure 5: Our Current Road Network

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

Figure 6 shows the major bus routes and also the specific provision for cyclists. Comparing these to the traffic volumes shown in figure 6 indicates where these high levels of traffic may be impacting on more sustainable modes.

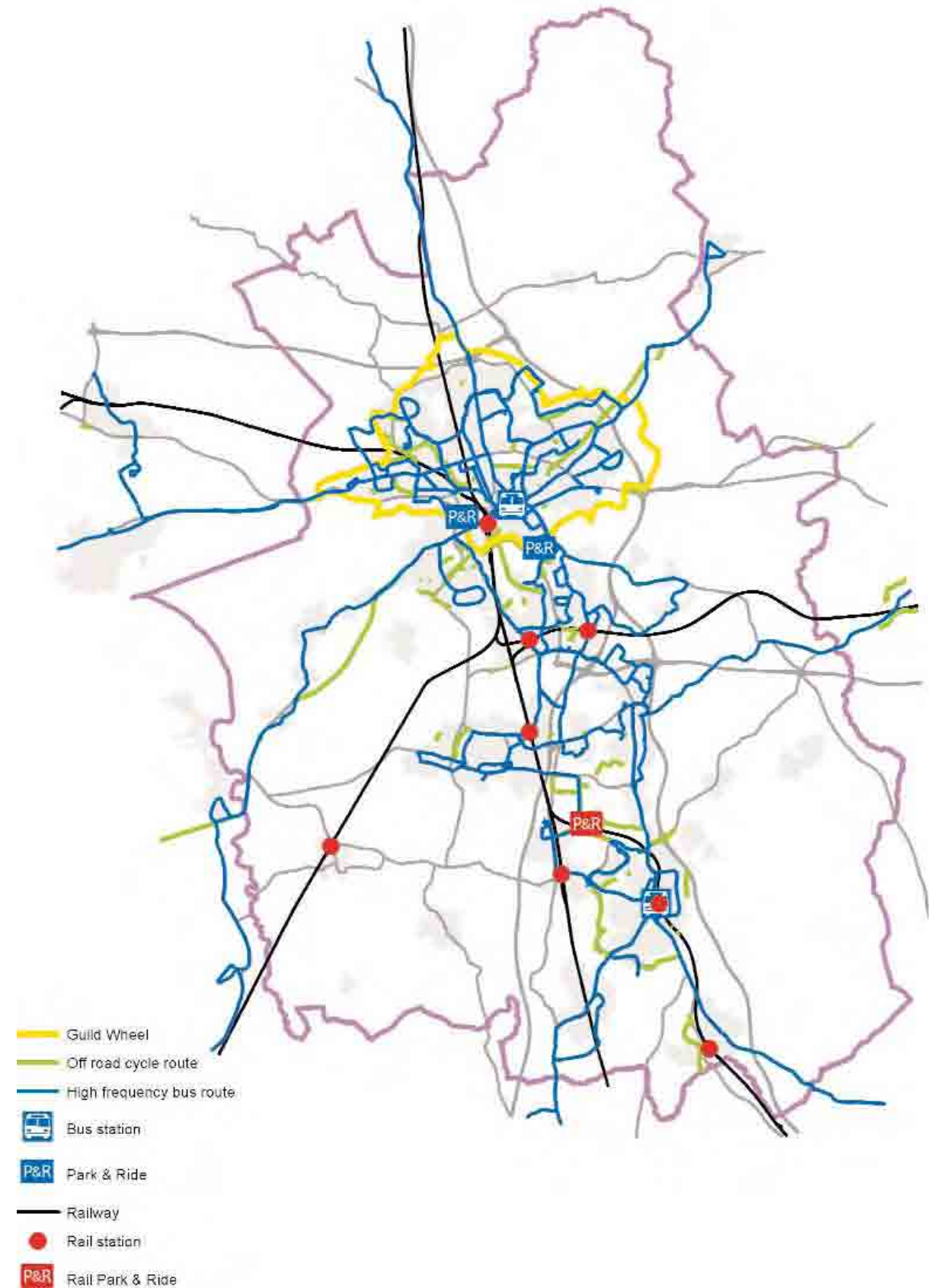


Figure 6: Our Current Sustainable Transport Network

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

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

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

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

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

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

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

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

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

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

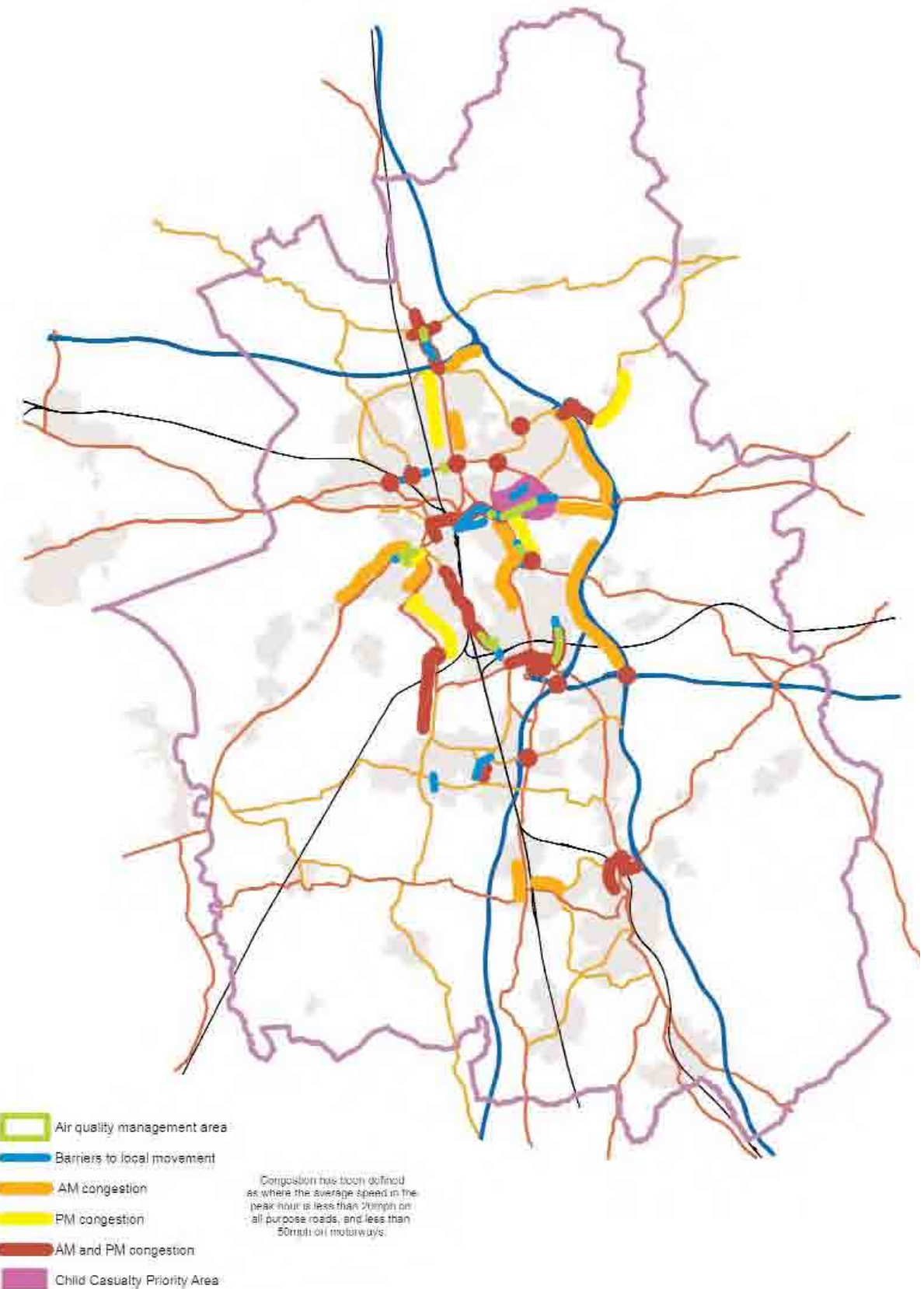


Figure 7: Transport Problems Today

Central Lancashire Now ~ Managing Our Transport In The Short Term

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

For Central Lancashire, the Local Transport Plan seeks to:

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

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

These schemes include the following major improvements in Central Lancashire:

Preston City Centre

We are working with Preston City Council to develop proposals for new bus facilities, including a new bus station within the city centre, both to improve accessibility and interchange between bus and rail services and make the city centre a safer and more pleasant place to be.

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



M55 Junction 1

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

Works will be delivered during 2013 which will include full signalisation and associated widening. This will improve traffic flows through the junction and onto the motorway network, and improve safety for all users.

M6 at Junction 32

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

Local Sustainable Transport Fund

As well as these schemes, Central Lancashire will also benefit from our successful bid to this Government fund.

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

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

Fishergate Central

Work is already underway, as part of the Fishergate Central initiative and other projects, to transform how the city centre operates and to improve its feel and the experience for pedestrians, cyclists, bus and rail travellers and motorists.



North West Electrification.

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

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

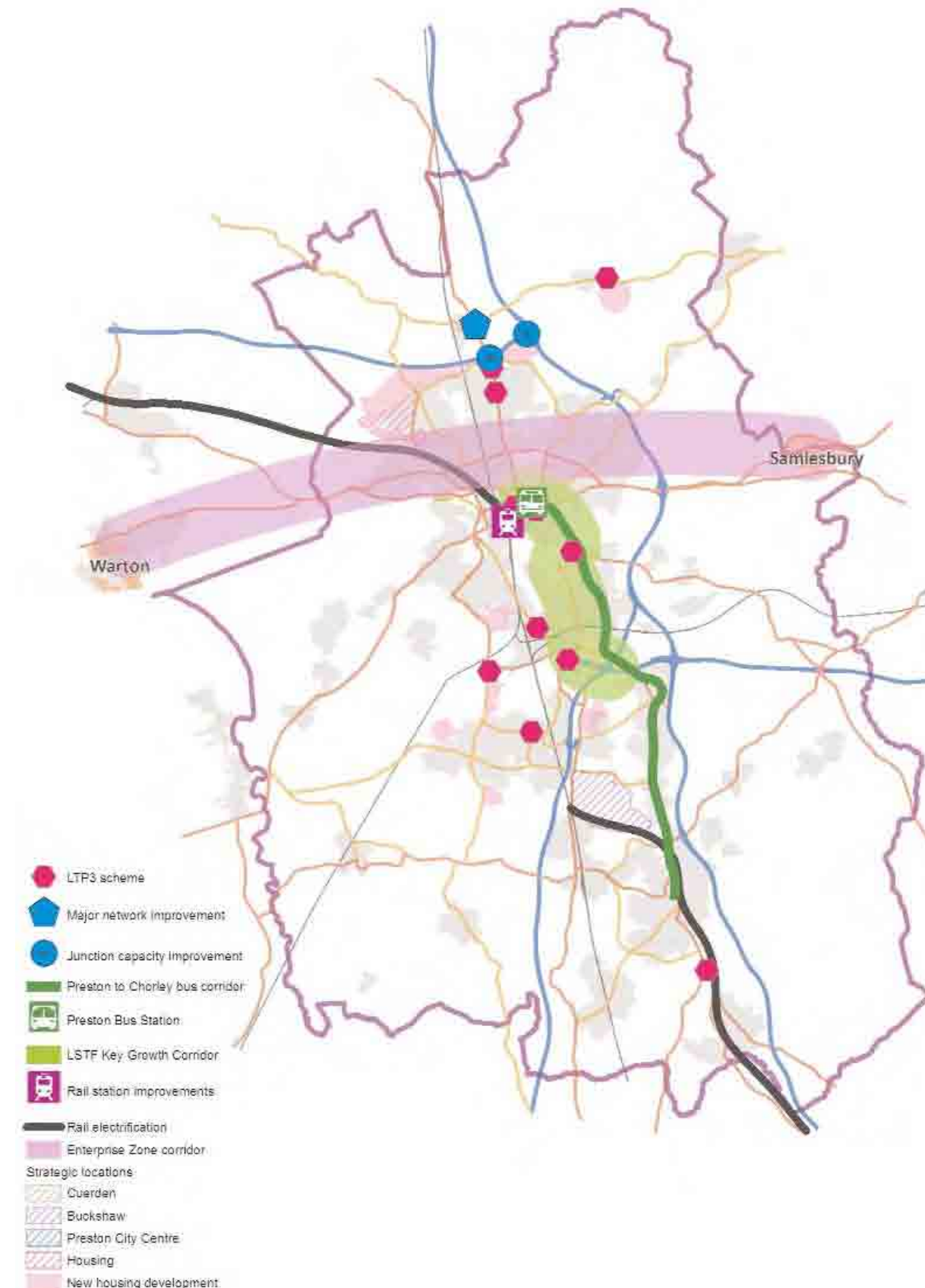


Figure 8: What We're Committed to Doing

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

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

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

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

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

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

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

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

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

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

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

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

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

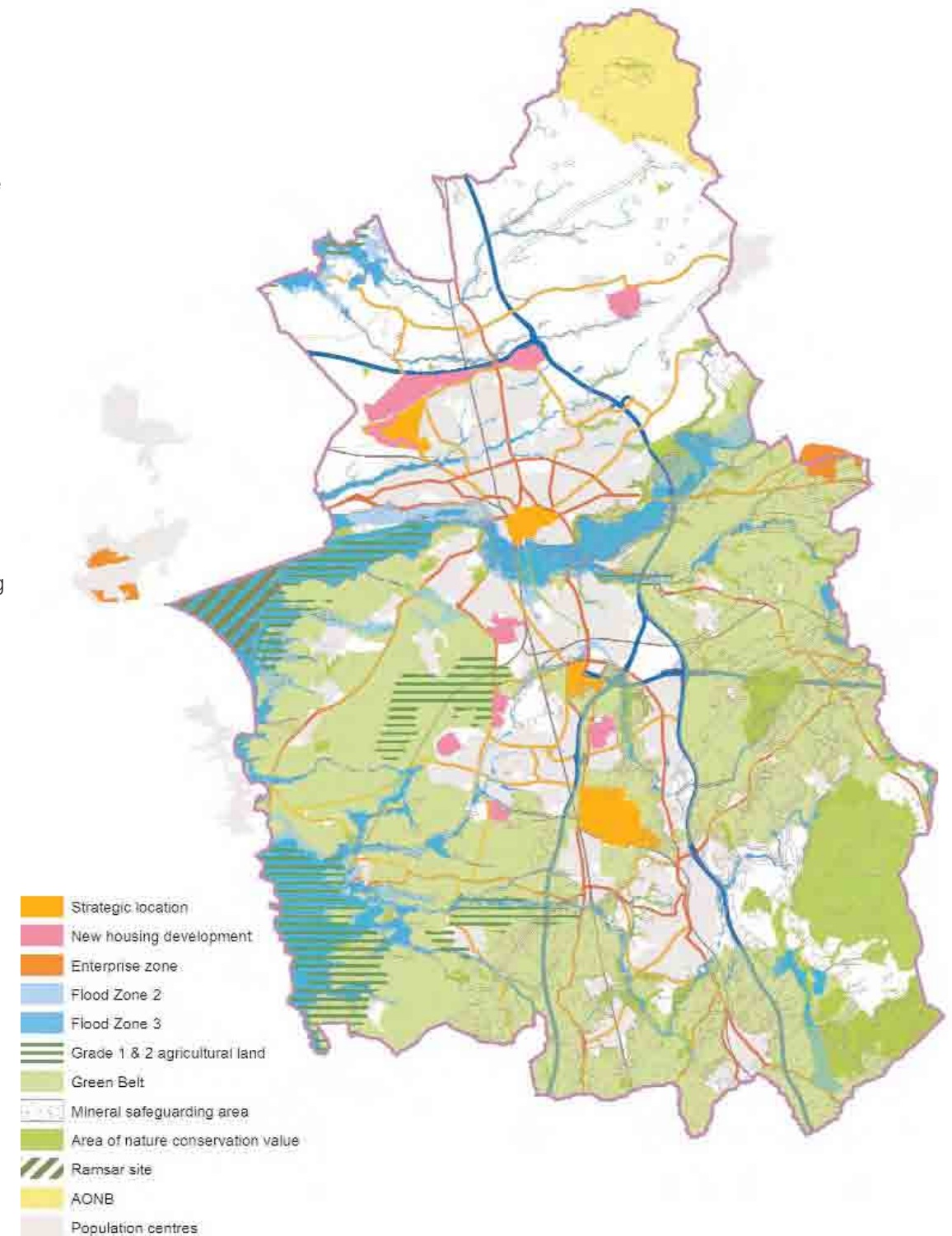


Figure 9: Constraints On Development/Approved Development To 2026

Future Plans And Priorities ~ What Are The Challenges?

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

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

Strengths

Resilient and growing local economy.

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

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

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

Strong retail and service offer.

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

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

Gateway to Lancashire with excellent road and rail links.

Centre for a major research university and teaching hospital.

Committed programme for new transport investment.

Opportunities

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

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

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

Developer Contributions ~ CIL & Section 106 Agreements.

Devolved funding for local major transport schemes.

City Deal.

Weaknesses

High car dependency.

Limited river crossing capacity over the River Ribble.

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

Lack of city centre investments and development.

Transport network unable to cope by 2026.

Threats

Transport network unable to cope by 2026.

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

Growing car ownership and use.

Sluggish economic climate.

New development.

Financial threats and uncertainty ~ Comprehensive Spending Review.

Uncertainty amongst private investors.

Reluctance to change travel behavior.

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

The most significant of these issues are:

North-West Preston

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

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

South Ribble

The Penwortham ~ Lostock Hall ~ Farington ~ Moss Side area can expect to see the development of upto 2,700 new homes at three major development sites. These developments will connect to the road network via the A582 and B5253 which are very busy single carriageway roads with significant congestion.

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

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

Preston City Centre

Preston City centre will see major changes to 2026.

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

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

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

- Road safety.
- Local air quality.
- Barriers to local movement.
- People being far less likely to want to cycle or walk due to fears about safety and pollution.
- Communities suffering as the roads that run through them become increasingly congested and more difficult to cross other than at particular places.
- Local centres struggling to be sustainable if busy roads make the area unattractive and potential visitors go elsewhere.

And in terms of the wider environmental and social issues:

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

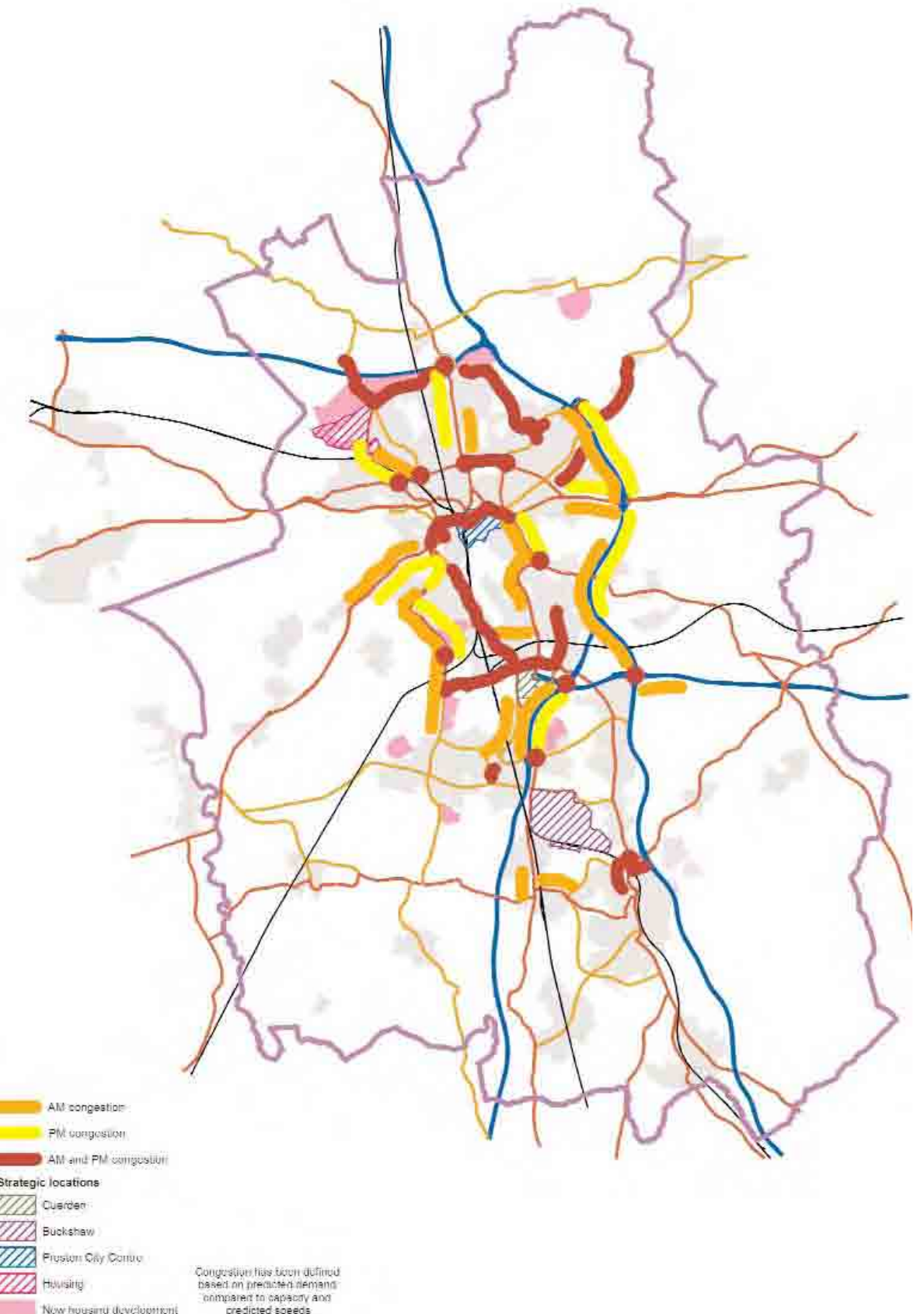


Figure 10: The Impact Of Development On The Network

Future Plans And Priorities ~ Preston City Deal Opportunities

On 29 October 2012, the Government invited 20 city areas in England to express their interest in securing Wave 2 City Deal status. Preston is one of the selected areas and the Government invited Preston City Council and Lancashire County Council to develop a Preston City Deal expression of interest (EOI). Preston is the only City area in the North West of England invited to make a submission. The Preston City Deal area covers Preston and South Ribble districts.

City Deals are one of the Government's new measures to deliver more devolved local economic development. The Government requires Wave 2 City Deal areas to identify the scale and nature of the economic growth they could deliver with additional Government intervention. Although Wave 2 City Deal areas should not expect to receive additional financial support to deliver their proposal, the Government is open to supporting new ways of working. The Preston City Deal EOI was submitted to the Government in January 2013, and improving Central Lancashire's transport infrastructure is a key component.

On 19th February 2013, the Deputy Prime Minister announced his support for the bid, giving the green light for Preston to secure a City Deal. The proposal sets out a strategy to support the creation of 23,000 new jobs, 15,000 new homes and nearly £1billion in economic growth over the next 10 years. Securing the City Deal will provide the basis for a number of major schemes to be realised, including the new road proposals and upgrading of existing routes set out in this master plan to support new development sites, improve the distribution of traffic on the western side of Preston and enhance access to and from the Strategic Road Network. The City Deal will cover a period of 10 years as prescribed in a binding contract between the City Deal partnership and the Government.

Future Plans And Priorities ~ Our Solution

Independent technical assessment by transport consultants shows that, by 2026, the existing transport network will not be able to cope as it is.

Even without extra development, the growth in traffic that is likely to occur over time anyway will mean that the levels of congestion that we currently see in the morning rush hour will have become common for more of the working day and across a wider area.

That same assessment also makes it clear that even a major programme of sustainable transport improvements is unlikely to have a significant impact. Experience from elsewhere shows that we would be unlikely to see a reduction in car trips of more than 5% at most, which would not compensate for even modest traffic growth between now and 2026.

Our current network simply does not have enough spare capacity to allow us to make significant changes to improve bus journey times and to enhance the public realm. We cannot reduce congestion enough to make walking and cycling on major routes more pleasant, bus times more reliable and sustainable travel attractive. And without making sustainable travel more attractive, we cannot reduce congestion.

And so this Masterplan concludes that significant additions to existing highway infrastructure will be needed to support the development aspirations of Central Lancashire.

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

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

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

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

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

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

An Integrated Transport Vision

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

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

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

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

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

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

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

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

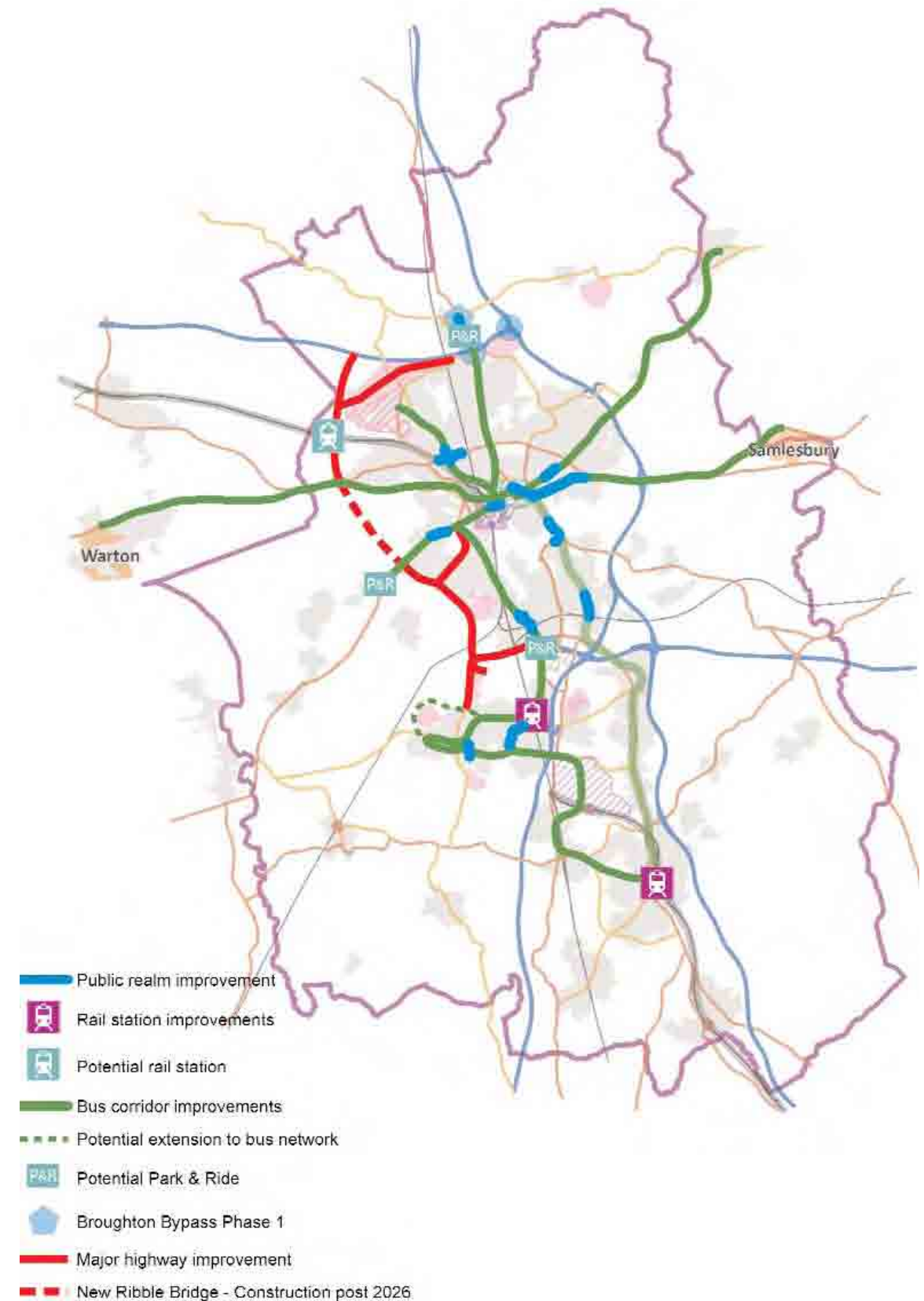


Figure 11: An Integrated Transport Vision

Better Roads

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

Four major road schemes are presented in this Masterplan, to be delivered in the period to 2026 and each integral to the long term vision we have for transport. These schemes will enable planned new development to go ahead, achieve marked improvements for local communities and their environment and allow significant complementary improvements to sustainable travel provision. Delivery of these schemes will ensure that we resolve current and foreseeable problems and issues that could otherwise spell gridlock for our network.

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

Preston Western Distributor

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

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

- Give easier access westwards without having to use narrow country lanes.
- Provide options to avoid peak hour congestion in the city centre for east-west journeys.
- Give access to the motorway network without using M55 Junction 1 at Broughton, which will still be busy after its redesign during 2013.
- Enable provision of a new rail station in the Cottam area to serve new development and act as a Park and Ride station similar to Buckshaw Parkway near Chorley and as a possible link to the national high speed rail network in the longer term.
- Allow bus priority measures, public realm enhancements, and improvements to prioritise and promote walking and cycling along the B5411 Tag Lane/ Woodplumpton Road and A583 Riversway corridors and in Lane Ends local centre.

The relationship of this distributor road to the North-West Preston strategic housing area will be critical to ensuring that the new road is fully and properly utilised by local commuting traffic.

The layout of new roads servicing the housing sites in this area must ensure ready and convenient access to and from the new western distributor road for both local and long-distance journeys, in order to deter through traffic and locally-generated traffic from using already congested routes to the east towards A6, Preston city centre and M55 Junction 1.

As there are several separate housing developments to come forward along the development corridor, stretching from Lea Road to Lightfoot Green Lane and beyond, the Masterplan promotes the need for a local distributor road as a basis for the detailed design of housing layouts.

Figure 12 shows an indicative line for the local distributor road to service North West Preston and connect to the Preston Western Distributor.

A detailed scheme for the NW Preston local distributor road will be worked up in conjunction with house builders and local stakeholders as part of the NW Preston Strategic Location Master Plan.

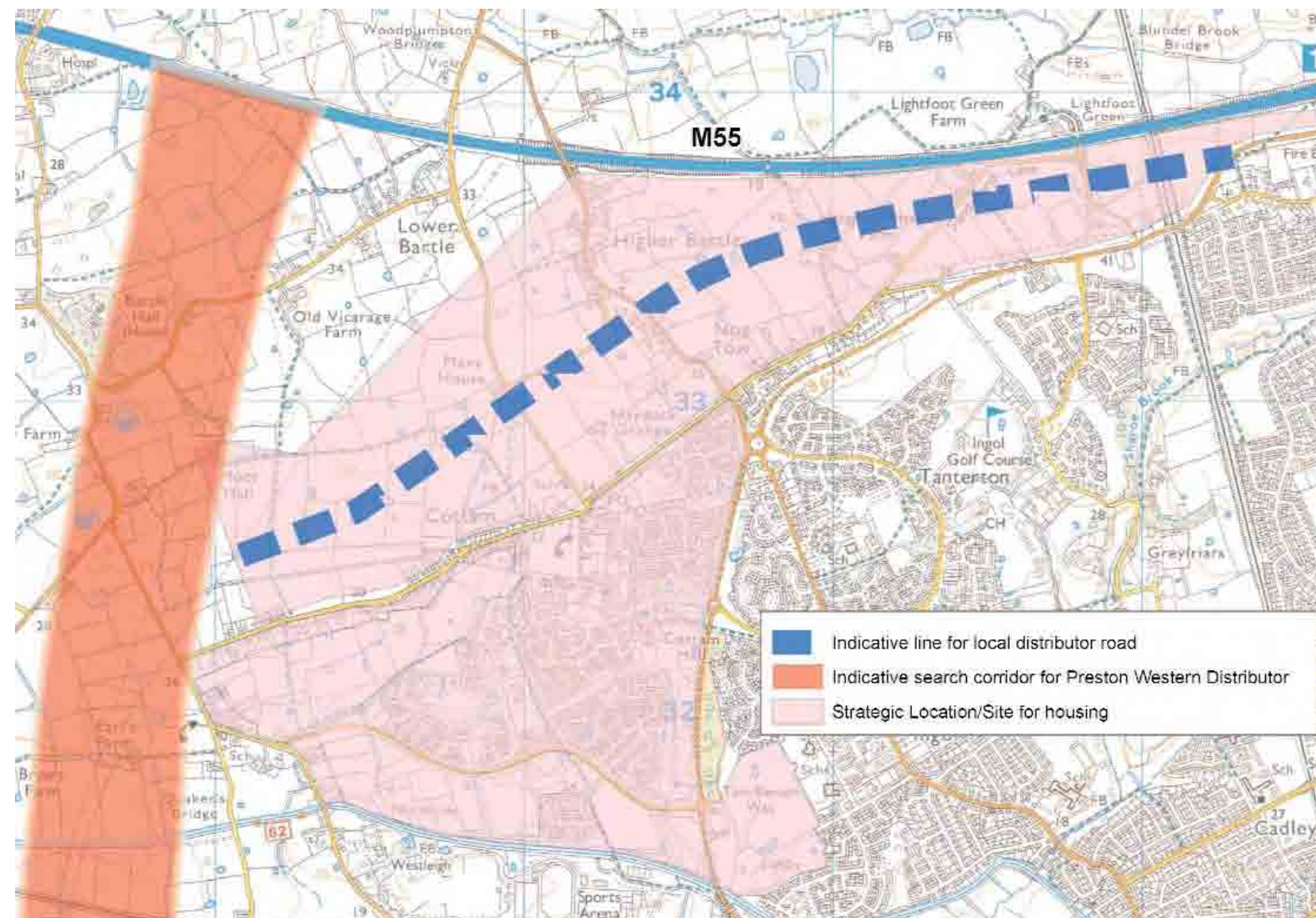


Figure 12: Preston Western Distributor

Broughton Congestion Relief

A new road linking the A6 Garstang Road with the B5269 Whittingham Lane, along the line of the consented bypass, to provide congestion relief to Broughton and consequential improvements to air quality and noise levels along the A6 corridor. The new road will represent an initial stage to providing a permanent solution to relieve congestion at Broughton, with completion of the Broughton Bypass a potential solution. The permanent solution will support delivery of the site of the former Whittingham Hospital for housing and employment uses, and development at Haighton/Eastway and elsewhere in the villages to the north and east of Preston.

Delivery of the northern section of the Broughton Bypass scheme will be combined with road closure/traffic management measures at the Broughton crossroads, specifically closure of Whittingham Lane at the existing traffic signal-controlled junction and the removal or rephasing of the traffic signals.

Traffic movements at the Broughton crossroads show that, in addition to the high volumes of north-south through traffic, as much as one quarter of traffic travelling from the south turns right into Whittingham Lane. With dedicated right turn road space very limited at the junction, these movements cause extensive disruption and interruption to traffic travelling south-north, and a consequential reduction in junction capacity.

Closure of this arm of the junction, in conjunction with delivery of the northern section and improvements to the M55 Junction 1 roundabout, will achieve:

- Some significant reduction in delay to, and so improved journey reliability for, traffic using the Broughton junction of A6 Garstang Road and B5269 Woodplumpton Lane.
- A marked reduction in the amount of queuing traffic in the village, along all current approaches to the Broughton crossroads, and with it an improvement in air quality and noise levels.
- Improved access and safety for vulnerable users in the village.
- Additional facilities to promote more walking and cycling in the village.

The construction of the northern section and changes to the Broughton crossroads will not prejudice the delivery of the full bypass from an engineering point of view, which remains the only practicable means of removing through traffic out of the village. Funding for a permanent solution will be sought, with completion of the Bypass as a potential solution, which will provide the necessary additional network capacity to support any further development which adds traffic to the A6 Broughton crossroads.

This will rely on securing a significant level of developer contributions in order to proceed.

Figure 13 shows the extent of the Broughton northern section, and its relationship to the consented line of the Broughton bypass.

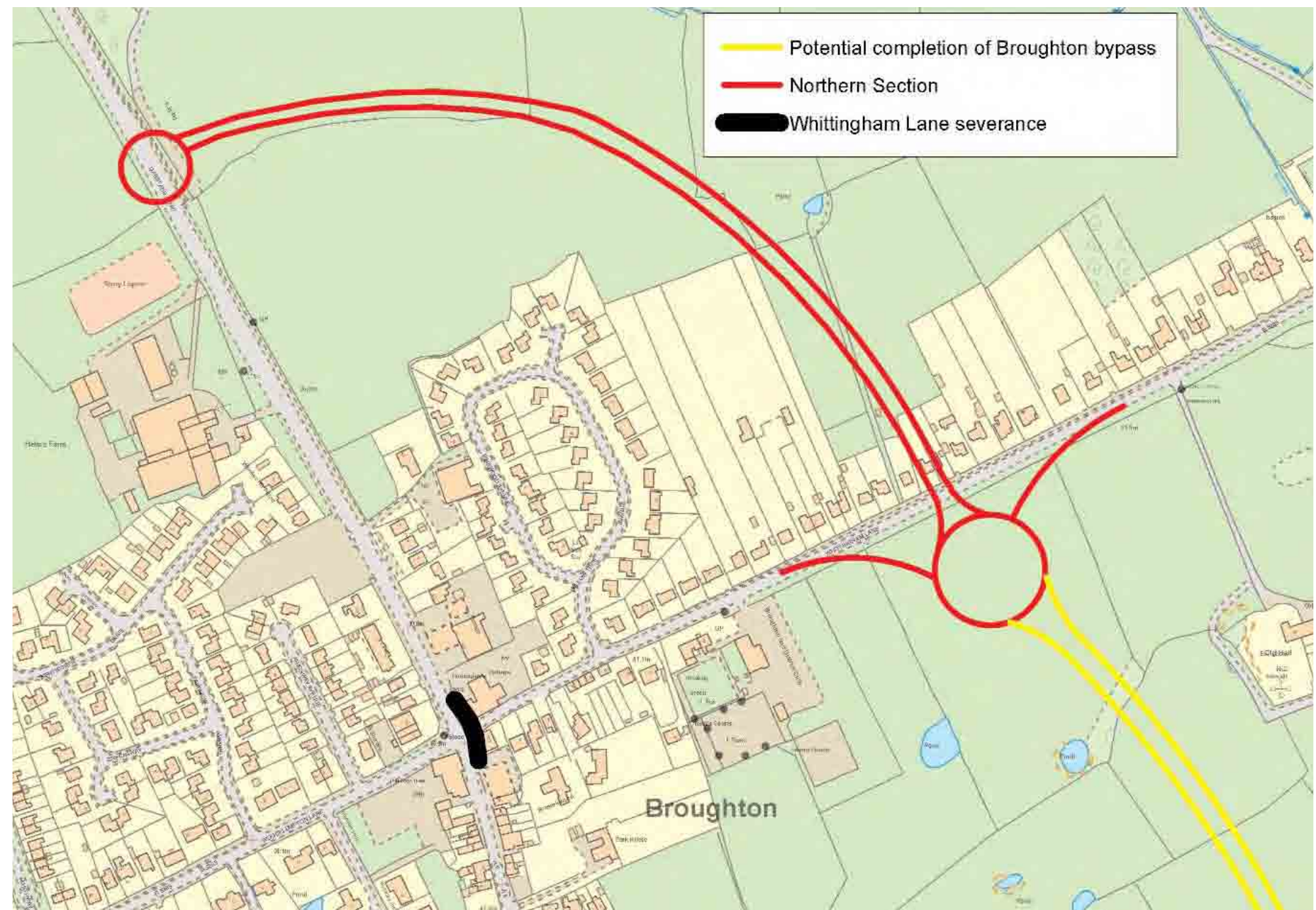


Figure 13: Broughton Congestion Relief

A582 South Ribble Western Distributor

Capacity improvements along the existing A582 between Cuerden/Moss Side and Preston city centre to support delivery of the South of Penwortham/North of Farington strategic housing location and major housing sites at Croston Road and Moss Side.

Upgrading the A582 to a dual carriageway along its full length between Cuerden and Preston city centre and the B5253 south to Longmeanygate will significantly increase road capacity. Improvements will include alterations to, and closures at, existing junctions along the route. It will also support the completion of the Penwortham Bypass and, looking further ahead, the linking of the two Western Distributor Roads in Preston and South Ribble with the construction of a new crossing of the River Ribble.

Increasing road capacity will:

- Improve journey times and reduce congestion on (and on roads linking to) the A582, B5253 and Penwortham New Bridge linking to Ringway and Preston city centre.
- Provide easier access to Cuerden from the west.
- Provide significantly better access to new housing developments at Pickerings Farm between Penwortham and Lostock Hall, and development sites to the North West of Leyland at Croston Road and Moss Side.
- Allow opportunities for bus priority measures, public realm enhancements, and improvements to prioritise and promote walking and cycling along on the B5254 Leyland Road and at Tardy Gate.

The indicative access arrangements onto the A582 from the planned housing developments at Pickerings Farm and Croston Road are shown on Figures 14 and 15.



Figure 14: A582 South Ribble Western Distributor
~ Pickerings Farm



Figure 15: A582 South Ribble Western Distributor
~ Croston Road

Completion of Penwortham Bypass

The completion of the Penwortham Bypass between the Broad Oak roundabout and Howick Cross, to complement the capacity improvements along the A582 and Penwortham New Bridge linking to Ringway, will support economic development through travel reliability and convenience, and provide congestion relief to Penwortham along the A59 corridor.

With the section between Ringway and Broad Oak roundabout completed many years ago, construction of a direct link between the A582 and the A59 west of Penwortham will complete the Penwortham Bypass, and will:

- Improve access from the A59 to the motorway network on an appropriate road that does not pass through Penwortham or Preston city centre.
- Reduce traffic in Penwortham, which experiences very significant peak hour congestion, and allow public realm improvements and measures to promote walking and cycling in the town centre.
- Provide opportunities for bus priority on the A59, including the potential for Park and Ride.

A route joining the A59 at Howick Cross is preferred over the existing protected 'Blue' route because it will:

- Divert away more of the traffic on the A59 through Penwortham travelling to and from Howick Cross, Hutton and Longton.
- Give a greater reduction in road traffic casualties as a result of less traffic through Penwortham.
- Result in fewer houses being demolished or affected, and less land, woodland and hedgerow will be taken by the route.
- Provide a much more cost effective and therefore affordable and deliverable solution.
- Provide a more direct north-westerly alignment and continuation of the A582, and a more direct route to a prospective new River Ribble crossing.

Work to identify a deliverable scheme, leading to protection of a route, will need to consider the respective benefits of this route and the currently protected 'Blue' route which links to the A59 Longton bypass. Key to this will be the complementary measures to be introduced to the A59 through Penwortham to deter traffic from continuing along the Liverpool Road in favour of the bypass route, and improvements to ensure the safety of pedestrians and cyclists, including users of the local schools in the area, affected by these routes.

These measures may include reducing the available road space along the A59 through Penwortham, providing lanes for buses, motorcycles and high occupancy vehicle only, giving priority to pedestrians and cyclists over the car, changing traffic signal priorities at the junction with Cop Lane/Priory Lane, and limiting or closing altogether direct access onto Penwortham New Bridge from the A59 at the bottom of Penwortham hill.

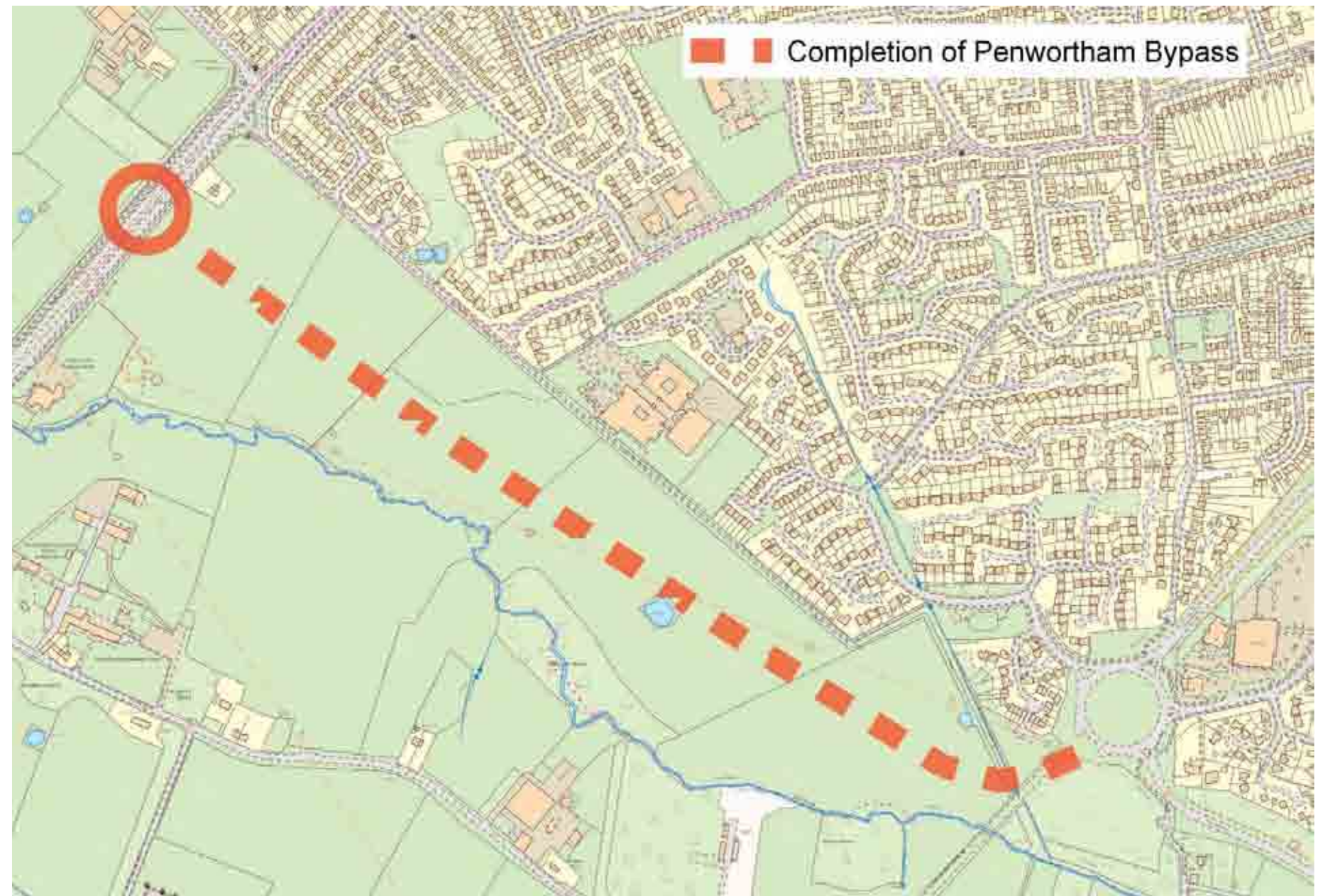


Figure 16: Completion of Penwortham Bypass

New Ribble Bridge

A fifth road scheme is also presented here. A new crossing of the River Ribble will complete the Western Distributor between the M55 near Bartle and the M65 at Cuerden and will provide substantial relief to Preston's road network in and around Riversway. These roads already experience peak hour congestion caused by commuting movements between West Lancashire and South Ribble and the Fylde Coast (including major employers such as Westinghouse UK Ltd at Springfields and BAE Systems at Warton) as well as Preston city centre. The delivery of a new Ribble Bridge is not, however, a pre-requisite to delivery of Central Lancashire's development strategy to 2026, and as such this Masterplan does not make it a requirement for delivery before then.

A new crossing of the River Ribble will:

- Remove traffic from the existing network in and around Riversway where through traffic and city centre-bound traffic currently combine to cause congestion at peak times.
- Provide further opportunities to reallocate existing road space on the approaches to the city centre for public transport, walking and cycling.
- Allow better management of traffic in the event of a major incident on the M6 between junctions 29 and 32, which currently causes Preston and much of South Ribble to suffer extreme traffic delays.

Preliminary stages towards its ultimate construction, such as identifying a scheme and protecting its route, designing a structure and assembling land, and putting together a financial package for its delivery will begin well before 2026, and indeed some activities will run alongside complementary work on the road schemes described already.

Importantly, given the present funding gap to constructing a new Ribble Bridge, early work will also focus on whether there are other financial models which would deliver a new Ribble Bridge sooner, including the potential for a toll crossing. In the meantime, the County Council will be active in promoting the scheme and securing the means to deliver it as soon as practicable.

Better Public Transport

~Improving the most important railway stations and bus corridors

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

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

We will also explore the feasibility and deliverability of reviving local railway stations where demand will make them viable. This will include Coppull and Midge Hall, as identified in the Central Lancashire Core Strategy.

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

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

Preston Railway Station

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

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

Leyland Railway Station

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

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

Chorley Railway Station

Chorley already benefits from a modern interchange facility, with the railway station and bus interchange in close proximity. However, parking is limited and therefore the station does not fulfil its potential as a local hub for the district. To complement the electrification of the Preston ~ Manchester/Liverpool line, we will work with partners to provide improved car parking for the station.

Cottam Parkway

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



Local Railway Station Viability Study

Whilst the main railway stations see large numbers of travellers, local stations can be vital for the communities that they serve. The demand may be far less, but the rationale for improving the main stations applies to local stations as well, particularly now the demand for sustainable travel is increasing.

We will therefore work with our partners to investigate the viability, feasibility and deliverability of reopening local stations at Midge Hall and Coppull as well as what can be done to improve the attractiveness and viability of existing local stations such as Adlington and Lostock Hall.

Preston Bus Station

We are working with Preston City Council to develop proposals for new bus facilities, including a new bus station within the city centre, both to improve accessibility and interchange between bus and rail services and make the city centre a safer and more pleasant place to be.

Public Transport Priority Network

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

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

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

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

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

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

These routes are:

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



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

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

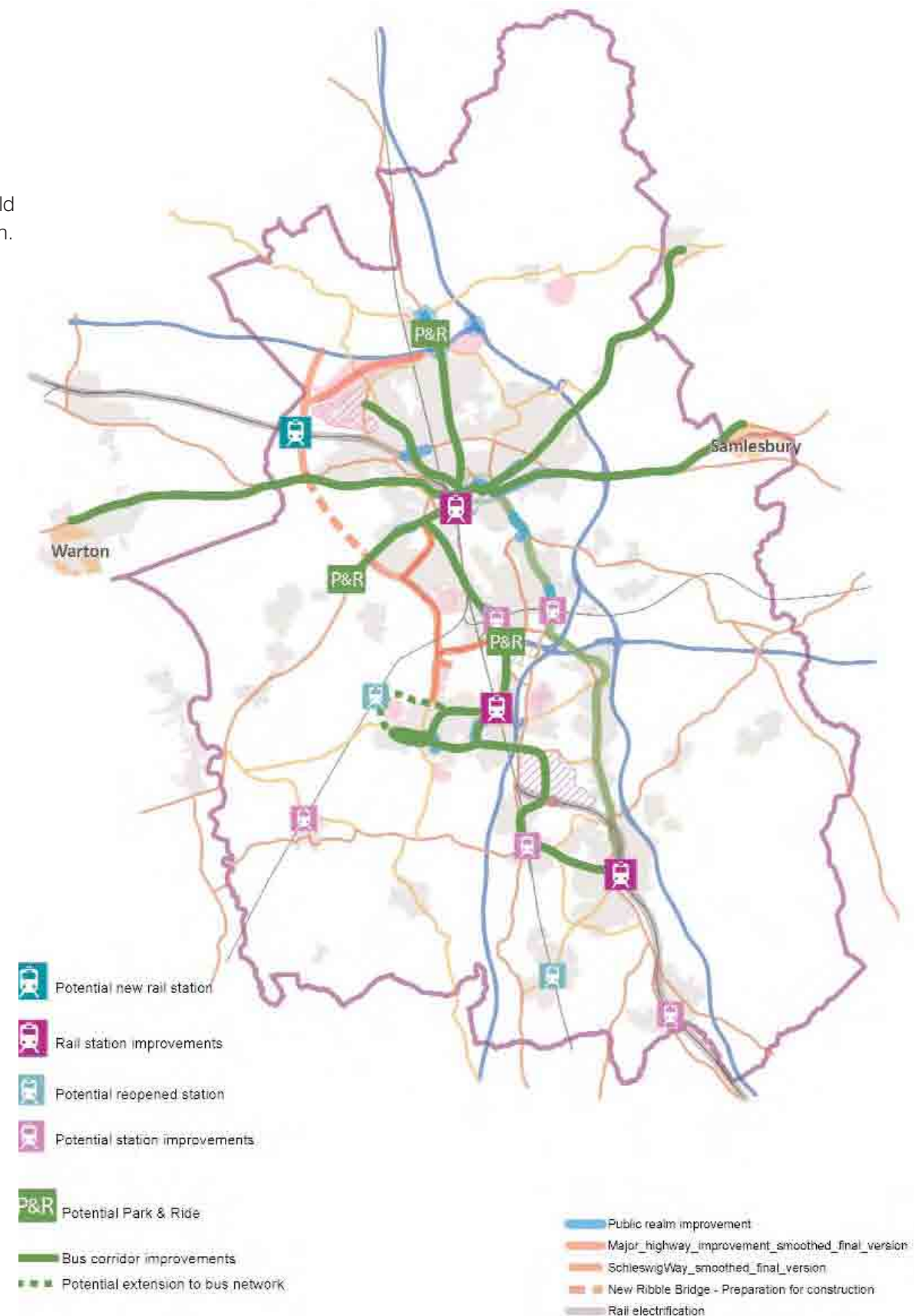


Figure 17: Public Transport Improvements to 2026

Better Public Realm

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

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

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

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

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

Preston's City Centre

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

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

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

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



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

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

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



Town And Local Centres

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

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

Both Chorley and South Ribble Borough Councils are pursuing improvements to enhance the image and economic potential of their town centres. In Chorley, there are plans to re-open one of its main shopping streets (Market Street) to north-south traffic whilst in Leyland the intention is to expand on the newly created outdoor market and extend these public realm works into the town centre. We will work with both districts to bring these plans forward in conjunction with this Masterplan.

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

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

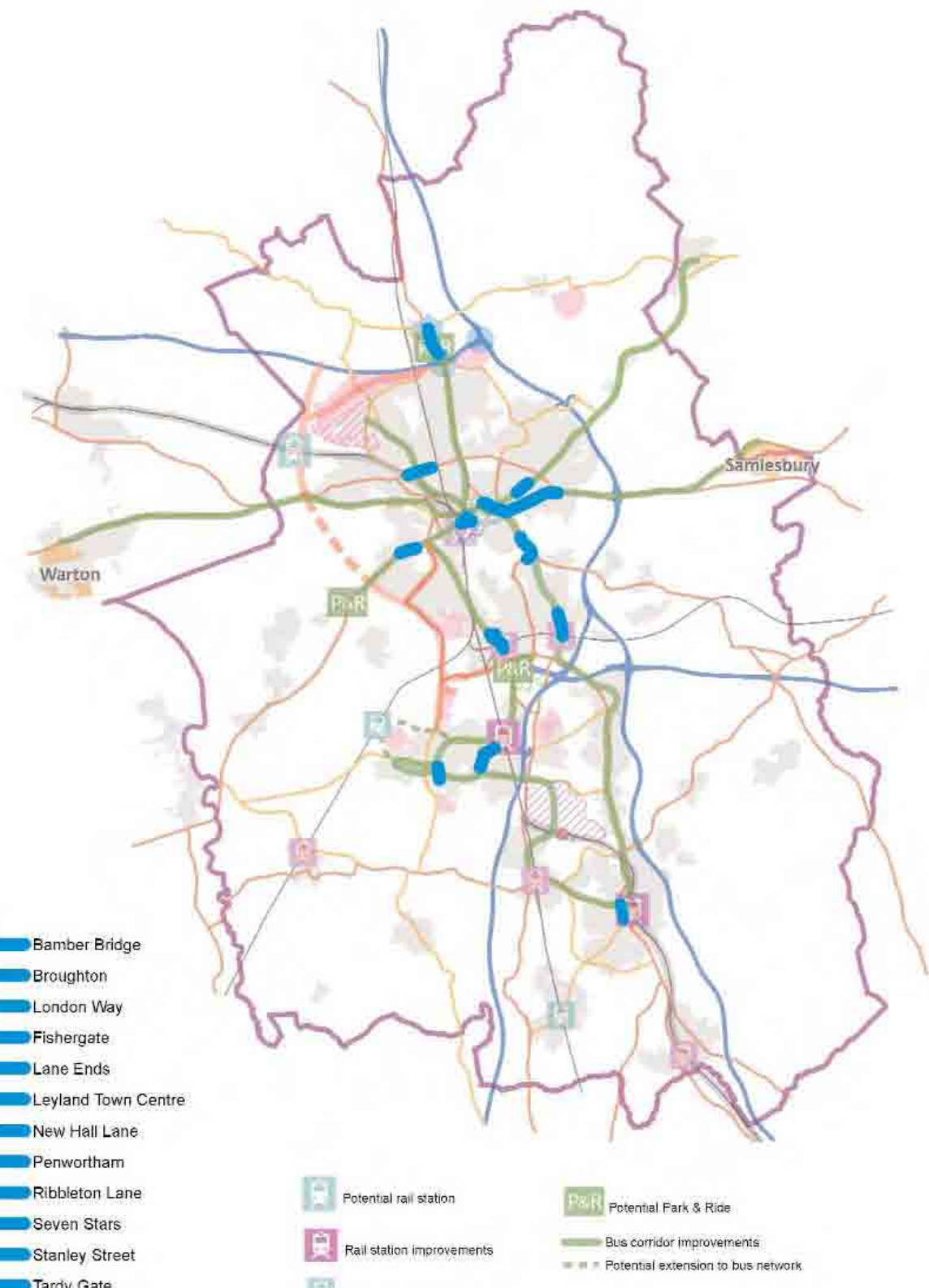


Figure 18: Public Realm Improvements to 2026

Beyond 2026 ~ A Plan That Allows For Growth

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

As well as seeing the construction of the new crossing of the River Ribble, linking the Preston Western Distributor and the South Ribble Western Distributor roads, two further major infrastructure improvements by other transport providers will improve Central Lancashire's connections to the strategic rail and road networks.

M6 'Managed Motorway'

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

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

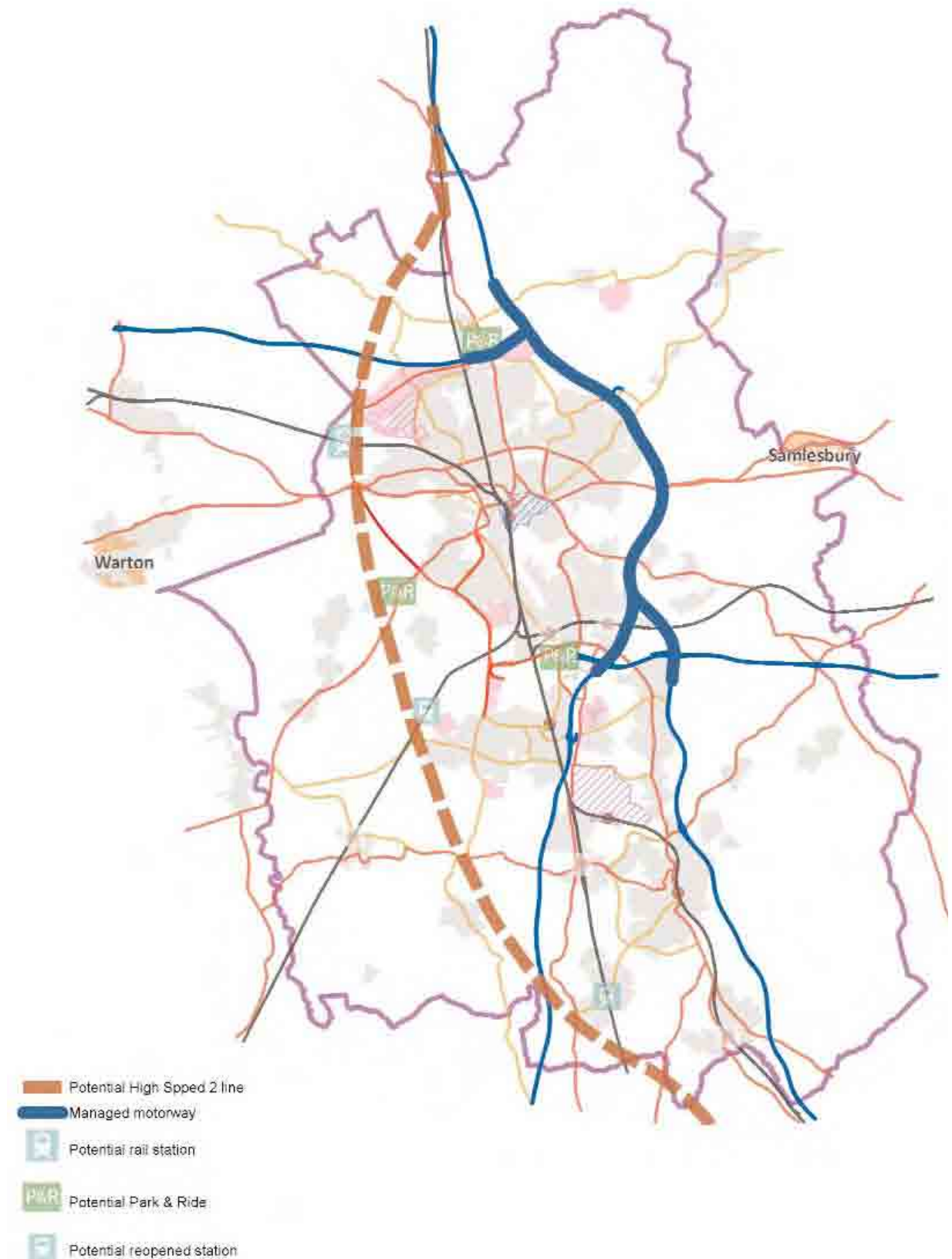


Figure 19: Major Infrastructure Opportunities Post 2026

High Speed Rail Network (HS2)

In January 2012, the Secretary of State for Transport announced the decision to go ahead with plans for a new high speed rail network to connect London, the West Midlands and the north of England. Known as 'HS2' this new infrastructure will release space on crowded railway lines for more passenger and freight services, including along the West Coast Main Line. It will significantly reduce inter-city journey times between major cities, with the prospect of encouraging more journeys by rail, reducing the environmental effects of car and air travel, and stimulating investment and creating jobs in areas outside the south-east. HS2 will also see the major cities of the Midlands and the North connected to the extensive, Europe-wide high speed network.

Details of the route for the first phase from London to the West Midlands have been published, which the Government has signalled will begin construction around 2017. Also announced is the Government's strategy for the second phase to connect to Leeds and Manchester.

HS2 Ltd, the company formed to progress these plans, has reported a study of route engineering options for this second phase between the West Midlands and Manchester, with a connection to the West Coast Main Line to the south of Wigan.

Although not currently part of phase two, engineering options have also been considered and published by HS2 Ltd for a high speed route extending north of Preston. Whilst the city could be served by 'classic-compatible' trains using the existing station and West Coast Main Line to join the high speed network, route options for a new high speed line have been explored and an 'optimum' route presented.

The route presented as an engineering option would entail a new high speed rail line constructed crossing the West Coast Main Line to the south of Coppull and heading to the west of Leyland and crossing the River Ribble to the west of Preston on a line similar to this Masterplan's 'corridor of search' for a new Ribble road crossing. The engineering route then follows a similar line to the Preston Western Distributor, and includes a new station and motorway junction in the Cottam/Bartle area. The route then rejoins the West Coast Main Line to the south of Bilborrow.

It is important to emphasise that, at the time of publication of this Masterplan, this engineering option has no formal status and does not currently form part of the HS2 phase 2 proposals. In delivering the transport infrastructure in this Masterplan, the County Council and other transport providers will need to be mindful of the plans for the HS2 network, to ensure that infrastructure is not precluded and that opportunities are taken if they present themselves.

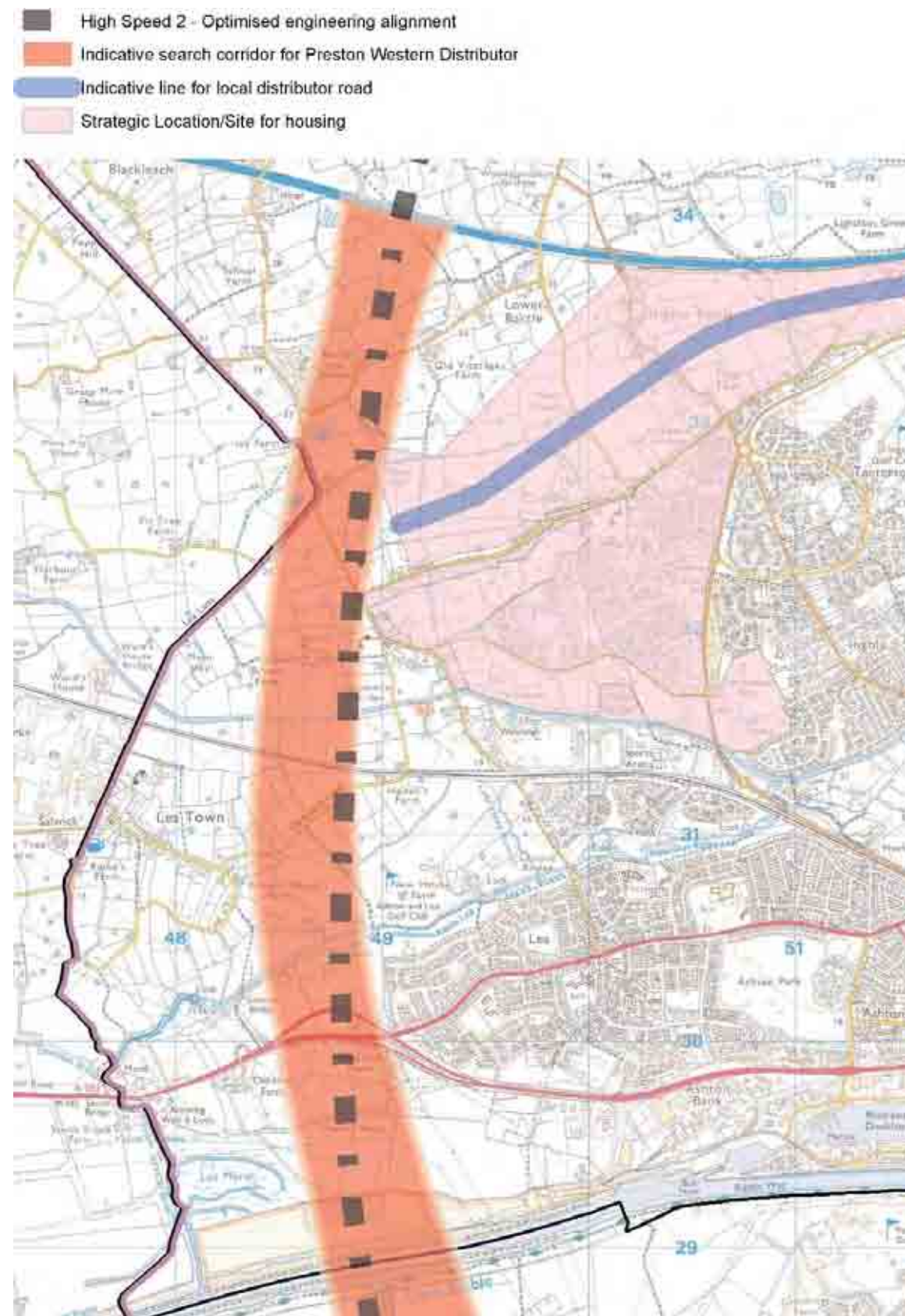


Figure 20: HS2 Alignment in the Preston Area

Next Steps

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

To stand the best chance of delivery we must get these improvements 'shovel ready' as soon as we can, so that once funding is in place they are ready to deliver. That will mean committing considerable time and funding 'upfront' to working up these ideas - putting designs in place, assembling the land, ensuring we have the necessary consents, and securing sufficient funding ~ to see these ideas delivered by 2026.

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

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

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

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

These improvements will affect us all ~ they will support and safeguard the area's economic ambitions, relieve the worst congestion and improve our daily commute, offer real choice in the way we travel, improve the health of affected neighbourhoods, and enrich our experience in our town and city centres.

| Project | Delivery Agency | Current Status | Key Milestones | | | | | |
|---|-----------------|-------------------------------------|---|---|---|-------------------------------|---------|------------------------------------|
| | | | 2012/13 | 2013/14 | 2014/15 | 2015/16 | 2016/17 | |
| Central Lancashire Masterplan & Accompanying Studies | LCC/Districts | Draft | Publication of Masterplan | CIL Implementation Strategy Preston City Centre Movement Strategy Rail Stations Feasibility Study | | | | |
| North West Rail Electrification | Network Rail | Under Construction | | | | | | Project Completed December 2016 |
| M55 Junction 1 Roundabout | LCC | Committed | | Start of Works Project Completed | | | | |
| M6 Junction 32 | Highways Agency | Committed | | Start of Works | Project Completed | | | |
| A6 Broughton Congestion Relief | LCC | Programmed | | Renew Planning Application CPO/SRO procedures | | Northern Section Road Open | | |
| Completion of Penwortham Bypass | LCC | Pre-Programme | | Scheme Identification Study and Route Protection | Major Scheme Business Case Development | | | Planning Application CPO/SRO |
| A582 South Ribble Western Distributor/ B5253 Flensburg Way | LCC | Pre-Programme | | Scheme Identification Study and Route Protection | Start of Works | | | Planning Application |
| Preston Western Distributor | LCC | Pre-Programme | | Scheme Identification Study and Route Protection | Major Scheme Business Case Development | | | Planning Application |
| Cottam Parkway Railway Station | Network Rail | Pre-Programme | | | | | | |
| Preston Railway Station Improvements | Network Rail | Pre-Programme Start Date Unknown | | | | | | |
| Preston Bus Station | LCC | Programmed | | Scheme Identification | Start of Works | Project Completed | | |
| Public Transport Priority Corridors | LCC | Pre-Programme | Chorley~Bamber Bridge~Preston(LSTF) EZ Warton ~EZ Samlesbury | Longridge~Preston | Chorley~Leyland | Leyland~Preston | | Garstang ~ Broughton~Preston |
| Fishergate Central Gateway | LCC | Programmed | Start of Works | | | Project Completed | | |
| Leyland Railway Station Improvements | Network Rail | Pre-Programme Start Date Unknown | | | | | | |
| Public Realm | LCC/District | Pre-Programme | | | New Hall Lane | Ribbleton Lane | | Leyland Centre |
| New Ribble Bridge | LCC | Pre-Programme | | Scheme Identification | Scheme Business Case Development | | | |
| Chorley Railway Station Improvements | LCC/District | Pre-Programme | | Scheme Identification Study and Route Protection | | | | Project Completed |

| Key Milestones | | | | | | | | | Projects |
|--|------------------------------------|------------------|-----------|----------------------|-------------------|----------------------------------|---------|-------------------|---|
| 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | |
| | | | | | | | | | Central Lancashire Masterplan & Accompanying Studies |
| | | | | | | | | | North West Rail Electrification |
| | | | | | | | | | M55 Junction 1 Roundabout |
| | | | | | | | | | M6 Junction 32 |
| | | | | | | | | | A6 Broughton Congestion Relief |
| procedures | Start of works | Road Open | | | | | | | Completion of Penwortham Bypass |
| CPO/SRO procedures | | | | | | All Works Completed Road Open | | | A582 South Ribble Western Distributor/ B5253 Flensburg Way |
| CPO/SRO procedures National Infrastructure Planning Process | Start of works | | | Road Open | | | | | Preston Western Distributor |
| Scheme Business Case Development | Planning Application | | | Start of Works | Project Completed | | | | Cottam Parkway Railway Station |
| | | | | | | | | Project Completed | Preston Railway Station Improvements |
| | | | | | | | | | Preston Bus Station |
| Hutton--Preston | NW Preston--Cottam --Preston | Works Continuing | | | | | | Project Completed | Public Transport Priority Corridors |
| | | | | | | | | | Fishergate Central Gateway |
| | | | | | | | | | Leyland Railway Station Improvements |
| Broughton | Leyland Seven Stars /Tardy Gate | Penwortham | Lane Ends | Bamber Bridge Centre | | | | | Public Realm |
| | | | | | | | | | New Ribble Bridge |
| | | | | | | | | | Chorley Railway Station Improvements |

Appendix 1 ~ Programming and Delivery to 2026

Major improvements in the programme

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

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

This preparatory work will begin in 2013/14 for the four road schemes, and also the new Ribble Bridge. Although it may seem premature to work towards something that is not yet a scheme, by doing so we reduce costs overall and ensure that we are well placed to move the scheme forward.

Please note that the amounts shown here are indicative and will be subject to bidding approval processes where appropriate. In the case of the four major road schemes, funding amounts are shown for the capital build costs of each scheme only (with an optimism bias included). Other costs, to cover project fees and other costs are included in the figures shown in Appendix 2.

Preston Western Distributor

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

Timetable:

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

Funding:

Estimated capital build cost: £90m

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

| | |
|-------------------------------|---------------------|
| Local major transport schemes | £58m (over 4 years) |
| Lancashire County Council | £9m |
| CIL/S106 developer funding | £23m |

Broughton Congestion Relief

A new road linking the A6 Garstang Road with the B5269 Whittingham Lane, along the line of the consented bypass, to provide congestion relief to Broughton.

Timetable:

- Renew Planning Permission (as part of the full bypass scheme): 2013/14
- CPO/SRO procedures: 2013/14 to 2014/15
- Start of Works: 2015/16
- Road Open: 2015/16

Funding:

Estimated capital build cost: £3.2m

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

| | |
|---------------------------|-------|
| Lancashire County Council | £3.2m |
|---------------------------|-------|

Completion of the Broughton bypass is a potential solution to congestion relief at Broughton. Delivery would rely on securing a significant level of developer contributions, additional to a capped contribution to come from the development of the former Whittingham Hospital site. The published Implementation Plan to the Local Transport Plan sets out the following timetable.

Timetable:

- Renew Planning Permission: 2013/14
- CPO/SRO procedures: 2013/14 to 2014/15
- Start of Works: 2015/16
- Road Open: 2016/17

Funding:

Estimated capital build cost: £15m

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

| | |
|-----------------------|------|
| CIL/developer funding | £15m |
|-----------------------|------|

M55 Junction 1

Capacity improvements to support delivery of housing and employment sites in north Preston. Works to include full signalisation and associated widening.

Timetable:

- Design: 2012/13
- Start of Works: 2013/14
- Completed: 2013/14

Funding:

Estimated cost: £2.6m

Funding Sources:

| | |
|---------------------------|-------|
| Lancashire County Council | £1m |
| Highways Agency | £0.6m |
| CIL/developer funding | £1.2m |

M6 at Junction 32

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

Timetable:

- Start of Works: 2014/15
- Completed: 2014/15

Funding:

Estimated cost: £6.6m

Funding Sources:

| | |
|-----------------|-------|
| Highways Agency | £6.6m |
|-----------------|-------|

A582 South Ribble Western Distributor

Capacity improvements on the existing roads between Cuerden/Moss Side and Preston City Centre to support delivery of the South of Penwortham/North of Farington strategic housing location, and NW Leyland prospective development sites.

Due to the nature of the works and the scale and sources of funding, these improvements will be delivered in stages along the route. This will allow improvements to start as soon as 2014/15. The timing of improvements will be determined in priority according to current congestion hotspots, the impact on particular parts of the route as planned housing and other development is delivered, and the provision of complementary infrastructure such as completion of the Penwortham bypass.

Timetable:

- Scheme Identification and Prioritisation and Route Protection: 2013/14
- Start of Works: 2014/15
- Planning Applications (where required): 2016/17
- CPO/SRO procedures (where required): 2017/18
- All Works Completed: 2023/24

Funding:

Estimated capital build cost: £45m.

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

| | |
|----------------------------|--------|
| CIL/S106 developer funding | £40.5m |
| Lancashire County Council | £4.5m |

Completion of Penwortham Bypass

The completion of the Penwortham bypass between the Broad Oak roundabout and Howick Cross, complementing the capacity improvements along the A582 and Ribble flyover linking to Ringway.

Timetable:

- Scheme Identification and Route Protection: 2013/14
- Major Scheme Business Case Development: 2014/15 to 2015/16
- Planning Application: 2016/17
- CPO/SRO procedures: 2017/18
- Start of Works: 2018/19
- Road Open: 2019/20

Funding:

Estimated capital build cost: £15m.

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

| | |
|-------------------------------|--------|
| Local major transport schemes | £13.5m |
| Lancashire County Council | £1.5m |

New Ribble Bridge

A new crossing of the River Ribble to complete the Western Distributor between M55 and M65 and provide substantial relief to Preston's inner road network in and around Riversway.

Timetable:

- Scheme Identification and Prioritisation and Route Protection: 2013/14
- Preliminary Business Case Development: 2014/15 to 2015/16

These development stages will determine the timing and extent of further stages to progressing the new Ribble Bridge.

Public Transport Priority Network

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

Timetable:

Start of works:

~ 2012/13

- Chorley - Cuerden ~ Bamber Bridge ~ Preston city centre
- Warton EZ ~ Freckleton ~ Riversway ~ Preston city centre ~ New Hall Lane ~ Samlesbury EZ

~ 2013/14

- Longridge ~ Grimsargh ~ Ribbleton ~ Preston city centre

~ 2014/15

- Chorley ~ Euxton ~ Buckshaw Village ~ Leyland

~ 2015/16

- Leyland ~ Cuerden ~ Lostock Hall ~ Lower Penwortham ~ Preston city centre

~ 2016/17

- Garstang ~ Broughton ~ Fulwood ~ Preston city centre

~ 2017/18

- Hutton ~ Higher Penwortham ~ Preston city centre

~ 2018/19

- North West Preston/Cottam ~ Ingol ~ Preston city centre

Funding:

Estimated cost: £30m

Funding Sources (note ~ all amounts are indicative):

| | |
|------------------------------------|--------|
| Integrated Transport Block funding | £27.6m |
| Local Sustainable Transport Fund | £2.4m |

Preston Bus Station

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

Timetable:

- Start of Works: 2014/15
- Completed: 2015/16

Funding:

Estimated cost: £15.3m

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

| | |
|----------------------------|-------|
| Lancashire County Council | £9.9m |
| CIL/S106 developer funding | £5.4m |

Fishergate Central Gateway

Transform how Preston city centre operates and improve the experience for pedestrians, cyclists, bus and rail travellers and motorists. Focussed on Corporation Street/Ringway junction and corridor to Preston Railway Station and along Fishergate.

Timetable:

- Design: 2013/14
- Start of Works: 2013/14
- Completed: 2015/16

Funding:

Estimated cost: £3.4m

Funding Sources:

| | |
|---------------------------|-------|
| Lancashire County Council | £2m |
| ERDF | £1.4m |

Preston Railway Station

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

Timetable:

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

Funding:

Estimated cost: Unknown

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

Rail Industry funding CP5/CP6/P7

Cottam Parkway

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

Timetable:

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

Funding:

Estimated cost: £15m

Funding Sources (note ~ all amounts are indicative):

| | |
|----------------------------|------|
| CIL/S106 developer funding | £15m |
|----------------------------|------|

Appendix 2 ~ How The Programme Will Be Funded

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

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

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

- Local major transport schemes budget (potential for £130m devolved to the Lancashire Enterprise Partnership area between 2015/16 and 2025/26).
- Integrated Transport Block funding (Lancashire County Council).
- Local Sustainable Transport Fund (£1.9m of £5m allocation to fund projects in the Preston city centre to Cuerden corridor).
- Highways Agency Pinch Point Programme.
- Rail industry funding CP5/CP6/CP7 (2014 to 2029).
- CIL/S106 developer funding.
- Future Regional Growth Fund/Growing Places Fund or similar.
- Future Local Sustainable Transport Fund.
- European Regional Development Funding.
- Tax Incremental Funding.

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

| Project | All Figures £m and indicative | | | | | | | | | | | | Total |
|---|-------------------------------|-------------|-----------|-------------|-----------|-----------|-----------|-------------|-------------|-------------|-------------|----------|--------------|
| | 2013/14 | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | |
| A6 Broughton Congestion Relief | 0.4 | 0.8 | 5 | 17.7 | | | | | | | | | 23.9 |
| M55 Junction 1 Roundabout | 2.8 | | | | | | | | | | | | 2.8 |
| M6 Junction 32 | | 6.6 | | | | | | | | | | | 6.6 |
| PT Priority Corridors/Public Realm | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 30 |
| Preston Bus Station | 2 | 11.3 | 2 | | | | | | | | | | 15.3 |
| Fishergate Central Gateway | 1 | 1.9 | 0.5 | | | | | | | | | | 3.4 |
| Preston Western Distributor | 0.25 | 0.75 | 1 | 1.5 | 4 | 4 | 18 | 36 | 36 | 3 | | | 104.5 |
| A582 South Ribble Western Distributor/ B2523 Flensburg Way | 0.25 | 0.75 | 1 | 3.5 | 3 | 3.5 | 3.5 | 3.5 | 3.5 | 15 | 15 | 1.5 | 54 |
| Completion of Penwortham Bypass | 0.25 | 0.25 | 0.25 | 0.25 | 0.5 | 8 | 7.5 | 0.5 | | | | | 17.5 |
| Cottam Parkway | | | | | | | 1.5 | 8 | 5.5 | | | | 15 |
| Preston Railway Station | | | | | | | | | | | | | |
| North West Electrification | | | | | | | | | | | | | |
| New Ribble Bridge | 0.25 | 0.75 | 0.75 | 0.25 | | | | | | | | | 2 |
| Total Spend | 9.7 | 25.6 | 13 | 25.7 | 10 | 18 | 33 | 50.5 | 47.5 | 20.5 | 17.5 | 4 | £275m |
| Highways Agency | 0.6 | 6.6 | | | | | | | | | | | 7.2 |
| European Regional Development Funding | 1 | 0.4 | | | | | | | | | | | 1.4 |
| Developer/Community Infrastructure Levy | 1.2 | 5.4 | 2 | 17.7 | 2.75 | 3.25 | 10.4 | 31.1 | 23.4 | | | | 97.2 |
| Local Major Scheme | | | | | | 7.5 | 14 | 7 | 14.5 | 14.5 | 14.5 | | 72 |
| Local Sustainable Transport Fund | 1.3 | 0.6 | | | | | | | | | | | 1.9 |
| Integrated Transport Block | 1.2 | 1.9 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 28.1 |
| LCC Residual Contribution (Capital) | 4.4 | 10.7 | 8.5 | 5.5 | 4.75 | 4.75 | 6.1 | 9.9 | 7.1 | 3.5 | 0.5 | 1.5 | 67.2 |
| Total Funding | 9.7 | 25.6 | 13 | 25.7 | 10 | 18 | 33 | 50.5 | 47.5 | 20.5 | 17.5 | 4 | £275m |

Appendix 3 Glossary

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

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

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

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

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

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

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

Flood Zone 2 ~ the wider area of an extreme flood from rivers or the sea. These are areas which could be affected by a major flood, with up to a 0.1 per cent (1 in 1000) chance of occurring each year.

Flood Zone 3 ~ the area that could be affected by flooding, if there were no flood defences. This area could be flooded:

- From the sea by a flood that has a 0.5 per cent (1 in 200) or greater chance of happening each year;
- or from a river by a flood that has a 1 per cent (1 in 100) or greater chance of happening each year.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Further Information

For further information on this and other Highway and Transport Masterplans covering Lancashire please contact:

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