Lancashire Local Transport Plan 2025-2045

ENABLING CONNECTED PEOPLE, PLACES AND POTENTIAL.

Image source: Blackburn with Darwen Borough Council

Contents

1 **Introduction** 6

2 **The case for transport investment** 14

2.1 **Economic opportunities for a stronger future** 15

2.2 **Social opportunities for a fairer future** 18

2.3 **Environmental opportunities for a more sustainable future** 20

2.4 **Cross-cutting challenges and goals** 20

3 **The Lancashire approach** 22

3.1 **Policy and delivery** 22

3.2 **Spatial priorities** 25

3.3 **Embedding sustainability** 25

4 **Workstream 1:** Connecting Lancashire 28

4.1 **Policy CL1:** Enable the delivery of strategic growth sites 30

4.2 **Policy CL2:** Transform east-west public transport through the Central Belt 30

4.3 **Policy CL3:** Improve public transport connections with neighbouring regions 33

4.4 **Policy CL4:** Improve reliability of strategic and major roads for all modes of transport 36

4.5 **Policy CL5:** Explore new or expanded heavy rail and mass transit networks 37

4.6 **Policy CL6:** Improve high-speed broadband, especially in rural areas 39

5 **Workstream 2:** Transforming travel choices 40

5.1 **Policy TC1:** Improve and modernise bus journeys 42

5.2 **Policy TC2:** Enhance rail travel so it is reliable and attractive 43

5.3 **Policy TC3:** Establish convenient and safe active travel options 43

5.4 **Policy TC4:** Enable the use of bus, rail, light rail and active travel 45

5.5 **Policy TC5**: Broaden travel choices in rural areas 47

5.6 **Policy TC6:** Ensure taxis and private hire vehicles offer an accessible and safe service 47

5.7 **Policy TC7:** Transform sustainable travel choices for tourists 48

5.8 **Policy TC8:** Reimagine public transport ticketing 49

6 **Workstream 3:** Safe and vibrant communities 50

6.1 **Policy SV1:** Empower everyone to travel safely and securely, wherever they go 51

6.2 **Policy SV2:** Deliver accessible and affordable public transport 53

6.3 **Policy SV3:** Develop accessible, high quality spaces and infrastructure 54

6.4 **Policy SV4:** Embed placemaking in new developments 56

6.5 **Policy SV5:** Reduce adverse impacts on communities 56

7 **Workstream 4:** Future-ready networks 58

7.1 **Policy FN1:** Embrace new transport data and technology 62

7.2 **Policy FN2:** Accelerate the uptake of electric vehicles 64

7.3 **Policy FN3:** Improve journey time reliability 64

7.4 **Policy FN4:** Deliver sustainable, resilient infrastructure 66

7.5 **Policy FN5:** Embed whole-life approaches to asset management 67

7.6 **Policy FN6:** Implement smarter public parking strategies that meet evolving needs 68

7.7 **Policy FN7:** Support sustainable freight deliveries 69

8 **Delivering our plan:** Our route to 2045 70

8.1 **LCCA mobilisation** 70

8.2 **Develop LTP supporting documents** 70

8.3 **Implementation and monitoring** 74

Foreword

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

This plan sets out our strategic transport priorities up to 2045. This will be a time of huge change, with the ongoing establishment of the 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. It 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.

The LCCA has 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 Borough Council

1

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 Gross Value Added (GVA). We have the third largest economy of the North West after Greater Manchester and Liverpool City Region, 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 establish Lancashire's place on the map. These LTP 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. **(Figure 1-1)**

This LTP Core Strategy provides the policy foundation for transport investment in Lancashire between 2025 and 2045. Our current and future Implementation Plans build on this and set out the schemes we will be progressing in order to deliver the Core Strategy set out in this document, as well as a framework for monitoring our progress. We have set out the key timeframes for the LTP Core Strategy and Implementation Plans, alongside funding windows and the ongoing process of Local Government Reorganisation.

Our first Implementation Plan covers up to 2030, setting out the first steps towards delivering our vision. Following the Local Government Reorganisation process, we will develop Local Delivery Plans for each unitary authority area, providing further detail on local programmes and schemes, and their delivery.

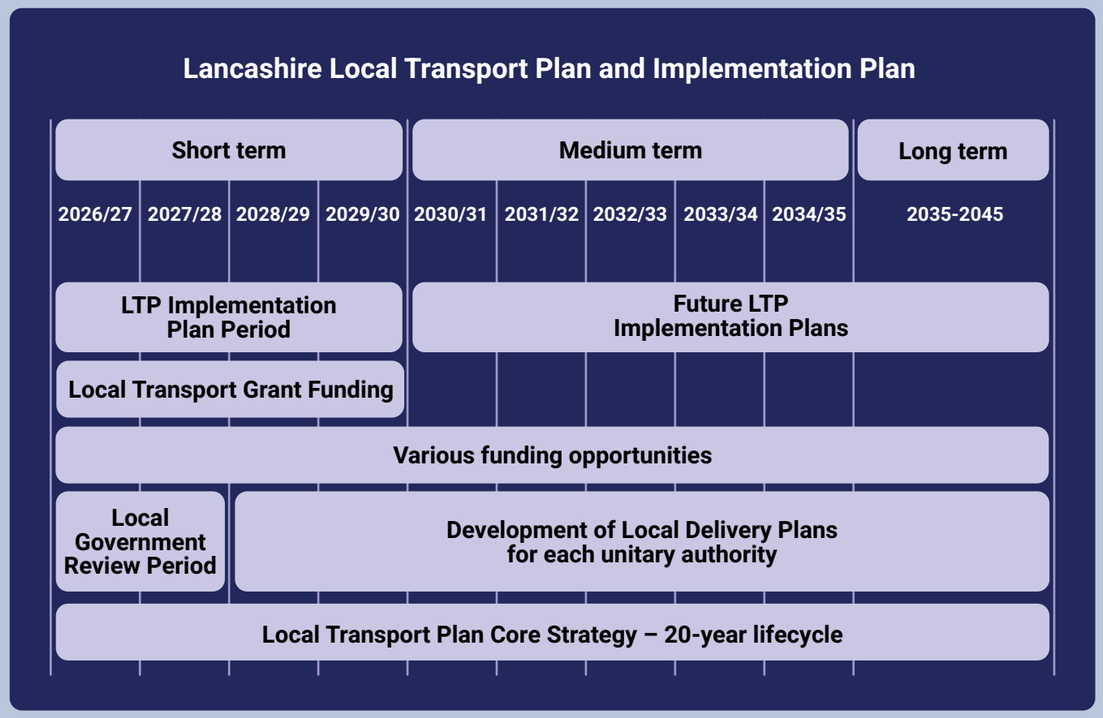


Figure 1-1 – LTP governance, funding and implementation timelines



Introduction

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.

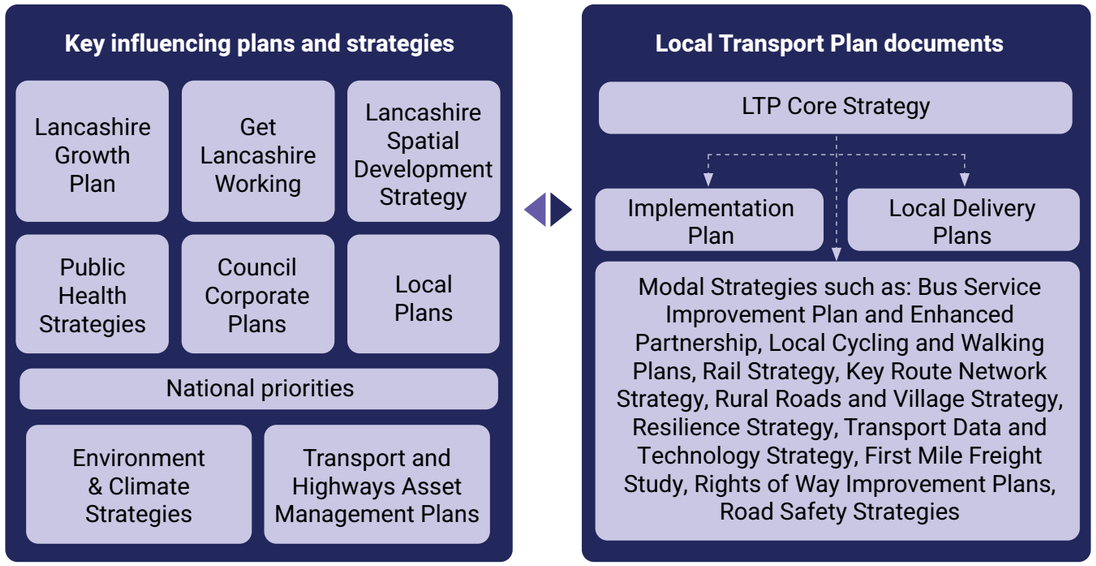


Figure 1-2 – LTP documents and the key influencing plans and strategies



Introduction

The LTP is strongly aligned with the LCCA's Growth Plan and the 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:

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. You can find more information about the LTP schemes in the Implementation Plan.

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



Introduction

Our vision

Through the LTP, our aim is for Lancashire's transport network to support:

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

These themes are inter-related and overlapping, as shown in Figure 3-1. Transport can facilitate all three of these, 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 people who live, work, visit and do business in Lancashire.

Our vision is described in more detail in the goals shown in Figure 1-3.

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

Lancashire will be:

- A place where everyone has equal access to education, skills and employment, as well as social, leisure and healthcare opportunities – whatever their individual needs.
- Recognised as an attractive, competitive and well-connected place to do business, where the movement of people and goods is efficient and reliable.
- Home to healthy and happy residents.
- Home to a resilient and productive workforce.
- A thriving hub of visitor destinations, which are increasingly popular, more attractive, and easily accessible by public transport.
- Home to healthy 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 people who don't want to or cannot afford to.

Stronger Economy	Fairer Opportunities	Sustainable Future
Strengthen our labour markets by better connecting people and jobs	Improve accessibility to tackle inequalities and deprivation	Conserve and enhance our natural and built environments
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

Cross-cutting Goals

Improve efficiency and value for money of delivery

Amplify the voice and strengthen the influence of Lancashire across the north, nationally and internationally

Figure 1-3 – LTP goals

2

The case for transport investment

Transport plays a critical role in the life of Lancashire, by connecting our people with our places, and with each other. These connections enable a stronger economy, more vibrant communities, better access to life opportunities such as employment and education, and a more sustainable future.

We have identified three major challenges that this LTP will tackle to unleash Lancashire's potential. These have been identified using a wide range of evidence, which we have brought together in our supporting evidence base document, our 'Green Paper'.

Closing the productivity gap between Lancashire and the rest of the country could boost the UK economy by up to £10 billion per year.

Transforming travel choices across Lancashire will improve the lives of our residents through better access to work, education, services and leisure.

Conserving and enhancing our natural and built environments, supporting improved resilience to evolving weather patterns, and reducing pollution from transport will improve Lancashire as a place and bring benefits 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 Lancashire's 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 year.

- **We need to create a fairer future:** Our social challenges include significant health inequalities and social exclusion contributing to poor early years outcomes, challenges with education, limited travel choices and low-paid jobs, which are concentrated in many of our towns. Transforming travel choices across Lancashire will better connect our communities and improve the lives of our residents through better access to work, education, services, leisure and social connections.

- **We need to plan for a more sustainable future:** We need to ensure our networks are resilient and to rapidly reduce polluting emissions – transport is one of the major sources of emissions in Lancashire. We will conserve and enhance our built and natural environments, support improved resilience, and reduce pollution from transport across Lancashire.

Lancashire's diverse communities, shaped by unique industries, geography and transport links, require tailored transport solutions. With more than 1.5 million residents living in distinct areas, a one-size-fits-all approach is not good enough. 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**.

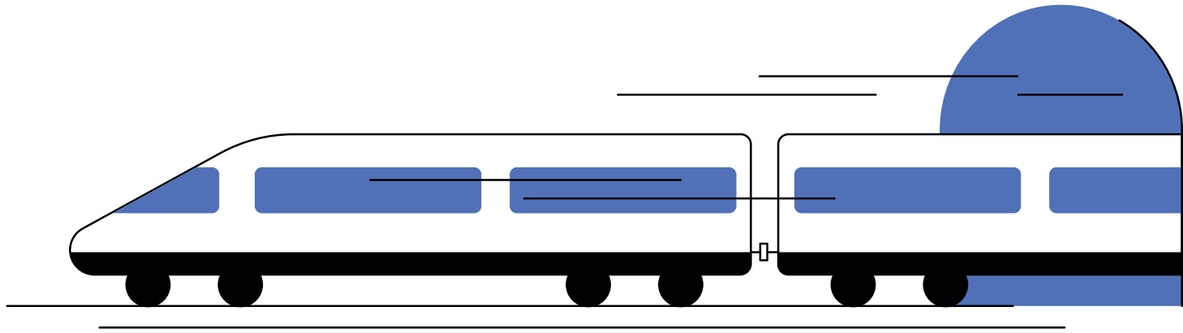
The following sections explore our economic, social and environmental opportunities in more detail, and how transport can help to realise our vision through the LTP's goals.

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 and support the ambitions 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. Transforming east-west public transport will help businesses to recruit and retain skilled workers, and more people will have access to education and training to improve workplace skills.





Note: This is a live and dynamic list of economic growth sites informed by the Lancashire Strategic Sites Report (Stantec, 2025). The sites demonstrate Lancashire's emerging economic corridors and will be developed further by the LCCA. The next steps for consideration by the LCCA include identifying where strategic housing sites and opportunities are emerging.

Key

- Motorway
- Rail line
- Internal economic corridors
- Main university campus
- Ports
- Airport
- Complementary Strategic Sites – as listed in Appendix B
- Anchor Strategic Sites

Anchor Site

- **A** Blackpool Airport Enterprise Zone
- **B** Hillhouse Technology Enterprise Zone Expansion
- **C** Heysham Gateway
- **D** Warton Enterprise Zone
- **E** Preston Station Quarter
- **F** Samlesbury Enterprise Zone
- **G** Blackburn Growth Axis / Employment & Cyber Skills Campus
- **H** Burnley Bridge and Burnley Bridge South
- **I** Burnley Town Centre and Canalside Masterplan Employment Sites
- **J** Lomeshaye Extension (Phase 2)

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, science and technology, 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 to access work and well-paid jobs.

Improve accessibility to tackle inequalities and deprivation

Lancashire experiences high levels of transport-related social exclusion (Figure 2-2), contributing to poverty and poor health and preventing residents from entering the workforce. By improving local bus services, community transport and other affordable and accessible travel options, we can help to tackle exclusion by supporting people to access education, training and job opportunities. It will also help people to find better jobs, have better access to services, and find new ways to improve their lives. Improved accessibility will also increase social interactions and help our town centres flourish.

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.

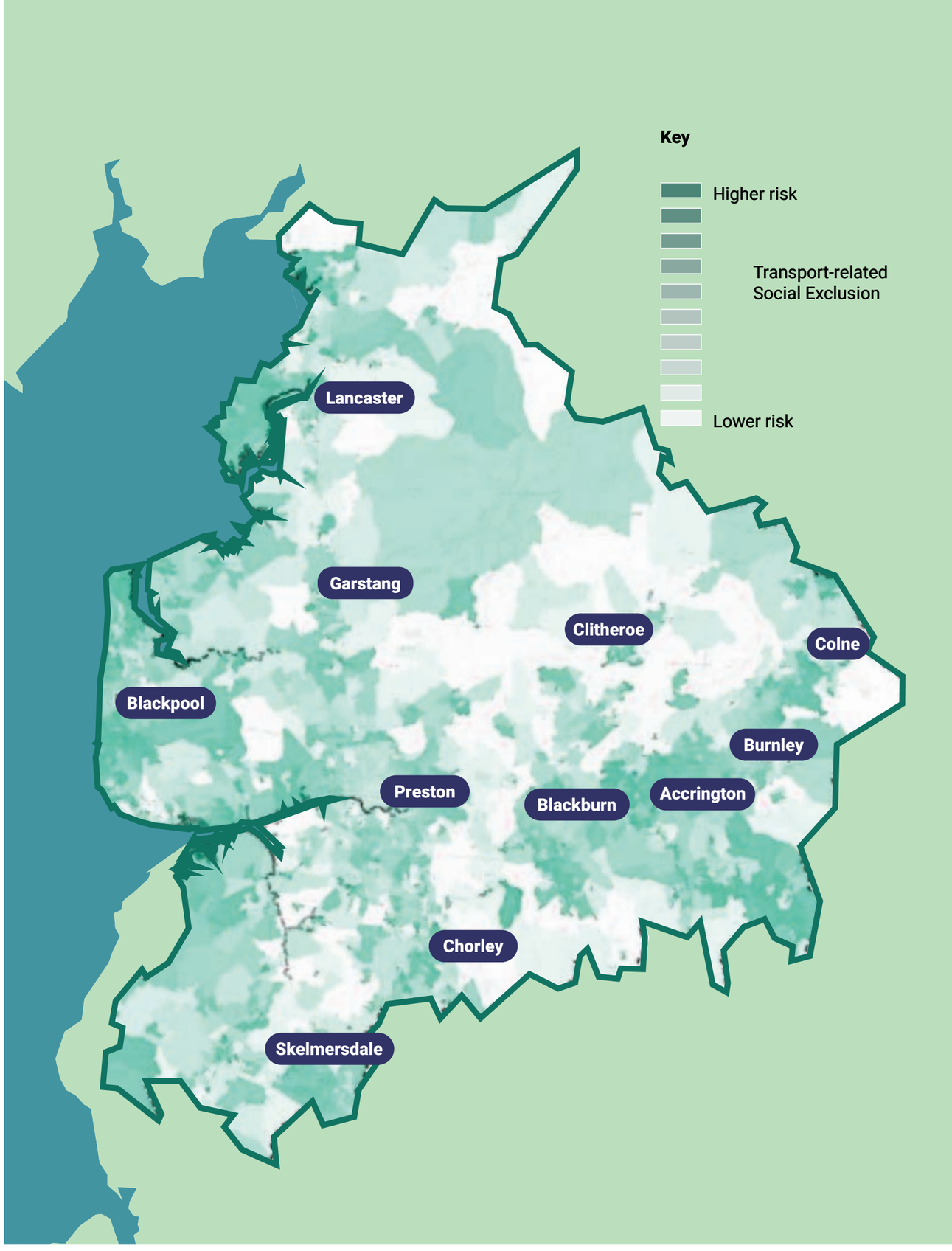


Figure 2-2 – Transport-related social exclusion in Lancashire

The case for transport investment

By creating safer and more welcoming places, we will help build more active, engaged and cohesive communities, and a greater sense of civic pride and belonging.

2.3 Environmental opportunities for a more sustainable future

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

Conserve and enhance our natural and historic environments

We must conserve and enhance our precious natural and historic environments. This includes, but isn't limited to, our National Landscapes, Sites of Special Scientific Interest, Biological Heritage Sites, internationally important designations in places including Morecambe Bay, our historic towns and cities, and areas of local environmental importance such as the Forest of Bowland.

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, reduce 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 people 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 improve our environment and our health by reducing polluting emissions.

For freight, we need regional and national support to boost rail use, zero-emission vans and lorries, and urban consolidation hubs where goods can be gathered and sorted before being delivered into busy urban areas.

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.

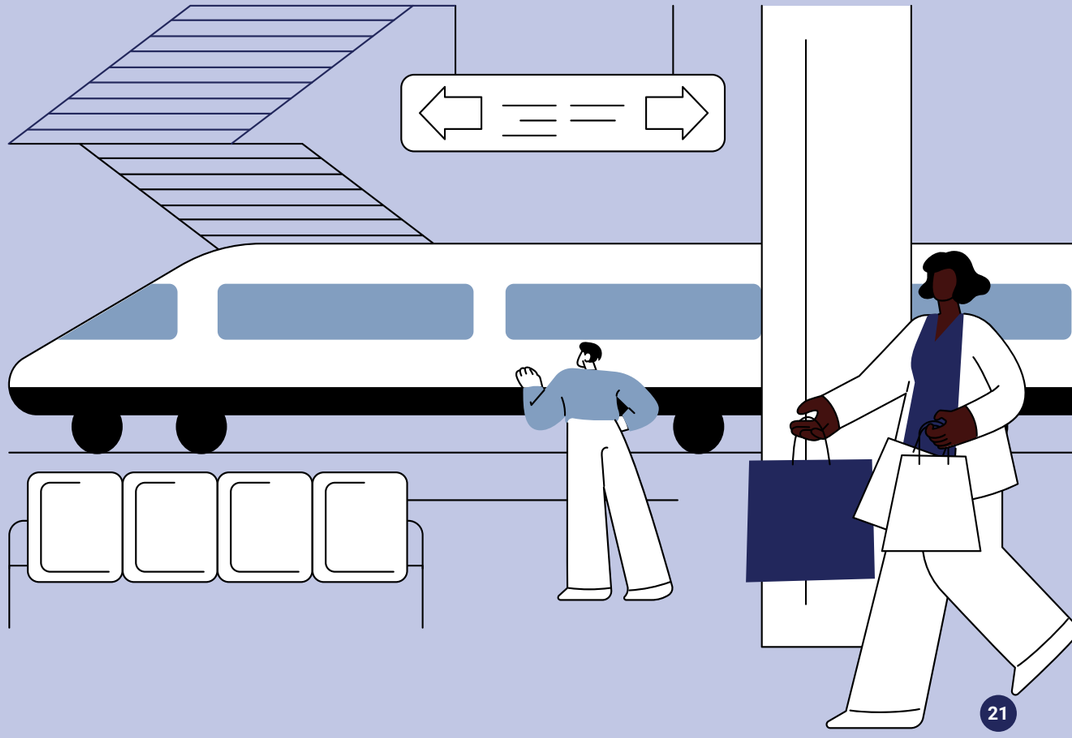
We are determined to deliver on investments, and secure the benefits that are so needed across our sub-region. We will develop and deliver transport programmes that are **effective** in maximising positive benefits and **efficient** in managing costs and maximising value for money in our investments. 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 the new Spatial Development Strategy and Local Plans, which are looking forward over the next 15 years.

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

We will project Lancashire and our vision on the regional, national and international stage. By building on the greater opportunities for strategic engagement and partnership from the formation of the LCCA, 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 close collaborative working with our partners in Transport for the North, Liverpool City Region, Greater Manchester, West and North Yorkshire, and Cumbria to tackle the gaps in regional connectivity that are at risk of holding us 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 rural areas.



3

The Lancashire approach

3.1 Policy and delivery

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
1. Connecting Lancashire: 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.	★	★	★	★
2. Transforming travel choices: We will revolutionise the travel options available for people 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.	★	★	★	★
3. Safe and vibrant communities: 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.	★	★	★	★
4. Future-ready networks: 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

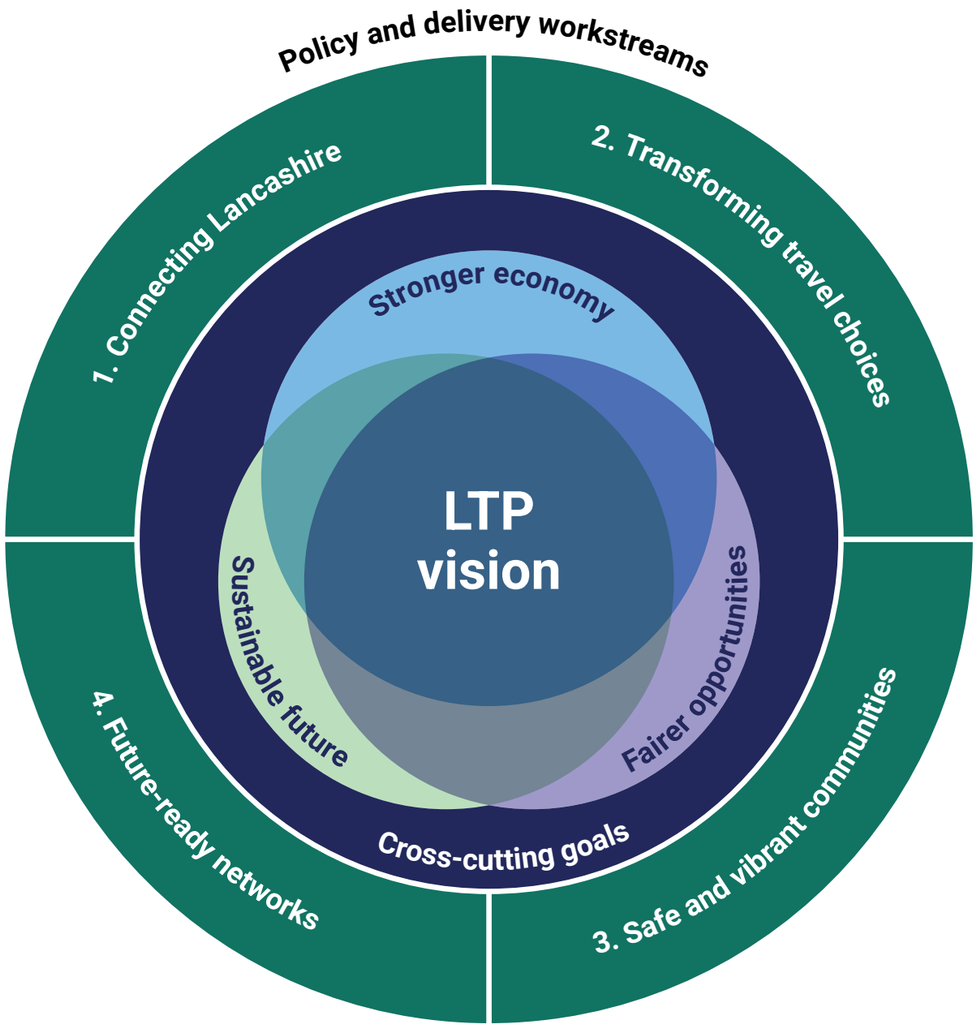


Figure 3-1 – Vision, goals, policy and delivery workstreams

Chapters four to seven set out our transformative LTP policies. These form the basis for our implementation plans and LTP modal strategies, which in turn set out the schemes we will deliver and our longer-term aspirations.

3.2 Spatial priorities

The population of Lancashire is diverse. Each part of the county 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.

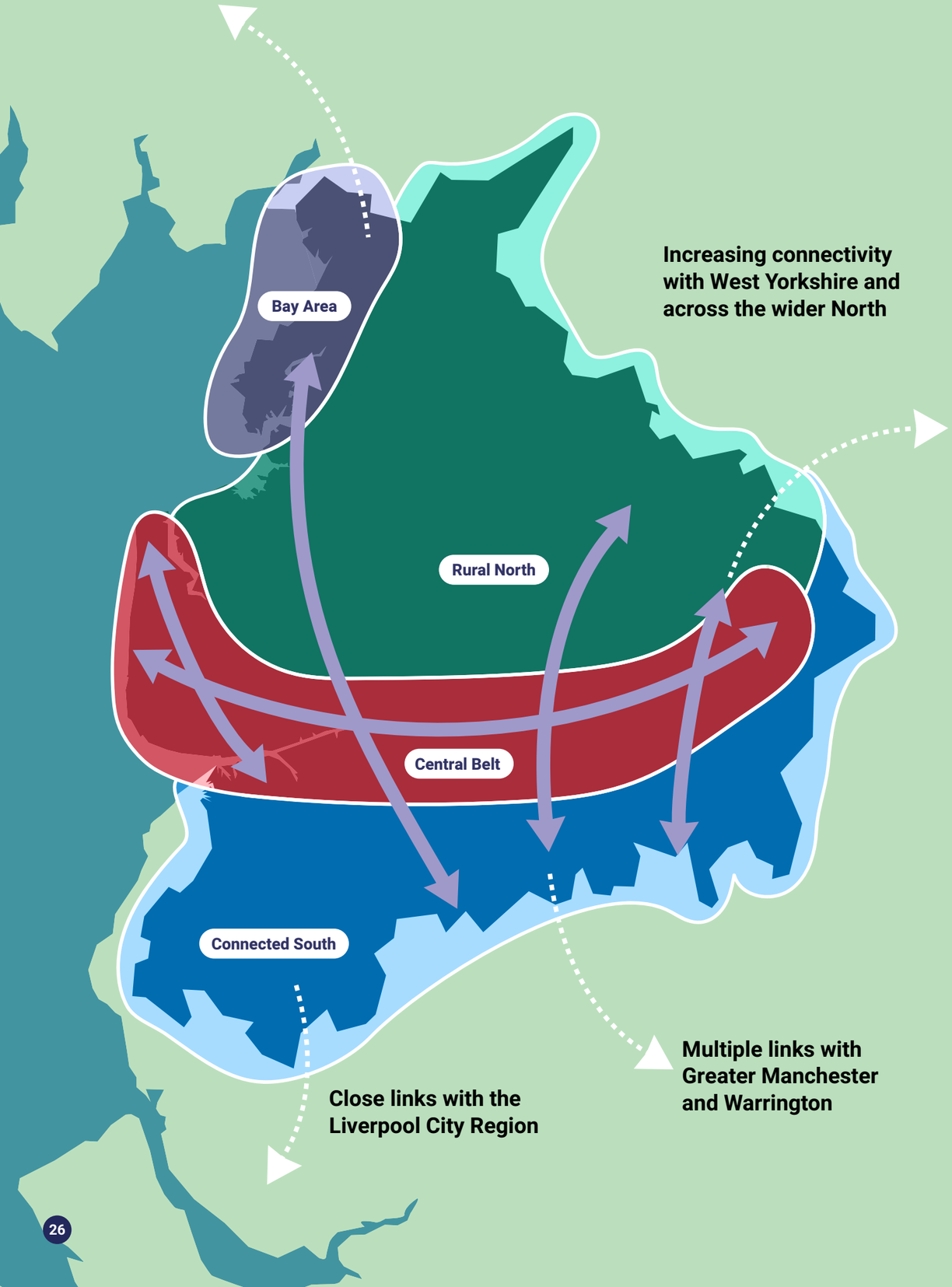
Every place has its own challenges and opportunities, so a one-size-fits-all approach is not good enough. Different measures and solutions will work in different areas for different communities.

Building on our evidence base, our LTP policies consider four broad area types **(Figure 3-2)**:

- **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**: A mix of towns, villages and rural areas mainly to the south of the Central Belt, with particularly strong cross-border 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 Arnside 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.



Key

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

Figure 3-2 - LTP area types

4

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. Lancashire's Central Belt is evolving into a super corridor of innovation, connectivity and inclusive growth, linking people, places and potential across the county.

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. By 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	★	★	★	

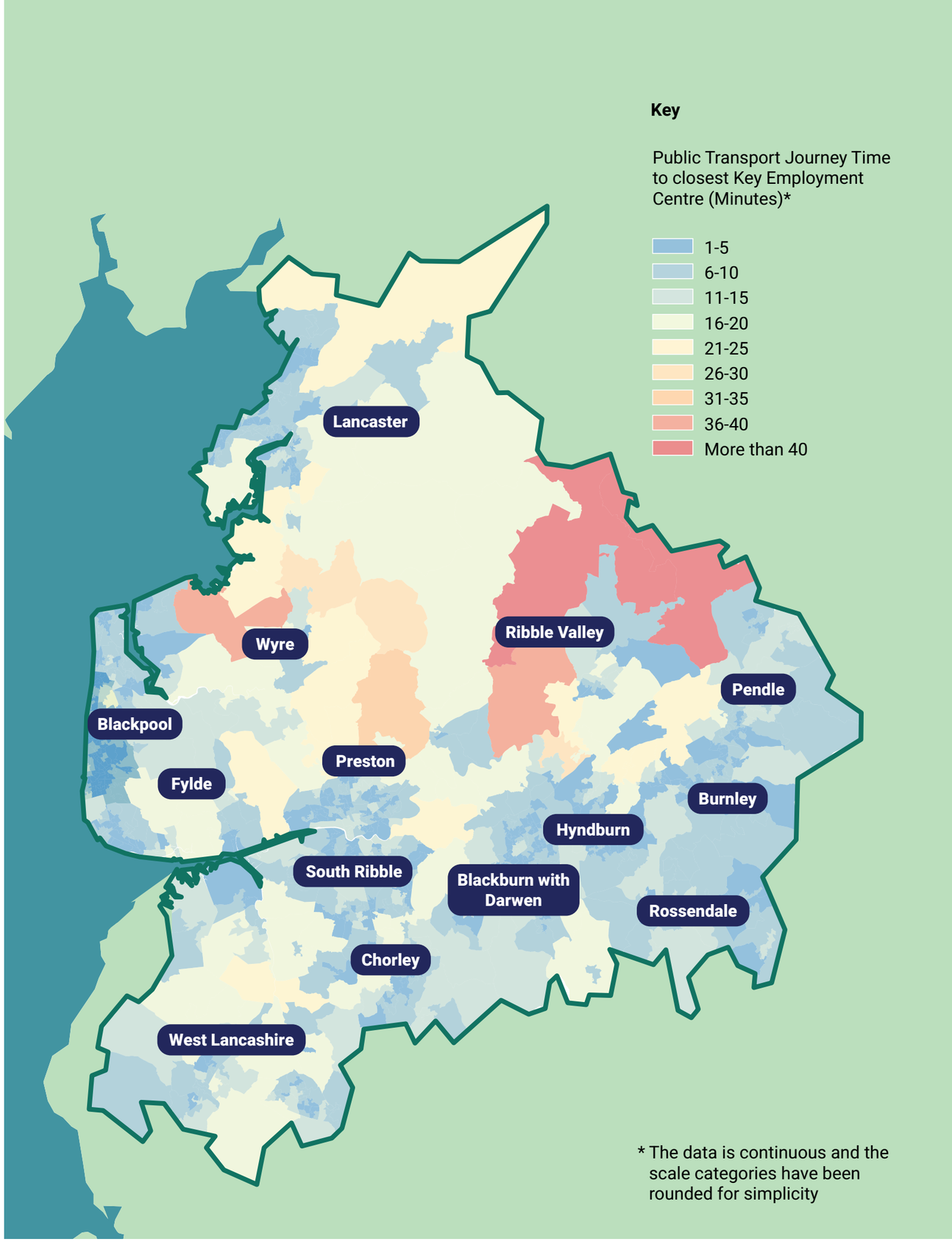


Figure 4-1 – Journey times by public transport to key centres

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.

The Lancashire Growth Plan identifies strategic growth sites that are key to achieving our economic growth ambitions. Transport will play a key role in enabling the anchor and complementary strategic sites set out in our Growth Plan, such as Blackpool Airport Enterprise Zone, Heysham Gateway, Blackburn Growth Axis and Eden Project Morecambe. Sites also include major development opportunities in our town and city centres; the 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 future sites.

We will drive substantial transport upgrades at key development sites to make sure they can accommodate growth, such as park and ride, rail, bus and cycle access.

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.

East-west improvements will unlock productivity, join currently disconnected labour markets, and support educational access and innovation assets along the corridor. There are many well-established north-south links, for example Preston-Bolton-Manchester. But the east-west links connecting Blackpool, Preston, Blackburn, Accrington, 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.

We are committed to producing a new Lancashire Rail Strategy to underpin the development and prioritisation of rail schemes, and ensure there is robust evidence in place.



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. This electrification allowed for faster and more reliable services between Blackpool North and Preston, with over 300,000 journeys recorded between the two stations from April 2024 to March 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 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, West Yorkshire and North Yorkshire to support economic growth and broaden our travel horizons.

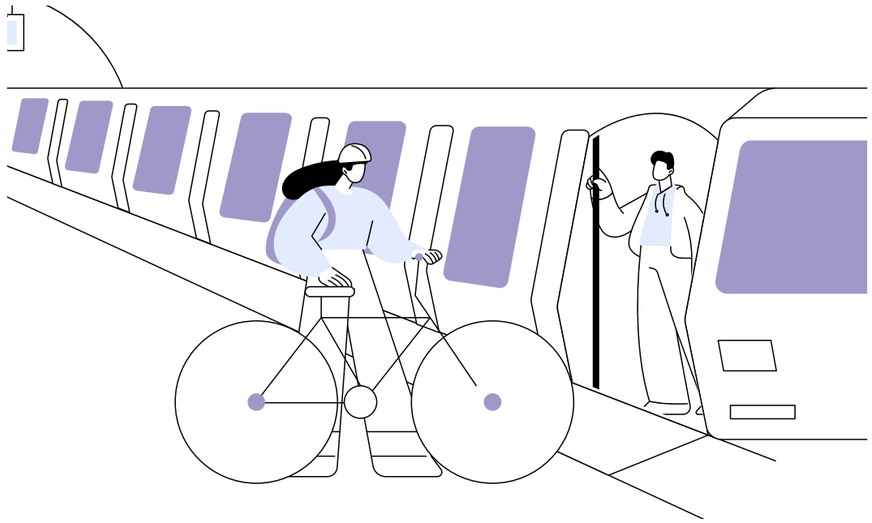
Lancashire is a major part of the North West economy and we are seeking to develop economic linkages with our neighbours.

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

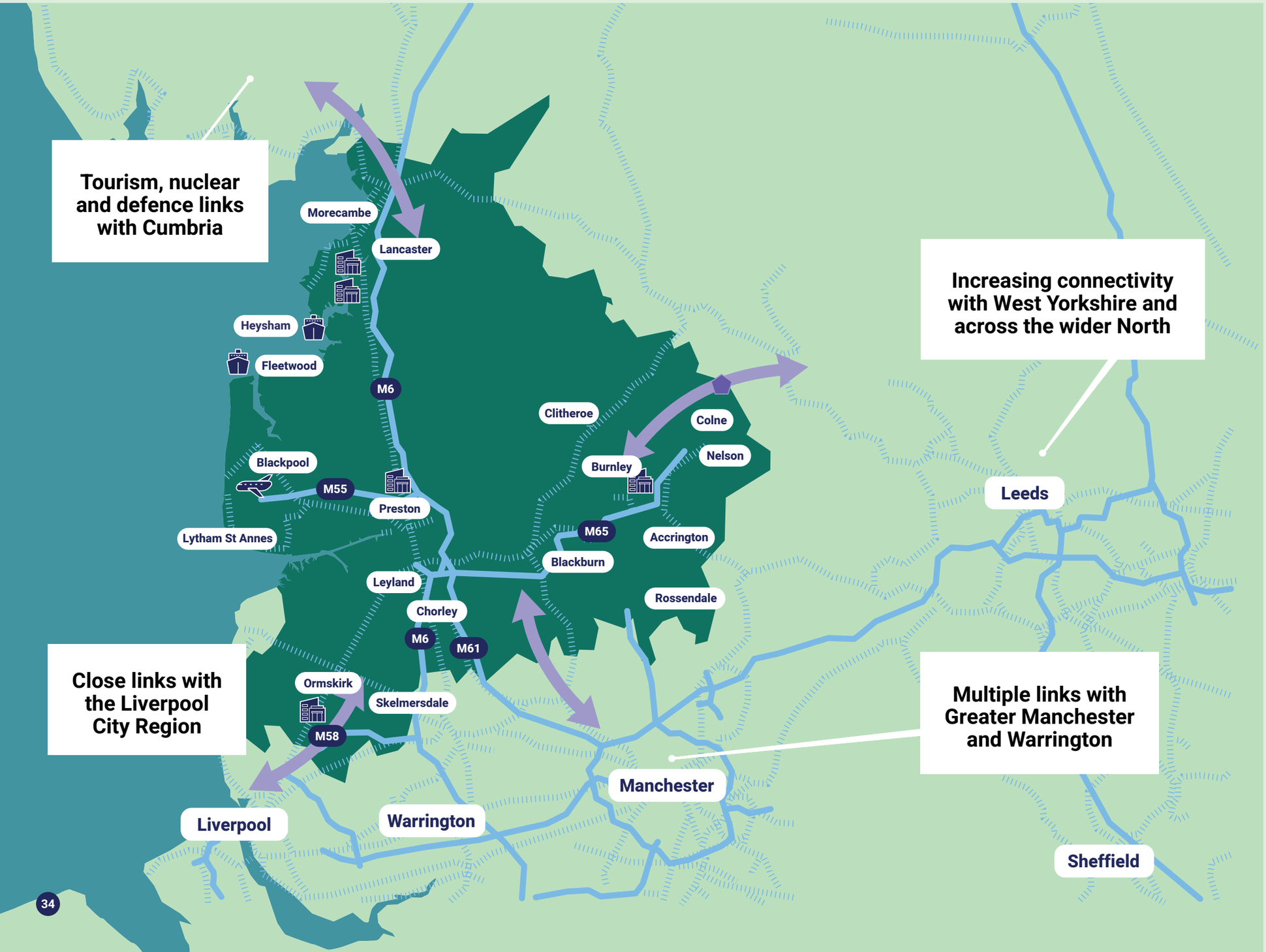
For example:

- 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 and Bradford, West Yorkshire.
- Carnforth with the southern part of Westmorland and Furness, Cumbria.

Through close and proactive collaboration with neighbouring regions and partners, our ambition is to improve bus and rail links to capitalise on these strategic connections and continue to broaden our travel horizons. This will create stronger economic links, open up new opportunities, attract tourism and investment, and reduce economic isolation for communities and towns.



Workstream 1: Connecting Lancashire



Key

- Motorway
- Rail line
- External Economic Corridors
- Main university campus
- Ports
- Airport

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.

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, an estimated 8.6 million motorised vehicles travelled on our motorways and A-roads every 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.

As our key north-south route, the M6 does not always meet the needs of our residents, visitors and businesses and, without intervention, the issues are likely to worsen. There are also issues on the M55, M61, M65, A6, A56/M66, and A585, and growing pressures on the motorway junctions in the Central Belt: around Preston and on the M65. Reduced 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 in the future.

Case Study – Bay Gateway

In 2016, the 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 bridges over the River Lune).



Image source: Lancashire County Council

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.

We are committed to developing a Key Route Network Strategy to identify the most important local roads which support movement across Lancashire. It will determine where targeted investment could best improve these routes, adopting a multi-modal approach in all cases. This will assist in the development of future schemes.

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

We will work with Network Rail, Great British Railways, 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 people who live, work, visit and transport goods in Lancashire.

Workstream 1: Connecting Lancashire

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. Rail, light rail and mass transit networks are essential in supporting access to higher value jobs (especially in defence, digital, energy and manufacturing) and skills.

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.

Superbuses and trams are also a key part of our ambition for urban and interurban transport to allow for high capacity and reliable journeys, both between and in 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.

As noted in Policy CL2, the development of a new Lancashire Rail Strategy will be a crucial step towards unlocking rail and interchange improvements.

Case Study – Blackpool tramway extension to the 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.

Digital connectivity is becoming increasingly important for people to access services, employment, education, leisure and business. 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 that no business or resident is left behind digitally and bring services closer to people 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, reducing pressure on our roads.

The rollout of high-speed connectivity also provides opportunities for the implementation of data-driven solutions and technologies in transport. This policy will help to provide the foundations to support our future-ready networks workstream, outlined in section 7.

Digital connectivity will be a key theme in our forthcoming Resilience Strategy. We will work closely with BT and our other key partners to coordinate improved broadband and mobile coverage in vulnerable areas.

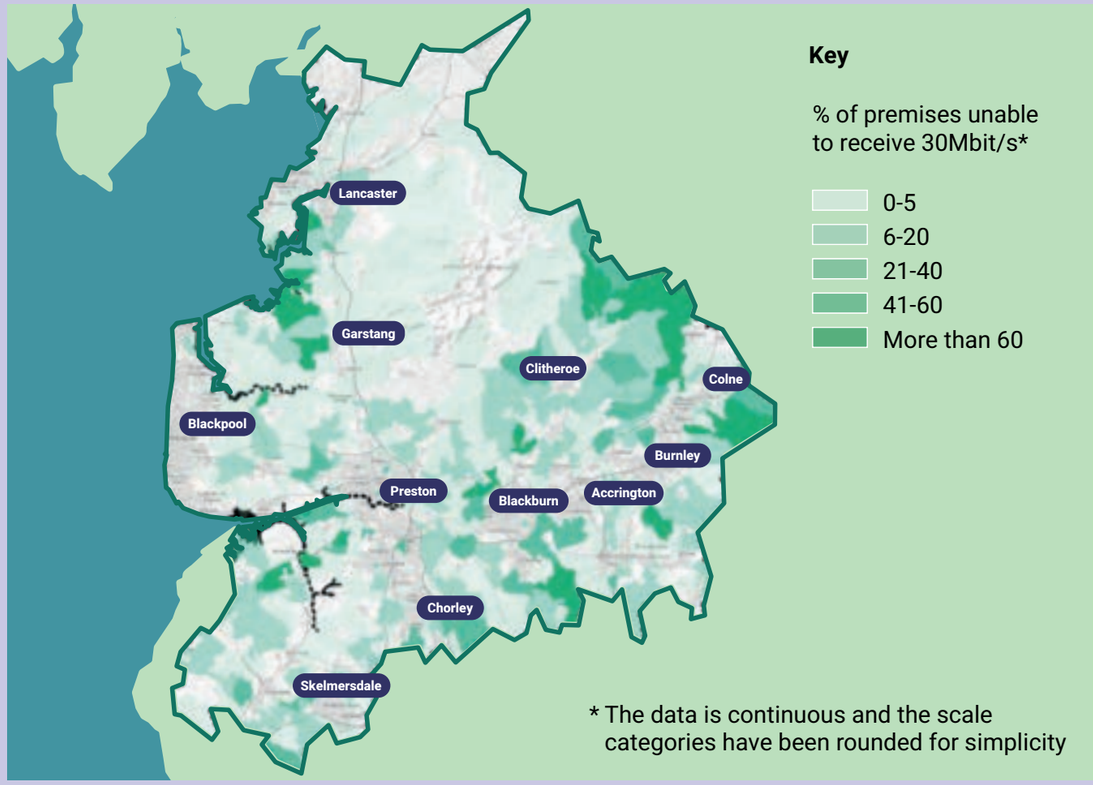


Figure 4-4 – Percentage of properties unable to receive 30Mb/s

5

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 and 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%.

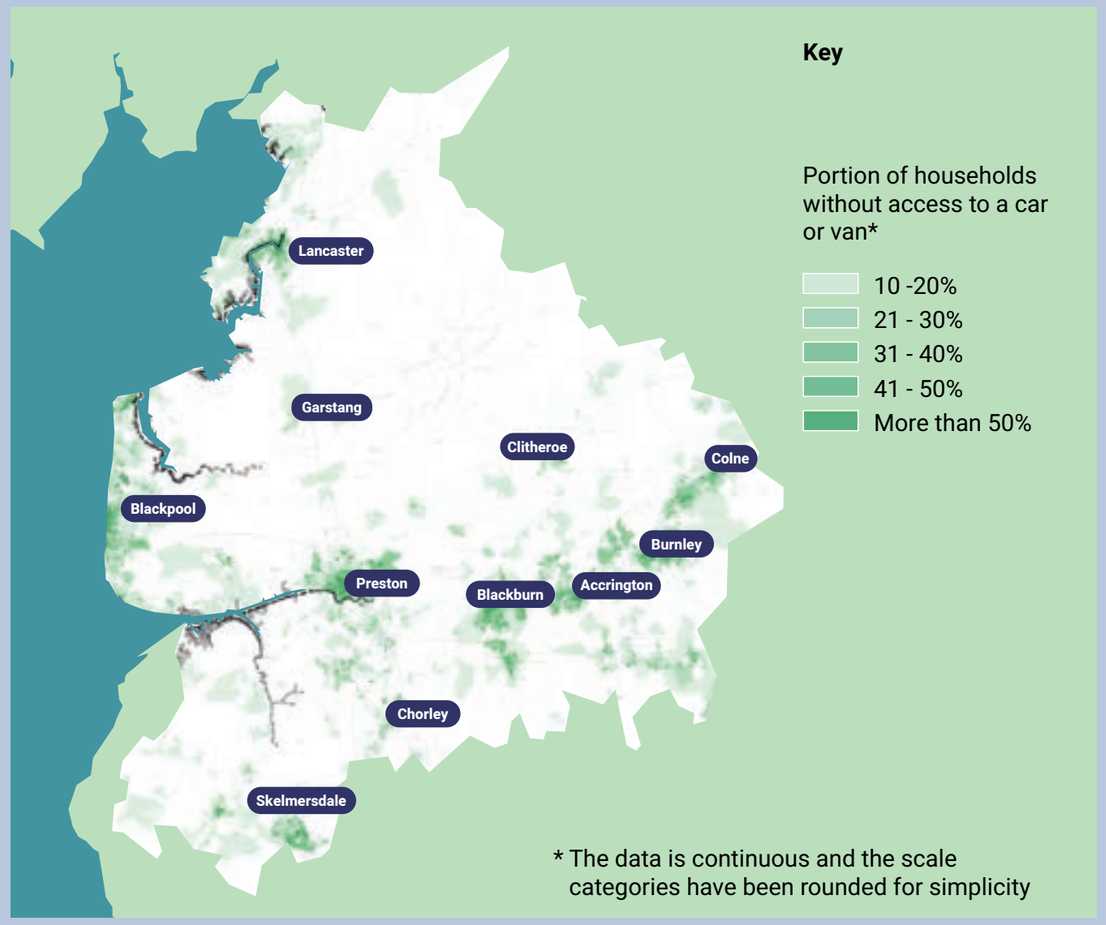


Figure 5-1 – Proportion of households without access to a car or van

We need to provide more 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 journeys are more reliable, affordable and quicker for everyone. 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: Enhance rail travel so it is reliable and attractive	★	★	★	★
TC3: Establish convenient and safe active travel options	★	★	★	
TC4: Enable the use of bus, rail, light 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 transforming the passenger experience.

Buses play a vital role in providing access to key centres, employment, education and services for our population. Travelling 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 Plan, we are currently improving service frequencies and coverage, improving junctions to keep buses moving, delivering bus lanes and key route parking reviews, as well as delivering improvements to bus stops, stations and shelters. This policy seeks to build on this recent progress, to develop a county-wide bus network that works for everyone.

We are committed to producing a new Lancashire-wide Bus Service Improvement Plan and Enhanced Partnership, which will catalyse further investment in our buses to improve reliability, punctuality and passenger experience.

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 12% increase in passenger numbers on buses between Accrington and Blackburn.



Image source: Blackburn with Darwen Borough Council

In the future, this could also 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 Enhance 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 and light rail services and improve performance. Our focus will be on improvements to passenger experience and infrastructure upgrades.

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.

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. These first steps towards our rail and light rail ambitions will require extensive partnership working, including through the development of a new Lancashire Rail Strategy. We will also look to influence the timing of engineering works and explore ways to improve value for money of train travel.

5.3 Establish convenient and safe active travel options (Policy TC3)

We will develop a Lancashire-wide 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 Public Rights of Way networks.

Using methods of travel that involve physical activity, such as walking children to school or cycling to a railway station, is an effective way of integrating exercise into day-to-day routines. Personal circumstances, such as for users of manual wheelchairs or other mobility aids, can also require additional physical effort for mobility, but this also contributes to overall activity levels. Increased physical activity is associated with significant improvements in physical and mental wellbeing, which in turn leads to wider social and economic benefits. Activities like walking, cycling and horse riding are also popular leisure pursuits for residents and visitors. 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 less than 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 access in rural and deprived areas, and transport-related social exclusion, which is particularly acute in areas such as Morecambe Bay, the Fylde Coast and urban East Lancashire **(Figure 2-2)**.

Workstream 2: Transforming travel choices

To improve health outcomes and support inclusive 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.

We are already taking steps to develop an interconnected and attractive active travel network in Lancashire. Through our Local Cycling and Walking Infrastructure Plans, we have identified and are starting to build high priority on- and off-road walking, wheeling and cycling routes. These focus on connecting residential areas, schools and education centres, jobs, local amenities and services. We will continue to roll these schemes out over the LTP period and seek opportunities to improve complementary facilities such as secure cycle parking.

We are also committed to maintaining and improving Lancashire's leisure routes, including Public Rights of Way and canal towpaths, on our canals, waterways and greenspaces.

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 connections crossing the border into Rochdale. Upgrades to the off-road cycleway included using 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, light rail and active travel (Policy TC4)

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

As outlined in Policies TC1, TC2 and TC3, it is essential that we improve the experience of travelling by bus, rail, light 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 and empowered to start using these methods of travel – whether through publicising key routes and services, improving skills and confidence, running engagement and educational programmes, 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.

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.

Lancashire is home to some rural areas, particularly in the Rural North in areas such as Bowland, where there is often a need to travel longer distances for work, to access facilities and services, 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. We will strive to ensure that no rural areas are left behind, by reducing transport-related social exclusion through improved access to employment, education and social opportunities.

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. We will continue to prioritise the supported bus network, providing well-established community-focused services.

We will develop a Rural Roads and Village Strategy outlining rural road improvements, speed management, access to Greenways, Quiet Lanes projects, schools, Public Rights of Way and the bus network. It will seek to encourage the tourism economy, safer roads, nicer places to visit and access to green spaces. Options such as Demand Responsive Transit may be considered where bus frequency is low in more rural areas.

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

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

Taxis and private hire vehicles play a valuable role in our transport network, facilitating door-to-door travel and the short trips at the beginning and end of longer journeys, such as accessing a railway station or airport. They provide access to education, employment, shops, services and social activities where public transport or driving is not an option, including for people with disabilities. Taxis 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.

We will continue to support effective licensing arrangements, safety features such as on-board CCTV, accessible and available taxi ranks and drop off locations, and affordable taxi services, especially 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 improved sustainable transport options to, from, and between our major destinations.

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, Arnside and Silverdale, and our historic waterways. Our tourism 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 interest in outdoor activities grows 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. This will support jobs, reduce the impact of tourism trips on our infrastructure, and showcase our outstanding cultural assets and natural landscapes.

Providing facilities like coach parking and tourism-focused bus, rail, walking and cycle hire schemes will help to ensure that we can meet the expanding market's needs in a sustainable way.

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 Ribblehead 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.



Image source: Community Rail

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.

Lancashire has a number of bus, rail and light rail operators, connecting the area 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.

We are already working to develop the AnyBus app and will consider rolling out the AnyBus ticketing programme across Lancashire, building on the success in Preston, Fylde Coast and East Lancashire.

We are also supporting Project Coral, which is working towards a seamless, affordable, nationwide, multi-modal 'tap and go' ticketing system. We are working with bus operators to prepare for when Project Coral goes live.

6

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 wellbeing 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, roads which are difficult to cross, 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 for 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 impact 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 and 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	Cross-Cutting
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: Reduce adverse impacts of travel on communities	⋆	★	★	

Table 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. Our approach to road safety will consider the locations of collision hotspots, road user behaviour, and personal security.

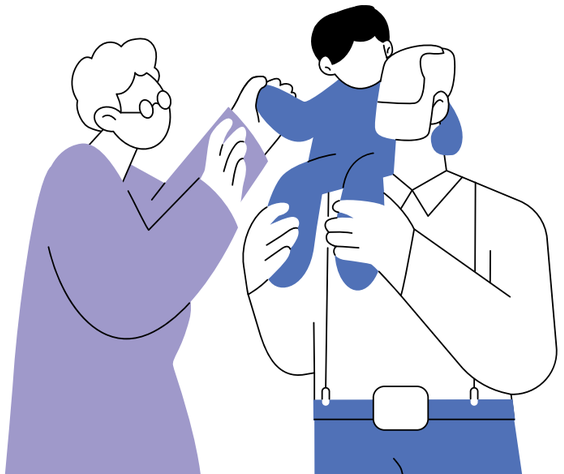
The number of people killed or seriously injured through traffic collisions across Lancashire has returned to pre-pandemic levels, and we have a higher rate of road traffic collisions than the national average. Some of the high-risk roads in Lancashire include the A671 through Bacup, A682 through Gisburn, 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 presents substantial risks for all vulnerable road users such as pedestrians, cyclists and motorcyclists – these groups are at a greater risk of injury because they do not have the same physical protection as people in cars and other vehicles. In particular, concerns such as traffic volumes, perceived safety, and the safety of junctions have been identified as key factors discouraging people from cycling in Lancashire.

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

We will continue to develop and deliver schemes and initiatives to improve safety near to schools across Lancashire to protect our most vulnerable road users. We will continue to target road safety improvements in key problem areas. In addition, our public realm and active travel schemes will be designed with safety and security in mind, including features like CCTV and street lighting. Our aim will be to complement infrastructure improvements with education and training targeted at schools, older people and other key groups of the population, identified through understanding common causes of collisions.



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) (2025-26) 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 in the UK by Living Streets in partnership with 33 combined authority, local authority and county council partners. In Blackburn with Darwen, 22 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 to school by 12%.



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.

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. 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 people in coastal, suburban and more rural areas. Building on our progress to date, our ambition is for all of our railway stations to be Accessible for All, for transport-related social exclusion hotspots to be removed, and for all bus stop infrastructure and buses to be fully accessible wherever possible.



Workstream 3:
Safe and vibrant communities

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 in 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.

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 cities of 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. Raising the profile of our towns and cities will help to attract inward investment and talent, and foster a strong sense of local pride in place. Investment in placemaking will create spaces and places that people want to visit and spend time in, which in turn supports social inclusion and local businesses through increased footfall.

In Lancashire, 20% of our population are classified as disabled under the 2010 Equality Act, which is higher than both the national (17%), and North West (19%) averages. There are especially high proportions of residents with disabilities in our urban areas, particularly in our Central Belt and towns such as Morecambe and Skelmersdale. Other groups 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 and more welcoming places, which are accessible for all people, we will help build more active, engaged communities, with a greater sense of belonging, civic pride and social cohesion.

We are committed to delivering public realm improvements including our Active Vibrant Town Centres and Safer Greener Healthier Streets. Our ambition is to roll these transformational programmes out more widely across Lancashire, and bring forward additional packages of Pride in Place and regeneration measures.

We will also explore opportunities to provide richer habitats in our green spaces, as well as resurfacing, maintaining and expanding our Public Rights of Way networks, to provide access to nature for all and support local nature recovery.

We will proactively consider health and equality issues by applying inclusive design standards to all new infrastructure projects. We will also engage with our communities, including people who are often not heard, to ensure we better understand their needs – for example, by using the Healthy Streets Approach to gather feedback.



Image source: Lancashire County Council

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.

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. Pedestrianising adjacent streets such as Cannon Street has supported local businesses by creating additional outdoor seating space, with many reporting increased footfall almost immediately after the works were completed. The improvements to Fishergate have created an estimated £80 million in GVA to Preston's economy, and led to a 51% reduction in the collision rate.



Image source: Visit Preston

Workstream 3:
Safe and vibrant communities

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.

It is essential to deliver new housing and employment across Lancashire to achieve our growth ambitions. We need to ensure that new developments are good places to live and work, and are well connected and sustainable. A vision-led approach is crucial 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 buses are a natural choice for local journeys, sites should be mixed use, and both located and designed 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 nearby 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.

Clear targets should be agreed as part of the planning process, which hold developers to account for funding and delivering key infrastructure and services, such as implementing measures as early as practicable. Where necessary, road improvements should be considered to ensure that all modes of transport can continue to run smoothly.

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.

We will provide clear policy definition of vision-led approaches in our forthcoming Lancashire Spatial Development Strategy, underpinned by sustainable, place-based principles and in accordance with relevant national guidance. This strategy will shape future Local Plans.

6.5
Reduce 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.

Our existing transport networks are essential for us all, but there can also be unintended consequences of travel – such as air, noise and water pollution, roads which are difficult to cross putting barriers between communities, safety and security concerns, and accessibility impacts.

People 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 people.

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

Our scheme design and development processes will take account of potential negative impacts on different groups of people and to minimise where possible.

Specific consideration will also be given to unintended impacts arising from new technology and innovation, such as road safety and street clutter considerations for the introduction of shared e-bikes and e-scooters.

The policies in this workstream align closely with the ambitions set out in our Growth Plan. In particular, they support opportunities to:

- Strengthen innovation, research and development ambitions.
- Enhance the importance of resilient infrastructure to support business continuity and growth.
- Encourage clean growth sectors and attract green investment.



Case Study – Astley Park Reedbed Enhancements

The River Chor had an issue with pollution from runoff from the M61, which it passes under. To mitigate the impacts of pollution from the motorway, work at Astley Park included the planting of quarter hectare of reedbeds on a diverted stream. This improved the water quality and reduced contaminants downstream, improving the biodiversity and the recreational value of the waterway. The scheme also provides a degree of flooding mitigation.

Image source: Lancashire County Council

7

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. We are already starting to harness new technologies and a more data-driven approach to transport network management to improve reliability. This includes upgrading and rolling out enhanced 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 and we can respond to issues quickly, making 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 and are prepared for future changes.

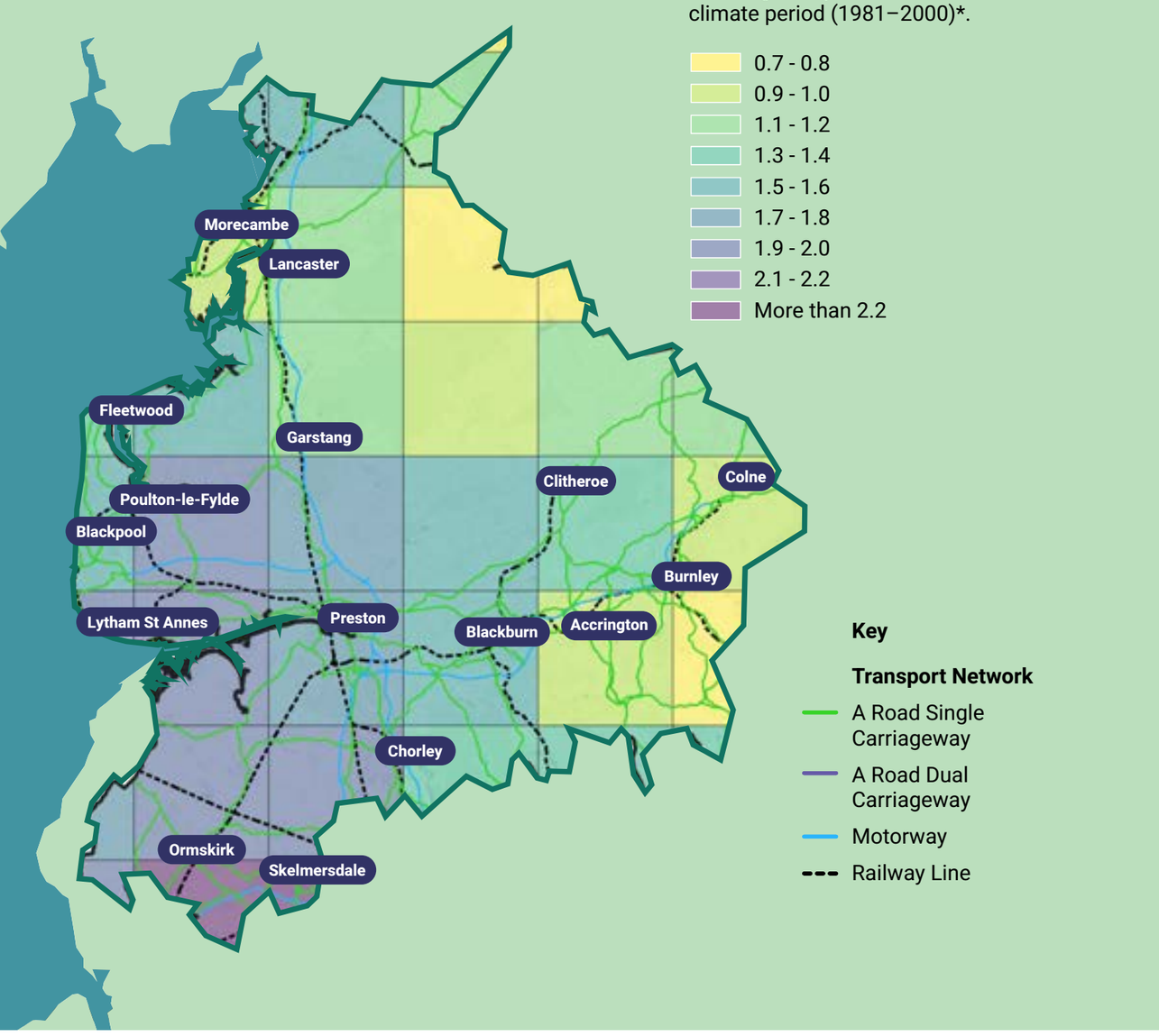
Our transport networks are also impacted by both planned and reactive works. Lancashire has many Victorian towns with dated infrastructure requiring maintenance, such as decaying structures, bridges and utilities. We will work with our cross-sector partners to proactively maintain and improve our highway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

Key: ★ Strongest Alignment ★ Strong Alignment ⋆ Alignment

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

Table 7-1 - Workstream 4: Future-ready networks

Workstream 4: Future-ready networks



Winter precipitation change: percentage increase or decrease in average winter rainfall at 2°C of global warming, compared with the baseline climate period (1981–2000)*.

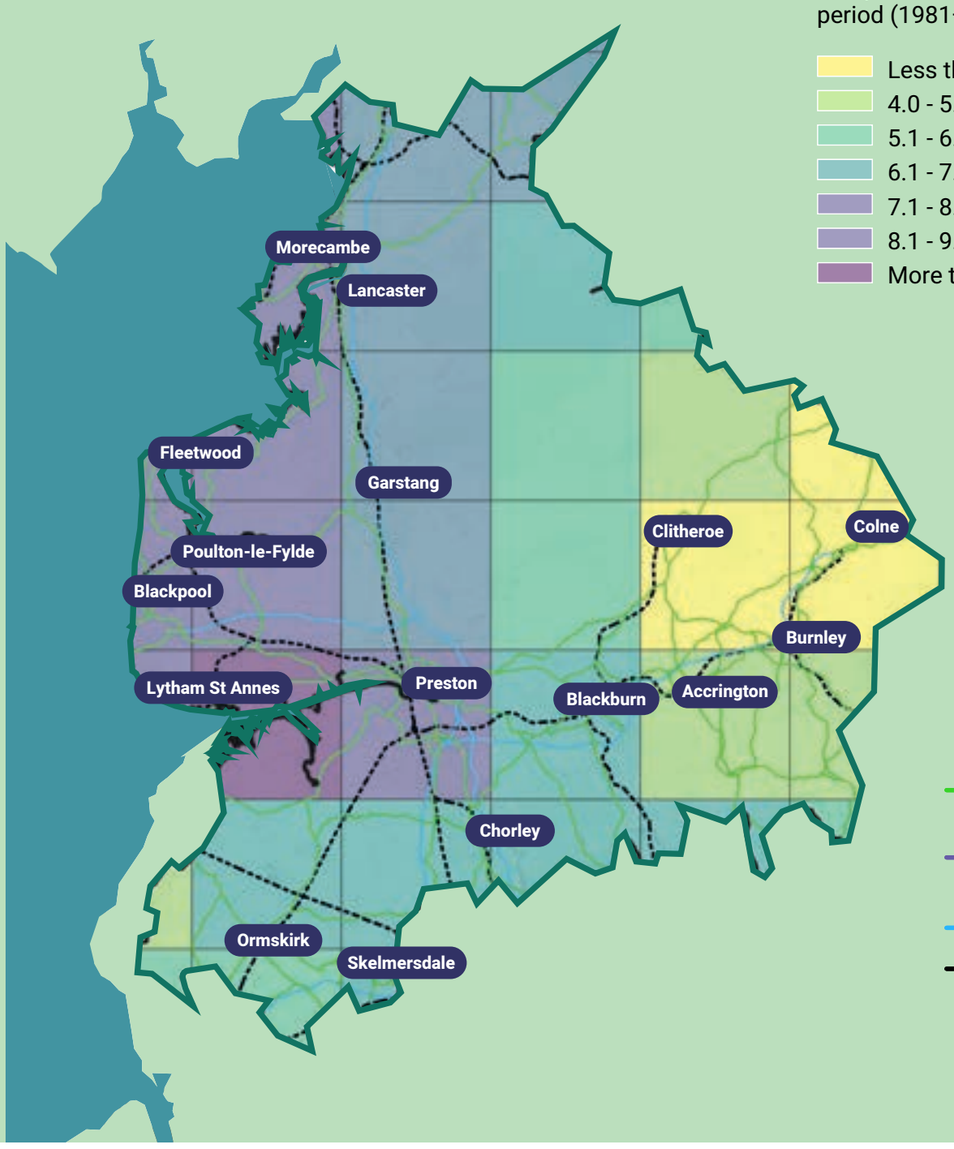
- 0.7 - 0.8
- 0.9 - 1.0
- 1.1 - 1.2
- 1.3 - 1.4
- 1.5 - 1.6
- 1.7 - 1.8
- 1.9 - 2.0
- 2.1 - 2.2
- More than 2.2

Key

Transport Network

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

* The data is continuous and the scale categories have been rounded for simplicity



Hot summer days: change in the median number of days above 30°C under a 2°C global warming scenario, compared with the baseline climate period (1981–2000)*.

- Less than 4.0%
- 4.0 - 5.0%
- 5.1 - 6.0%
- 6.1 - 7.0%
- 7.1 - 8.0%
- 8.1 - 9.0%
- More than 9.0%

Key

Transport Network

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

* The data is continuous and the scale categories have been rounded for simplicity

Figure 7-1 Forecast increases in winter precipitation and hot days in summer

Workstream 4: Future-ready networks

7.1 Embrace new transport data and technology (Policy FN1)

We will continue to embrace data and new technology 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.

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. These 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.

Connected and autonomous vehicles could improve network efficiency and provide travel options for people 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.

Our forthcoming Transport Data and Technology Strategy will further explore our current and future challenges and opportunities, setting out our path towards an innovative, future-ready transport network.

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. One of our longer-term aspirations is to roll out a Lancashire-wide Future Mobility Platform, bringing all of our transport technology and data together so we can better monitor and proactively manage our networks.

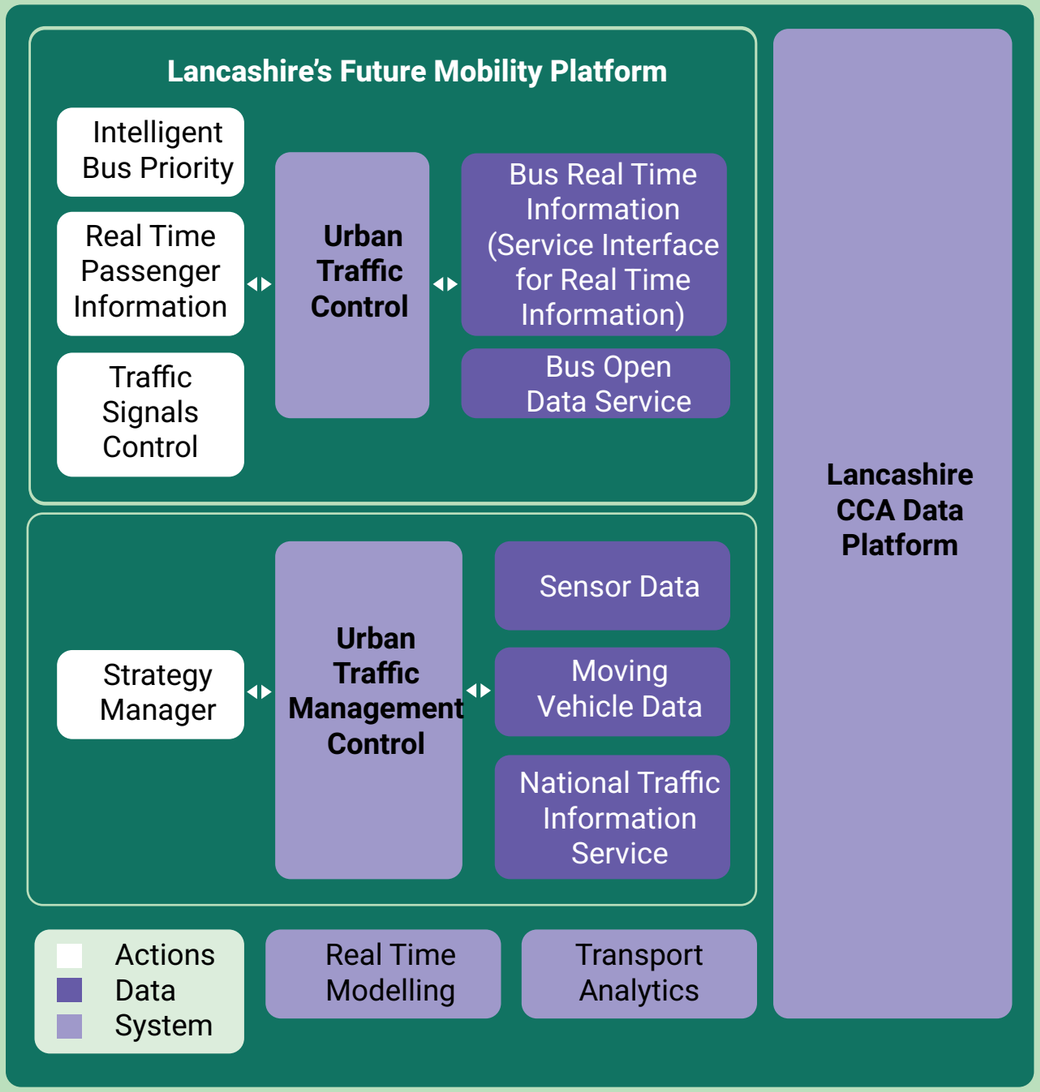


Figure 7-2 - Lancashire's Future Mobility Platform

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.

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.

To support electric vehicle use, we are committed to providing thousands of new chargepoints across Lancashire through a co-ordinated, multi-year installation programme. This includes a mix of hub, on-street and lamp post-integrated solutions to ensure convenient access for residents, particularly people without off-street parking.

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 include working with bus operators through our new Enhanced Partnership to modernise their fleets and increase 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.

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, temporary closures and changing weather. Large events such as the Blackpool Illuminations can also lead to significant disruptions on our network.

There are some 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. A key ambition is to collaborate with National Highways and other key partners to develop a joint North-West traffic management programme and motorway incident mitigation strategies.

We are also investigating the feasibility of a Lane Rental scheme which incentivises organisations (such as utilities companies) to carry out roadworks during less disruptive times of the day, minimising delays to our residents and businesses.

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.

As shown in **(Figure 7-1)**, our uplands are likely to experience an 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. Wherever we can, we will embed green energy generation and natural elements into our transport networks and communities. '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 net gain, 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, including the lifecycle impact of materials used.

We are committed to developing a Resilience Strategy for Lancashire, which will investigate the risks to the county in detail, identify appropriate mitigations, and set out processes to integrate nature-based solutions into our transport networks.



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.

We will support our Local Highway Authorities to invest in proactively maintaining and improving 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, 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, tramways, 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 into any schemes, developments and infrastructure we deliver, and that we are committed to investing in the ongoing maintenance and improvement of our transport assets.

We will support Local Highway Authorities to take a more preventative approach to asset maintenance to extend asset life, using smarter technologies, and co-ordinating works with partners and utilities companies.

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.

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 railway 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 a range of payment methods. This will make sure that people can access local services and business without causing traffic congestion, environmental impacts or affecting 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, underused 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. We will seek to strike the right balance between parking provision, pick-up and drop-off points, footways, cycle paths, and bus lanes.

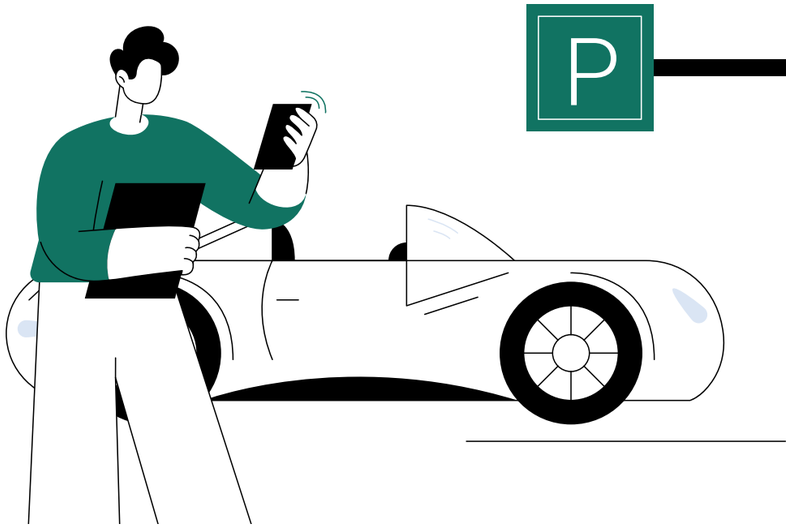
7.7 Support sustainable freight deliveries (Policy FN7)

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

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 Large Goods Vehicle (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 (such as 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.

We will develop a First and Last Mile Freight Study to explore opportunities to support sustainable freight movements in Lancashire.



8

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 April 2026, 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 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 programming

The precise operational details and working arrangements of the LCCA across each of these areas are currently being developed and 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.

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. Once finalised, this will clearly set out the schemes which we will progress over the next four years. We will also produce:

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 (the new unitary councils), following the Local Government Reorganisation process (Figure 1-1 provides further information relating to governance, funding and implementation timelines).

Modal Strategies –These include documents such as the Bus Service Improvement Plan and Enhanced Partnership, Electric Vehicle Infrastructure Strategy (EVIS), and Local Cycling and Walking Infrastructure Plans. Existing versions of these have been prepared by the constituent councils 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. We will also develop new Lancashire-wide modal strategies including:

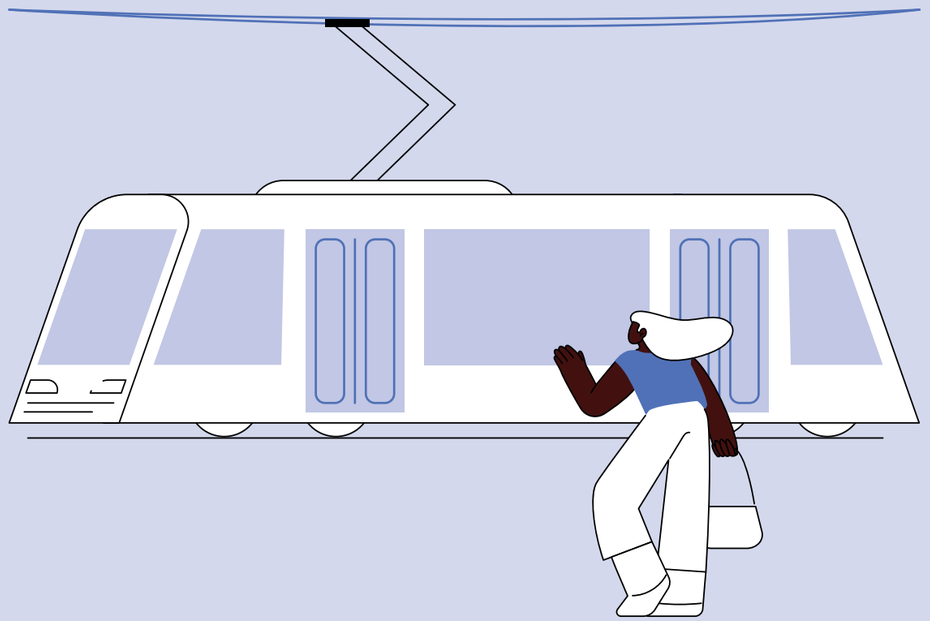
- **Rail Strategy**
- **Key Route Network Strategy**
- **Rural Roads and Village Strategy**
- **Active Travel and Placemaking Strategy**
- **School Travel Strategy**
- **Resilience Strategy**
- **Transport Data and Technology Strategy**
- **First and Last Mile Freight Study**

Our modal strategies will directly inform future versions of the LTP Implementation and Local Delivery Plans.

Strategic transport investment programmes

The LTP Implementation Plan outlines the strategic transport investment programmes and how they have been prioritised, and sets out a phasing framework for development and delivery over the short, medium and long term.

The investment programmes are set out below and are grouped by the four LTP workstreams (the detail of which is explained in section 3.1 and chapters four to seven) and consolidate the long list of measures that the LTP Core Strategy is expected to deliver.



Delivering our plan: Our route to 2045

Workstream	Investment Programmes	Description
Connecting Lancashire	Rail investment Strategic highway network improvements and congestion management Light rail and mass transit expansion Growth site transport infrastructure Strategic freight connectivity enhancements	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.
Transforming travel choices	Active travel network development – Local Cycling and Walking Infrastructure Plans Bus infrastructure Sustainable travel promotion and support Community and rural transport	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 canal towpaths and bridleways.
Safe and vibrant communities	Road safety Access and integration of sustainable modes Public realm Severance reduction Supporting growth and regeneration	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.
Future-ready networks	Network management, maintenance and incident response Environmental resilience Transport technology, data and innovation EV infrastructure Parking First and last mile freight	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: Our route to 2045

8.3 Implementation and monitoring

Funding: Delivering our LTP vision will require a flexible mix of funding, combining the Government's multi-year LCCA settlements (Integrated Transport Fund and Bus Services Fund) with developer contributions and strategic bids for major national grants. We recognise the scale of investment needed to maintain and improve our networks, and will continue exploring innovative funding approaches with our partners to ensure our ambitions remain achievable and aligned with Lancashire's long-term growth.

Delivery mechanism: We will establish strong programme and project management arrangements, supported by best practice, innovation and robust commercial and risk processes. We will work closely with Transport for the North, local government, National Highways, Network Rail and Great British Railways, and other key partners who own or operate major parts of Lancashire's transport network. By developing our major projects collaboratively with communities, businesses and public service providers, we will ensure Lancashire has a stronger regional and national voice, and that our LTP vision is delivered through a co-ordinated, partnership-led approach.

Measuring success: Effective monitoring and evaluation will help us understand the impacts of our investment programmes. It will continuously improve both how we deliver schemes and the outcomes they achieve, while building a strong evidence base to support future funding. Through the Implementation Plan, we have established a proportionate monitoring framework linked to our LTP vision, goals and workstreams; using existing data wherever possible and expanding collection where needed to track progress and demonstrate success.

Our LTP Implementation Plan provides further detail around our approach to funding, delivery mechanisms and measuring success.





LANCASHIRE

COMBINED COUNTY
AUTHORITY