

# Lancashire Local Transport Plan

---

CONSULTATION  
VERSION.







# Contents

<b>1</b>	<b>Introduction</b>	<b>6</b>	<b>5.7 Policy TC7: Transform sustainable travel choices for tourists</b>	<b>44</b>
<b>2</b>	<b>The case for transport investment</b>	<b>10</b>	<b>5.8 Policy TC8: Reimagine public transport ticketing</b>	<b>45</b>
<b>2.1</b>	<b>Economic opportunities for a stronger future</b>	<b>11</b>	<b>6 Workstream 3: Safe and vibrant communities</b>	<b>46</b>
<b>2.2</b>	<b>Social opportunities for a fairer future</b>	<b>14</b>	<b>6.1 Policy SV1: Empower everyone to travel safely and securely, wherever they go</b>	<b>47</b>
<b>2.3</b>	<b>Environmental opportunities for a more sustainable future</b>	<b>16</b>	<b>6.2 Policy SV2: Deliver accessible and affordable public transport</b>	<b>49</b>
<b>2.4</b>	<b>Cross-cutting challenges and goals</b>	<b>16</b>	<b>6.3 Policy SV3: Develop accessible, high quality spaces and infrastructure</b>	<b>49</b>
<b>3</b>	<b>The Lancashire approach</b>	<b>18</b>	<b>6.4 Policy SV4: Embed placemaking in new developments</b>	<b>51</b>
<b>3.1</b>	<b>Policy and delivery workstreams</b>	<b>18</b>	<b>6.5 Policy SV5: Alleviate adverse impacts on communities</b>	<b>52</b>
<b>3.2</b>	<b>Spatial priorities</b>	<b>21</b>	<b>7 Workstream 4: Future-ready networks</b>	<b>54</b>
<b>3.3</b>	<b>Embedding sustainability</b>	<b>21</b>	<b>7.1 Policy FN1: Embrace new transport data and technologies</b>	<b>58</b>
<b>4</b>	<b>Workstream 1: Connecting Lancashire</b>	<b>24</b>	<b>7.2 Policy FN2: Accelerate the uptake of electric vehicles</b>	<b>60</b>
<b>4.1</b>	<b>Policy CL1: Enable the delivery of strategic growth sites</b>	<b>26</b>	<b>7.3 Policy FN3: Improve journey time reliability</b>	<b>60</b>
<b>4.2</b>	<b>Policy CL2: Transform east/west public transport through the Central Belt</b>	<b>26</b>	<b>7.4 Policy FN4: Deliver sustainable, resilient infrastructure</b>	<b>62</b>
<b>4.3</b>	<b>Policy CL3: Improve public transport connections with neighbouring regions</b>	<b>29</b>	<b>7.5 Policy FN5: Embed whole-life approaches to asset management</b>	<b>63</b>
<b>4.4</b>	<b>Policy CL4: Improve reliability of strategic and major roads for all modes of transport</b>	<b>32</b>	<b>7.6 Policy FN6: Implement smart public parking strategies that meet evolving needs</b>	<b>64</b>
<b>4.5</b>	<b>Policy CL5: Explore new or expanded heavy rail and mass transit networks</b>	<b>33</b>	<b>7.7 Policy FN7: Support sustainable first and last mile freight</b>	<b>65</b>
<b>4.6</b>	<b>Policy CL6: Improve high-speed broadband, especially in rural areas</b>	<b>35</b>	<b>8 Delivering our plan</b>	<b>66</b>
<b>5</b>	<b>Workstream 2: Transforming travel choices</b>	<b>36</b>	<b>8.1 LCCA mobilisation</b>	<b>66</b>
<b>5.1</b>	<b>Policy TC1: Improve and modernise bus journeys</b>	<b>38</b>	<b>8.2 Develop LTP supporting documents</b>	<b>66</b>
<b>5.2</b>	<b>Policy TC2: Revolutionise rail travel so it is reliable and attractive</b>	<b>39</b>	<b>8.3 Implementation and monitoring</b>	<b>70</b>
<b>5.3</b>	<b>Policy TC3: Establish convenient and safe active travel options</b>	<b>39</b>		
<b>5.4</b>	<b>Policy TC4: Enable the use of bus, rail and active travel</b>	<b>41</b>		
<b>5.5</b>	<b>Policy TC5: Broaden travel choices in rural areas</b>	<b>42</b>		
<b>5.6</b>	<b>Policy TC6: Ensure taxis and private hire vehicles offer an accessible and safe service</b>	<b>43</b>		

## *Lancashire is ambitious, outward-looking and ready to deliver a local transport revolution.*

This plan sets out our strategic transport priorities for the years ahead. It will be a time of huge change, with the formation of the new Lancashire Combined County Authority (LCCA) providing new powers and significant additional funding.

Transport matters to everyone. It connects people to jobs, learning, and services. It supports businesses and attracts investment. It helps make our cities, towns, villages and coastal communities places where people can live, work and thrive.

But for too many people and places, transport can have negative impacts: slow or poor-quality journeys, limited travel choices and unreliable links. This plan sets out how we will change that

through strategic investment that works for the whole of Lancashire, making sure no community is left behind.

Our priorities are clear: better public transport, stronger east–west connections, infrastructure that helps businesses grow, rural access that works, safer and healthier streets, and embracing technology. Guided by evidence, we will focus on the choices that matter most and deliver improvements that benefit the entire county.

This plan strengthens the case for long-term funding and ensures that transport is considered from the start when planning strategically for new homes, jobs and services.

Alongside our Growth Plan and Get Lancashire Working Strategy, it sets the right conditions for growth, productivity, and opportunity across Lancashire.

With the LCCA now established, we have the leadership, the tools and the determination to deliver. This plan shows how we will put them to work for the whole of Lancashire and for every community within it.



**Cllr Stephen Atkinson**  
Leader of Lancashire  
County Council



**Cllr Lynn Williams**  
Leader of Blackpool  
Council



**Cllr Phil Riley**  
Leader of Blackburn  
with Darwen Council







# Introduction

*A thriving Lancashire is fundamental to the economic success of the UK. Our population is more than 1.5 million, with 728,000 jobs and an economy of more than £40 billion GVA. We have the third largest economy of the North West after Greater Manchester and Merseyside, and we are a major part of the Northern Powerhouse. We are home to nationally important economic assets: the world's fourth largest aerospace cluster and strategically important specialised manufacturing sectors. Transport plays a crucial role as an enabler to economic growth, environmental improvement, social activity, and people's health and prosperity.*

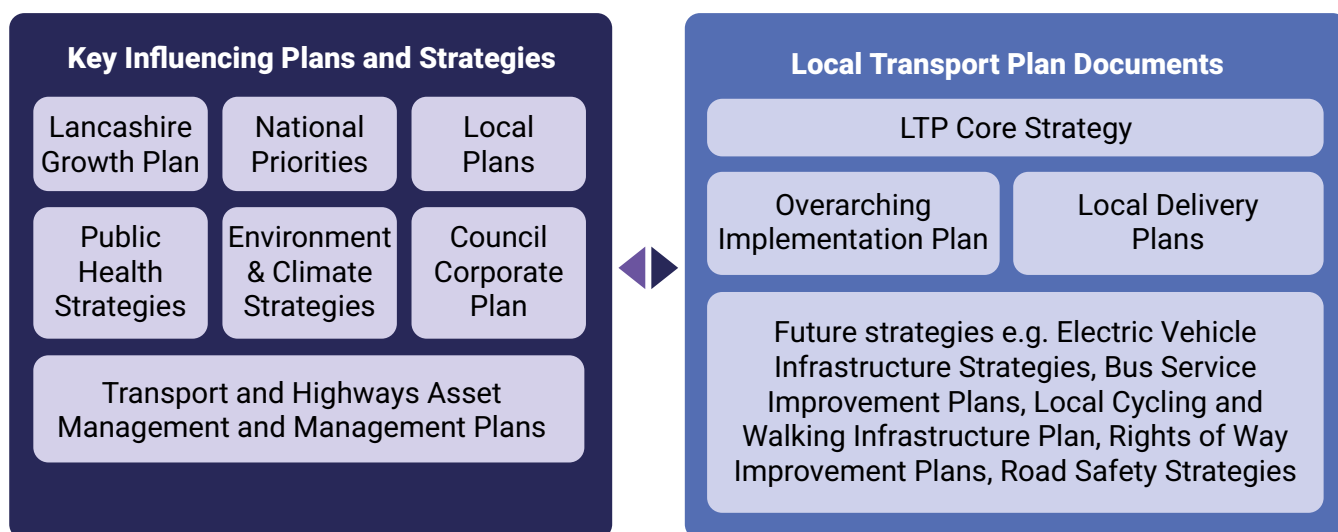
The Local Transport Plan (LTP) is a significant landmark for the sub-region: it is the first LTP to be produced by the new Lancashire Combined County Authority (LCCA), providing a single, united voice to champion Lancashire's interests and set out our transport priorities. We believe that now is the right time to develop a new LTP and cement Lancashire's place on the map. These documents are a clear statement of what we want to achieve and how we intend to get there. They are crucial to support case-making for the additional funding and powers that we need to achieve our goals.

This LTP Core Strategy provides the policy foundation for transport investment in Lancashire between 2025 and 2045. All subsequent documents will build detail including around implementation and delivery of the Core Strategy (Figure 1-1). The world is rapidly changing, so we plan to refresh the LTP documents as and when required.

## The LTP serves a range of purposes:

- It **demonstrates our ambitions** to the public, businesses, stakeholders and national government.
- It supports our case for **transport investment**, especially related to national priorities such as economic growth.
- It provides a framework for prioritising the allocation of **transport funding** in the LCCA.
- It enables the LCCA's and constituent authorities' other **strategic plans and priorities**, such as the Lancashire Growth Plan and Local Plans.
- It shows how we will improve transport choices to **meet the needs** of those who live, work, visit and do business in Lancashire.
- It demonstrates our commitment to **long-term sustainability** – ensuring that future development is sustainable and inclusive.





**Figure 1-1 – LTP documents and the key influencing plans and strategies**

The LTP is strongly aligned with our Growth Plan and national government's Plan for Change: their Growth Mission recognises that getting Britain moving is an essential foundation for growth.

## Document structure

This Core Strategy provides a comprehensive overview of Lancashire's transport ambitions over the next 20 years.

### Executive summary:

An outline of Lancashire's transport priorities and the region's alignment with government's growth ambitions.

### Introduction:

An introduction to Lancashire and the Local Transport Plan. This sets out our overarching vision for our transport networks to support a stronger economy, with fairer opportunities, and a more sustainable future.

### The case for transport investment:

Evidence outlining our key challenges and opportunities, demonstrating how transport will contribute to our vision.

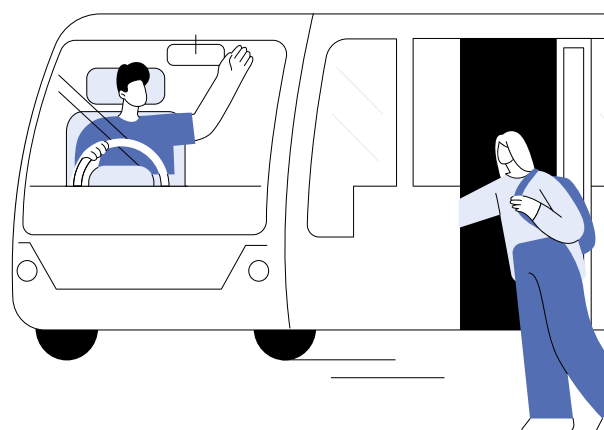
### The Lancashire approach:

Introducing our four LTP policy and delivery workstreams, a place-based approach, and our transport policies.

### Delivering our plan:

An overview of our approach to delivering our transport ambitions and measuring our success.

This Core Strategy was informed by our supporting Green Paper. The Green Paper provides a comprehensive evidence base of local, regional and national data, and all references for the facts and figures used can be found within this document.



# Introduction

## Our vision

Our vision for the LTP is for Lancashire's transport network to support:

- **A stronger economy,**
- **With fairer opportunities,**
- **And a sustainable future.**

These themes are inter-related and overlapping, as shown in [Figure 3-1](#), and transport can facilitate all three as part of cross-sector solutions to our challenges. Our ambitions for the future are framed around these economic, social and environmental themes, all with the single purpose of delivering positive change for all those who live, work, visit and do business in Lancashire. Our vision is described in more detail in the goals shown in [\(Figure 1-2\)](#).

The LTP aims to improve our region's prosperity, empower everybody to achieve their potential, and live healthier and more sustainable lives.

### We are aiming for Lancashire to be:

- A place where it is easy for all people to access **education, skills and employment**, and **social, leisure and healthcare opportunities** – whatever their individual needs.
- Recognised as an **attractive and competitive place to do business**, where the movement of people and goods is efficient and reliable, and growth areas are well connected with the rest of the LCCA area and beyond.
- Home to **healthy, happy residents** and a **resilient, productive workforce**.
- A thriving hub of **top visitor destinations** which are increasingly popular, more attractive, and **easily accessible by public transport**.
- Home to flourishing **built and natural environments** and a **sustainable transport network which is fit for the future**.
- Facilitating greater **choice for how people travel**, reducing the need to **spend money owning and running cars** for those who do not want to or cannot afford to.



Stronger Economy	Fairer Opportunities	Sustainable Future	Cross-cutting Goals
Strengthen our labour markets by better connecting people and jobs	Improve accessibility to tackle inequalities and deprivation	Protect and enhance our natural and built environments	Improve efficiency and value for money of delivery
Provide strong connections to markets, supply chains and customers	Improve health and wellbeing by supporting active lifestyles	Increase resilience to evolving weather patterns	Amplify the voice and strengthen the influence of Lancashire across the north, nationally and internationally
Unlock strategic growth sites across Lancashire	Create safe and vibrant communities and a sense of belonging	Reduce pollution from transport	

Figure 1-2 – LTP goals



# The case for transport investment

*Transport plays a critical role in the life of Lancashire – in connecting our economy, meeting people’s daily needs, and creating a more sustainable future. We have identified three major challenges that our LTP will tackle to unleash the potential of Lancashire. These have been identified through an extensive evidence base, which is explored in our supporting Green Paper.*

- Closing the productivity gap between Lancashire and the rest of the country could boost the UK economy by up to £10bn per annum.
- Transforming travel choices across Lancashire will improve the lives of our residents through better access to work, education, services and leisure.
- Protecting and enhancing our natural and built environments, supporting improved resilience to evolving weather patterns, and reducing pollution from transport across Lancashire, will improve Lancashire as a place and work for everyone

Improving transport will play a major role in tackling all three challenges.

- **We need to create a stronger economy:** we are not meeting our full economic potential, with a large productivity gap between our economy and the national average. This is related to business performance, workforce health and skills deficits, levels of innovation, and transport connectivity. Closing this gap could boost our economy by up to £10 billion per annum.

- **We need to create a fairer future:**

our social challenges include significant health inequalities and social exclusion relating to poor early years outcomes, education, limited travel choices and low-paid jobs, which are concentrated in many of our towns. Transforming travel choices across Lancashire will improve the lives of our residents through better access to work, education, services and leisure.

- **We need to plan for a more sustainable future:**

Protecting and enhancing our natural and built environments, supporting improved resilience to evolving weather patterns, and reducing pollution from transport across Lancashire, will improve the county as a place to live and work for everyone.

Lancashire’s diverse communities, shaped by unique industries, geography, and transport links, require tailored transport solutions. With 1.5 million residents living in distinct areas, a one-size-fits-all approach won’t work. Our transport policies adopt a place-based strategy to address local challenges.

Our challenges are inter-related, and effective transport policies can help tackle them to build a stronger economy, with fairer opportunities for all, creating the foundations for a more sustainable future. The following sections explore our economic, social and environmental opportunities in more detail, and how transport can help to realise our vision through the LTP’s goals.

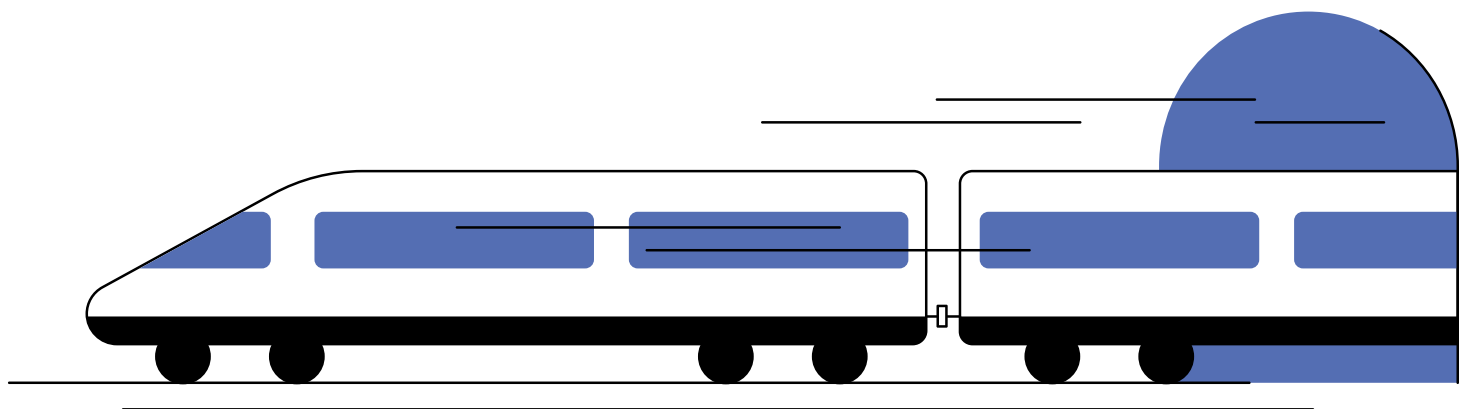


## 2.1 Economic opportunities for a stronger future

Through this LTP, we will support the delivery of our Growth Plan to strengthen our labour markets by better connecting people with jobs, provide strong connections to markets, supply chains and customers to meet the needs of different sectors, and unlock strategic growth sites across Lancashire to create the right conditions for growth and attracting new investment.

### Strengthen our labour markets by better connecting people and jobs

Our biggest opportunity is to better connect Lancashire's local economies. Around three quarters of our population live in the Central Belt between the Fylde Coast and Pennine Lancashire following the M55/M65 and east/west railway lines (**Figure 2-1**), but the connections between the key centres are very limited. By transforming east/west public transport, we will help businesses recruit skilled workers, and more people will have access to education and training to improve workplace skills.







## Key







-  Motorway
-  Rail line
-  Internal Economic Corridors
-  Main University campus
-  Ports
-  Airport

Figure 2-1 - Lancashire's growth map

# The case for transport investment

## Provide strong connections to markets, supply chains and customers

All sectors of our economy are reliant on local, UK-wide and international supply chains, which depend on effective strategic road and rail connections. Many sectors also require effective access to regional innovation clusters to support Research and Development activities, which are critical to developing new products and increasing competitiveness. Ensuring that future transport conditions are reliable and accessible for people and freight will improve productivity and drive growth.

## Unlock strategic growth sites across Lancashire

Our Growth Plan targets strategic sites in town and city centres, plus four Enterprise Zones focused on key sectors like defence, cyber, sci-tech, and energy. Alongside new housing through Local Plans, these developments will drive economic growth. We will align spatial planning and transport through a vision-led, integrated approach, supporting regeneration and sustainable communities. This will help upskill the workforce, attract talent, and deliver high-quality residential and employment spaces.

## 2.2 Social opportunities for a fairer future

This LTP will improve connectivity to tackle inequalities and deprivation, improve people's health and wellbeing by supporting active lifestyles, and create flourishing communities and a sense of belonging. This will be critical to delivering our economic ambitions: by tackling inequalities and improving health and wellbeing we can enable more people into work and well-paid jobs.

## Improve accessibility to tackle inequalities and deprivation

By improving local bus services, community transport and other travel options, we can help to tackle transport related social exclusion (**Figure 2-2**) and help people to access more job opportunities, as well as education and training to improve their skills and readiness for work. This will, in turn, help people to find better jobs, have better access to services, and find new ways to improve their lives.

## Improve health and wellbeing by supporting active lifestyles

Poor health contributes to 17% of Lancashire's productivity gap, making wellbeing central to our growth plans. Safer, more attractive streets and paths encourage walking, cycling and other physical activity, boosting physical and mental health. Reducing heavy traffic in our communities can also improve air quality and lower noise, which is especially important for vulnerable groups. By supporting improved health and improving transport links for work, education, services and leisure, we can create a pathway to healthier, happier and more prosperous lives.

## Create safe and vibrant communities and a sense of belonging

By listening to residents and developing tailored local approaches, we will improve personal security and road safety and create safe and vibrant communities. For example, through our Road Safety Partnership, we will apply behavioural science to tackle the root causes of collisions in different areas in Lancashire. This could include educational campaigns, enforcement strategies and engineering to progress towards a 'vision zero' approach to fatalities and injuries on our road network. By creating safer, more welcoming places, we will help build more active, engaged communities and a greater sense of local pride and belonging.

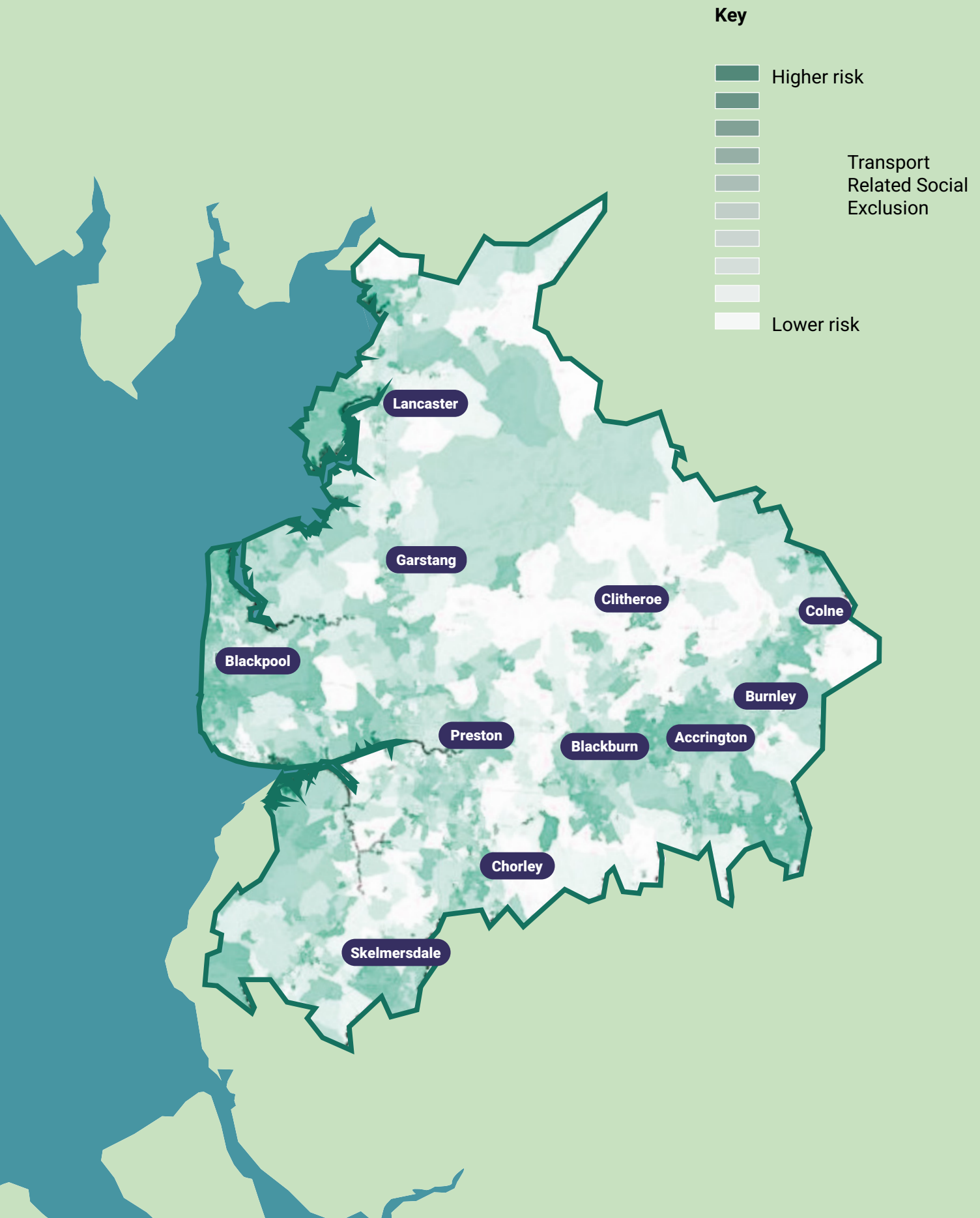


Figure 2-2 – Transport related social exclusion in Lancashire



# The case for transport investment

## 2.3 Environmental opportunities for a more sustainable future

This LTP will help to protect and enhance our natural and built environments, increase our resilience to changing weather patterns and reduce pollution from the transport system and our infrastructure.

### Protect and enhance our natural and built environments

We must protect and enhance our precious natural and built environments, which include, but are not limited to, our National Landscapes, Sites of Special Scientific Interest, Biological Heritage Sites, internationally important designations in places including Morecambe Bay, and areas of local environmental importance.

We will support nature recovery such as through enabling wildlife corridors and delivering wider biodiversity net gain across our transport networks. We will work closely across multi-disciplinary teams to carefully consider the multiple functions of our transport networks and settlements, making sure that they work for everyone. Improving transport connectivity, including footpaths and bridleways, will also help more people to access and enjoy our natural and historic landscapes.

### Increase resilience to evolving weather patterns

The impacts of more extreme weather patterns are becoming more apparent: from record high temperatures to more intense storms with stronger winds and heavier rainfall. This can be seriously disruptive for our transport networks and put our people at risk. We will identify the most vulnerable parts of our networks to weather-related disruption, and plan asset management and improvement strategies to tackle flooding, increased wear-and-tear, and heat-related challenges. We will also consider natural solutions to help protect our communities from the impacts of extreme rainfall and heat.

### Reduce pollution from transport

We have an opportunity to improve the travel choices available for those who live, work and visit Lancashire so that there are more convenient, reliable and attractive options available. This will help to provide people with genuine choices, rather than having no choice but to depend on car travel. By increasing numbers of journeys by bus, rail, active modes and electric vehicles, we will help to reduce polluting emissions which are bad for our environment and our health.

For freight, regional and national support is needed to boost rail use, zero-emission vans and lorries, and urban consolidation hubs.

We'll also minimise 'embodied' carbon in infrastructure by using low-carbon materials and sustainable construction practices.

## 2.4 Cross-cutting challenges and goals

Lancashire is at a turning point. The LCCA signals our commitment to driving transformation, and this LTP sets out our 20-year ambitions for a modern, integrated transport system, contributing to economic, social and sustainability renewal.

We have two cross-cutting goals that will underpin everything that we do in Lancashire. First, **we will improve efficiency and value for money in our delivery**, relentlessly focusing on delivering what is right for Lancashire. Second, building on these fundamentals, **we will amplify our voice and strengthen our influence** across the North, nationally, and on the global stage.

### Improve efficiency and value for money in our delivery

We are ready to take greater responsibility for our own future. We will continue to work with the Government to deliver real devolution to our area and greater powers, and we will establish the frameworks to ensure that we invest wisely for our residents and businesses.

We are determined to deliver on investments well, and secure the benefits that are so needed across our sub-region. We will develop and deliver transport programmes that are effective in maximising positive benefits and efficient in managing costs and maximising value for money in our investments. This will address new infrastructure, maintenance and asset management, and day-to-day funding of transport services.

The 20-year timeframe of this LTP will also provide long-term policy certainty to support the infrastructure programmes of any new Strategic Development Plan and Local Plans, which are looking forward over the next 15 years.

### **Amplify the voice and strengthen the influence of Lancashire across the North, nationally and internationally**

We are ready to project Lancashire and our vision on the regional, national and international stage. We will be a leading voice across the North, looking outwards to make the case for wider transformational investments to benefit Lancashire and the wider region. This will include collaborative working with our partners in Transport for the North, Liverpool City Region, Greater Manchester, West and North Yorkshire, and Westmorland and Furness to tackle the gaps in regional connectivity that are at risk of holding us all back.

We will work together to improve strategic rail, road and bus connectivity in all directions. We will also share best practice and drive continual improvement in all that we do. For example, we will explore innovative solutions to common challenges such as improving travel choices in our deeper rural areas.



# The Lancashire approach

## 3.1

















### Policy and delivery workstreams

We will work towards a transport network that supports a **stronger economy, fairer opportunities** and a **sustainable future** through our **four LTP policy and delivery workstreams**.

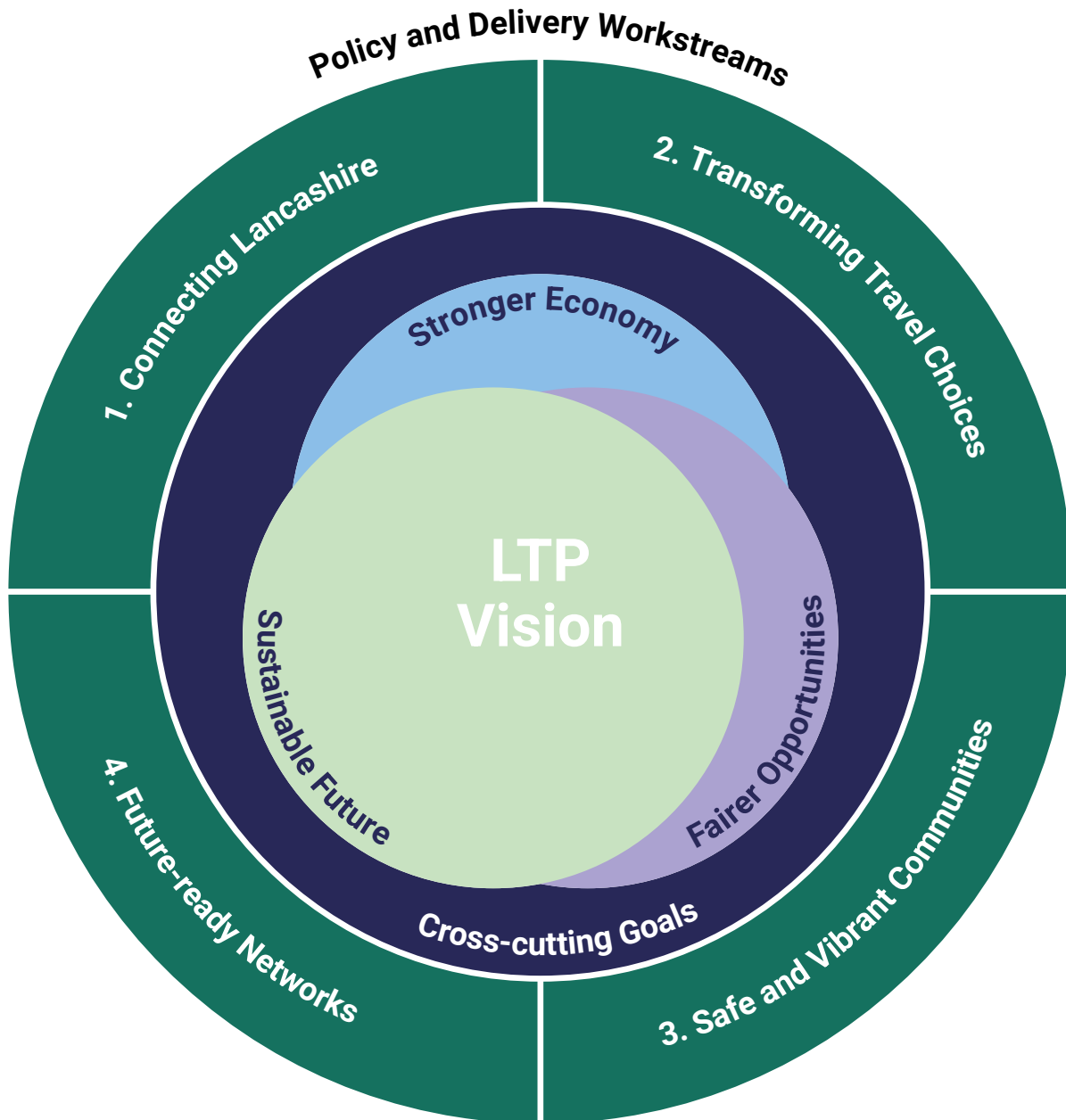




Key:  Strongest Alignment  Strong Alignment  Alignment

Policy and delivery workstreams	Stronger	Fairer	Sustainable	Cross-Cutting
<b>1. Connecting Lancashire:</b> we will unleash our economic potential and deliver our Growth Plan's Connected Lancashire ambition through better connecting our residents with jobs, businesses with markets, supply chains and customers, and unlocking strategic development across our sub-region.				
<b>2. Transforming travel choices:</b> we will revolutionise the travel options available for those who live, work and visit Lancashire, broadening travel horizons and providing genuine choices. These measures will increase access to new opportunities, bring benefits to communities and reduce pollution from transport.				
<b>3. Safe and vibrant communities:</b> we will help to tackle the root causes of deprivation, poor health and social isolation. We will connect people with new opportunities, regenerate communities and help build healthy living into day-to-day activities.				
<b>4. Future-ready networks:</b> we will transform Lancashire into a sub-region that is fit for the future. We will integrate new technologies and innovative solutions to ensure our networks are more sustainable, resilient, efficient and ready for growth.				

# The Lancashire approach



**Figure 3-1 – Vision, goals and policy and delivery workstreams**

Chapters 4, 5, 6 and 7 set out our transformative LTP policies. These form the basis for our implementation plans and LTP modal strategies.

## 3.2

### Spatial priorities

The population of Lancashire is diverse, and our area is not uniform: each part of Lancashire is unique, with distinct characteristics which are strongly shaped by our physical geography, transport networks and proximity to other areas. Our total population is over 1.5 million, and our people live and work in vastly different areas.

Some areas have relatively dynamic local economies and have attracted highly skilled people to live, study and work. Other areas are struggling with multiple challenges, such as poor connections, poor quality of place and a weak business base. Many of our more rural areas tend to attract higher-income residents, many of whom commute long distances to towns and cities in Lancashire and beyond.

Every place has its own challenges and opportunities, so a one-size-fits-all approach will not work. Different measures and solutions will work in different areas, for different communities, and to improve different journey types.

Building on our evidence base, our LTP policies consider four broad area types:

- Central Belt: around three quarters of our population live in the central east/west corridor. This area contains many of our larger settlements as well as suburban and rural areas. The Central Belt does not currently function as a single coherent economic area, but links to four individual north/south corridors.
- Connected South: the mix of towns, villages and rural areas largely to the south of the Central Belt, with strong connections with Greater Manchester, Liverpool City Region, and West Yorkshire.
- Rural North: the largely rural area to the north of the Central Belt, including many dispersed communities as well as the Forest of Bowland National Landscape. This is home to a larger proportion of higher income communities, with an aging population and many who are at risk of transport related social isolation.
- Bay Area: Lancaster and the Morecambe Bay coastal communities, including Morecambe, Heysham, and the Arnsdale and Silverdale National Landscape. There are strong connections with Barrow and the South Lakes.

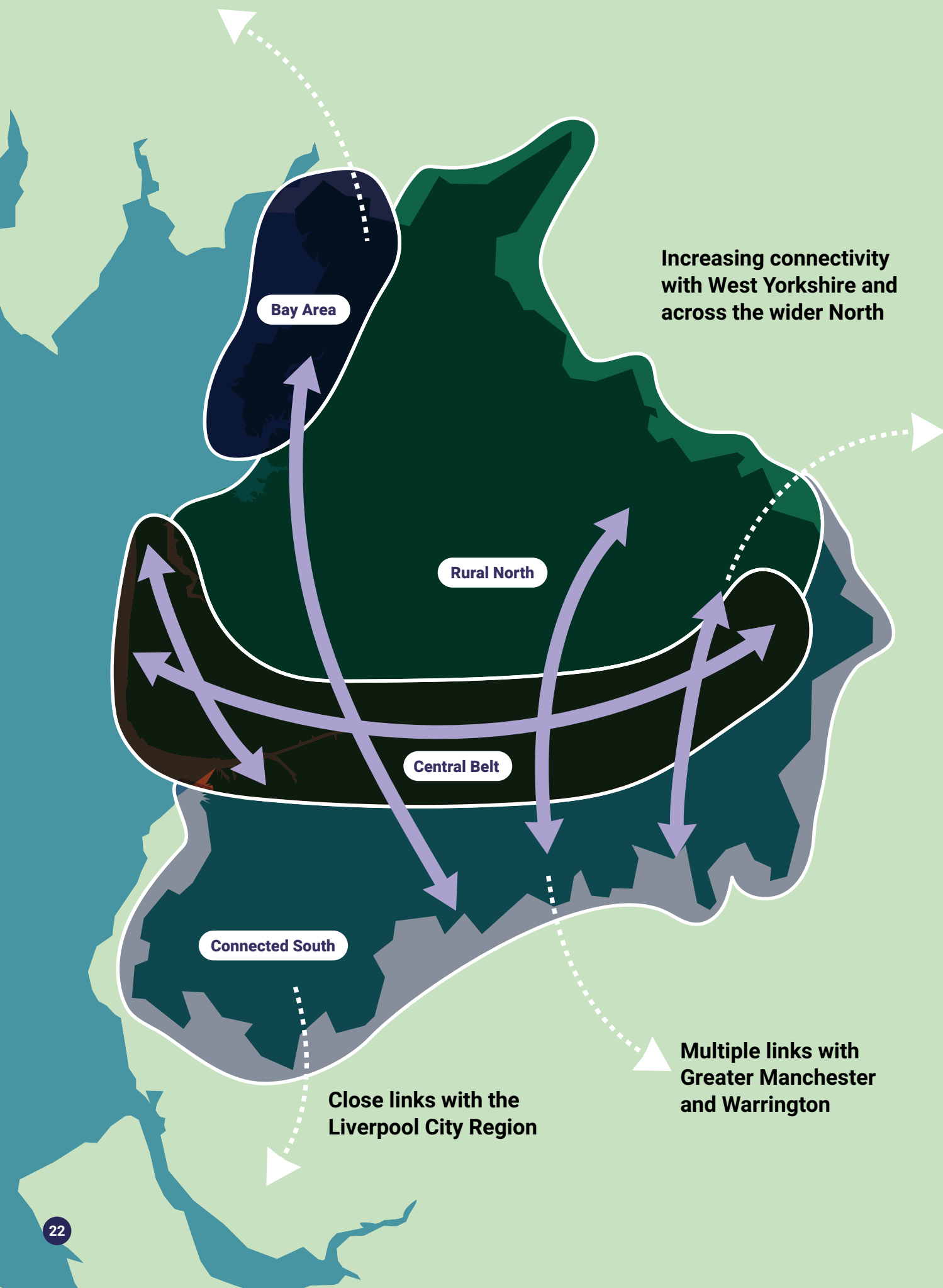
## 3.3

### Embedding sustainability

Environmental and sustainability considerations will play a key role in everything we deliver. Our design principles ensure that LTP delivery is underpinned by a holistic approach to sustainability. These are set out in more detail in Appendix B – this should be read alongside the Core Strategy.



**Tourism, nuclear and  
defence links with Cumbria**



Key







-  Internal economic corridor
-  External economic corridor
-  Bay Area
-  Rural North
-  Central Belt
-  Connected South

Figure 3-2 - LTP area types




















# Workstream 1: Connecting Lancashire

*The LTP will lay the transport foundations to support business growth and attract investment. By improving connections to jobs, education, markets, supply chains and development sites, we'll unleash our economic potential across the sub-region.*

The evidence in our Green Paper demonstrated that poor transport connections can create barriers for growing businesses and prevent residents from accessing good jobs and

essential services. **(Figure 4-1)** shows long journey times from many areas to our key centres. Through improving connectivity, we can reduce costs to businesses, increase our ability to attract talent, and accelerate the spread of innovations between businesses. This will also support growth in business space, housing, and improve access to job opportunities, unlocking the delivery of our growth sites. Investment in wider pan-north transport links with neighbouring regions will also support growth across the wider region.

**Key:**  Strongest Alignment  Strong Alignment  Alignment

Connecting Lancashire: policies	Stronger	Fairer	Sustainable	Cross-Cutting
CL1: Enable the delivery of strategic growth sites				
CL2: Transform east/west public transport through the Central Belt.				
CL3: Improve public transport connections with neighbouring regions				
CL4: Improve reliability of strategic and major roads for all modes of transport				
CL5: Explore new or expanded heavy rail and mass transit networks				
CL6: Improve high-speed broadband, especially in rural areas				



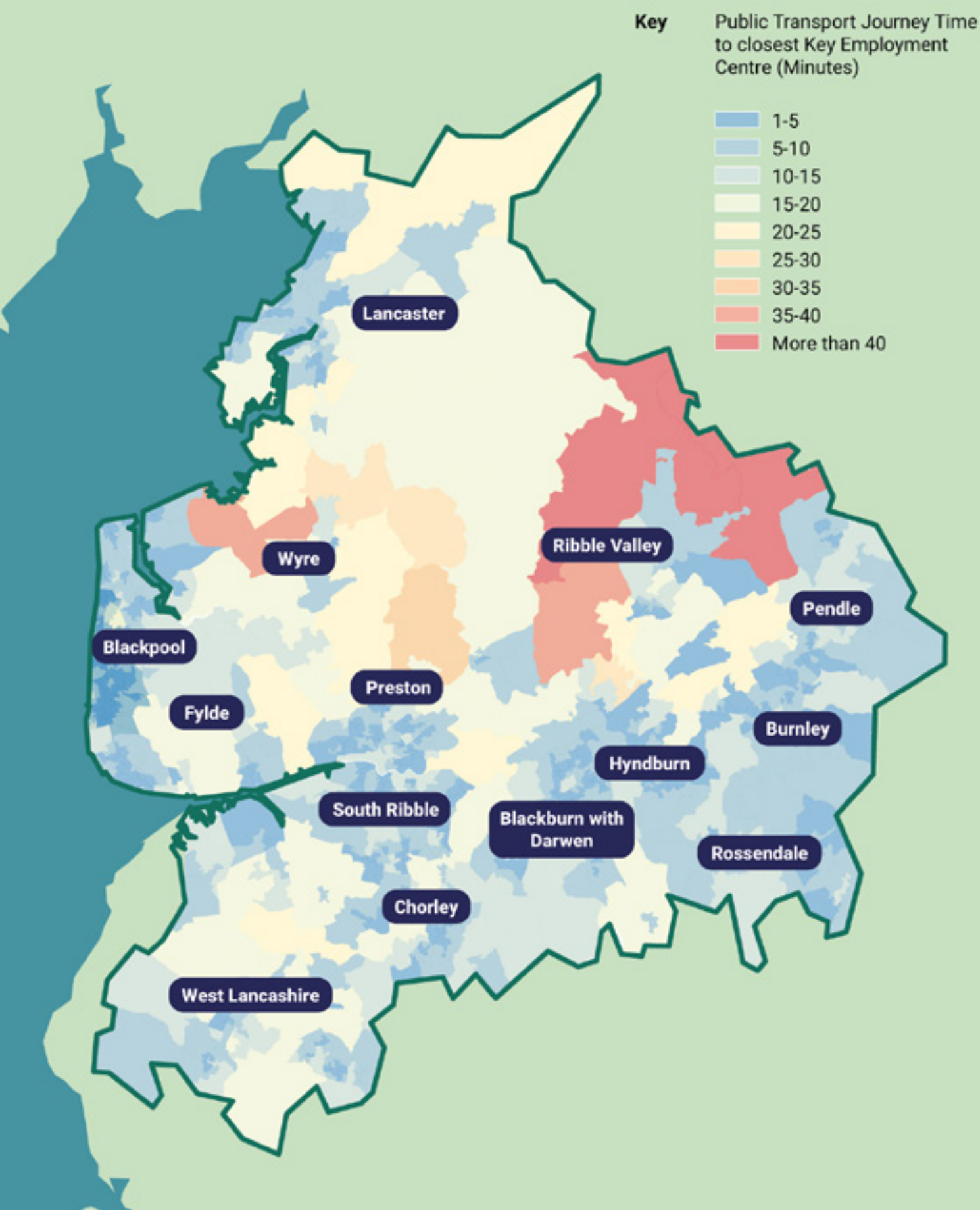


Figure 4-1 – Journey times by public transport to key centres

# Workstream 1: Connecting Lancashire

## 4.1

### Enable the delivery of strategic growth sites (Policy CL1)

We will work with partners to ensure that strategic growth sites (as set out in the Growth Plan and relevant Development Plans) are appropriately located, accessible and supported by suitable transport evidence. We will deliver multi-modal transport infrastructure investment to support strategic growth sites, leveraging developer and national funding where required.

#### Why is this policy needed?

The Lancashire Growth Plan identifies strategic growth sites that are key to achieving our economic growth ambitions. These include major development opportunities in our town and city centres; Enterprise Zones, focused on our strategic sectors; and a pipeline of signature Lancashire projects. The Spatial Development Strategy and Local Plans across the County will identify further strategic growth allocations.

Through this policy, we will ensure that we create the right conditions for growth, unlocking new development and employment opportunities, and attracting inward investment across Lancashire. Our strategic developments will be based on a clear vision of how we want networks and places to be in the future, paving the way to a sustainable future for Lancashire, that works for everyone. Transport issues for strategic development sites will be fully considered at the relevant plan-making stages, through our Spatial Development Strategy and Local Plans, to maximise the sustainability of sites.

#### What could this look like?

This will include supporting transport evidence base preparation for Development Plans. Also, providing substantial upgrades to our transport networks at key development sites to make sure they can accommodate growth, such as convenient and affordable public transport links, road improvements and connected footpaths and cycleways.

## 4.2

### Transform east/west public transport through the Central Belt (Policy CL2)

We will work with partners to prioritise and transform public transport linkages throughout the Central Belt, making it much easier to travel between settlements and across the entire corridor, increasing access to opportunities such as work, training, healthcare and leisure.

#### Why is this policy needed?

We have an opportunity to significantly boost our sub-regional economy by providing improved east/west public transport connections through our area. We have many well-established north/south links, for example Preston-Bolton-Manchester, but the east/west links connecting Blackpool, Preston, Blackburn, Burnley and Colne are much poorer (**Figure 4-2**). Poor connectivity is holding back our economy, and a lack of transport choices creates social isolation.

Measures delivered as part of this policy will help to unleash the Central Belt's potential as a super corridor of well-connected communities, innovation assets, further and higher education institutions, economic clusters, and strategic development opportunities for new private investment. Rail improvements will also be essential in supporting freight movements

and connecting with other transformational rail upgrades, such as Northern Powerhouse Rail, contributing to a more competitive Lancashire. To achieve this, we will need to unlock regional and national funding and work closely with businesses and our delivery and operational partners.

### What could this look like?

This will include delivering transformational improvements to our rail and bus networks, such as shorter journey times, integrated and more frequent services, improved accessibility and improved freight facilities, for example along the South Fylde Line and between Fleetwood and Poulton.



Figure 4-2 Lancashire's growth map



# Workstream 1: Connecting Lancashire

## Case Study – Preston to Blackpool North Electrification

In January 2018, as part of the Great North Rail Project, the electrification of the 17km Preston – Blackpool North line was completed. Alongside rail electrification, additional improvements included platform extensions, and step free access provision at Kirkham & Wesham station.

The electrification allowed for faster and more reliable services between Blackpool North and Preston, with over 300,000 entries and exits recorded between the two stations in 2024/2025. In addition, the electrification allowed for direct services along the West Coast Mainline to destinations such as Birmingham and London.

Image source: Blackpool Council



## 4.3

### Improve public transport connections with neighbouring regions (Policy CL3)

We will boost Lancashire's strategic position in the North by working closely with neighbouring regions to improve our cross-border connections. We will strengthen our key transport corridors which link us to Liverpool City Region, Cumbria, Greater Manchester and Yorkshire to support economic growth and broaden our travel horizons.

#### Why is this policy needed?

Many of our towns have existing economic links to places outside of Lancashire (**Figure 4-3**).

Connected South and Central Belt:

- Ormskirk has strong interactions with Liverpool City Region.
- Chorley, Blackburn with Darwen, West Lancashire, Rossendale and South Ribble with areas in Greater Manchester.
- Burnley, Pendle and Rossendale with areas in Calderdale, Bradford and West Yorkshire.

Bay Area:

- Carnforth with the southern part of Westmorland and Furness.

Our ambition is to capitalise on these strategic connections and continue to broaden our travel horizons, creating even stronger economic links, facilitating access to new opportunities, attracting tourism and investment, and reducing economic isolation for communities and towns.

#### What could this look like?

This will include better bus and rail connections across our borders, with seamless multi-modal connections and ticketing between areas to facilitate longer journeys. Key cross-border connections for improvement could include Manchester-Rawtenstall, Manchester-Clitheroe, Ormskirk-Southport, Preston-Southport, Leeds-Morecambe and Colne-Skipton.



# Workstream 1: Connecting Lancashire





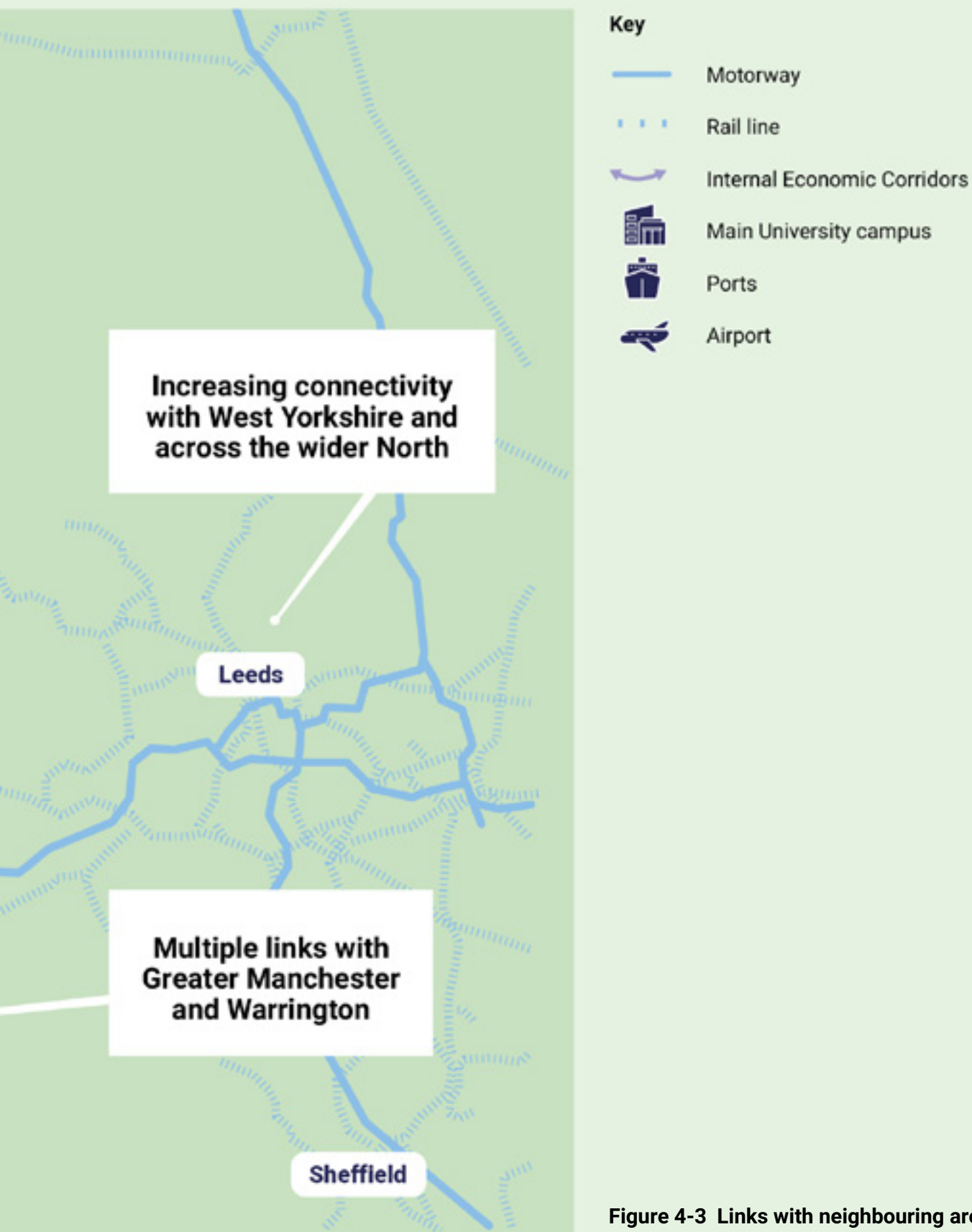


Figure 4-3 Links with neighbouring areas

# Workstream 1: Connecting Lancashire

## Case Study –

### Todmorden Curve railway reinstatement

In 2015, the Todmorden Curve was reinstated providing direct passenger rail services between Burnley and Manchester for the first time in 40 years. This transformative project cut journey times between Manchester and Burnley by 25 minutes and continues to provide a crucial link between East Lancashire and Greater Manchester.



Image source: Northern Trains Ltd

## 4.4

### Improve reliability of strategic and major roads for all modes of transport (Policy CL4)

We will work closely with National Highways and Local Highway Authorities to ensure that Lancashire's strategic and major road networks are efficient and reliable for our residents, businesses and visitors. By tackling congestion hotspots, we will support the efficient movement of goods and people across our county.

#### Why is this policy needed?

We rely on our motorway and major road networks for many journeys in and through Lancashire: whether travelling for work, healthcare and leisure, or for transporting goods, supporting supply chains, and accommodating tourism. In 2023, our motorways and major A roads recorded an estimated 8.6 million motorised vehicle movements each day, of which 21% were light or heavy goods vehicles. These strategic routes are central to maintaining and securing our future competitiveness on both the national and international stage, enabling our businesses to flourish and attracting further investment.

Our key north-south route, the M6, does not always meet the needs of our residents, visitors and businesses and issues are likely to worsen. There are also issues on the M55, M61, M65,

A56/M66, and A585(T), and growing pressures on the motorway junctions in the Central Belt: around Preston and on the M65. Deteriorating reliability on our roads could add cost pressures and further constrain the competitiveness of many of our businesses, which operate across national and international supply chains.

It is therefore essential to our communities and our growing economy that our strategic road network delivers more reliable journeys by car, van, lorry, bus and coach into the future.

Improvements to public transport and active travel infrastructure, whether on or off our road network, can also help to relieve congestion by providing viable alternatives.

#### What could this look like?

This could include major highway improvements focusing on more efficient junctions and traffic flow, and progressing feasibility studies and business case development for options such as M65 improvements and a new Ribble crossing.

#### Case Study – Bay Gateway

In 2016, Bay Gateway was opened to traffic. The scheme sought to provide a direct connection between Heysham and Morecambe, and the M6. Key outcomes for the new link road were improved access to Heysham Port and diverting traffic from key pinch points in Lancaster (such as the Lune bridges).



Image source: Lancashire County Council

## 4.5 Explore new or expanded heavy rail and mass transit networks (Policy CL5)

We will work with Network Rail, transport operators and other partners to provide strategic upgrades to our rail network and Superbus corridors, and explore opportunities for light rail expansion. These upgrades will improve service reliability and frequency, and bring new opportunities for those who live, work, visit and transport goods in Lancashire.

#### Why is this policy needed?

Rail connectivity is an exciting opportunity: over 50% of our population already live within two miles of the rail line between Blackpool North and Colne. Cities such as Preston and Lancaster are also strategically located on the West Coast Main Line, connecting Lancashire with Scotland, the Midlands, and London. However, substantial improvements are required to expand our rail network and bring the quality of our station environments and service reliability up to standard – on our east/west Central Belt as well as on our key north/south corridors. Improving rail connectivity will also support freight movements, helping to make Lancashire a more attractive place to do business.



# Workstream 1: Connecting Lancashire

Mass transit is also a key part of our ambition for urban and interurban transport to allow for high capacity and reliable journeys between and within major population and growth centres, as well as for visitor trips. Our existing Superbus corridors provide 'turn up and go' services on some key routes, and our ambition is to substantially expand this network. Building on the success of the 2024 Blackpool North tramway extension, we will also explore opportunities to further enhance and expand our light rail network and public transport routes including on the Fylde Coast.

## What could this look like?

Improvements to our rail network could include providing extended lines, new passing loops, double tracks and increased platform lengths to improve capacity, delivering electrification to reduce running costs and improve reliability, and transforming our stations into 'Quality Gateways' with much improved environments and fully accessible facilities. Improvements to our mass transit networks could include running high frequency Superbus routes on more urban and interurban corridors, supported by improved technology and priority measures, and consideration of expanding our light rail network.

### Case Study – Blackpool Tramway Extension to North Railway Station

In June 2024, the Blackpool North Tramway extension was opened, enhancing connectivity for commuters and tourists by integrating with existing bus and rail services. It connects the North Fylde peninsula to the national rail network and improves access to Blackpool's seafront. The service has seen high usage, especially during the summer and the Illuminations period, offers integrated 'PlusBus' tickets, and provides regular connections to Fylde Coast destinations.



Image source: Blackpool Council

## 4.6 Improve high-speed broadband, especially in rural areas (Policy CL6)

We will support the continued rollout of broadband and digital connectivity across Lancashire to provide equitable and reliable access to the internet, new technologies and digital services.

### Why is this policy needed?

Digital connectivity is becoming increasingly important for people to access services, employment, education, leisure and business, and vice versa. Broadband speeds in Lancashire

are highly variable. Figure 4-4 shows pronounced issues in many of our more rural areas, primarily in the Rural North and Connected South areas, including in Ribble Valley and Pendle, to the south of Lancaster, across West Lancashire, in Rossendale and in Blackburn with Darwen.

This policy will help to make sure no business or resident is left behind digitally and will bring services closer to those at higher risk of isolation, such as residents in more rural areas or people who are unable to travel. Accessing some facilities or opportunities online may also mean that some trips can be shortened, made less frequently or at times to avoid the worst traffic, contributing to reduced pressure on our roads.

### What could this look like?

Measures could include rolling-out high speed broadband countywide through working with BT and other key partners.

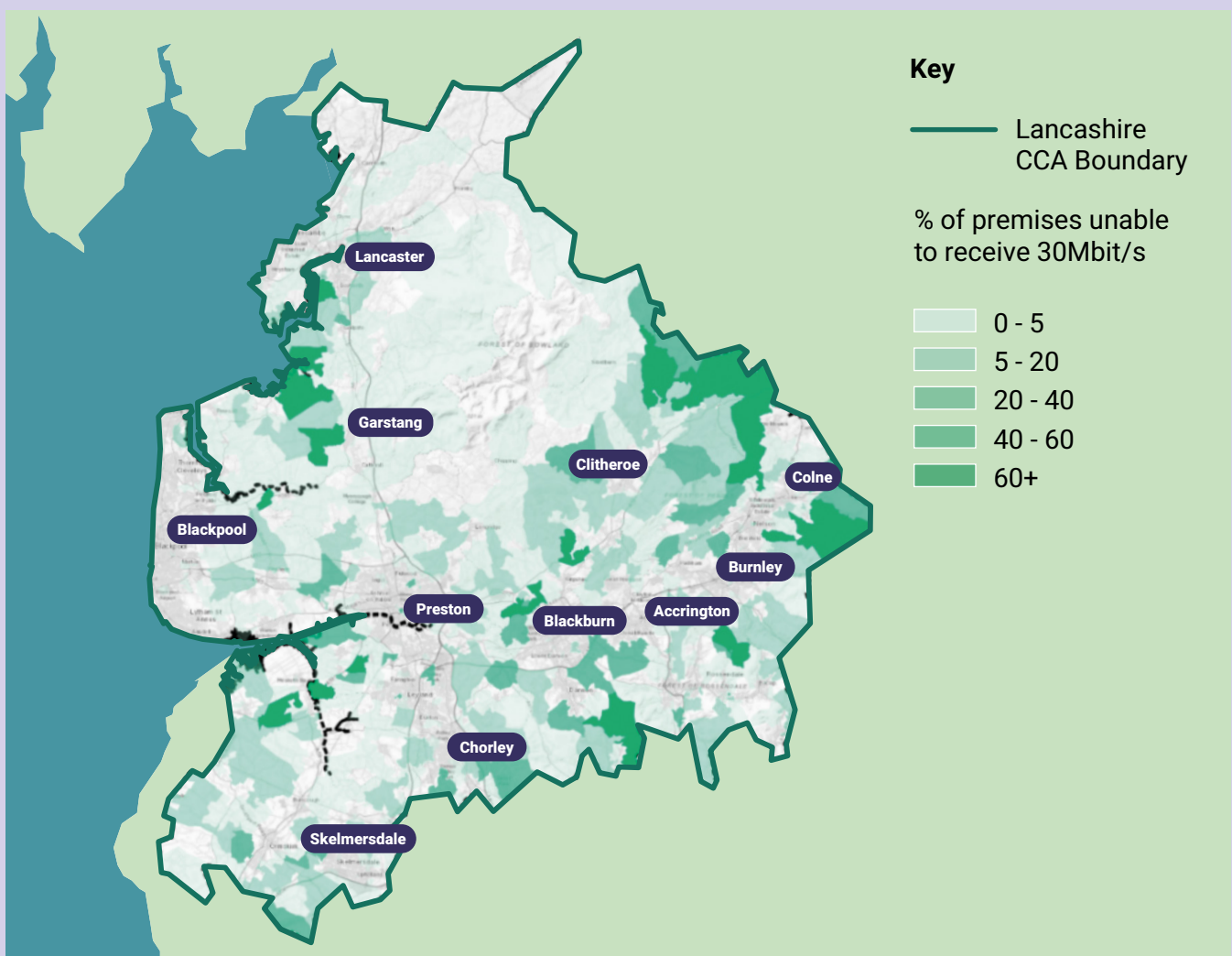
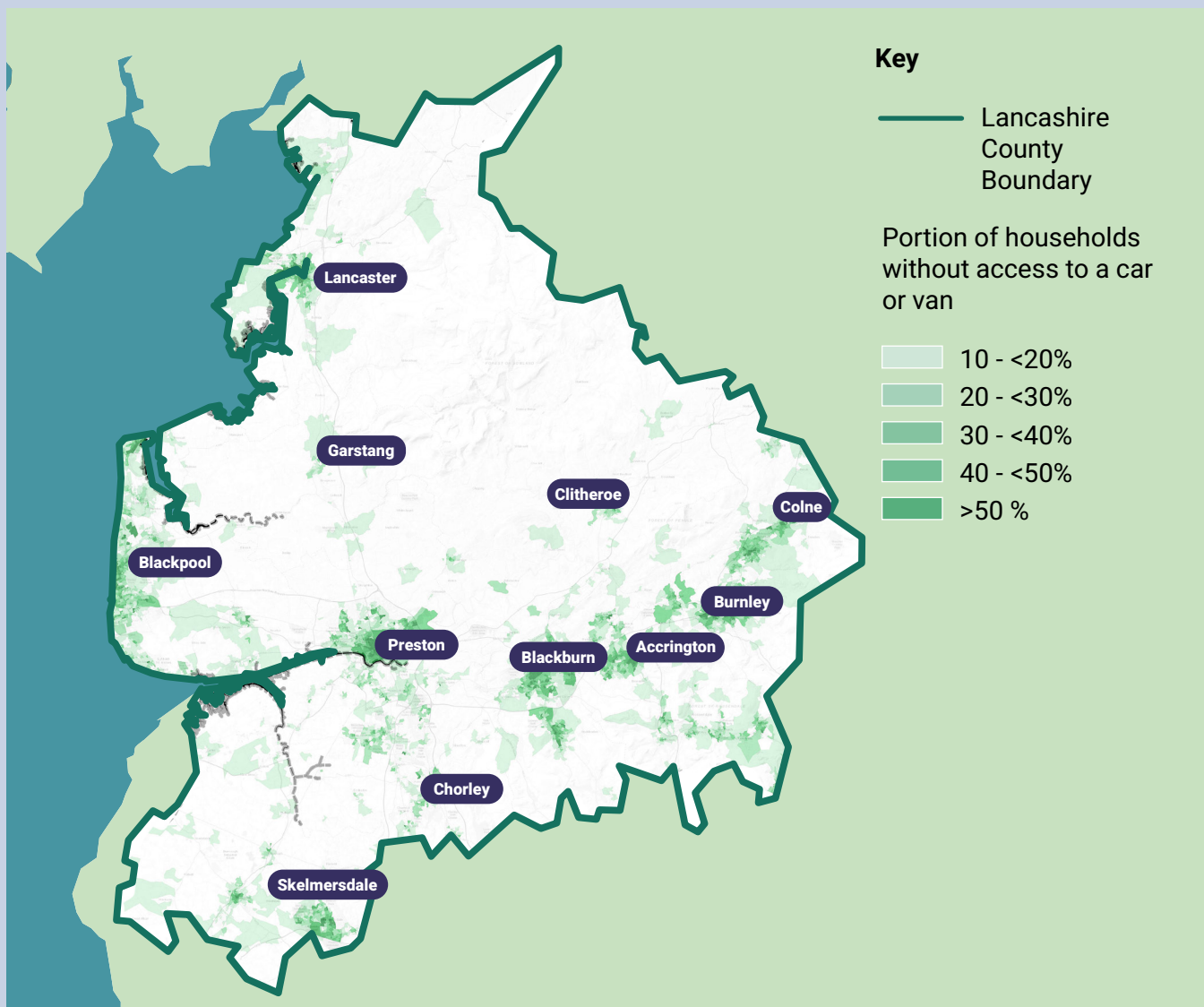


Figure 4-4 – Percentage of properties unable to receive 30Mb/s

## Workstream 2: Transforming travel choices

*Through the LTP, we will revolutionise the travel options available for people who live and work in and visit Lancashire, broadening our travel horizons and providing genuine choices. Addressing transport-related inequality and social exclusion for individuals will create new opportunities to access work, education or services.*





























A lack of reliable, affordable, accessible and safe travel options can create serious health and social implications by blocking people's ability to meet their daily needs and provide a good quality of life. It can include situations where lower income households are having to run a car that they cannot easily afford due to a lack of wider travel choices. As shown in Figure 5-1, in many of our densely populated areas over 50% of households have no access to a car or van. Across Lancashire as a whole, this is around 22%.



Therefore, we need to provide choices so that it is feasible, affordable, safe and attractive to make some journeys on foot, bicycle and public transport, as well as encouraging car sharing. For businesses, providing a genuine range of travel choices ensures access to labour markets, supply chains and customers.

With a growing population and economy, it is vital that we get the best use out of our transport networks, so that they can carry more people, more reliably, quickly and affordably. Encouraging sustainable travel can free up some road space for new journeys by car (where they are needed) and for freight movements. While there is a need for targeted infrastructure and service improvements across all transport modes, the principle of maximising the value of our existing assets underpins this LTP Core Strategy.

**Key:**  Strongest Alignment  Strong Alignment  Alignment

Transforming travel choices: policies	Stronger	Fairer	Sustainable	Cross-Cutting
TC1: Improve and modernise bus journeys				
TC2: Revolutionise rail travel so it is reliable and attractive				
TC3: Establish convenient and safe active travel options				
TC4: Enable the use of bus, rail and active travel				
TC5: Broaden travel choices in rural areas				
TC6: Ensure taxis and private hire vehicles offer an accessible and safe service				
TC7: Transform sustainable travel choices for tourists				
TC8: Reimagine public transport ticketing				



# Workstream 2: Transforming travel choices

## 5.1 Improve and modernise bus journeys (Policy TC1)

We will work with operators and unlock funding to develop a modernised, comprehensive, frequent and reliable, integrated bus network. We will do this by delivering improved network coverage, enhancing bus priority and enhancing the passenger experience.

### Why is this policy needed?

Buses play a vital role in providing access to key centres, employment, education and services for our population. Travel by bus needs to be convenient, affordable and accessible, with routes linking people with their destinations.

Making buses a viable alternative will help to broaden travel horizons within Lancashire and provide more equitable access to destinations and opportunities, including for people who have limited or no access to a car.

Through our Bus Service Improvement Plans, we are currently improving service frequencies and coverage as well as delivering improvements to bus stops and shelters. This policy seeks to build on this recent progress, to develop a county-wide bus network that works for everyone.

### What could this look like?

This could include increasing the areas served by our routes and improving journey reliability by ensuring that buses aren't held up by congestion. Measures to modernise our bus journeys could include providing better information such as real time tracking and public information, enhancements to on-board and waiting facilities, and improved journey planning tools.

### Case Study – Pennine Reach bus project

The Pennine Reach project aimed to reduce transport related social exclusion by enhancing bus connections between communities in Blackburn and Hyndburn. Key measures included modern buses, dedicated bus priority lanes, improved traffic signals, upgraded bus stops, innovative ticketing solutions, real-time timetable information, and better feeder routes. The scheme successfully reduced bus journey times, improved service reliability, supported access to employment sites, aided town centre regeneration, and decreased road congestion. The scheme saw a patronage increase on buses between Accrington and Blackburn of 12%.

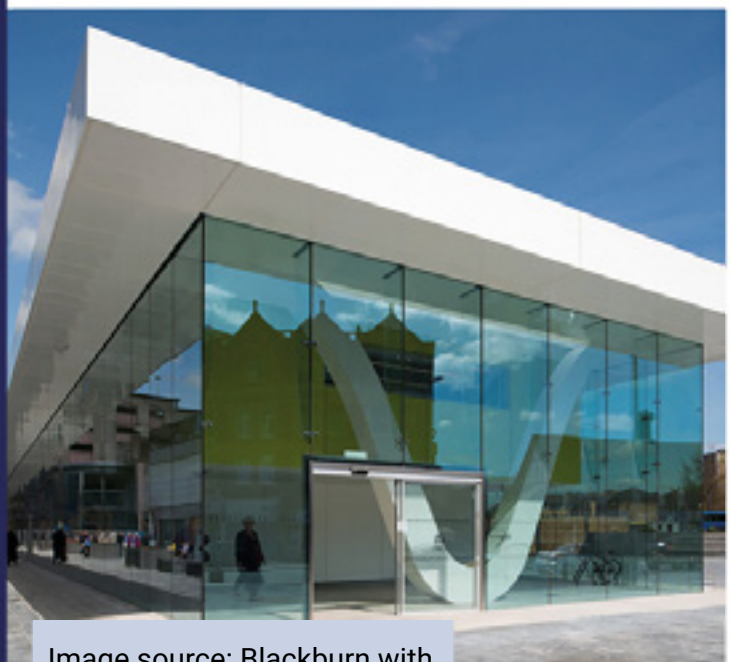


Image source: Blackburn with  
Darwen Borough Council

This could involve exploring options for the LCCA's role in the bus network such as stronger partnerships with bus operators, franchising or municipal ownership.

## 5.2

### **Revolutionise rail travel so it is reliable and attractive (Policy TC2)**

We will work with operators, Network Rail and Great British Railways, neighbouring areas, and Transport for the North to transform our rail services and improve performance. Our focus will be on improvements to passenger experience and infrastructure upgrades.

#### **Why is this policy needed?**

We want to restore the public's confidence in rail travel. There is a real need to ensure the rail system gets the basics right – it must be reliable, offer value for money, be accessible for all, and there must be clear lines of responsibility when things go wrong. Furthermore, rail travel patterns are changing, and it is essential that we adapt to ensure our services and networks continue to meet the needs of our population. For example, Saturdays are showing impressive demand growth for leisure trips. Sunday travel is also increasingly popular, but demand is currently being suppressed by service disruptions (such as reduced frequencies and engineering works). We therefore need to better match the supply and demand for rail travel at different times, on different days of the week and through different seasons.

#### **What could this look like?**

This could mean amending the capacity and frequency of our rail services to better match changing demand, such as putting on more trains on Saturdays and during peak tourist periods, and timing engineering to minimise disruption. This could also include exploring ways to improve the value for money of train travel, simplifying ticketing and considering incentives and rewards schemes for rail use.

## 5.3

### **Establish convenient and safe active travel options (Policy TC3)**

We will support the development of a countywide network of footpaths and cycle routes that are accessible, attractive and safe, to make active travel the natural first choice for short trips. Furthermore, we will improve the availability and quality of our leisure routes, through maintaining, expanding and enhancing our networks of Public Rights of Way.

#### **Why is this policy needed?**

Using methods of travel that involve physical activity, such as walking children to school, cycling to a railway station, or using a wheelchair to go to the shops, is an effective way of integrating exercise into day-to-day routines. Activities like walking, cycling and horse riding are also popular leisure pursuits for residents and visitors alike. Increased active travel in Lancashire will bring benefits for physical and mental wellbeing, and it is essential to provide the right infrastructure in the right places for people to make these journeys safely. In much of the Central Belt and Bay Area (e.g. towns such as Morecambe, Burnley and Blackpool), over 50% of residents in employment have a commuting distance of <10km, which provides a fantastic opportunity for promoting active travel uptake. As well as helping to improve public health, providing active travel infrastructure can also improve access to services and opportunities, helping to address wider issues such as transport related social exclusion, which are particularly acute in areas such as Morecambe Bay, the Fylde Coast and urban East Lancashire (Figure 2-2).

To improve health outcomes and support productivity, this policy seeks to empower our residents to use active travel through the delivery of safe and convenient infrastructure together with supporting programmes to improve skills and confidence (covered in Policy TC4), making it the preferred choice for shorter journeys.

## Workstream 2: Transforming travel choices

### What could this look like?

Steps to develop an interconnected and attractive active travel network in Lancashire could include providing dedicated paths between residential areas, education centres, amenities, services and employment. This can be further supported by ensuring adequate and safe storage at amenities and key destinations, such as cycle parking. Developing our leisure routes could include enhancements to our historic canal towpaths,

or providing new or improved footpaths, bridleways and byways, both in urban and rural areas, thus improving access to open space. We have identified some top priority schemes for delivery in our Local Cycling and Walking Infrastructure Plans. Additional measures could include exploring opportunities for micro-mobility schemes (such as e-bike hire in town centres) and delivering secure cycle storage facilities at destinations and interchanges.

### Case Study – Valley of Stone Greenway

The Valley of Stone Greenway forms an integral part of the East Lancashire strategic cycleway network. It connects Rawtenstall with Newchurch, Bacup and Whitworth, with onward connections crossing the border into Rochdale. Upgrades to the off-road cycleway included repurposing of the former rail tunnels in 2019 as part of the route.



Image source: Lancashire County Council



### Case Study – Tawd Valley Cycleway

In March 2020, through a partnership between West Lancashire Borough Council and Lancashire County Council, 2km of new cycleway was opened in Tawd Valley Park, Skelmersdale. The scheme involved providing 3m wide, even, non-slip surfaces along previously uneven or informal paths, allowing for greater access for cyclists and people with additional mobility requirements, such as wheelchair or pushchair users. The scheme also provided a new link to West Lancashire College. The Tawd Valley Cycleway received highly positive feedback from local stakeholders and residents.



Image source: Lancashire County Council

## 5.4 Enable the use of bus, rail and active travel (Policy TC4)

We will ensure that our residents feel enabled to use bus, rail and active modes for travel through marketing, incentives, engagement, information and partnerships with education providers, workplaces, visitor destinations and developers.

### Why is this policy needed?

As outlined in Policies TC1, TC2 and TC3, it is essential that we improve the experience of travelling by bus, rail and active modes through delivering more reliable services and safe, accessible, high quality infrastructure. The other essential step is to ensure that individuals are enabled to start using these methods of

travel – whether through publicising key routes and services, improving skills and confidence, providing understandable information in accessible formats, or providing incentives for trying something new. We will develop an ‘activation framework’ that will be used as a guide for all new transport improvement schemes and will include a strategy for allocating appropriate revenue funding to enable these activities, based on the type and scale of the scheme.

This will help us all to get the most out of our transport networks and will be essential in realising the economic, social and environmental benefits from any new improvements we deliver.

### What could this look like?

Measures could include engagement events, learn to cycle schemes, road safety educational programmes, discounted introductory tickets, simple signage and journey planning information, and travel planning for schools, workplaces and new developments.



# Workstream 2: Transforming travel choices

## Case Study – Burnley ‘Sofa to Saddle’ cycling courses

The Burnley ‘Sofa to Saddle’ scheme was a nine-week cycle training course in Burnley to promote cycling as a means of physical activity and transport, particularly aiming to support British Asian women with learning to cycle. Working in partnership with GoVelo and Burnley Leisure, staff were provided to facilitate the training sessions, helping to improve skills, safety awareness, and confidence. The scheme was highly successful, and participants not only learned how to cycle, with several progressing to advanced cycle training, but also reported gaining confidence and a sense of empowerment.



Image source: Lancashire County Council

## 5.5 Broaden travel choices in rural areas (Policy TC5)

We will work proactively with private providers, local operators and neighbouring areas to provide better public and shared transport for our rural and more remote communities, reducing the risk of social isolation and broadening travel horizons.

### Why is this policy needed?

Lancashire is home to some deeply rural areas, particularly in the Rural North in areas such as Bowland. In these areas there is often a need to travel longer distances for work, to access facilities and to socialise. Coupled with often limited public transport options, this can mean that people have little choice but to travel by car. This can lead to issues such as social isolation, especially for people who have no or limited access to a car, including many young people or those who are unable to drive.

Through this policy, we will collaborate with our partners to provide locally led solutions that are suitably flexible and provide travel choices for areas with highly variable or limited demand. This will require both improving service provision and embracing new innovations and developments in shared transport.

### What could this look like?

Measures could include improving scheduled bus services, rollout of digital demand responsive transport, wider reaching community-led

transport schemes, and car clubs across our rural areas. It could also include promoting the use of facilities like park and ride, to improve travel choices and as well as reducing congestion in our larger settlements.

### Case Study - Wales Fflecsi Buses

Transport for Wales launched the Fflecsi Bus, a demand responsive transit service serving deeply rural communities across Wales in areas currently poorly served by conventional buses or rail. Services are provided by local operators, working in partnership with councils and Transport for Wales in the 11 locations currently served. Journeys are booked in advance via telephone, or the app, and offer affordable and concessionary travel within selected zones. Accessibility features include step free access, concessionary fares (including free travel on a concessionary travel card) and dual language journey planning.



## 5.6

### Ensure taxis and private hire vehicles offer an accessible and safe service (Policy TC6)

We will enhance the safety and accessibility of private hire vehicles through improving facilities and supporting suitable licensing and pricing arrangements.

### Why is this policy needed?

Taxis and private hire vehicles play a valuable role in our transport network, facilitating last mile trips and providing access to employment, shops, services and social activities where public transport or driving is not an option. Taxi and private hire vehicles also support our night time economy and provide vital connections to our rural and dispersed communities. We need to ensure that taxis continue to offer accessible and safe services in this critical supporting role.

### What could this look like?

This could include providing support for effective licensing arrangements, safety features such as on-board CCTV, improving the accessibility and availability of taxi ranks and drop off locations, and supporting affordable taxi services in rural areas.

# Workstream 2: Transforming travel choices

## 5.7

### Transform sustainable travel choices for tourists (Policy TC7)

We will support our growing visitor economy and mitigate impacts on congestion and pollution through the provision of improved sustainable transport options to, from, and between our major destinations.

#### Why is this policy needed?

Lancashire has a substantial visitor economy, attracting 67 million annual visitors to towns such as Blackpool and Morecambe, and to our beautiful countryside such as the Forest of Bowland, Arncliffe and Silverdale and our historic waterways. Our tourist sector is responsible for the direct full time equivalent employment of 46,000 of our residents and supports a further 11,000 jobs indirectly. As we see interest

in outdoor activities grow and major visitor destinations expand, the delivery of sustainable and efficient transport to and from our tourist destinations in the Central Belt, Rural North and Bay Area will be crucial. With over 88% of our tourists visiting on day trips, there is a significant opportunity for encouraging travel by public transport. It will support jobs, reduce the impact of tourism trips on our infrastructure, and showcase our outstanding cultural assets and natural landscapes.

#### What could this look like?

Measures could include better provision of coach handling facilities and interchanges, improved services and facilities (such as cycle storage) on our trains to our key visitor destinations, supporting cycle and e-bike hire, and providing clear and connected routes for walking, wheeling and cycling. Additional measures could include enhancing accessibility through staffing, training and inclusive design. Improved electric car hire schemes could also be considered alongside improved charging infrastructure.

#### Case Study – Blackpool Resort Rider

Launched in April 2025, the Blackpool Resort Rider is a bus service that seeks to improve bus services for the Fylde Coast. The resort rider consists of two lines, an improved existing line which connects Blackpool North with Fleetwood along the iconic Blackpool Promenade, and a new second line, which connects key destinations such as Blackpool Zoo, Blackpool Tower and Cala Gran with Blackpool South station.

Image source:  
Blackpool Transport





### Case Study – Dales Rail

In June 2024, rail services between Hellifield and Clitheroe were reinstated as part of a Saturday leisure service between Ribbleshead and Greater Manchester. In the summer, this route provides a direct service between the Yorkshire Dales and towns such as Darwen, Blackburn and Clitheroe, running twice a day on Saturdays.



## 5.8 Reimagine public transport ticketing (Policy TC8)

We will work with operators, neighbouring authorities and key stakeholders to progress towards a fairer, more affordable and more integrated ticketing system.

### Why is this policy needed?

Lancashire has a number of bus and rail operators, connecting the county internally as well as to neighbouring authorities. It can be complicated, expensive and inefficient to make journeys that involve using multiple modes or operators. There is a need to explore ways of simplifying our ticketing and make journeys more affordable, ensuring broader and more equitable

access to opportunities and destinations. This could help to improve traveller confidence, support increases in patronage on our bus, train and light rail networks, and support economic growth.

### What could this look like?

Measures could include continuing to expand the AnyBus ticketing scheme across Lancashire, building on the success in Preston and on the Fylde Coast, and introduction of capped fares for tap-on tap-off tickets. We will consider the development of an integrated, multi-modal mobility app, providing real time information and transport-related services, including improved digital options; LCCA is already working on developing an AnyBus app. Measures could also include more inclusive ticketing, such as through mixed payment methods and discounts for young people.

## Workstream 3: Safe and vibrant communities

Through the LTP, we will deliver accessible, high-quality spaces and infrastructure, where everyone feels safe and able to travel, benefitting the health and well-being of our residents. Through improving transport connections and enhancing our places, we will tackle some of the root causes of deprivation, poor health and social isolation. We will connect people with new opportunities, regenerate communities and help build healthy living into day-to-day activities.

Concerns about safety and security, impacts of traffic, severance, and the overall quality of the built environment directly impact how people feel about where they live. Road safety in Lancashire is a particular challenge, and collisions are a leading cause of death amongst children and young people.

Our economy will benefit from improving the health and wellbeing of our residents by enabling more people to get back into work and training. Furthermore, addressing road safety will reduce the burden on health services and provide an economic benefit.

We will create places that people can feel proud of and fully integrated within. By creating safer, more welcoming streets, we will help build more active, engaged communities and a greater sense of belonging. Ensuring that new developments are well connected and sustainable gives opportunities to reduce existing issues such as isolation, creates the conditions for sustainable and inclusive growth, and attracts inward investment. Improving the accessibility and affordability of public transport is critical to ensuring broader and more equitable access to employment, services and centres.

**Key:**  Strongest Alignment  Strong Alignment  Alignment
















Safe and vibrant communities: policies	Stronger	Fairer	Sustainable	
SV1: Empower everyone to travel safely and securely, wherever they go				
SV2: Deliver accessible and affordable public transport				
SV3: Develop accessible, high-quality spaces and infrastructure				
SV4: Embed placemaking in new developments				
SV5: Alleviate adverse impacts of travel on communities				

Figure 6-1 – Workstream 3: Safe and Vibrant communities

## 6.1

### Empower everyone to travel safely and securely, wherever they go (Policy SV1)

We will apply a 'vision zero' approach to road safety – an ambition for there to be no fatalities or serious injuries on our road network. We will take a holistic, safe systems approach to road safety, considering the locations of collision hotspots, road user behaviour, and personal security.

#### Why is this policy needed?

The number of people killed or seriously injured through traffic collisions across Lancashire has returned to pre-pandemic levels, and we have a higher rate of road traffic collisions than the national average. Some of the high-risk roads in Lancashire include the A671 through Bacup, A682 through Gisburn, and the A6062 at Ewood Park, as well as several routes in Blackpool town centre. There are also collision hotspots for under-16s in Blackpool, Blackburn and Preston, highlighting a substantial safety issue for young and vulnerable people in our urban areas. This also carries implications for people walking and cycling; traffic, perceptions of safety, and safety around junctions were identified as the main barriers in preventing people from cycling in Lancashire.

Our evidence base indicates that personal security is also a challenge in Lancashire. Many do not feel safe when using our roads to walk or cycle or use public transport. In addition, our evidence base suggests that there are particular issues in getting home safely for women and girls and young people, and concerns around transport interchanges, when walking or cycling, and on public transport.

Through the Lancashire Road Safety Partnership, we are committed to the promotion of: Safer People, Safer Speeds, Safer Vehicles, Safer Roads, and Post Collision Response. We will work closely with community safety and health and wellbeing partnerships to ensure our networks are safe and meet the needs of our residents.

#### What could this look like?

Measures could include education and training targeted at schools and other key groups of the population, identified through understanding common causes of collisions. We will consider physical changes such as to streetscapes, CCTV and lighting to improve personal safety and discourage anti-social behaviour, and providing safe havens and Transport Safety Officers at public transport interchanges. In addition, we will continue to address safety hotspots such as through delivering school streets, improving road junctions and enforcing speed limits.





## Workstream 3: Safe and vibrant communities

### Case Study: Preston to Penwortham cycleway

The Preston to Penwortham cycleway opened in 2022. This scheme included the transformation of the Broadgate/Fishergate Hill junction and used the innovative Cycle Optimised Protected Signals (CYCLOPS) system to provide separation between modes. In turn, this has reduced the risk of conflict between cyclists, pedestrians and vehicles, significantly improving both safety and journey time reliability. In turn, there has been a substantial uptake of cycling through this junction, with the number of cyclists per day increasing by 45% (between 2016 and 2025).



Image source: Lancashire County Council

### Case Study: Blackburn with Darwen Walk to School Outreach activation programme

The Walk To School Outreach (WTSO) project (24-25) is a national initiative which seeks to empower children to walk and cycle to school, funded through a £3 million grant from Active Travel England. The WTSO is delivered by Living Streets in partnership with 33 combined authority, local authority and county council partners. In Blackburn with Darwen, 18 schools are currently participating in this scheme. As a result of the WTSO, the participating schools have seen an increase in children walking and wheeling all the way to school by 16%.



Image source: Living Streets

## 6.2

### Deliver accessible and affordable public transport (Policy SV2)

We will enhance public transport to progress towards systems that are truly accessible and affordable for all our residents, ensuring equality of access to education, services and employment.

#### Why is this policy needed?

At present, Lancashire has several areas that are at a high risk of transport related social exclusion as shown in **(Figure 2-2)**, such as Fleetwood, Blackpool, Accrington, Morecambe and Rossendale. This means that, due to localised issues of limited transport options coupled with high socio-economic vulnerability, people are more likely to be excluded from employment, services and community life. For example, someone with limited mobility may struggle to take a bus if there is no seat or shelter at the bus stop, or a young person looking for work may struggle to afford to take the bus for job interviews, training, or social activities.

Improving accessibility to public transport will be critical to ensuring broader and more equitable access to employment, services and centres, including for those in coastal, suburban and more rural areas. Building on our progress to date, our ambition is for all of our rail stations to be Accessible for All, for transport related social hotspots to be removed, and for all bus stop infrastructure and buses to be fully accessible wherever possible.

#### What could this look like?

Measures could include pre-journey information in formats that all people can use and understand (including those with sight and hearing impairments and for whom English is not their first language), real-time updates, shelters and seating at bus stops, level-boarding buses and better audio and visual information. In network terms, this could include wider area coverage of bus services (through comprehensive Bus

Network Reviews) complemented by demand responsive transport, community transport and school transport. Finally, we will consider measures to support affordable public transport such as through initiatives targeted at specific groups such to improve access to education, work and social opportunities.

## 6.3

### Develop accessible, high-quality spaces and infrastructure (Policy SV3)

We will work with our residents to create safer, more welcoming streets to make local communities stronger and help to strengthen local pride of place. We will ensure that our built environment and infrastructure is accessible and inviting for all people, supporting improved travel choices, equality of opportunity, and reduced social isolation.

#### Why is this policy needed?

We have a diverse and unique civic landscape in Lancashire, from Victorian industrial towns in our Central Belt, to vibrant coastal communities on the Fylde Coast and in the Bay Area, picturesque settlements in the Rural North and Connected South, and our historic cities, Preston and Lancaster. Ensuring that our built environments and transport facilities are accessible for all will be crucial in ensuring that everyone can benefit from our growth ambitions, and that no one is left behind. Placemaking and regeneration will be foundational in developing more inclusive and attractive places across our county. Schemes such as the redevelopment of Fishergate in Preston exemplify the transformational impact that regeneration schemes can have on our places. Showcasing our places will help to attract inward investment and talent, foster a sense of local pride of place, and support local businesses and communities.

In Lancashire, 20% of our population are classified as disabled under the 2010 Equality Act, which is higher than both the national

## Workstream 3:

# Safe and vibrant communities

(17%), and North West (19%) averages. There are especially high proportions of disabled residents in our urban areas, particularly in our Central Belt, and towns such as Morecambe and Skelmersdale. Other groups of the population may also have specific needs which should be considered, such as older people, young people, and those who are pregnant or looking after young children.

By creating safer, more welcoming places, which are accessible for all people, we will help build more active, engaged communities and a greater sense of belonging.

### What could this look like?

Measures could include transformational regeneration schemes in our city centres, towns and local communities to improve the pedestrian environment, create stronger and safer communities, increase footfall and support more vibrant and successful high streets.

This could include maintaining pavements and removing clutter from footways to make sure that wheelchairs and pushchairs can move freely; providing adequate lighting and safe road crossing points with features like tactile paving and rotating cones; providing rest stops and seating; and ensuring there are facilities such as accessible toilets, baby change and breastfeeding areas. This could also include taking opportunities to provide richer habitats in our green spaces and resurfacing, maintaining and expanding our Public Rights of Way networks, to provide access to nature for all and support local nature recovery. We will ensure proactive consideration of health and equality issues by applying inclusive design standards from the outset of all new infrastructure projects. We will engage proactively with our communities, including those who are often not heard, to ensure we better understand their needs – for example, by using the Healthy Streets Approach to gather feedback.

### Case Study – Preston Fishergate public realm improvements

The redevelopment of Fishergate, one of Preston's principal high streets, involved decluttering and widening the footway, planting new trees, and providing seating. This has created a more attractive and accessible public realm. The pedestrianisation of adjacent streets such as Cannon Street has also supported local businesses by providing spill-out space, and businesses reported seeing higher footfall almost immediately after the works were completed. Furthermore, the improvements to Fishergate have created an estimated £80m in GVA to Preston's economy, and led to a 51% reduction in the collision rate.



Image source: Visit Preston



### Case Study - Levelling Up programme in East Lancashire

As part of Lancashire County Council's Levelling Up Fund award, they are delivering Safer, Greener, Healthier Streets across East Lancashire. These are packages of high quality public realm improvements, road safety measures, pedestrian and cycle improvements, and inclusive design, embedded within our communities. Local people were involved in all stages of scheme development through an innovative community co-design process, which made sure that the priorities and concerns of local residents were understood.

Image source: Lancashire County Council



## 6.4 Embed placemaking in new developments (Policy SV4)

We will support and promote a vision-led approach to planning for new developments that puts the transport needs of people and communities first, by prioritising access to amenities and services, nature, and public spaces, and achieving well-designed places. This will ensure that transport and land use planning are fully integrated and will support thriving, sustainable communities.

### Why is this policy needed?

We need to ensure that new developments are good places to live and work, which are well connected and sustainable. We support a vision-led approach to planning for new developments: planning with a clear vision in mind means focusing on the results (outcomes) we want to achieve, and taking proactive steps to get there.

By adopting this approach, we can create more sustainable and efficient developments that better serve our communities.

To ensure that walking, cycling, wheeling and bus are a natural choice for most local journeys, sites should be mixed use and located to facilitate sustainable travel movements. Residential, employment and retail sites should be designed and built with sufficient, dedicated space for active travel and efficient public transport movements, so that these are safe and convenient, with active travel providing access to proximate amenities and transit, and public transport providing onward connections. These onward connections are essential to provide access to employment, education and services, and help to avoid increasing congestion. Targets should be agreed as part of the planning process which hold developers to account, such as for implementing measures as early as practicable during build-out. Where necessary, road improvements should be considered to ensure that all modes of transport can continue to run smoothly.

# Workstream 3:

## Safe and vibrant communities

### What could this look like?

This will include clear policy definition of vision-led approaches in Local Plans, with sustainable, place-based principles having greater influence over site selection. We will expect accommodation of the Manual for Streets and consideration of best practice, such as bus operator guidance on 'bus friendly development' and Sport England's Active Design guide. This will ensure that our new developments put the needs of people and communities first and prioritise sustainable access to amenities and services, nature, and public spaces.

### 6.5 Alleviate adverse impacts of travel on communities (Policy SV5)

Working with local communities, stakeholders and highways authorities, we will reduce and proactively design out the potential adverse impacts that transport can have on our communities.

### Why is this policy needed?

Our existing transport networks are essential for us all, but there can also be unintended consequences of travel – such as air and noise pollution, severance of communities, safety and security concerns, and accessibility impacts.

These impacts can be experienced in different ways by different individuals. Those members of society who may be more vulnerable due to factors such as age, health, ethnicity, sex or income, or who have protected characteristics under the Equality Act 2010, may potentially be impacted in different ways or to a different degree than other members of society.

It is therefore essential that we reduce the current adverse impacts of transport on communities and plan any new schemes carefully to minimise the possible negative impacts of anything we plan to deliver.

### What could this look like?

This could include measures to reduce traffic noise and improve air quality where they are exceeding safe levels, designing spaces which feel safe and discourage antisocial behaviour, and ensuring our scheme design and development processes assess and minimise the potential negative impacts on different groups of people.

## Workstream 4:

# Future-ready networks

Through the LTP, we will transform Lancashire into a sub-region that is fit for the future, integrating new technologies and innovative solutions to ensure our networks are more sustainable, resilient, efficient and ready for growth.

Our transport networks are the backbone of our growing economy, and poor reliability can be frustrating for people and restrict our growth. To improve reliability, we are already starting to harness new technologies and a data-driven approach to transport network management, such as through upgrading and rolling out new systems for urban traffic management control, fleet management, intelligent bus priority, and real time passenger information. We will continue to deliver, expand and integrate schemes across the sub-region so that our networks run more smoothly, so we can respond to issues quickly, and to make best use of data in decision making. We will also draw on our growing industries to bring new ideas into our transport networks and prepare for upcoming changes.

The impacts of more extreme weather patterns are becoming more apparent, with wetter winters and warmer summers (**Figure 7-1**). We must plan for the future to keep Lancashire moving, making sure our transport networks are sustainable now and are prepared for future changes.

Our transport networks are also impacted by both planned and reactive works. Lancashire has many Victorian towns with dated infrastructure requiring maintenance, such as decaying structures, bridges and utilities. We will work with our cross-sector partners to proactively maintain our highway assets and other infrastructure to ensure smooth journeys now and into the future.

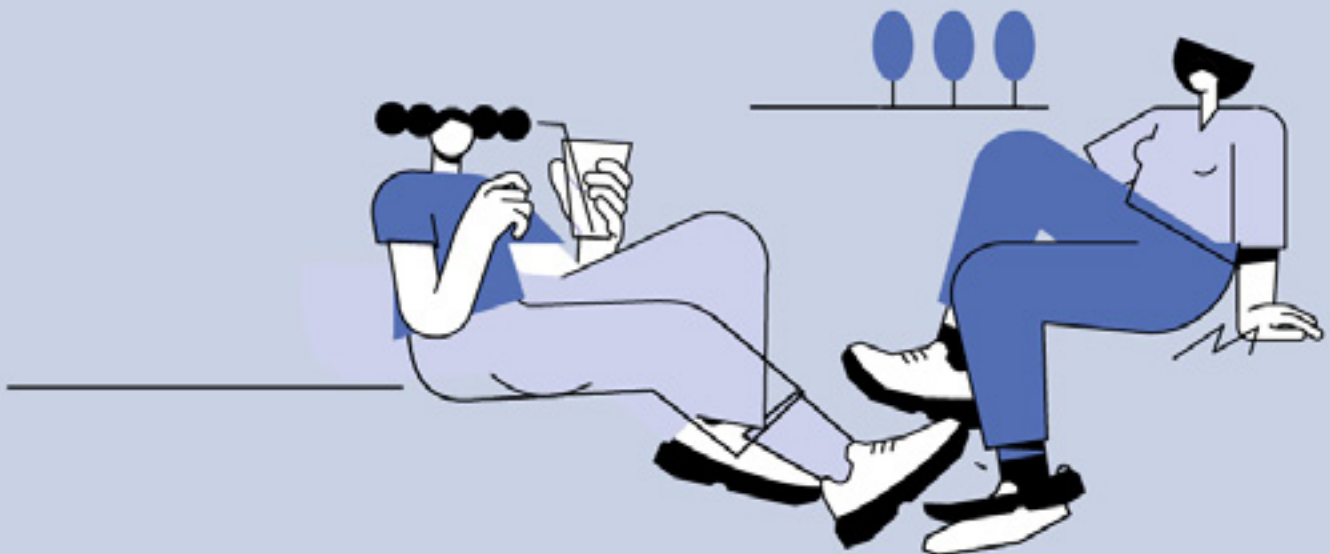


### Case Study – Astley Park Reedbed Enhancements




























The river Chor had a marked issue with pollution from runoff from the M61, which it passes under. To mitigate the impacts of pollution from the motorway, works were undertaken at Astley Park, including the planting of  $\frac{1}{4}$  hectare of reedbeds on a diverted stream. This led to the improvement of water quality and reduction of contaminants downstream, in turn improving the biodiversity and the recreational value of the waterway. The scheme also provides a degree of flooding mitigation.



Image source: Lancashire County Council



**Key:**  Strongest Alignment  Strong Alignment  Alignment

<b>Future-ready networks: policies</b>	<b>Stronger</b>	<b>Fairer</b>	<b>Sustainable</b>	<b>Cross-Cutting</b>
<b>FN1: Embrace new transport data and technologies</b>				
<b>FN2: Accelerate the uptake of electric vehicles</b>				
<b>FN3: Improve journey time reliability</b>				
<b>FN4: Deliver sustainable, resilient infrastructure</b>				
<b>FN5: Embed whole-life approaches to asset management</b>				
<b>FN6: Implement smarter public parking strategies that meet evolving needs</b>				
<b>FN7: Support sustainable first and last mile freight</b>				

# Workstream 4: Future-ready networks

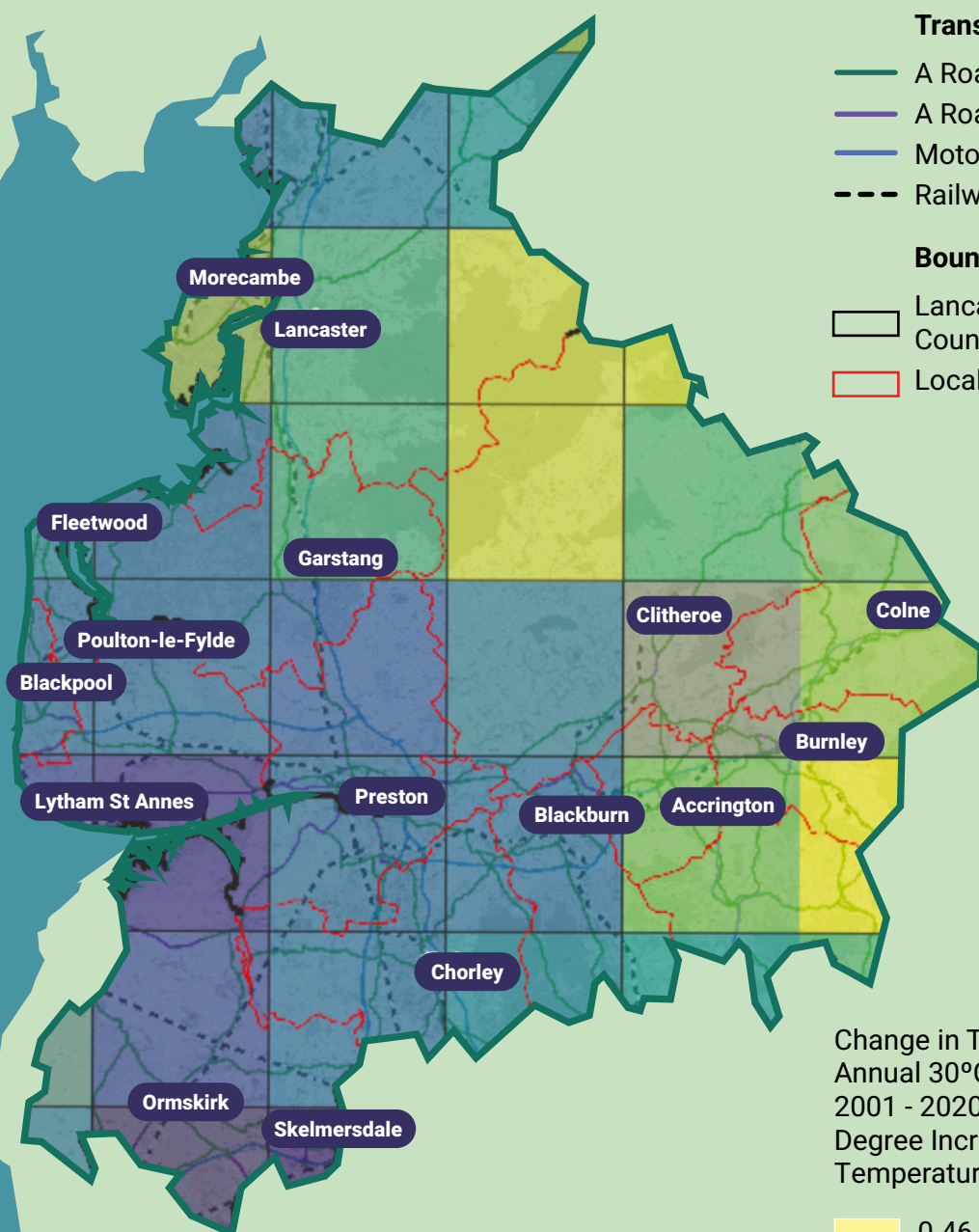
## Key

### Transport Network

- A Road Single Carriageway
- A Road Dual Carriageway
- Motorway
- - - Railway Line

### Boundaries

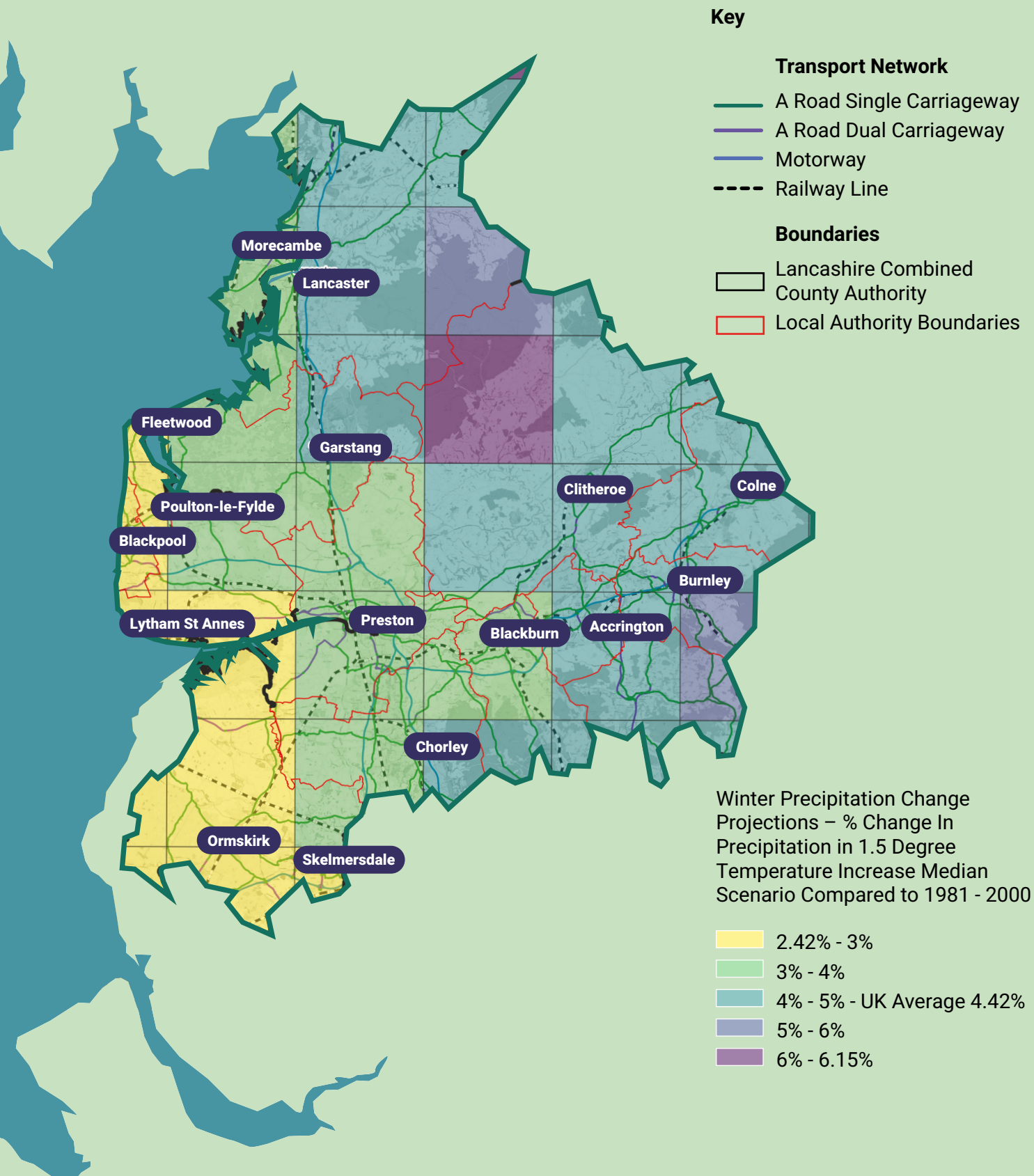
- Lancashire Combined County Authority
- Local Authority Boundaries



Change in The Number of Annual 30°C Days between 2001 - 2020 Median and 2 Degree Increase in Global Temperature Median Scenario

- 0.46 - 0.5
- 0.5 - 0.6
- 0.6 - 0.7
- 0.7 - 0.8 – UK Average 0.79
- 0.8 - 0.9
- 0.9 - 1
- 1 - 1.1
- 1.1 - 1.118





# Workstream 4:

## Future-ready networks

### 7.1 Embrace new transport data and technologies (Policy FN1)

We will continue to embrace data and new technologies to enhance the efficiency, reliability and sustainability of our transport networks. Building on Lancashire's industry strengths, we will lead in the development and deployment of innovative transport solutions – supporting cutting-edge research, piloting new technologies, and fostering partnerships that position us at the forefront of future mobility.

#### Why is this policy needed?

We are excited to push the boundaries of transport innovation and pave the way towards a future-ready network.

Many technological enhancements have already been delivered across Lancashire, such as through Blackpool Transport's new digital fleet management system and Lancashire County Council's Digital Strategy and pioneering Future Mobility Platform. Such initiatives use a data-first approach to help better manage our networks and improve local transport services for our residents, visitors and businesses, and we will continue to deliver, expand and integrate them across the sub-region. We will also make best use of our transport data and emerging AI capabilities to monitor how the network is performing and to help us respond to issues quickly.

We are also excited to be at the forefront of future transport technologies which could transform the way we travel. Connected and autonomous vehicles could improve network efficiency and provide travel options for those with limited access to public transport or who are unable to drive. Drones provide significant opportunities in a future transport world. We will work with our aerospace industry partners to make Lancashire a pioneer for air transport, drone research and future civilian transport capabilities. We will support trials and pilot schemes to test innovative transport and data solutions, closely monitoring their impacts, evaluating their success against our goals and adapting our future approaches where needed.

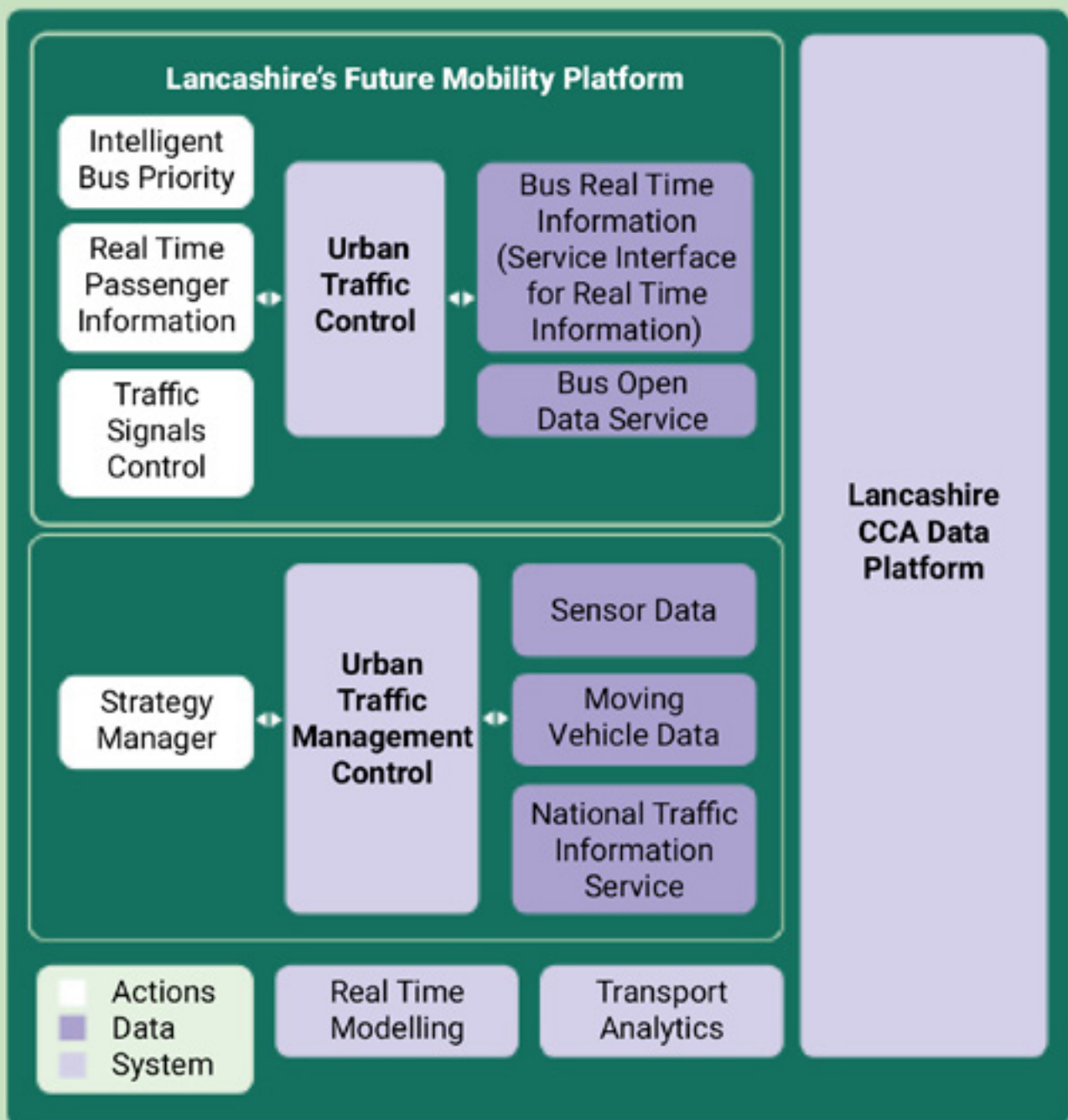
#### What could this look like?

Measures could include providing smarter traffic management and further integrating data and technology to enable a unified, dynamic sub-region-wide approach to traffic and congestion monitoring.

Other measures could include working with our industry partners to prepare for new ways of moving, such as running trials and pilots, readying our networks for autonomous vehicles and supporting transport-related aerospace research.

### Case Study – Lancashire’s Future Mobility Platform

Lancashire County Council’s Future Mobility Platform uses AI technologies and a data-first approach to help better manage networks and improve local transport services. Some of the key components are real-time traffic prediction, junction usage analysis and congestion hotspot identification. This is helping to shift network management from being reactive to being proactive, using data to tackle challenges and inform decision making.





# Workstream 4:

## Future-ready networks

### 7.2

#### Accelerate the uptake of electric vehicles (Policy FN2)

We will facilitate the accelerated uptake of electric vehicles by working with residents, stakeholders, and public and private sector partners to provide a range of charging and access options for everyone.

##### Why is this policy needed?

We need to ensure that our residents feel empowered and incentivised to switch to electric vehicles to help reduce air and noise pollution across Lancashire. Addressing concerns, particularly around range and safety, will help to give our residents the confidence and information necessary to make well-informed decisions. In addition, although costs are gradually decreasing, buying an electric car remains prohibitively expensive for many; electric car sharing schemes could allow our residents to access an electric car without the need to purchase one, or to try before buying.

Businesses and organisations also have a role to play; we need to encourage the replacement of dated, polluting vehicle fleets with modern, efficient, low or zero emission vehicles.

For buses, steps to reduce emissions on our network could include working together with bus operators to modernise their fleets, for example through a Lancashire-wide low emission bus funding scheme, and ensuring there are sufficient charging facilities.

##### What could this look like?

This could include working with the private sector to provide on-street charging, especially in residential and commercial areas with no off-street parking. In addition, standards for new developments can support home charging for those with off-street parking. Charging at key destinations and workplaces will also be essential for residents, commuters, businesses and visitors alike. Electric car sharing schemes for individuals or businesses could also help to increase access.

For buses, steps to reduce emissions our network could include working together with bus operators to modernise their fleets, for example through a Lancashire-wide low emission bus funding scheme, and ensuring there are sufficient charging facilities.

### 7.3

#### Improve journey time reliability (Policy FN3)

We will improve journey time reliability for all users of our road network by targeting the causes of delays and disruption, and ensuring that we are more resilient to seasonal or event-based changes.

##### Why is this policy needed?

Journey time reliability underpins the efficient movement of people and goods across our county. To be reliable, our networks need to be able to cope with all sorts of changes, such as varying traffic levels, incidents, roadworks, closures, and changing weather. Large events such as the Blackpool Illuminations can also lead to significant disruptions on our network.

At present, there are acute issues of road network reliability in Lancashire. For example, incidents or closures on the M6 around Preston can lead to significant knock-on delays across our local and strategic road networks. The M6 is predicted to experience even more delays in the future if traffic levels continue to increase. Issues on the highway network have a knock-on impact for buses and coaches too: it is important to keep buses moving even when there is congestion, so they remain a viable, attractive and competitive option for journeys.

We will continue to explore a range of solutions to tackle congestion and improve journey reliability, supporting the long-term resilience and sustainability of our networks and responding to evolving travel patterns.

#### What could this look like?

This could include more efficient and coordinated management of roadworks, service planning and event planning through collaboration and information sharing between highways authorities, National Highways, event organisers, utilities companies and public transport operators.

Measures to tackle localised highway issues which cause delays to buses could include bus priority measures, enhanced signal prioritisation and the use of real-time traffic management through traffic control centres.

#### Case Study: Blackburn Pennine Gateways, M65 improvements

The Blackburn Pennine Gateways project focused on improving three main gateways on the M65 growth corridor, to unlock new housing and growth through improved transportation infrastructure. Three primary areas were selected for improvements: Furthergate (East Blackburn), North Blackburn and Haslingden Road (South East Blackburn). Enhancements included junction upgrades, new and widened roads, and improved access to employment centres and key facilities, such as Royal Blackburn Hospital. Initial outcomes of the project include improvements to air quality, traffic flow and congestion. In addition, the project is supporting the delivery of close to 1,200 housing units, and over 65,000 sqm of employment land.



Image source: The Shuttle

# Workstream 4:

## Future-ready networks

### 7.4 Deliver sustainable, resilient infrastructure (Policy FN4)

We will make Lancashire's transport systems stronger and more sustainable so they can handle future challenges like heavy rain and heat. This could include adding trees, better drainage, and using tougher, more durable, low-carbon materials to keep people moving safely.

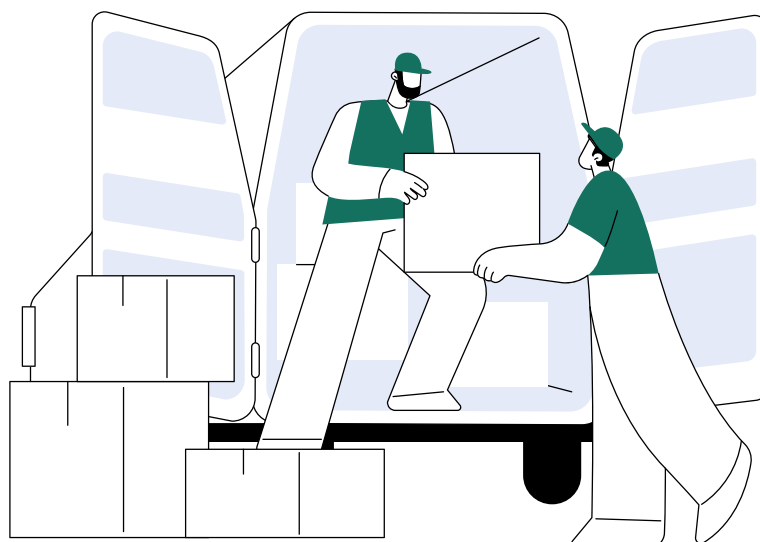
#### Why is this policy needed?

The impacts of more extreme weather patterns are becoming more apparent, with wetter winters and warmer summers. We therefore need to ensure that our transport infrastructure is resilient to more frequent extreme weather events. Our coastal communities are particularly vulnerable to storms and a rising sea level. As shown in [Figure 7-1](#), our uplands are likely to experience the highest increase in precipitation, which could also lead to more flooding downstream. West and south west Lancashire are likely to experience the greatest increases in temperatures. We need to make sure that any new schemes and developments are designed to minimise current and future flood and heat risks.

Our infrastructure should be sustainable, efficient and resilient, and maximise opportunities for environmental gain. We will embed green energy generation (such as solar canopies over parking spaces) and natural elements into our transport networks and communities wherever we can. 'Green infrastructure' like rain gardens, parks, green roofs, nature corridors and urban planting, and 'blue infrastructure' like wetlands, water storage ponds and coastal infrastructure, can help manage flooding, reduce heat stress, support biodiversity, and support the overall quality of our local environments. We will make use of innovative tools to assess our designs and plans, such as extensive carbon calculators that calculate the lifecycle impact of materials used.

#### What could this look like?

Measures to improve resilience could include designing our spaces to help our people and infrastructure cope with higher rainfall and heat, such as through shelters, trees and plants, sustainable drainage solutions, green and blue infrastructure, and using more resilient, lower carbon materials.





## 7.5

### Embed whole-life approaches to asset management (Policy FN5)

We will support our Local Highway Authorities to get the most out of our existing and future highway assets by promoting and facilitating a whole life approach to maintenance and management.

#### Why is this policy needed?

We will support our Local Highway Authorities to invest in maintaining our transport networks to make sure we get the best out of them, now and into the future.

It is the responsibility of the Local Highway Authorities to keep a register of all highway assets across the sub-region, understanding which are the most crucial for a well-functioning network, and regularly checking and reporting on their condition. This includes local roads, footpaths, cycleways, bridges, and signs. Each area's specific priorities will likely vary over time, but they are always underpinned by a duty to improve reliability, reduce delays, maintain high standards of safety, and manage risks effectively.

As the LCCA, it is our role to support this by ensuring whole-life costs and processes are built in to any schemes, developments and infrastructure we deliver.

#### What could this look like?

This could involve supporting Local Highways Authorities to take a more preventative approach to asset maintenance to extend asset life, using smarter technologies, and coordinating works with partners and utilities companies. Alongside this, ways of reducing costs could include using more energy efficient lighting, generating more of our own energy, and using more resilient materials and landscaping which require less maintenance.

# Workstream 4:

## Future-ready networks

### 7.6

#### Implement smarter public parking strategies that meet evolving needs (Policy FN6)

We will work closely with local planning authorities to provide appropriate and flexible parking which supports our people and places. This will include aligning parking provision with local priorities, environmental goals, and the evolving needs of communities and businesses.

#### Why is this policy needed?

When planned well, parking provision can support the local economy through making services and tourist destinations accessible, especially to people with mobility impairments. It can facilitate increased walking, cycling and public transport use, such as through secure places to park bicycles, park and stride, park and ride, or parking at rail stations.

We will take a big picture approach to ensure that we have the right type and amount of public parking in the right places, with the right charges and payment methods. This will make sure that people can access local services and business without causing traffic congestion, environmental impacts or hindering accessibility, and that revenue can be used appropriately to maintain and improve our parking and wider transport facilities. This includes providing sufficient accessible and electric vehicle parking for our growth sites and key centres, and making sure they are well maintained.

Our parking also needs to be flexible and able to accommodate seasonal variances, such as increased demand from peak season visitors in towns such as Blackpool and Morecambe, while providing and publicising other modes of transport for tourism. Conversely, underutilised parking spaces can provide opportunities for redevelopment and placemaking.

We will regularly review our parking practices to ensure that provision, placement and prices continue to support efficient movement, local accessibility and the evolving needs of our communities.

#### What could this look like?

Measures could include a review of parking supply to encourage higher turnover for on-street retail parking and longer stay for residential areas, a review of resident permit zones, or new bus and rail park and ride. Other measures could include improving enforcement and design to reduce inappropriate parking (such as blocking pavements), unifying and modernising payment methods (in line with the National Parking Platform which makes sure drivers can pay using their preferred app), and developing new approaches to deliveries such as dynamic kerbside management systems.

## 7.7 Support sustainable first and last mile freight (Policy FN7)

We will support first and last mile deliveries to be made more efficiently and increase the delivery options for our residents.

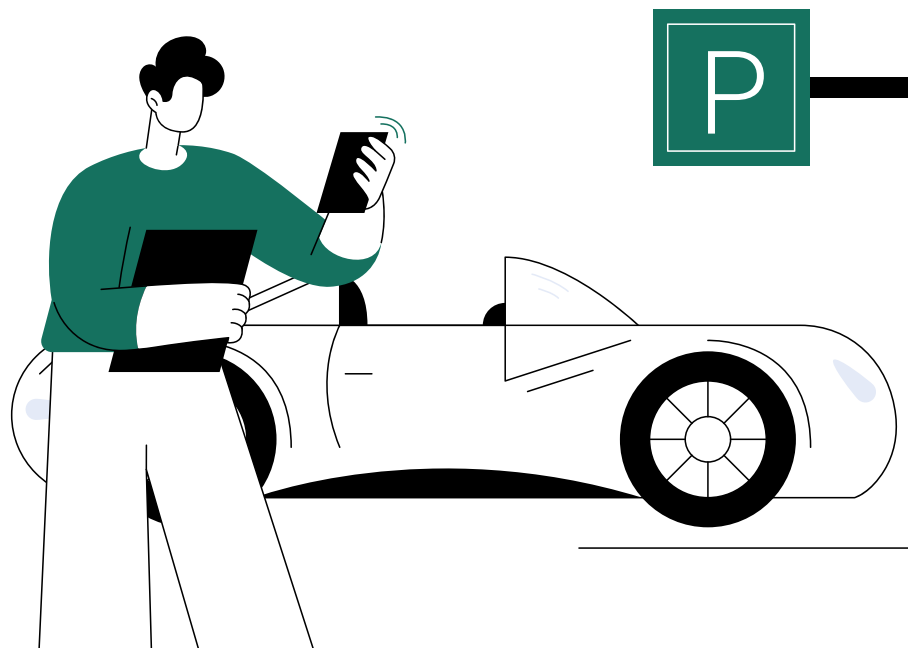
### Why is this policy needed?

In the evolving landscape of logistics, there are significant opportunities to modernise the first and last stages of goods delivery, known as first and last mile. With the rise of e-commerce, last mile deliveries have increased leading to a surge in LGV mileage.

As outlined in the Transport for the North (TfN) Freight and Logistics Strategy, there is potential to support a shift from LGVs to low-emissions deliveries (e.g. electric vans or cargo bikes) through smaller, local distribution centres, known as micro-consolidation. Adopting more sustainable delivery methods can minimise infrastructure impact, making our roads and communities safer, less polluted, and more efficient.

### What could this look like?

This could include leveraging our strategic position on the West Coast Main Line and M6 to establish effective freight consolidation centres. Additional measures could involve providing parcel pick-up and drop off points (e.g. lockers and at convenience stores), to help to rationalise local deliveries and provide people with more convenient access to postal services. This is valuable in both urban and rural areas.





# Delivering our plan

## Our route to 2045

To ensure that we can deliver on the ambitious vision, goals, and policies set out in this Core Strategy, we will:

- **Mobilise** new organisational and governance structures in the LCCA.
- **Develop** LTP supporting documents, confirming programmes and schemes.
- **Implement** by securing funding, establishing appropriate delivery mechanisms, and monitoring success.

### 8.1 LCCA mobilisation

We are currently in a crucial transition period. The formation of the new LCCA presents a game-changing opportunity to invest in our transport networks, paving the way to a stronger economy, fairer opportunities and a more sustainable future for Lancashire.

The LCCA was formally constituted on 11th March 2025, and currently the majority of transport powers run concurrently with the constituent transport authorities. From 1st of April 2026 (Day 1) all statutory powers will be fully transferred.

We are building a Lancashire that delivers. Rapid mobilisation of LCCA organisational structures, governance processes and assurance frameworks for transport investment will therefore be key to ensuring successful implementation of policies set out in this LTP.

To this end, we will apply resource quickly and efficiently. From day one, the LCCA will have sufficient capabilities around three key areas:

- Transport strategy
- Public transport
- Investment planning and delivery

The precise operational details and working arrangements of the LCCA across each of these areas are currently being developed and so are yet to be formally agreed.

### 8.2 Develop LTP supporting documents

The new LCCA Transport Strategy function will develop the supporting LTP documents, as set out in **(Figure 1-1)**.

These will be prioritised as follows.

Once finalised, the overarching **Implementation Plan** will set out the strategic programmes of investment and priority schemes. It will sit as a separate document, alongside this Core Strategy. This will ensure it remains flexible and able to respond quickly to change. An outline of initial proposed programmes and strategic investment packages is included on the next page, set out by Workstream. These will be refined and developed further over coming months so that a final LTP Implementation Plan can be prepared. Once finalised, this will clearly set out the schemes which, over the next five years, the LCCA considers are:

- **Committed** – fully funded and contractually agreed schemes.
- **In early delivery** – schemes progressing through business case development.
- **In option development stage** – schemes requiring further feasibility and options appraisal.

**Local Delivery Plans** (Place-based Implementation Plans) – these will provide further detail on local programmes and schemes and their delivery. They will be based on suitable geographical areas, relating to forthcoming local government reorganisation (LGR). Should timescales of LGR extend and delay the timely publishing of Local Delivery Plans, then local schemes which can be delivered in the short term may be included within the overarching Implementation Plan.

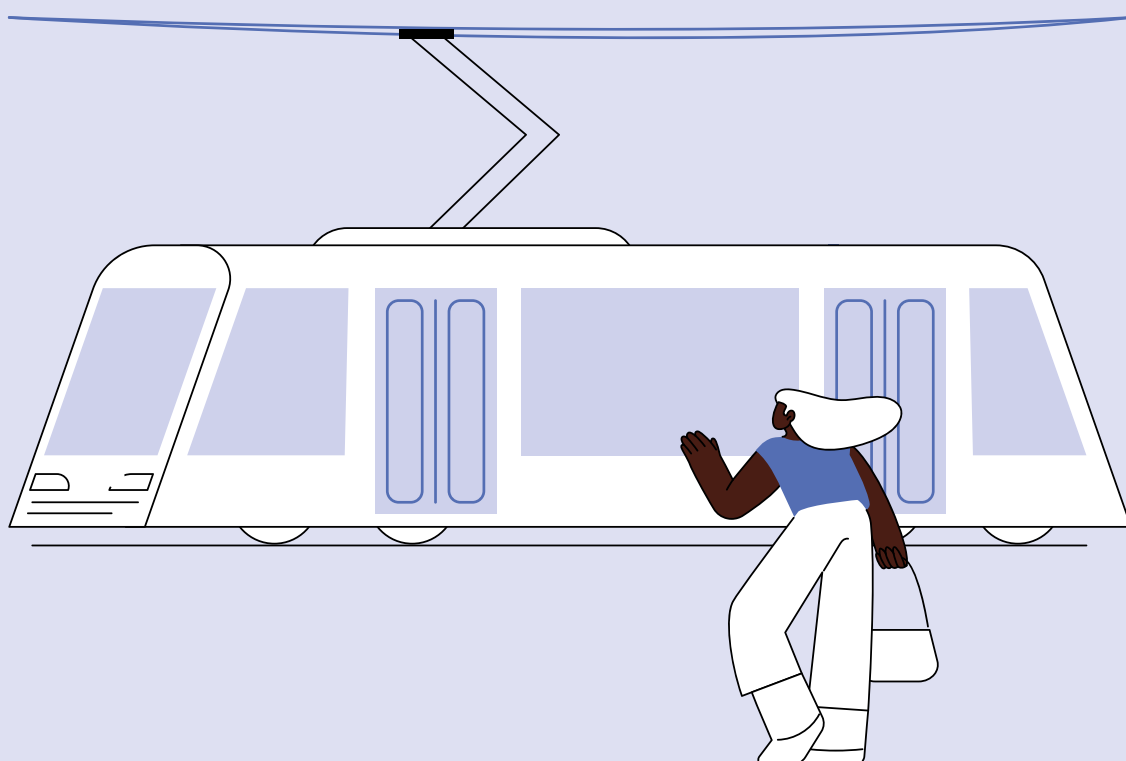
**Modal Strategies** – these include documents such as the Bus Service Improvement Plan (BSIP), Electric Vehicle Infrastructure Strategy (EVIS), and Local Cycling and Walking Infrastructure Plans (LCWIPs). Existing versions of these have been prepared by the constituent authorities of Blackburn with Darwen, Blackpool,

and Lancashire County Council and have informed the current identified pipeline of local schemes. These will be refreshed over time as and when required and will cover the whole of Lancashire or where appropriate, smaller areas based upon suitable local government geography. Modal strategies will directly inform future iterations of the LTP implementation and delivery plans.

## Proposed strategic transport investment programmes

The overarching LTP Implementation Plan will clearly state the strategic transport investment programmes, how they have been prioritised based on the principles of strategic fit, deliverability and value for money, and set out a phasing framework for delivery over the short, medium and long term.

An initial proposed set of investment programmes is set out below. These are grouped by the four LTP workstreams (the detail of which is set out in Section 3.1 and Chapter 4 to 7) and consolidate the long list of measures that the LTP Core Strategy is expected to deliver.



# Delivering our plan

Workstream	Investment Programmes	Description
<b>Connecting Lancashire</b>	<ul style="list-style-type: none"> <li>Rail network and Strategic/ Major Road Network enhancements, within and beyond Lancashire</li> <li>Light rail and mass transit expansion</li> <li>Sustainable transport to support development and growth sites</li> <li>Strategic freight connectivity enhancements</li> <li>Access to ports and airports</li> <li>Strategic congestion management</li> <li>Broadband infrastructure</li> </ul>	Delivering major transport infrastructure projects that foster economic growth by improving regional connectivity and improving capacity to unlock growth. Examples include rail electrification and motorway upgrades.
<b>Transforming travel choices</b>	<ul style="list-style-type: none"> <li>Active travel network development</li> <li>Bus infrastructure and integration of modes</li> <li>Simplification of ticketing</li> <li>Travel planning, promotion and education programmes</li> <li>Taxis and demand responsive travel</li> <li>Micro-mobility and shared transport</li> <li>Sustainable transport for tourism</li> </ul>	Enhancing public transport services and active travel routes (walking, wheeling and cycling) to improve accessibility, reduce severance and address transport related social exclusion. Examples include increased bus service frequencies and enhanced off-road assets such as canals and bridleways.

Workstream	Investment Programmes	Description
<b>Safe and vibrant communities</b>	<ul style="list-style-type: none"> <li>Road safety improvements and education</li> <li>Accessible, inclusive and secure by design</li> <li>Public realm improvements</li> <li>Reducing severance between communities</li> <li>Sustainable development and vision-led planning (local)</li> <li>Public transport ticket pricing</li> </ul>	Creating safe, attractive, and welcoming environments that encourage community interaction, work, learning and leisure. This includes projects for public realm upgrades, step-free access and addressing existing road safety concerns.
<b>Future-ready networks</b>	<ul style="list-style-type: none"> <li>Network management, maintenance and incident response</li> <li>Infrastructure and community resilience</li> <li>Transport technology and innovation</li> <li>EV infrastructure</li> <li>Smarter parking (including park and ride)</li> <li>Freight and logistics (particularly first/last mile)</li> </ul>	Improving the reliability, safety and resilience of our transport networks through the adoption of new technology and innovative solutions. This encompasses everything from day-to-day network operations and maintenance to forward-looking infrastructure for emerging transport needs.



# Delivering our plan

## 8.3

### Implementation and monitoring

#### Funding

The delivery of our LTP vision, goals and ambitions will require a dynamic mix of funding. The Government's multi-year LCCA funding settlement will form core funding, with significant developer funding also being required. Strategic bids for larger Central Government grants will be essential to deliver some of the more significant strategic projects.

We recognise the substantial investment required to maintain our current highway assets, and appreciate the significant step change required to deliver on our growth ambitions. As such, we are committed to actively exploring innovative revenue-generating approaches and pioneering new methods for financing and funding complex infrastructure programs. Our collaborative approach ensures that the LTP's ambitions are adaptable and aligned with the aspirations of our key partners, fostering a shared vision for a thriving Lancashire. We're currently anticipating greater clarity and positive outcomes for future funding allocations.

#### Delivery mechanism

Programme and project management arrangements will be established, incorporating robust commercial and risk management processes. A commitment to embracing best practice, innovation, and technology will underpin all delivery activities.

We have developed an outward-looking programme to bring benefits to Lancashire, the North-West and the UK, and we will work with Transport for the North (TfN) to meet regional and national goals for economic growth.

Local Government will continue to be key delivery partners for local transport schemes. To realise our LTP vision, LCCA and Local Government (in their role as Local Highways Authorities) must work collaboratively with a broad range of partner organisations and stakeholders.

Effective collaboration is essential, as there are several key partners who own and/or operate significant elements of Lancashire's transport network. This close working relationship is particularly crucial when it comes to funding improvements for the rail and strategic road network.

The LCCA will continue to develop our major project propositions by partnering with businesses and public service providers, including Local Government and the Lancashire Business Board. This collaborative approach will give Lancashire a stronger voice regionally, nationally, and internationally.

## Measuring success

Effective monitoring and evaluation will be key to understanding the impacts and benefits of the strategic investment programmes that we deliver. Feedback and lessons learned from this process will enable us to continually improve our approach to delivery, including both the processes of implementing our programmes and the outcomes from their delivery. Building our evidence base of successful schemes will also help to build stakeholder support and strengthen the case for future investment.

As part of the Implementation Plan, we will develop a full monitoring framework to enable comprehensive (but proportionate) assessment of the impacts of our programme, drawing on our Green Paper evidence base.

Key Performance Indicators (KPIs) will be related back to the vision, goals and workstreams set out in this plan. The success of our LTP will be monitored on an ongoing basis as part of the wider performance management framework for the LCCA.

Where possible, meaningful data that is already available and collected on a national, regional or local basis will be used to track progress of the LTP towards achieving its goals, including data and case studies from implemented measures. Where there are data gaps, we will continue to seek opportunities to expand our regular monitoring and data collection.





**LANCASHIRE**  
COMBINED COUNTY  
AUTHORITY