

# Lancashire Local Transport Plan

## Implementation Plan

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(CONSULTATION DRAFT)  
2026–2030

# Foreword

Welcome to the Lancashire Combined County Authority's (LCCA) first Local Transport Plan (LTP) Implementation Plan, setting out how this new Local Transport Authority intends to respond to the transport challenges facing Lancashire.

Effective transport links and infrastructure underpin a stronger regional economy, with fairer opportunities and a sustainable future for the communities that depend upon it.

This Implementation Plan addresses the transport needs of Lancashire's five high-growth sectors: National Security and Resilience, Clean Growth and Nuclear, Digital and AI, Advanced Engineering, and Culture and Tourism; by seeking to improve connectivity to strategic employment sites, innovation corridors and energy assets.

The LTP Transport Plan sets out the LCCA's long-term strategic vision and policy framework up to 2045.

Aligned to this Core Strategy, this document establishes a short-term delivery programme, identifying the specific schemes to be progressed between 2026 and 2030.

This plan recognises the impending Local Government Reorganisation (LGR) and the effects on constituent councils that this will have. Future versions of this document will address the overall LTP plan period following LGR.

The needs to be addressed by the Implementation Plan, in accordance with the LTP Core Strategy, are clear:

- A better-connected Lancashire
- Transformed travel choices
- Safe and vibrant communities
- Future-ready transport networks

The Implementation Plan's programme of schemes seeks to:

- Achieve enhanced connectivity to employment, education and services; particularly by public transport and other sustainable transport modes;
- Improve local transport networks - bus, light rail, rail, walking, wheeling and cycling;
- Reduce transport-based pollution and enhance the public realm; and,
- Enable people to choose active travel modes, walking, wheeling and cycling; in line with public health promotion policies.

The LCCA's transport investment programme will aim to improve the quality of life and environment for individuals, families and communities across the county.



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# Executive summary

The Lancashire Combined County Authority (LCCA) is a new local government era for Lancashire. The LCCA is now delivering its first Local Transport Plan (LTP) setting out the county's strategic transport priorities for 2025 to 2045.

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This Implementation Plan sets out how the LTP's strategic vision will be delivered over the next four years (2026–2030), focusing on practical actions that connect people to jobs, education and services, while supporting economic growth and sustainability.

## Purpose and scope

The plan translates long-term ambitions into short-term priorities, identifying schemes and strategies that are in development or ready for delivery within the current funding period. It provides a clear route to achieving Lancashire's goals of a stronger economy, fairer opportunities, and a sustainable future.

It is a key enabler of Lancashire's Growth Plan, supporting transformational projects by strengthening connectivity, improving freight logistics, and futureproofing the county's transport networks.

## Our approach

Delivery is structured around four workstreams:

- **Connecting Lancashire** – Improving rail and highway networks, access to growth sites, and freight connectivity.
- **Transforming travel choices** – Expanding active travel networks, enhancing bus services, and integrating sustainable modes.
- **Safe and vibrant communities** – Investing in road safety, public realm improvements, and reducing community severance.
- **Future-ready networks** – Maintaining infrastructure, deploying innovative technologies, and supporting electric vehicle adoption.

Schemes have been prioritised for strategic fit, value for money, and deliverability.

Funding will flexibly combine central government allocations, targeted grants and developer contributions, to exploit emerging opportunities.

## Monitoring and governance

An annual monitoring report will track progress against the LTP Transport Plan goals, ensuring accountability and informing future policy. The LCCA will provide governance, enabling updates as new opportunities and challenges arise.

## Next steps

Following consultation, the plan will be finalised and published in summer/autumn 2026. Community engagement will remain central to shaping schemes and strategies.

This Implementation Plan is key to delivering an inclusive, sustainable, and future-ready transport system - connecting people and places, driving economic growth, and improving everyday life across Lancashire.



# Introduction

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

The Lancashire Growth Plan identifies transport as a core 'Foundation for Growth', alongside skills, innovation, and land supply. Each of Lancashire's five priority sectors depends on modern, reliable transport networks to connect businesses, workers, supply chains, and visitors to opportunities.

The Lancashire LTP defines strategic transport priorities for the period 2025–2045. It arrives at a pivotal moment, as the LCCA's creation brings new powers and the potential for significant additional funding. Effective transport networks are fundamental for everyone, linking people with jobs, services, education and green spaces; and helping to create a place where people can live, work and thrive.

The LCCA will strengthen Lancashire's ability to plan and deliver major transport investment. This Implementation Plan, covering the period 2026–2030, focuses on developing the schemes and strategies needed to support the county's ambitions.

While the Transport Plan sets out policy and a long-term strategic vision, the Implementation Plan establishes a short-term delivery programme, identifying specific schemes to be progressed over the next four years, a practical route to achieving objectives. This Plan will be reviewed, identifying any new opportunities or changes to existing schemes, to be managed under the prioritisation process.

The Implementation Plan is supported by funding streams including the Integrated Transport Fund and the Bus Service Fund. While the four-year plan sets a clear direction, it is important to note that funding beyond 2030 is not confirmed, and will be subject to future Government spending decisions.

The LCCA and its partners are committed to proactively pursuing additional funding to accelerate progress and realise Lancashire's ambition for a transformed county-wide transport system.

Following Local Government Reorganisation, once the new Lancashire Unitary Authorities have been established in 2028, the LCCA will start work on Local Delivery Plans for each of the new Unitary Authorities. This Implementation Plan will guide these plans and will be used to inform transport infrastructure investment and development; linking directly to planned housing and economic strategies.





A scenic view of a village street. In the foreground, a stream flows through tall grasses. A paved road leads uphill through stone walls and lush greenery. In the background, there are stone buildings, including a large house with a tower, and a street lamp.

# Our strategy

# Our strategy

Lancashire’s LTP Transport Plan presents an ambitious transport vision, driving a stronger economy, expanding opportunity and supporting a sustainable future. These are the foundations of the Core Strategy, further guided by cross-cutting efficiency principles, and a commitment to enhancing Lancashire’s role across the North, nationally and internationally.

Our approach prioritises infrastructure investment, public transport and active travel network improvements, alongside digital innovation and smart mobility solutions.

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	Conserve and enhance our natural 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	
Unlock strategic growth sites across Lancashire	Create safe and vibrant communities and a sense of belonging	Reduce pollution from transport	Amplify the voice and strengthen the influence of Lancashire across the north, nationally and internationally

## LTP Transport Plan goals

The Transport Plan identifies four workstreams, which influence the Implementation Plan's scheme identification and prioritisation process:

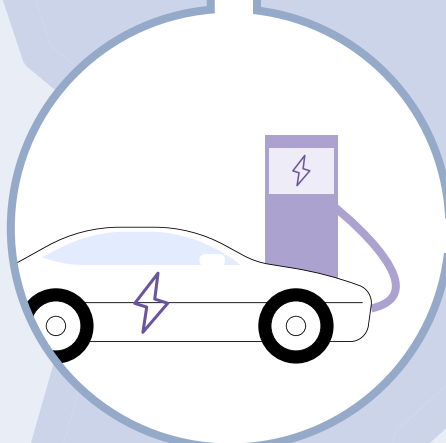
**Workstream 1:  
Connecting  
Lancashire**



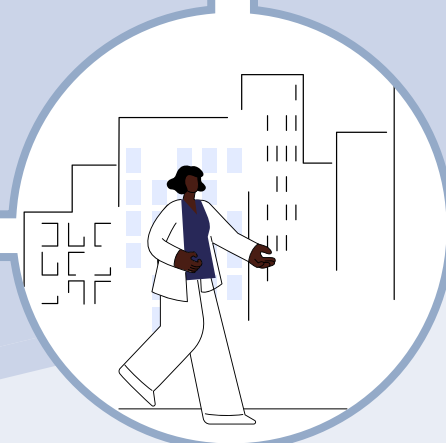
**Workstream 2:  
Transforming  
travel choices**



**Workstream 4:  
Future-ready  
networks**



**Workstream 3:  
Safe and vibrant  
communities**



# Our strategy

## Our route to 2045

To ensure that the Core Strategy's ambitious vision, goals and policies can be delivered, we will:

- Develop new LCCA organisational and governance structures.
- Establish appropriate delivery mechanisms, securing funding and monitoring success.
- Review the Implementation Plan as required.

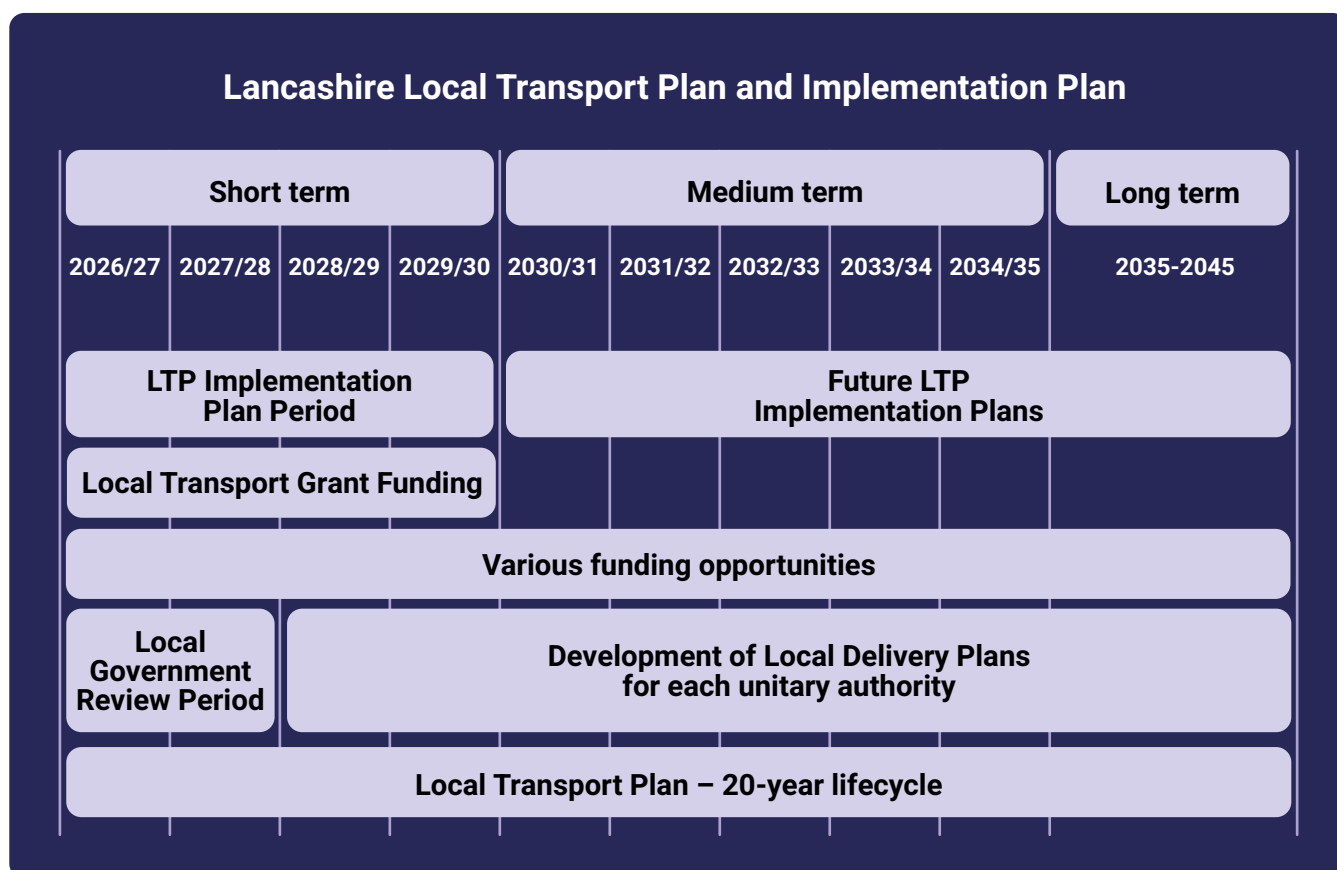


Figure 3: Timescales of the LTP





# Funding



# Funding

Achieving the LTP’s vision and ambitions needs a funding approach drawing on core allocations, targeted grants and developer contributions. The government’s multi-year LCCA funding settlement will provide the foundation for delivery, complemented by bids into national funding streams and contributions from key partners.

This Implementation Plan aligns with the current Integrated Transport funding period, matching available funding with a clear pipeline of strategies and schemes to be delivered or developed over the next four years. While the plan establishes a firm direction through to 2029–2030, funding beyond this period is not yet known and will be subject to future local and national allocations and priorities. Funding opportunities will inevitably evolve as the LTP period progresses.

## **Integrated Transport Fund and Bus Services Fund**

The Department for Transport (DfT) will consolidate and simplify local transport funding for all Local Transport Authorities outside of Integrated Settlement areas. The LCCA will receive two funding allocations: an Integrated Transport Fund and a Bus Services Fund.

The Integrated Transport Fund is designed to give Combined County Authorities flexibility to invest in a full range of local transport priorities. It can be used for schemes including road maintenance, active travel infrastructure, traffic management,

local safety schemes, zero-emission vehicle infrastructure, and wider network improvements. In essence, it supports achieving any transport outcome that contributes to a more efficient, safe and sustainable local transport system.

The Bus Services Fund is ringfenced specifically to improve bus services and passenger outcomes, including measures such as enhancing service frequencies and reliability, improving bus priority, supporting fare initiatives, improving accessibility, and strengthening network coverage. As it is bus specific, it can only be used for interventions that benefit bus users or bus operations directly.

The Integrated Transport Fund and Bus Services Fund consolidate the following grants:

- Highways Maintenance
- Active Travel
- Local Electric Vehicle Infrastructure (LEVI) Capability Funding
- Local Transport Grant
- Local Authority Bus Grant (formally Bus Service Improvement Plan (BSIP) and Local Authority Bus Service Operators' Grant)

## **Levelling Up Fund**

This fund invests in local infrastructure to support economic recovery and reduce regional economic disparities. Levelling Up funding will be used for previously identified and committed schemes. There is no additional funding to deliver schemes which have not already been identified as a Levelling Up Fund project.

### **Major Road Network Fund**

This is a dedicated government funding stream created to improve the Major Road Network, some of the busiest and economically important local A-roads. The fund was established to target investment at routes which support economic growth, reduce congestion, and improve connectivity between major towns, cities and employment centres. It uses National Roads Fund money to deliver major upgrades such as junction improvements, bypasses and congestion relief schemes; ensuring key roads operate efficiently and complement the national motorway network.

### **Developer contributions**

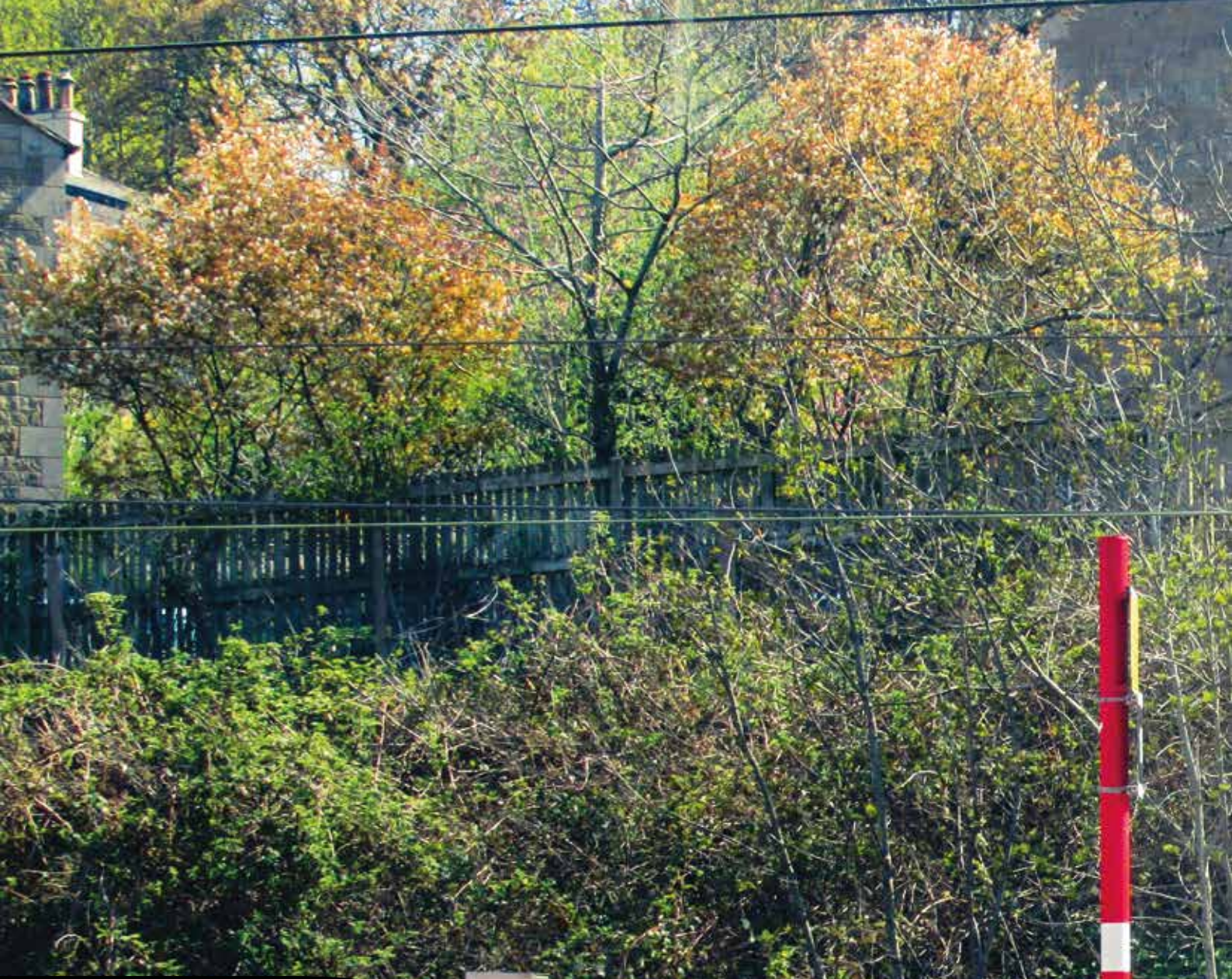
The contributions from new developments provide an important funding source for transport improvements. This funding is with the relevant Local Planning Authority for the scheme that is funded through this process. These are secured through three main mechanisms:

- Section 106 agreements require developers to fund or deliver measures that mitigate the transport impacts of their development, often including work beyond the site boundary.

- Community Infrastructure Levy (CIL) contributions support a wide range of infrastructure and can be used for highways and transport projects, with a portion directed to the ward where development occurs.
- Section 278 agreements allow developers to carry out permanent improvements to the public highway as part of their planning approval.

### **Match funding requirements**

Many funding streams identified offer significant investment opportunities, with Local Authority match funding leading to the release of external grants. By committing resources, the LCCA can leverage substantial external support accelerating delivery and achieving transport improvements.



# Scheme prioritisation

A woman with dark skin and curly hair, wearing a white lab coat over a dark blue top and white trousers, is walking from left to right. She is carrying a dark blue shopping bag in her right hand and a white shopping bag in her left. In the background, there is a white sign with the word 'Lancaster' in dark blue letters. The sign is mounted on a white post. Behind the sign, there are trees and a building. The scene is outdoors, and the lighting suggests it is daytime.

Lancaster

# Scheme prioritisation

This Implementation Plan's schemes have been assessed and prioritised to align with the Transport Plan and the Lancashire Growth Plan, so that the Growth Plan's vision and values are reflected in Lancashire's transport investment.

The prioritisation process followed is presented in Figure 4. It involved creating a long list of schemes that have then been sifted and prioritised, using assessment criteria explained later in this section. The shortlisted schemes are presented under Transport Plan investment programmes to further emphasise transport priorities.

Schemes are categorised into four delivery timescales: immediate (less than two years), short-term (three to four years), medium-term (five to ten years), and long-term (10+ years), to demonstrate Lancashire's short-term plans and longer-term ambition for change.

## **Scheme longlisting**

The first step for the prioritisation process was to develop a provisional intervention list, identifying potential schemes from existing transport plans, policies and studies. A comprehensive and inclusive approach was taken when compiling the longlist through engagement with a wide range of internal stakeholders at Lancashire County Council, Blackpool Council, Blackburn with Darwen Borough Council and district councils.

Schemes at all stages of development were included in the longlist, from initial preliminary ideas to fully-funded proposals moving into delivery.

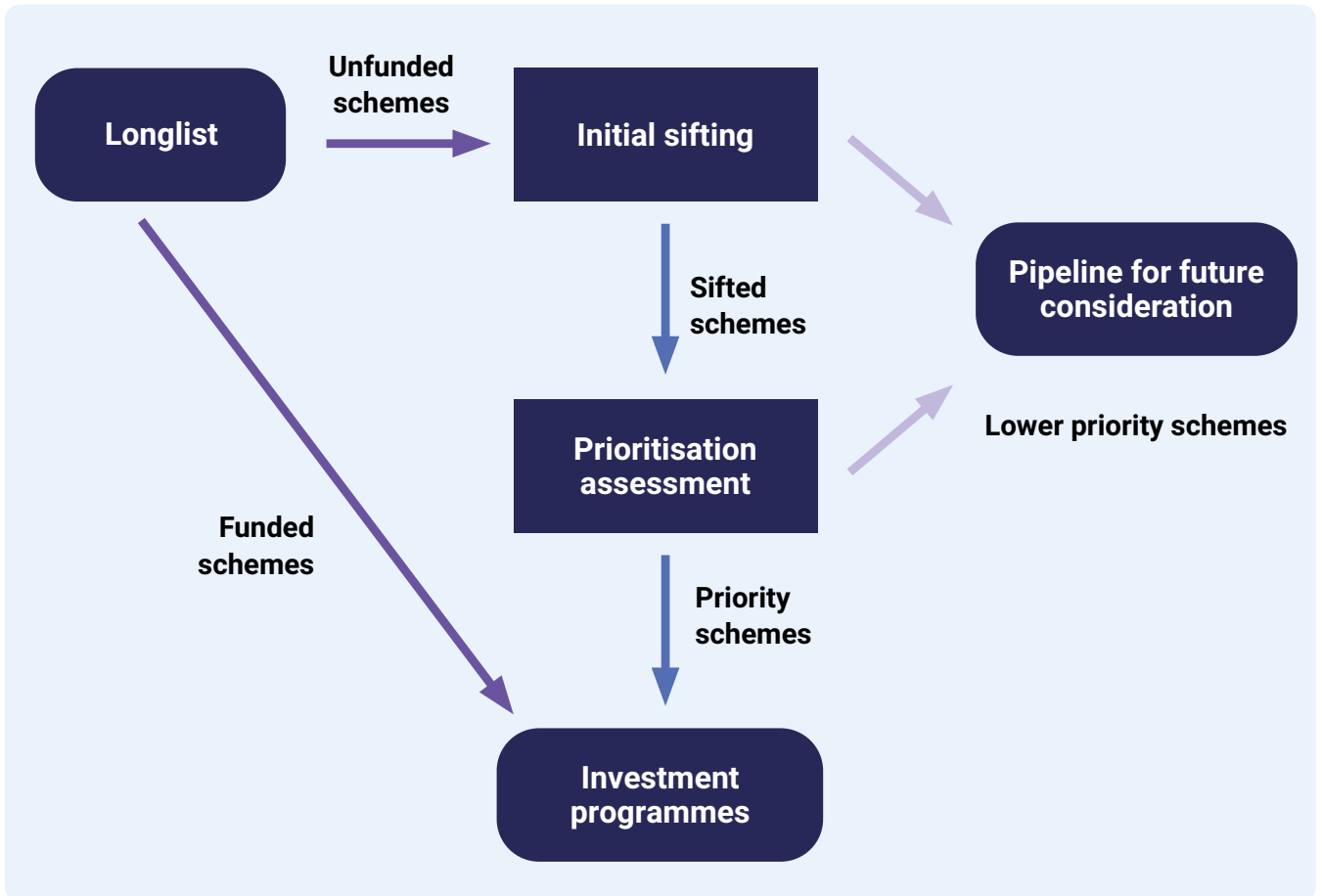
## **Scheme shortlisting and prioritisation**

The prioritisation framework's guiding principles mirror the Lancashire Growth Plan's approach. Initially, a longlist of 350 schemes and programmes was separated into those schemes with funding, and those schemes awaiting a funding allocation.

The funded schemes were assigned to the appropriate investment programme as their case was made, ensuring that existing investments were recognised in funding allocation processes.

The unfunded schemes were passed through a sifting stage, aligned with the Department for Transport's Early Assessment and Sifting methodology for assessing transport schemes, using a simplified version of the five-case model. This assesses viability against high-level strategic, economic, commercial, financial and management criteria, focusing prioritisation efforts on viable schemes.

Schemes that did not pass the sifting stage are added to a pipeline for consideration as part of future Implementation Plans, if they are in line with Transport Plangoals.



### Prioritisation flowchart

Sifted schemes were assessed using a robust framework based on the three primary Transport Plan criteria:

- **Strategic Fit** – assesses alignment with the Transport Plan and Growth Plan. A strong fit ensures that investments directly contribute to the LCCA's long-term vision, and alignment with one or more of the Transport Plan workstreams.
- **Value for Money** – assesses the expected impact on the Core Strategy's vision for a stronger economy, fairer opportunities, and a sustainable future; and accounts for the likely scheme cost to give an indication of the added-value of the investment.
- **Deliverability** – assesses a project's practical feasibility and 'shovel readiness', ensuring selected schemes can be delivered within their assigned timescales. Considerations for this include project complexity and dependencies, planning and legal requirements, operational/maintenance costs, and the stage of project development.

Each investment programme was populated from the higher scoring schemes. The investment programmes score differently, so they were prioritised to distribute investment across the different policy areas.



An aerial photograph of a residential neighborhood during the golden hour of sunset. The sky is a mix of soft pinks, oranges, and yellows. In the foreground, a large, lush green field stretches across the bottom half of the frame. In the middle ground, a cluster of houses with gabled roofs and porches is visible, surrounded by trees and a paved road. The overall atmosphere is peaceful and scenic.

# Our schemes and strategies

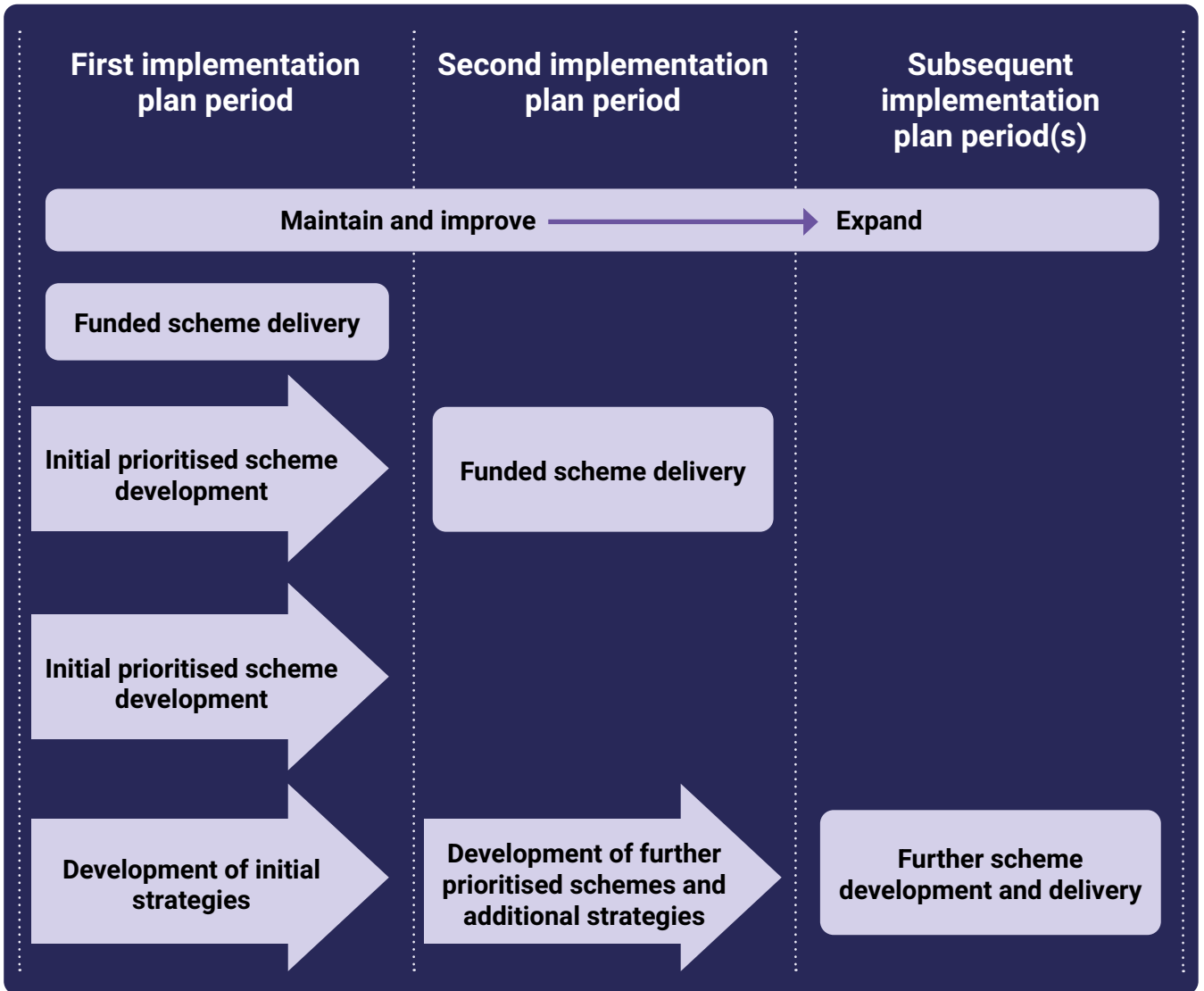
# Our schemes and strategies

The schemes and strategies in this section have been prioritised to include in the first Implementation Plan period between 2026–2030. This includes schemes with funding allocations, and those which would be prioritised as funding becomes available.

Lancashire-wide transport network improvements will continue over these four years, laying the foundations for longer-term progress to be set out in future Implementation Plans (Figure 5).

This Implementation Plan sets out the need for various strategies as the key driver for developing new schemes and informing the decision-making process. Strategies will be reviewed through the Local Transport Plan's time period to reflect our growing ambitions and ensure alignment with the outcomes of LGR.

Future schemes will be developed by referencing Green Paper evidence, and consultation/co-design with local communities, strategic site developers and other key stakeholders.



### Implementation Plan route map

The following sections present the prioritised schemes and strategies in the relevant investment programmes, which have been grouped under the four Transport Plan workstreams.

Schemes are categorised to demonstrate alignment with the Core Strategy. It is also recognised that many will contribute to several or all the overarching Transport Plan goals, helping to deliver a more integrated Lancashire transport system.

# Our schemes and strategies

## 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." – LCCA Local Transport Plan Core Strategy

This workstream focuses on strengthening the connections between people and places across Lancashire, and more widely across the north, and nationally. It complements the Growth Plan, ensuring that transport supports Lancashire's strategic growth sites and innovation areas, enabling the county to achieve its economic ambitions.

This workstream contains five investment programmes, as set out in the Core Strategy:

- Rail investment
- Strategic highway network improvements and congestion management
- Growth site transport infrastructure
- Strategic freight connectivity enhancements
- Light rail and mass transit expansion

The first step in delivering these investment programmes is to develop more detailed strategies. These will ensure there is strong evidence underpinning future schemes. To enhance connectivity across Lancashire, the following will be developed:

- A **Lancashire Rail Strategy** including heavy rail, light rail and freight; looking to evidence future scheme development and prioritisation, and focus where LCCA will support Network Rail/ Great British Railways to deliver service and network enhancements.
- A **Key Route Network (KRN) Strategy** focused on vehicle movements, but with consideration for all modes and an additional separate focus on road freight.

Additionally, transport improvements to support growth will reference relevant masterplans, particularly the LCCA Spatial Development Strategy, once finalised.

### Rail investment

Rail investment encompasses enhanced passenger experience such as station improvements, more frequent and reliable services on key routes and rail capacity expansions, including new stations.

Rail network investment is a priority: the LCCA will work closely with Network Rail / Great British Railways to fund and deliver rail infrastructure improvements. To co-ordinate our priorities for rail investment, a new Rail Strategy will be developed.

Cross-border connections are important regional economic links, including the potential Manchester-Rawtenstall and Colne-Skipton lines. Pan-northern and national rail projects, including the Northern Powerhouse Rail Programme (including Manchester North West Rail Transformation) and West Coast Mainline upgrades, will bring benefits to Lancashire. We will work with our partners to make a strong regional investment case, ensuring that the benefits are distributed beyond the major northern cities.

The following partially funded or unfunded schemes have been prioritised to progress within the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Colne–Skipton line reinstatement</b>	Opening of a new trans-Pennine rail route, relieving congestion on the Calder Valley, Standedge and Hope Valley routes; and providing an alternative East–West route for freight traffic. Also increasing the frequency of passenger services between Preston and Leeds, and potentially reducing journey times and opening up East Lancashire to electrified suburban passenger services to and from Leeds.	Feasibility	More than £150 million	More than 10 years
<b>East–West rail infrastructure improvements</b>	Improvements to rail infrastructure between Blackpool and Colne, such as station improvements, extension of the line electrification and infrastructure to support reliability, resilience and journey time improvements.	Development	More than £150 million	5–10 years
<b>Lancashire rail service improvements</b>	Improvements to services in Lancashire, such as timetable enhancements (Ormskirk on Sundays and Blackpool North seasonal improvements).	Development and early delivery	£20 – £50 million	5–10 years
<b>New Cottam Parkway railway station</b>	New railway station at Cottam Parkway in Preston.	Delivery	£50 - £100 million	3–4 years
<b>New Ewood/Lower Darwen railway station</b>	New railway station on the Clitheroe–Manchester line between Blackburn and Darwen.	Feasibility	£50 - £100 million	5–10 years
<b>Upgrades to Preston and Blackpool North stations</b>	Major improvements to the Preston and Blackpool North railway stations to make them "Quality Gateways".	Feasibility	More than £150 million	5–10 years
<b>Restoring Your Railways (RYR) schemes</b>	Review and further development of former RYR schemes, such as the South Fylde Line, new Midge Hall station, Clitheroe–Hellifield line and Burscough Curves.	Development	More than £150 million	5–10 years

# Our schemes and strategies

A Lancashire Rail Strategy will be developed, underpinning future scheme development and prioritisation. It will determine key routes to upgrade, and identify any missing or underserved links, building on the Lancashire Services Uplifts (Operational Feasibility and Demand Assessment) report. It will consider the interchange of rail with other travel modes, better integrating rail with local transport networks.

Some of the programmes listed in the table above will be included, such as East-West rail improvements and a review of the Restoring Your Railways schemes, as well as encouraging cross-border work with neighbouring partners. The strategy will also set out an approach for how best to work with train operators and Network Rail/Great British Railways to deliver changes.

## Strategic Highway Network improvements and congestion management

This investment programme aims to improve road network capacity, including reducing congestion in key locations to enable growth and more effective movement of people.

Road improvements will be implemented carefully, so that increased road capacity does not simply lead to increased traffic demand, which would offset the benefits. With the provision of genuine travel choices, highway improvements will encourage more public transport use and active travel. Strategic network improvements and congestion management should benefit motorists but also sustainable mode users. In all cases, we will consider the wider transport network.

### Funded schemes to be delivered in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>A582 scheme, South Ribble</b>	Junction and technology improvements on the A582, plus improved sustainable travel provision and a new bus gate on the B5254.	Delivery	£20 – £50 million	3 – 4 years
<b>Lancashire Central mitigation, Cuerden</b>	Junction improvements on M65 terminus and other local highway mitigation, relating to the Lancashire Central site.	Delivery	£20 – £50 million	3 – 4 years
<b>Skew Bridge in Grimsargh and improvements on Preston Road in Chorley</b>	Junction and bridge upgrades to improve safety and traffic flow.	Delivery	£2 – £5 million	0 – 2 years

**Partially-funded or unfunded schemes which have been prioritised to progress in the plan period:**

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>A56 - M66 corridor improvements, East Lancashire</b>	Junction improvements to increase capacity and journey time reliability, including provision for active modes.	Development	£20 – £50 million	5 – 10 years
<b>A588 Ashton Road, A683 Caton Road. and A6 Slyne Road corridor improvements, Lancaster</b>	Improvements could include speed reduction measures, improvements to visibility, removal of pinch points, verge maintenance, review of and subsequent upgrades to signage, improvements to side road access, and parking restrictions.	Development and early delivery	£0 – £2 million	3 – 4 years
<b>A570 corridor enhancements, M58 to A59 Industrial Estate in Burscough</b>	Junction upgrades and signal optimisation.	Early delivery	£5 – £10 million	3 – 4 years
<b>A666 corridor junction improvements, Blackburn to Darwen</b>	A666 corridor improvements including bus priority measures, active travel provision and upgrades to existing junctions.	Feasibility	£10 – £20 million	5 – 10 years
<b>M55 Junction 3 to Windy Harbour improvements, near Kirkham</b>	Improvements to motorway junction to give better access for reliability and safety.	Feasibility	£10 – £20 million	5 – 10 years
<b>M6 Junction 34 network improvements, Lancaster</b>	Improvements to feeder roads to the motorway junction to satisfy future demand, including provision for sustainable modes.	Development	£2 – £5 million	5 – 10 years

# Our schemes and strategies

A Key Route Network Strategy will be developed to identify the most important local routes, which support movement across Lancashire. This will determine the best investment to improve these routes, adopting a multi-modal approach in all cases. This will assist in the development and prioritisation of future schemes.

## Growth site transport infrastructure

All anchor and complementary strategic sites require transport investment to support access to those sites by private vehicle, public transport and active travel.

Transport must enable growth sites such as aerospace and defence at Samlesbury, cyber and digital at Blackburn, and clean energy assets at Heysham. A partnership approach will be necessary to achieve this, so we will work with developers, districts and local planning authorities.

The following funded schemes will be delivered within the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Botany Bay/ Hartwood, Chorley</b>	Improved capacity through the roundabouts, linked to adjacent development.	Delivery	£2 – £5 million	0 – 2 years
<b>Eden Project transport infrastructure, Morecambe</b>	Railway station infrastructure and improved services, plus bus and cycle access to the development site.	Delivery	£5 - 10 million	3 – 4 years

The following partially funded or unfunded schemes have been prioritised to progress in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Blackburn Cyber Campus transport package</b>	Transport measures to support the new skills and education campus, and town centre improvements.	Development and Delivery	£5 – £10 million	0 – 4 years
<b>M65 Junction 13 phase two improvements</b>	Completion of previous growth corridor proposals to include improvements to active travel provision, bus priority and junction capacity and safety - in support of Pendle's strategic growth sites and the Levelling Up Fund investments.	Delivery	£2 – £5 million	0 – 2 years
<b>North Blackburn Strategic Housing Site transport package phase one</b>	Transport measures to support delivery of new housing, including improvements to Brownhill Drive/Emerald Avenue junction and Link Road.	Development and Delivery	£10 – £20 million	3 – 4 years
<b>Samlesbury Enterprise Zone transport package</b>	Transport measures to improve connectivity to the Samlesbury Enterprise Zone, including cycle infrastructure improvements linking to Blackburn, and new and improved bus services.	Development and early delivery	£2 – £5 million	3 – 4 years
<b>Southeast Blackburn Strategic Employment Site transport package</b>	M65 Junction 5 and southeast Blackburn Active Travel Network, including a traffic signal-controlled junction and sustainable transport package.	£20 – £50 million	Delivery	0 – 2 years
<b>Hillhouse Enterprise Zone access</b>	Access road for EZ plus sustainable travel access for site	Development and delivery	£10 – £20 million	3 – 4 years

Site-specific masterplans will include transport infrastructure proposals to support all new and expanded developments. Future development schemes in this investment programme will come from such documents, as well as the forthcoming LCCA Spatial Development Strategy.

# Our schemes and strategies

## Strategic freight connectivity enhancements

The efficient movement of freight around the county is vital to the local economy. This requires highway infrastructure to accommodate freight movements, and investment to make rail freight more accessible for a wider range of businesses.

The following unfunded scheme has been prioritised to progress within the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>East Lancashire freight rail terminal</b>	New freight terminal, in partnership with the private sector.	Feasibility	£20 – £50 million	5 – 10 years

A road freight review will be included in the Key Route Network Strategy. This may include a survey of bottlenecks that restrict freight movements, and proposing options to alleviate them, particularly around growth sites.

The Rail Strategy will address rail freight's investment needs. The LCCA will work collaboratively with National Rail/Great British Railways, and the private sector, to seek ways to encourage rail freight adoption, and to develop rail freight terminals in Lancashire.

### Light rail and mass transit expansion

For this Implementation Plan, mass transit refers to light rail (including trams) as well as other potential options for large-scale urban public transport, including high priority bus routes and guided bus routes.

The Blackpool tramway, running along the Fylde Coast between Blackpool and Fleetwood, is currently Lancashire's only light rail.

The LCCA will lobby government to identify funding and ways to work with government to subsidise funding for the tram network.

Light Rail is more flexible, cheaper to build and better suited to short-to-medium distance travel, so light rail could be preferable to heavy rail in other locations.

The following unfunded scheme has been prioritised to progress in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Blackpool to Fleetwood tramway extension</b>	Expansion of the Blackpool to Fleetwood Tramway to Poulton-le-Fylde (former Restoring Your Railways scheme).	Development	More than £150 million	5 – 10 years

The Rail Strategy will consider light rail and mass transit options, including opportunities to provide missing transport links and to serve marginalised areas suffering from transport-related social exclusion (TRSE).

# Our schemes and strategies

## 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, leisure or services."  
- LCCA Local Transport Plan Core Strategy

This workstream focuses on creating accessible and affordable travel options, helping people to move around the county more easily, sustainably and with confidence. It focuses on enhancing the bus network to deliver more reliable journeys and better connections to employment, education and leisure opportunities. It will also strengthen active travel networks, making it easier for people to walk, wheel and cycle safely and comfortably; as well as initiatives to encourage people to use these sustainable modes.

This workstream contains five investment programmes, as set out in the Core Strategy:

- Active Travel Network Development – Local Cycling and Walking Infrastructure Plan
- Bus Infrastructure
- Bus Service Improvements
- Sustainable Travel Promotion and Support
- Community and Rural Transport

Developing more detailed strategies will be a first step in delivering these investment programmes. These will ensure there is strong evidence underpinning future schemes. To improve travel choices in Lancashire, the following will be developed:

- A **Placemaking Strategy** combining active travel infrastructure and public realm improvements to more widely improve the experience of walking, wheeling and cycling across the county.
- A **Rural Roads and Village Strategy** focused on providing travel choices for the many rural parts of our county.

### Active travel network development - Local Cycling and Walking Infrastructure Plan

The development of Local Cycling and Walking Infrastructure Plans (LCWIPs) has given the LCCA a detailed blueprint of a comprehensive and well-connected active travel network.

To help to co-ordinate these programmes, a new Placemaking Strategy will be developed, building on the LCWIPs to guide investment decisions. We will also focus on improving network accessibility, helping to create all-inclusive spaces for people to travel safely, comfortably and without discrimination. Improvements to support the network's development will also consider specific masterplans where required.

There may also be opportunities to pursue active travel schemes and initiatives outside of the LCWIP framework, for example in providing cycle parking provision, improving connections to/and from rail and bus stations, and the development of "flagship" recreational routes which could incorporate several LCWIP routes to form one coherent loop or network.

The following funded scheme will be delivered within the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>LCWIP network delivery</b>	Development of schemes relating to the prioritised LCWIP key routes and walking zones with committed funding, for example canal towpath improvements between Blackburn and Hyndburn, and development of the East Lancashire cycle network in Rossendale.	Delivery	£10 – £20 million	0 – 4 years

The following unfunded schemes have been prioritised to progress in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Further LCWIP development and delivery</b>	Further development and delivery of the prioritised LCWIP key routes and walking zones.	Development and delivery	£20 – £50 million	0 – 10 years
<b>Public Rights of Way (PRoW)</b>	Resurfacing, drainage and step replacement schemes across the PRoW network.	Development and delivery	£0 – £2 million	3 – 4 years

A Placemaking Strategy will be developed. This will be a plan combining public realm measures with active travel infrastructure, to more widely improve the experience of walking, wheeling and cycling in Lancashire. An example outcome could be the pedestrianisation of a town centre, and the strategy will also include consideration

of micromobility options, including town centre e-bike hire.

A new Rights of Way Improvement Plan (RoWIP) is also being prepared, addressing the role of Public Rights of Way in enabling active travel and access to the countryside.

# Our schemes and strategies

## Bus infrastructure

Bus infrastructure includes stations, stops and shelters as gateways to the bus network and must provide the highest possible quality passenger waiting experience, as well as being convenient and safe to access. It also includes

bus-specific highway infrastructure including bus lanes and using urban traffic management control (UTMC) to maintain efficient traffic flow and provide bus priority at key junctions. Infrastructure such as this would form part of a suite of measures to improve service reliability.

The following funded schemes will be delivered in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Bus infrastructure programme</b>	Package of bus and highway-related infrastructure improvements, such as junction and bus stop improvements, and parking restrictions.	Delivery	£20 – £50 million	3 – 4 years
<b>Bus stop accessibility</b>	Improving accessibility to bus stops, for example including safe crossing points and ensuring there is no conflict between cyclists and bus users near stops.	Delivery	£5 – £10 million	3 – 4 years

The following unfunded schemes have been prioritised to progress in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Blackpool Coach Station</b>	Delivery of a new coach station in Blackpool, and associated facilities.	Feasibility	£20 – £50 million	5 – 10 years
<b>Further bus infrastructure programme development</b>	Further development of bus and highway-related infrastructure, focusing on public transport priority corridors.	Development	£20 – £50 million	5 – 10 years

## Bus service improvements

Bus Service Improvement Plans (BSIPs) focus on enhancing service frequency, reliability and potential service extensions. An attractive bus service also needs clean, safe and smooth-running vehicles, good public transport information, affordability and easy interchange with other modes such as rail, walking, wheeling and cycling.

More specifically, this could include improved railway station links in places such as Preston, and the continued roll-out of multi-operator ticketing across Lancashire.

The LCCA Bus Service Improvement Plan, as a sister document to the Local Transport Plan, provides the vision for bus travel across Lancashire and aligns with the Local Transport Plan Core Strategy.

### The following funded scheme will be delivered in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Management of the bus network</b>	Maintaining the existing network of bus services, including the continued roll-out of multi-operator ticketing.	Delivery	£10 – 20 million	0 – 4 years

### The following unfunded schemes have been prioritised to be progressed within the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Bus fares</b>	Standardising of fare levels for children and young people.	Development	£5 – 10 million	5 – 10 years
<b>Bus network/ service enhancements</b>	Continue to improve the overall bus network through the addition of more evening and Sunday journeys, enhanced provision in rural areas and add more journeys on high-frequency inter-urban corridors. Examples could include a new bus route between Rawtenstall, Ramsbottom and Bolton; and strengthening bus service levels from north Lancashire to the Lake District and the Yorkshire Dales.	Development	£10 – 20 million	3 – 4 years

# Our schemes and strategies

## Sustainable travel promotion and support

To support the development of sustainable travel networks, we will encourage and support people to change their travel behaviours and routines, support the adoption of healthier travel habits, and help people to make active and sustainable travel choices. This could involve using new or improved infrastructure as a 'behavioural trigger' for encouraging people to walk, wheel or cycle;

for example by organising a ride along a new cycle route. An incentive programme might be established, rewarding people for travelling sustainably. Education and information can shift perceptions of different sustainable modes.

This work is essential to supporting people in choosing bus, rail and active travel options, as these networks are improved and developed.

The following funded schemes will be delivered in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Active/sustainable travel behaviour change</b>	A package of measures, projects and initiatives designed to encourage people to shift from car-based travel to walking, cycling, or other forms of active and sustainable travel. These include cycle training and an incentive programme called BetterPoints. This could include ensuring local communities are aware of the new active travel opportunities to maximise investment in capital projects.	Delivery	£0 – £2 million	3 – 4 years
<b>Re:Fresh community project</b>	Behaviour change programme helping people who live or work in Blackburn with Darwen to be more active.	Delivery	£0 – £2 million	3 – 4 years

The following unfunded scheme has been prioritised to progress in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Further active/sustainable travel behaviour change</b>	Further package of measures, projects and initiatives designed to encourage people to shift from car-based travel to walking, cycling, or other forms of active and sustainable travel. These include cycle training and an incentive programme. This could include ensuring local communities are aware of the new active travel opportunities to maximise investment in capital projects.	Development	£0 – £2 million	5 – 10 years

### Community and rural transport

The community transport sector has an important role in providing additional connectivity and supporting local needs. Current service provision includes the Rideability service which operates in Blackpool; Travel Assist and Dial-A-Ride which operate in Blackburn with Darwen; Little Green Bus, a small charity based in Clitheroe; Burnley, Pendle & Rossendale

CVS, West Lancashire Dial-a-ride, and Preston Community Transport.

These services provide accessible transport for people who cannot use regular public transport, for example due to mobility issues. Taxi and private hire vehicles, and SEND transport provision also play a vital role in providing necessary door-to-door trips.

The following unfunded scheme has been prioritised to progress in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Community transport</b>	Wider provision of Community Transport in Lancashire.	Development	£0 – £2 million	0 – 2 years

A Rural Roads and Village Strategy will be developed to understand the best travel choices to rural areas of Lancashire. Options such as Demand Responsive Transit (DRT) could be considered where bus frequency is low.

The strategy will consider rural road improvements through villages, including speed management, access to Greenways and Public Rights of Way, and Quiet Lanes projects.

# Our schemes and strategies

## 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." - LCCA Local Transport Plan Core Strategy

This workstream focuses on strengthening connections between Lancashire communities to create safer, more accessible and welcoming places, by improving road safety, and enhancing the quality of public spaces.

Priorities of this workstream include reducing severance of communities; ensuring safer conditions for all transport users; and investing in attractive and inclusive public realm to foster local pride.

This workstream contains five investment programmes, as set out in the Core Strategy:

- Road safety
- Access and integration of sustainable modes
- Public realm
- Severance reduction
- Supporting growth and regeneration

The first step to deliver these investment programmes is the development of a more detailed strategy. This will ensure there is strong evidence to underpin future schemes.

- **School Travel Strategy** considering the opportunities and constraints for sustainable travel to and from school.

### Road safety

Safer travel is part of the daily life of every resident, worker, business and visitor in the county. We want Lancashire roads to be safe and for everyone to 'share the road' safely. Reducing the number of people killed or seriously injured is paramount for Lancashire to achieve its Vision Zero ambition.

Over the next four years, there will be a further rollout of our School Streets and Safer Routes to Schools programmes across the county. These are designed to improve children's safety, promote healthier lifestyles and reduce emissions. We will also be prioritising safety improvements on routes with known safety issues, assessing and upgrading crossing points, increasing road safety signage, as well as behaviour change activity and training measures, particularly targeted for younger and older people.

Measures to safeguard pedestrians and cyclists from vehicle collisions will be implemented in our public spaces, in addition to existing hostile vehicle infrastructure, to keep our residents and businesses safe.

The following funded schemes will be delivered or progress in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>A5105 Morecambe to Hest Bank Safer Roads</b>	Improved safety features along the A5105 Morecambe to Hest Bank corridor.	Delivery	£0 – £2 million	0 – 2 years
<b>A583 Blackpool Road corridor improvements</b>	Installation of speed management cameras on the A583 Blackpool Road in Kirkham.	Delivery	£0 – £2 million	2 – 5 years
<b>A682 Colne Road corridor improvements</b>	Installation of speed management cameras on the A682 Colne Road in Burnley and Brierfield	Delivery	£0 – £2 million	0 – 2 years
<b>A6 Lancaster to Preston safety and connectivity improvements</b>	Safety and connectivity improvements along the A6 corridor, from Hampson Green roundabout (J33) to Broughton roundabout.	Delivery	£2 – £5 million	0 – 2 years
<b>Hostile vehicle mitigation</b>	Programme of protective measures for high-footfall locations including barriers, bollards and planters.	Delivery	£0 – £2 million	0 – 2 years
<b>Pointer Roundabout, Lancaster</b>	Improved cycling and pedestrian provision.	Delivery	£0 – £2 million	0 – 2 years
<b>Safety training and education programmes</b>	Comprehensive programme of targeted training and education including: <ul style="list-style-type: none"> <li>• ‘Right Start’</li> <li>• Road user training</li> <li>• School and college training</li> <li>• Bikeability training</li> </ul>	Delivery	£0 – £2 million	0 – 2 years
<b>School streets and route audits</b>	Programme of safety improvements, education and awareness activities aimed at limiting use of specific streets at school start and finish times.	Delivery	£0 – £2 million	0 – 2 years
<b>Road safety programme</b>	Road safety and casualty reduction schemes including signing and road marking improvements, traffic calming measures and changes to traffic signals.	Delivery	£2 – £5 million	0 – 4 years

# Our schemes and strategies

The following unfunded schemes have been prioritised to progress in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>A59 safer road corridor</b>	Package of road safety improvement measures along the corridor.	Development and Delivery	£0 – £2 million	0 – 2 years
<b>Fleetwood Road North</b>	Signal works between Bourne Way and Victoria Road East, including pedestrian and safety improvements	Delivery	£0 – £2 million	0 – 2 years
<b>Further school streets</b>	Future programme of infrastructure improvements, education and awareness activities around schools.	Development	£0 – £2 million	0 – 2 years
<b>Safer routes to school</b>	Enhancing safety for children travelling to/from school, promoting walking, wheeling, cycling and other forms of active travel; reducing car dependency and emissions near schools.	Delivery	£2 – £5 million	3 – 4 years

A Lancashire School Travel Strategy will be developed, setting out how to support accessible and sustainable travel to and from education settings. This strategy will include an analysis of current travel patterns, identify barriers and opportunities for active and sustainable modes, and outline initiatives to promote walking, cycling, public transport and shared travel. It will be informed by engagement with schools, pupils, parents and communities, and aligned with wider LTP objectives.

**Access and integration of sustainable modes**

To support people to move to sustainable transport, investment is planned for our transport interchanges, recognising the important role

they play in connecting active modes and public transport journeys.

The Access for All scheme, a rolling programme at railway stations to provide step-free access, will help to unlock sustainable travel options in areas that have limited provision.

This will require partnership working with rail partners in the joint funding and delivery of these schemes. We will also improve access to/and from stations, focusing on footway and station entrance enhancements to create a welcoming and safer environment for pedestrians and cyclists.

**The following funded scheme will be delivered in the plan period:**

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Darwen Railway Station access improvements</b>	Improvements to footways and crossings leading to Darwen Railway Station.	Delivery	£0 – £2 million	0 – 2 years

# Our schemes and strategies

The following unfunded schemes have been prioritised to be progressed within the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Access for All delivery</b>	Delivery of step-free access at Squires Gate and Burnley Manchester Road railway stations.	Delivery	£5 – £10 million	0 – 2 years
<b>Access for All future schemes</b>	Development work to support the delivery of step-free access at Accrington, Ramsgreave & Wilpshire, Mill Hill, and Rose Grove railway stations.	Development	£10 – £20 million	3 – 4 years
<b>Clitheroe Interchange improvements</b>	Upgrade of Clitheroe bus and rail interchange to improve integration and accessibility.	Delivery	£0 – £2 million	0 – 2 years
<b>Integrated transport hubs</b>	Provision of multi-modal facilities at major Lancashire railway and/or bus stations.	Development	£10 – £20 million	3 – 4 years
<b>Transport Lancashire integrated network</b>	Development of a new transport network such as integrated transport, branding and smart ticketing.	Development	£20 – £50 million	5 – 10 years

## Public realm

Transport plays an important role in making our cities, towns and local communities more inclusive and attractive places. We will deliver a transformational programme of regeneration schemes, restoring pride back in our places, and supporting ease of movement across our diverse and unique civic landscape.

The highest number of walking and cycling trips occur in city and town centres. In this context we need to prioritise active travel to make it attractive, safe and a practical choice.

The following funded schemes will be delivered or progress in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Accessible and Vibrant Town Centres schemes</b>	A programme of works to improve town centre environments and public spaces in Rawtenstall, Burnley and Nelson, making it safer and easier to walk and wheel around and through town centres.	Delivery	£10 – £20 million	0 – 2 years
<b>Blackpool Town Centre access and public realm improvements</b>	Traffic management and public realm improvements scheme across multiple sites in Blackpool.	Delivery	£10 – £20 million	5 – 10 years
<b>Destination Darwen</b>	Darwen Town Deal measures to improve access to parks and create a heritage walking route around the town centre.	Delivery	£0 – £2 million	0 – 2 years
<b>Great Harwood Queen Street</b>	Public realm/active travel improvements to Queen Street in Great Harwood.	Delivery	£2 – £5 million	0 – 2 years
<b>Lancaster Road, Preston public realm</b>	Public realm improvements, similar to the upgrades on Old Vicarage Road.	Delivery	£0 – £2 million	0 – 2 years
<b>Penwortham Town Centre scheme</b>	Public realm improvements to the town centre including parking rationalisation, greening, and the introduction of a cycle lane to extend the Penwortham to Preston cycleway.	Delivery	£2 – £5 million	0 – 2 years
<b>Safer, Greener, Healthier Streets schemes</b>	A programme to deliver improvements to local streets to make travel easier between homes, jobs, shops and services (including better crossings facilities, wider pavements, new surfacing, better street environments etc.) in Burnley, Hyndburn, Pendle and Rossendale.	Delivery	£10 – £20 million	0 – 2 years
<b>St. Annes Pier Link</b>	Public realm link between the pier and St Annes town centre, supporting development including The Island Regeneration project.	Delivery	£0 – £2 million	0 – 2 years

# Our schemes and strategies

The following unfunded schemes have been prioritised to progress in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Lancaster city centre public realm</b>	Public realm improvements across Lancaster city centre, to include wider technology improvements, road space re-allocation and other transformative measures.	Development	£10 – £20 million	3 – 4 years
<b>Masterplans</b>	Development work to support public realm improvements in key local centres including supporting active travel, unlocking development opportunities and supporting multi-modal journeys in Blackburn, Burnley, Hyndburn, Pendle and Rossendale.	Development	£20 – £50 million	3 – 4 years
<b>Pride in Place programme</b>	Package of town centre improvements that could include security, digital connectivity, EV charging, wayfinding improvements, green corridors, and health and community hub measures in Preston, Accrington, Burnley, Nelson, Pendle, Blackpool, Fleetwood, Morecambe, Skelmersdale and Blackburn.	Delivery	£10 – £20 million	3 – 4 years

### Severance reduction

Our roads and railways provide essential connectivity. But they can also create physical barriers which fragment communities, and constrain active travel and integrated growth opportunities. To address these challenges,

schemes including traffic signal adjustments and upgraded crossings will be implemented to promote active travel and re-balance the use of streets and roads. The road safety programme will support this, including crossing upgrades using road safety funding.

The following funded scheme will be delivered in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Dropped crossing Improvements</b>	Improving consistency of crossing points.	Delivery	£0 – £2 million	0 – 2 years

The following funded scheme will be delivered in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Pedestrian prioritisation</b>	Adjustments to signal timings to reduce pedestrian wait times at crossing points.	Delivery	£0 – £2 million	0 – 2 years
<b>Pelican crossing replacement</b>	Replace obsolete pelican crossings with modern puffin or toucan crossings to meet current standards.	Delivery	£0 – £2 million	0 – 2 years

# Our schemes and strategies

## Supporting growth and regeneration

To support a thriving Lancashire, we need to provide transport infrastructure to enhance existing and unlock new developments. Our growth ambitions are supported by Local Plans

to coordinate new development and regeneration opportunities. Delivering these schemes will depend on development coming forward, and securing adequate financial contributions to mitigate against any adverse network impacts.

The following funded scheme will be delivered in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>A666 Jack Walker Way south junction improvement scheme</b>	Junction improvements to facilitate new Bog Height Link Road.	Delivery	£5 – £10 million	3 – 4 years
<b>Clitheroe sustainability package</b>	Promotion of sustainable transport and traffic management measures.	Development and Early Delivery	£5 – £10 million	3 – 4 years
<b>Huncoat Garden Village access</b>	New highway infrastructure to enable residential development.	Development	£10 – £20 million	3 – 4 years
<b>Lancashire Central transport package</b>	Highway mitigation and additional enhancements to support major mixed-use development site (formerly Cuerden Strategic Employment Site).	Delivery	£20 – £50 million	3 – 4 years

<b>Local Plan transport package</b>	<p>Transport measures to support delivery of Local Plan-allocated sites including, but not limited to:</p> <ul style="list-style-type: none"> <li>• Holden Fold, Darwen</li> <li>• Roman Road, Darwen</li> <li>• Hollins Grove, Darwen</li> <li>• Moulden Brow, Blackburn</li> <li>• Jack Walker Way, Blackburn</li> <li>• Sappi link road, Blackburn</li> </ul>	<p>Development and Delivery</p>	<p>£10 – £20 million</p>	<p>Continuous</p>
<b>Preston Station Quarter project</b>	<p>Regeneration scheme to deliver high-quality office and commercial space close to Preston Railway Station.</p>	<p>Feasibility</p>	<p>More than £50 million</p>	<p>10+ years</p>

**The following funded scheme will be delivered in the plan period:**

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Blackburn with Darwen junction improvement schemes</b>	<p>Junction improvements to facilitate additional capacity and/or provide crossing points.</p> <p>Junction locations including:</p> <ul style="list-style-type: none"> <li>• Goose House</li> <li>• Lane/Hollins Grove Street</li> <li>• Jack Walker Way</li> <li>• Lammack junction</li> </ul>	<p>Delivery</p>	<p>£0 – £2 million</p>	<p>0 – 2 years</p>

# Our schemes and strategies

## 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." - LCCA Local Transport Plan Core Strategy

This workstream focuses on making Lancashire's transport networks resilient, dependable and sustainable for the future. This includes both maintaining and strengthening existing infrastructure, while also adopting innovative technologies and adapting to changing travel patterns.

It is focused on adopting new technologies to improve efficiency and resilience, responding to changing weather patterns, so that our infrastructure can continue to operate safely and sustainably. Our ageing assets will be proactively managed so that our transport networks remain dependable and ready to support Lancashire's growth. The accessibility of electric vehicles will be supported through the expansion of charging infrastructure availability across the county.

This workstream contains six investment programmes, as set out in the Core Strategy:

- Network management, maintenance and incident response;
- Environmental resilience;
- Transport technology, data and innovation;
- Electric vehicle infrastructure;
- Parking; and,
- First and last mile freight.

Developing more detailed strategies will be a first step in delivering these investment programmes. This will ensure there is strong evidence underpinning future schemes. To provide future ready networks in Lancashire, the following will be developed:

- **Resilience Strategy** focusing on climate adaptation, digital connectivity, and green infrastructure.
- **Transport Data and Technology Strategy** to shape future transport data and technology ambitions and plans for the LCCA, building on the Lancashire Technology Roadmap.
- **First And Last Mile Freight Study** focus on goods movement between major transport routes, and their origins or final destinations to identify access issues to improve efficiency.

### **Network management, maintenance and incident response**

By proactively managing our transport assets, we will improve journey time reliability and respond effectively and efficiently to incidents. Maintaining and improving the network people use every day is a major focus. That means directing funding into essential maintenance, fixing the basics, and reducing the backlog of repairs so that roads, bridges and other key assets stay in good condition for the long term. By putting greater emphasis on looking after existing infrastructure, we will ensure that the network remains safe, optimal and resilient; travel times are more reliable, and the network responds effectively and efficiently to incidents.

Better monitoring, clearer planning and quicker responses to issues will help reduce disruption. By investing in the fundamentals and strengthening the network's day-to-day running, we can maintain smoother movement across the county.

The following funded schemes will be delivered in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>AI-powered highway inspections</b>	Incorporating enhanced data analytics to support safer highways, better insights, and more informed decision-making.	Delivery	£0 – £2 million	0 – 2 years
<b>Highway maintenance</b>	Ongoing maintenance of roads, footways, cycle routes, bridges and other structures, street lighting, traffic signals and vehicle restraint systems.	Delivery	More than £50 million	Continuous
<b>'Right First Time' road report</b>	Strengthening and make road repair delivery through a new managed service contract.	Delivery	£0-£2 million	3 – 4 years
<b>Tramway maintenance</b>	Upkeep of the light rail system in the Blackpool and Fylde Coast area.	Delivery	£0 – £2 million	Continuous
<b>Traffic signal replacement works</b>	Package of upgrade works at traffic signal sites across Lancashire to ensure assets are fully connected, operate efficiently and effectively, and are future-ready for emerging technologies.	Delivery	£5 – £10 million	0 – 2 years
<b>Upgraded maintenance management system</b>	Implement a new Asset Management System, improving the public-facing fault reporting tools, and strengthening repair delivery through a new managed service contract.	Delivery	£2–£5 million	0 – 2 years

# Our schemes and strategies

The following partially-funded or unfunded schemes have been prioritised to progress in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Halogen replacement programme</b>	Replace remaining halogen-based traffic light units with modern, energy-efficient alternatives, improving reliability and reducing maintenance.	Delivery	£2 – £5 million	0 – 2 years
<b>Lane Rental scheme for street works</b>	A system for charging organisations for carrying out roadworks, relative to the carriageway disruption caused, with ongoing review to ensure the scheme remains effective.	Development and Delivery	£0 – £2 million	0 – 2 years
<b>Blackburn with Darwen junction improvement schemes</b>	Junction improvements to facilitate additional capacity and/or provide crossing points. Junction locations including: <ul style="list-style-type: none"> <li>• Goose House Lane/Hollins Grove Street</li> <li>• Jack Walker Way</li> <li>• Lammack junction</li> </ul>	Delivery	£0 – £2 million	0 – 2 years

## **Environmental resilience**

A dependable transport system requires infrastructure that can withstand pressures over time. We will focus on reinforcing the durability of key assets, addressing vulnerabilities and ensuring routes continue to perform reliably.

This aligns with the sustainable design principles set out in the Core Strategy's Appendix B, ensuring that all interventions are planned and delivered to support resilience, sustainability and high-quality design. These measures support a long-term approach to protecting the network and maintaining safe, uninterrupted travel across the county.

An integrated Resilience Strategy, bringing together three inter-related workstreams – climate adaptation, digital connectivity, and green infrastructure – will be developed.

This will set out a climate risk assessment, and define actions to strengthen long-term climate resilience; co-ordinate improvements to broadband and mobile coverage particularly in vulnerable areas to support real-time travel information; maintain communication during extreme weather; and integrate nature-based

solutions. This also includes introducing sustainable drainage systems (SuDS), tree planting and habitat corridors in the transport network to reduce flood risk and enhance environmental resilience.

## **Transport technology, data and innovation**

Modern transport depends on intelligent systems and high-quality data. We will expand Lancashire's digital capability by integrating smarter tools, real-time information and analytical insight into network planning and management. Embracing new technology will enable a more proactive, efficient and customer-focused transport system.

# Our schemes and strategies

The following funded schemes will be delivered in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Intelligent Bus Priority programme</b>	Improving bus journey time reliability by prioritising late buses through signalised junctions.	Delivery	£0 – £2 million	0 – 2 years
<b>Bus pinch point analysis tool</b>	Monitoring bus journey reliability at pinch points and along corridors, to guide investments	Delivery	£0 – £2 million	5 – 10 years
<b>Real Time Passenger Information</b>	On-street displays providing real time bus information to passengers waiting for buses. Aims to improve the bus experience and grow patronage.	Delivery	£0 – £2 million	0 – 2 years
<b>Real Time Passenger Information</b>	On-street displays providing real time bus information to passengers waiting for buses. Aims to improve the bus experience and grow patronage.	Delivery	£0 – £2 million	0 – 2 years
<b>Real Time transport modelling trial</b>	Deployment of a proof-of-concept real time model, which aims to improve bus reliability using automated incident detection and decision-making.	Delivery	£0 – £2 million	0 – 2 years

The following partially-funded or unfunded schemes have been prioritised to progress in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>A6 Corridor Preston technology improvement</b>	Upgrade all junctions along the A6 in Preston to a linked network management system.	Development and early delivery	£2 – £5 million	0 – 2 years
<b>Collaborative traffic management with neighbouring authorities and National Highways</b>	Collaborate with National Highways in sharing data and develop motorway incident mitigation strategies.	Development and early delivery	£0 – £2 million	0 – 2 years
<b>Future mobility platform</b>	Programme of collaborative data-sharing infrastructure, focused on delivering improved data availability for transport planning. This will centralise and aggregate data from local and national sources for improved data-driven decision-making.	Delivery	£0 – £2 million	0 – 2 years
<b>Implementation of the Route Management Strategy (RMS) on North Valley Road, Colne</b>	Completion of the signal-linking and optimisation elements of the RMS project along the A6068 key corridor through Colne to reduce journey time variability, improve air quality and provide better connectivity with West Yorkshire.	Delivery	£0 – £2 million	0 – 2 years
<b>Strategic transport models</b>	The development and maintenance of strategic transport models across the county to support decision-making and guide investment in the transport network.	Development	£0 – £2 million	3 – 4 years
<b>Urban Traffic Management Control (UTMC)</b>	Upgrades to traffic signals and network technology to provide real-time operational control across the network.  Upgrades will improve congestion management, strengthen incident response and support consistent, user-focused travel information.	delivery	£5 – £10 million	3 – 4 years

A Transport Data and Technology Strategy will be developed. This strategy will build on the county council's Technology Roadmap, to drive consistency across the LCCA.

# Our schemes and strategies

## Electric vehicle infrastructure

As electric vehicle uptake increases, it will be increasingly important to have convenient and accessible electric vehicle charging. A focus on the county-wide charging network ensures residents, businesses and visitors can charge reliably and easily, making electric vehicles more accessible.

The following funded scheme will be delivered in the plan period:

Scheme name	Scheme description	Implementation Plan 2026–2030 activity	Scheme delivery	
			Cost	Time
<b>Electric vehicle charging infrastructure</b>	Delivery of a comprehensive electric vehicle public charging network, providing thousands of new chargepoints across Lancashire through a coordinated, multi-year installation programme.	Delivery	£0 – £2 million	0 – 2 years

## Parking

The right amount and type of parking provision in the right locations supports places to function successfully, and helps to manage movement through and around busy areas. Parking enforcement will be key to supporting this programme.

Locations used for parking are often on high-value land, so there is a strong incentive to manage parking to ensure that land can be managed effectively.

Parking includes a wide range of provision including on-street and off-street, park and ride, electric vehicle charging bays, disabled bays, loading bays, cycle and motorcycle parking, coach and minibus facilities, as well as parking at key destinations such as town centres and railway stations.

The over-provision of parking contributes to a higher level of car dependency and reduces the uptake of sustainable transport. This is a particular issue in our town and city centres, where the potential is greatest for walking, wheeling and cycling.

### **First and last mile freight**

Efficient goods movement depends on strong connections at the start and end of each journey. Adopting more sustainable delivery methods through micro-consolidation can minimise infrastructure impact, making our roads and communities safer, less polluted and more efficient.

Heavy goods vehicles entering town centre retail areas for deliveries are often undesirable. Smaller and more sustainable vehicles, such as electric vans or cargo bikes, are likely to be more appropriate in these environments.

A First and Last Mile Freight Study will be developed. This will review how goods move between major transport routes, and their origins or final destinations, to identify access issues and opportunities to improve efficiency.





# Monitoring and evaluation

# Monitoring and evaluation

## Monitoring approach

The performance of this Implementation Plan will be assessed against the Core Strategy's nine strategic goals. Monitoring will provide valuable feedback on progress towards these goals, providing focus to ongoing interventions and strategies.

Each investment programme and corresponding scheme will also be separately monitored and evaluated, based on their programme-specific aims and objectives. A separate Monitoring and Evaluation Plan will be developed to cover these in detail.

An Annual Monitoring Report will be produced to review progress and scheme delivery over the year, and assess their contribution towards the plan's vision and goals. The outputs of these reports will be used to inform and develop the Implementation Plan and Local Delivery Plans.

This system will be integrated into the Lancashire Data Observatory, measuring transport performance alongside a range of other economic and skills indicators for the LCCA area.

## Performance indicators

The performance indicators aligned to the nine goals are shown in Figure 1: LTP Transport Plan goals. Cross-cutting goals are not included, as they guide the delivery of the nine vision-related goals, so apply throughout.

Headline metrics are the primary indicators of progress towards their associated goal. Supplementary metrics provide insight into more specific aspects of each goal.

Baselines for each indicator will be recorded during the LTP's first year, where applicable. Future progress will be assessed against these datasets.

Due to the flexible nature of the Implementation Plan, we will regular review these indicators alongside any new available data sources, to fully capture and assess the impacts.

Goal	Headline metrics	Supplementary metrics
<b>Strengthen our labour markets by connecting people and jobs</b>	East–West movements along the central belt	East–West corridor public transport passenger counts
		Bus-km travelled
<b>Provide strong connections to markets, supply chains and customers</b>	Journey time reliability and congestion on strategic transport networks	N/A
<b>Unlock strategic growth sites across Lancashire</b>	Number of key strategic site transport schemes delivered	Footfall at strategic site town centre locations
<b>Improve accessibility to tackle inequalities and deprivation</b>	DfT Transport Connectivity score in areas with a high risk of Transport Related Social Exclusion*	Public Transport and Active Travel interventions delivered in areas of high social exclusion
<b>Improve health and wellbeing by supporting active lifestyles</b>	Number of trips undertaken using active travel	Congestion index
		Healthy Streets perception survey
<b>Create safe and vibrant communities and a sense of belonging</b>	Vulnerable Road user killed or seriously injured (KSI) casualties	Child KSI casualties
		Healthy Streets perception survey
<b>Protect and enhance our natural and built environments</b>	Proportion of residents with easy access to greenspace (Greenspace accessibility – Office for National Statistics)	Public rights of way upgraded/expanded
<b>Increase resilience to evolving weather patterns</b>	Number of new trees planted in Heat Mitigation Index low-scoring urban areas**	Number of climate-related transport incidents
<b>Reduce pollution from transport</b>	Transport CO2 emissions (published by Department for Energy Security and Net Zero)	Train and bus passenger data
	Number of Air Quality Management Areas across the CCA	Vehicle-km travelled across Lancashire

\* For more information on the DfT Connectivity Tool see: <https://www.gov.uk/guidance/connectivity-tool>

\*\* For more information on the Heat Mitigation Index see Natural England's Green Infrastructure Framework – layer 16 Urban Heat Management: <https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Map.aspx>



# Making it happen

# Making it happen

## Governance

The Implementation Plan will be delivered by the LCCA. Our ambition is to build a Lancashire that works for everyone by creating a transport system that connects opportunity with need and offers safe, inclusive, affordable and low-carbon travel choices.

The LCCA will oversee the Implementation Plan's delivery by establishing strong programme and project management arrangements; supported by best practice, innovation and robust commercial and risk processes, ensuring alignment with the Transport Plan vision.

The plan will be reviewed regularly to add new schemes and emerging opportunities, which will feed into the prioritisation process. Progress and identified funding will be reported annually.

## Next steps

This document forms part of a consultation process. Following the consultation, we will review and analyse all feedback to update the Implementation Plan, and we aim to publish the final document in summer/autumn 2026.

An Integrated Sustainability Appraisal has been carried out alongside the development of the Implementation Plan to assess environmental, social and economic effects.

This appraisal found that the plan generally performs well against sustainability objectives. Some areas, such as rural connectivity and certain environmental aspects, could be strengthened to achieve a more positive overall assessment.

Mitigation and enhancement measures should be incorporated during delivery, including improving access in rural areas, supporting low-emission transport options, and integrating design features that protect and enhance local environmental quality.

For further detail on the appraisal findings and recommended measures, please refer to the full Integrated Sustainability Appraisal report.

We remain committed to engaging residents and stakeholders throughout the design, development and delivery of all schemes, strategies and initiatives. Our goal is to seek input from across our diverse community in Lancashire, to improve our understanding of people's needs. Each prioritised intervention will include a clear engagement plan during its development. We will work closely with key stakeholders to shape measures and, where appropriate, collaborate with local communities to refine proposals.





**LANCASHIRE**

COMBINED COUNTY  
AUTHORITY