Local Transport Plan 2011-2021

Delivering our Priorities

A Draft Implementation Plan for 2011/12 – 13/14

August 2011
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1. Introduction

1.1. The approved Strategy of our Local Transport Plan (LTP3) takes a ten year view to 2021 of Lancashire County Council’s priorities and broad activities for transport and the way we travel.

1.2. Delivery of the strategy will be through a rolling three-year programme updated annually in an Implementation Plan. This is the first Implementation Plan to be published and presents the programme for 2011/12-2013/14 for the county of Lancashire.

1.3. The Government has announced funding to local authorities covering this three-year period and that, coupled with Lancashire County Council’s agreed capital programme to 2014/15, provides the basis for the projects identified in this Implementation Plan.

1.4. This Plan does not limit itself to the County Council’s own capital spending programme for transport services. The County Council’s spending on transport services includes substantial revenue costs to cover operational aspects, most notably its support to subsidised bus services and concessionary travel in Lancashire and its local road safety programme.

1.5. The Implementation Plan looks to set out a comprehensive programme of transport projects that will be implemented in the three years to 2013/14. It identifies where the County Council intends to commit its own spending to projects and importantly where other external funding sources are committed or will be sought.

1.6. Lancashire County Council is set to invest £381 million on highways and transport over the next three years (2011/12 to 2013/14). A detailed breakdown of this spending, across the range of transport services, on different parts of the infrastructure and within district areas, is presented in this Implementation Plan.
1.7. The agreed priorities of Lancashire's LTP3 Strategy are:

1.8. With public finance for transport likely to be limited in its early years, the County Council will focus its efforts and resources, at least in the short term covered by this initial Implementation Plan, on certain actions which can deliver most benefit for Lancashire in these challenging times.

1.9. These actions come under our three top priorities, namely economic growth, child safety and the maintenance of our transport asset, which will mean:

- A focus on improving the links between areas of economic opportunity and their prospective workforce and markets – these form the major part of our funding for *Transport Improvements* (see over the page)

- Investment in the safety of our children and young people – through our funding for *Safety*

- Making sure our network of roads, bridges, streetlights, public spaces and other assets remains fit for purpose and the most important parts are kept safe and accessible – our focus for spending on *Asset Maintenance*
1.10. The County Council has approved a capital investment strategy for the period 2011/12 through to 2014/15. This includes a specific capital allocation for Highways and Transport-related services, including public transport infrastructure, Local Transport Plan Priorities and major schemes, improving safety, and maintenance of the asset. The capital programme is broken down into more detail against the 7 agreed priorities under Table 2 beginning on page 18.

1.11. In addition to the Government settlement for capital investment in the Local Transport Plan, the County Council has made additional funding available to highway and transport services, to the sum of £45.361 million over three years, which underline its priorities towards asset maintenance, road safety and transport improvements.

1.12. The County Council’s total net revenue budget for Highways and Transport-related services is also shown below (net of Directorate overheads) and in an expanded format in Table 3 beginning on page 26.

1.13. The County Council’s revenue funded programme is apportioned to individual district areas according to an agreed formula (described in Table 4 on page 27) for each service strand which takes into account local counts of population alongside service characteristics specific to the transport assets in each district.

**Table 1.** Capital and Revenue Budget for Transport Services 2011/12 - 2013/14

<table>
<thead>
<tr>
<th>Figures in £000s</th>
<th>2011/12</th>
<th>2012/13</th>
<th>2013/14</th>
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<td>All Highways &amp; Transport</td>
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<td>Revenue</td>
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<td>TOTAL</td>
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<td>124,841</td>
<td>124,998</td>
<td>131,832</td>
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</table>

1.14. Throughout the preparation of the Local Transport Plan, issues, ideas and schemes have been suggested for inclusion in the programme. Many have identified new or longstanding proposals that have still to come to fruition. The
approach to developing a three-year programme under this Implementation Plan has taken the broad activities set by the approved Strategy and applied these to local conditions to identify appropriate and beneficial interventions, drawing on new ideas, best practice and schemes brought to the County Council's attention through earlier stakeholder consultations.

1.15. A Scheme Prioritisation System has been developed to inform this process which takes worked up ideas and schemes and measures them against the priorities and key actions set out in our approved strategy to determine those which deliver the best outcomes and, resources-permitting, can form part of our programme.

1.16. The Government's newly announced Local Sustainable Transport Fund (LSTF) consists of a total of £560m available through a process of competitive bidding to English transport authorities (outside London) over the next 4 years (2011/12 - 2014/15). The purpose of the fund is ‘to enable the delivery of sustainable transport solutions that support economic growth whilst reducing carbon’. The County Council is pursuing funding for a package of measures to augment its spending plans set out in the Local Transport Plan. These are identified (LSTF) in the following sections.
2. Programme Summary

2.1. This programme summary groups together projects that will be delivered through this Implementation Plan under shared priorities and key actions. It illustrates that, in practically every instance, each project delivers against more than one priority and demonstrates the synergy and compatibility between our priorities. The capital projects presented in this summary are also listed in Table 2 under the main priority each will deliver to and with an indicative budget allocation.

2.2. To begin, our approved strategy focuses our activities towards our main transport nodes and interchanges with the express aim of improving access into areas of economic growth and regeneration, providing safe, reliable, convenient and affordable transport alternatives to the car, and reducing carbon emissions and its effects.

2.3. Specifically, we say we will:

- Develop **bus stations and interchanges** where these can be a catalyst to town centre regeneration.

- **Develop local rail services** to achieve further growth in patronage through partnership working with the rail industry and local communities; measures will include new or more frequent services, greater capacity, **new stations and improved quality of stations** and trains.

2.4. We will deliver:

By March 2012:
- a new Buckshaw Railway Station
- completion of Accrington Railway Station improvements
- improvements to Leyland Railway Station

By March 2013:
- improvements to Burnley Manchester Road Railway Station

By March 2014:
- a new bus station/interchange in Preston
- electric vehicle charging points in Preston, South Ribble, Chorley
Post March 2014

- improvements to Ormskirk Bus Station
- a new Rawtenstall Bus Station

Ongoing

- enhanced rail services through Community Rail Partnerships

2.5. Our strategy also points to the importance of the links between these nodes and interchanges in our transport network, to providing safe, reliable, convenient and affordable transport alternatives to the car, improving access into areas of economic growth and regeneration, and providing better access to education and employment. We say we will:

- Work with bus and rail operators to invest in **new public transport services**.
- Work with public transport operators to **reduce journey times** to strategic employment sites and key employment areas and improve timetables and fare structures.
- Work with bus and rail operators to provide **more joined-up and coherent public transport services**.
- Work to provide **affordable public transport to disadvantaged and isolated communities**.

2.6. We will deliver:

By March 2012

- a new approach to determining priorities for subsidising bus services (DV1)

By March 2013

- improved sustainable transport offering convenient ‘Routes into Work’ in Skelmersdale

By March 2014

- a rail corridor study covering Squires’ Gate to Colne services
- improved community transport through a ‘one stop’ service offering a more joined up and effective ‘Local Link’ to customers (LSTF)
2.7. Our Strategy also suggests complementary activities to encourage use of these interchanges and links towards providing better access to education and employment, providing safe, reliable, convenient and affordable transport alternatives to the car, and improving people's quality of life and wellbeing.

2.8. Specifically, we say we will:

- **Provide discount schemes for young people aged 16 – 23.**

- Work with operators to **introduce a new SmartCard technology.**

2.9. We will deliver:

By March 2012

- a review of online travel information as a first phase to introducing a 'one-stop' website and improving our communication and accessibility to customers

By March 2013

- a new Lancashire Travel Online as the second phase to improving the ease of use and reliability of information for customers (LSTF)
- a travel information service for job seekers and young people entering employment and training
- a pilot project to make travel information available with job advertisements (LSTF)
- a review of the effectiveness of community transport in Lancashire
2.10. As well as investing in public transport links between nodes and interchanges, our approved strategy focuses on our road network with actions towards improving access into areas of economic growth and regeneration and maintaining our assets.

2.11. Specifically, we say we will:

- **Reduce congestion and delay and increase road capacity on our most congested transport corridors, improve highway links and junctions** to support the growth of our key economic centres.

- Explore practicable solutions to the renewal of outdated rural road infrastructure serving the agricultural sector of the economy.

- Keep all roads in a safe condition of repair.

2.12. We will deliver:

By March 2012

- local road improvements complementary to Heysham M6 link road
- transport corridor study - A6 University, Lancaster
- infrastructure improvements at Cottam, Preston
- infrastructure improvements at Whittingham, Preston
- traffic signalling improvements to A6 Corridor, Preston
- access provision to Cuerden Strategic Site
- improvements to the A6/A582 Roundabout, Cuerden
- enhancements to intelligent traffic control systems to improve traffic movements and junctions in Lancaster
By March 2013

- work with Blackpool Airport on the development of their Surface Access Strategy
- upgrade to Intelligent Transport Systems in Preston transport corridor study – A570/M58 to Southport
- infrastructure improvements affecting A582 Penwortham Way/Flensburg Way roundabout
- enhancements to intelligent traffic control systems to improve traffic movements and junctions in Preston

By March 2014

- transport corridor study - M65 to Yorkshire
- transport corridor study - M55 to Fleetwood enhancements to intelligent traffic control systems to improve traffic movements and junctions in Accrington, Burnley, Leyland, Ormskirk

Post March 2014

- project management and funding support to provision of Green Lane Link, Tarleton

Ongoing

- highway asset maintenance

2.13. As well as investing in our current network, our strategy further commits us to look to other funding opportunities and partners to bring improvements in our transport system, focused on improving access into areas of economic growth and regeneration. We say we will:

- Take a lead role in promoting the case for major infrastructure investment.

- Work with partners to bring about improvements to connections and links between key employment centres in Lancashire, and also to Greater Manchester, Merseyside, Cumbria and Leeds/Bradford (and beyond).

2.14. We will deliver:

By March 2012

- a Central Lancashire Transport Model
<table>
<thead>
<tr>
<th>Schedule</th>
<th>Projects</th>
</tr>
</thead>
</table>
| By March 2013 | - a Lancashire Strategic Highways and Transport Master Plan Evidence Base  
- an upgrade to Blackpool to Fleetwood Tramway  
- an economic impact study of High Speed 2 |
| By March 2014 | - a Lancashire Strategic Highways and Transport Master Plan initial scheme preparation stages for a Skelmersdale Rail Link |
| Post March 2014 | - a Central and West Lancashire Highways and Transport Master Plan  
- a Lancaster Highway and Transport Master Plan |
| Ongoing | - completion of the Heysham M6 Link Road  
- completion of the Broughton Bypass and improvements to M55 Junction 1 roundabout  
- Pennine Reach scheme preparation  
- a Pennine Lancashire Highways and Transport Master Plan  
- a Fylde and Wyre Highways and Transport Master Plan |

2.15. Our strategy also focuses investment towards the connections from our strategic network into local nodes and destinations, aimed at improving people's quality of life and wellbeing, providing safe, reliable, convenient and affordable transport alternatives to the car, and improving the safety of our streets for our most vulnerable residents.

2.16. Specifically, we say we will:

- Work with local communities, district councils and other partners to improve the quality of neighbourhoods.
• Expand our network of footways and cycleways where these will contribute to creating quality neighbourhoods.

• Provide safe and convenient new infrastructure for walking and cycling where it will reduce reliance on private car journeys.

• Develop innovative schemes to improve access for rural communities to services for all members of the community.

• Roll out 20mph schemes across residential areas and outside schools.

• Encourage safer travel by ensuring all highway improvements are safety audited, and embedding safety principles into traffic management and highway maintenance activities.

2.17. We will deliver:

By March 2012

- roll out of first year 20 mph schemes across Lancashire
- provision of A587 Poulton Rd Zebra Crossing, Fleetwood
- improvements to Chapel Street Cycle Lane, Lancaster
- provision of Pointer Roundabout Pedestrian and Cycle facilities
- upgrade A6 Stonewall Puffin to Toucan crossing as a complementary measure to Heysham to M6 link road
- Thornton Cycle Route between Norcross and Blackpool Promenade
- improvements to junction of A6 Bolton Rd/A5106 Wigan Lane
- provision of New Court Way Zebra Crossing, Ormskirk
- provision of B5241- Junction Lane Zebra Crossing, Burscough
- completion of Great Harwood/Clayton-le-Moors/Accrington Cycle Route
- enhancement to pedestrian facilities at Manchester Road/Finsley Gate Junction, Burnley

By March 2013

- roll out of second year 20 mph schemes across Lancashire
- pilot neighbourhood improvement works to public realm and connectivity in Skelmersdale
- improvements to pedestrian facilities along Corporation Street/Ringway Junction, Preston
- provision of toucan crossing at Manchester Road/Trafalgar St Junction Toucan, Burnley
- a programme to improve local interchanges in neighbourhoods (LSTF)
By March 2014

- roll out of final year 20 mph schemes across Lancashire
- enhanced pedestrian routes between Ormskirk Rail and Bus stations, Town Centre and University
- audit of local residential roads (LSTF)
- a programme of Wheels to Work (LSTF)

Ongoing

- improvements to local road safety

2.18. Our strategy looks to make sure that Lancashire’s residents and visitors can make the most effective and sustainable use of our nodes, interchanges and connections, providing better access to education and employment and improving access into areas of economic growth and regeneration. Specially, we say we will:

- Develop innovative ways of **promoting and implementing travel plans with major employers, with secondary schools, colleges and universities.**
- Promote sustainable **travel options to important visitor destinations.**

2.19. We will deliver:

By March 2012

- review of travel information and parking management for major trip generators at football grounds (including Deepdale and Turf Moor) and at major events (including Preston Guild and the British Open)

By March 2013

- travel planning for Lancashire County Council offices and workforce in Preston and Lancaster
- travel planning for Skelmersdale major employers
- travel planning for Burnley major employers
- a review of the effectiveness of existing travel plans of major employers and education establishments, including BAE Systems and UCLan

By March 2014

- business travel planning in Lancaster, Preston and South Ribble (LSTF)
- travel planning review of Edge Hill University
Ongoing

- review of School Travel Plans
3. Our Capital Programme 2011/12 to 2013/14 under the seven LTP3 Priorities

Table 2. Capital Projects and Spending Allocations 2011/12 - 2013/14

<table>
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<tr>
<th>CAPITAL PROJECT (all figures in £ millions)</th>
<th>Scheme Reference</th>
<th>District(s)</th>
<th>Total Cost (£million)</th>
<th>2011/12 to 13/14</th>
<th>2011/12</th>
<th>2012/13</th>
<th>2013/14</th>
<th>Post 2013/14</th>
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<td>Heysham to M6 Link Road*</td>
<td>LA1</td>
<td>Lancaster</td>
<td>123.010</td>
<td>11.157</td>
<td>2.120</td>
<td>3.964</td>
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<td>A6 Broughton Bypass &amp; M55 Roundabout Improvements</td>
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<td>Preston</td>
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<td>2013/14</td>
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<td>Green Lane Link, Tarleton</td>
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<td>CAPITAL PROJECT (all figures in £ millions)</td>
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<td>2011/12</td>
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<td>Burnley Manchester Road Railway Station</td>
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<td>Todmorden Curve</td>
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<td>Pendle/Burnley/Rossendale</td>
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<td>Urban Traffic Management &amp; Control System Upgrade</td>
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<td>Lancaster/Preston/South Ribble/West Lancashire/Hyndburn/Burnley</td>
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<td>Blackpool South to Colne/Clitheroe Rail Corridor Scoping Study</td>
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<td>Fylde/Preston/South Ribble/Hyndburn/Burnley/Pendle/Ribble Valley</td>
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<td><strong>PRIORITY TWO - Providing Better Access to Education and Employment</strong></td>
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<td></td>
<td><strong>50.950</strong></td>
<td><strong>1.090</strong></td>
<td><strong>0.230</strong></td>
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<td>2013/14</td>
<td>Post 2013/14</td>
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<td>2011/12 to 13/14</td>
<td>2011/12</td>
<td>2012/13</td>
<td>2013/14</td>
<td>Post 2013/14</td>
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<td>Pointer Roundabout Pedestrian and Cycle Facilities</td>
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<td>Wyre</td>
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<td>0.150</td>
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<td>District(s)</td>
<td>Total Cost (£million)</td>
<td>2011/12 to 13/14</td>
<td>2011/12</td>
<td>2012/13</td>
<td>2013/14</td>
<td>Post 2013/14</td>
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### CAPITAL PROJECT
(all figures in £ millions)

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<th>Total Cost (£million)</th>
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<td>73.149</td>
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*
### 4. Our Revenue Programme 2011/12 to 2013/14

**Table 3. Revenue Service Strands and Spending Allocations 2011/12 - 2013/14**

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<th>2013/14</th>
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<td>covering Planning and Developer Support, Bus and Rail Travel, Highway Improvements, and Stakeholder Engagement (Travel Planning)</td>
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<td>Planning and Developer Support</td>
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<td>RV6</td>
<td>1.98</td>
<td>0.65</td>
<td>0.67</td>
<td>0.66</td>
</tr>
<tr>
<td>REVENUE SPEND (all figures in £ millions)</td>
<td>Reference</td>
<td>2011/12 to 13/14</td>
<td>2011/12</td>
<td>2012/13</td>
<td>2013/14</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>-----------</td>
<td>-----------------</td>
<td>--------</td>
<td>--------</td>
<td>--------</td>
</tr>
<tr>
<td><strong>Asset maintenance</strong></td>
<td></td>
<td>135.41</td>
<td>47.37</td>
<td>43.70</td>
<td>44.34</td>
</tr>
<tr>
<td>covering Street Lighting, Drainage and Flood Prevention, Road and Street Maintenance, Severe Weather Response, Bridges, Traffic Signals, and Keeping Traffic Moving</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Street Lighting</strong></td>
<td></td>
<td>38.71</td>
<td>13.69</td>
<td>12.36</td>
<td>12.66</td>
</tr>
<tr>
<td>Highway Lighting Infrastructure</td>
<td>RV8</td>
<td>24.13</td>
<td>8.71</td>
<td>7.66</td>
<td>7.76</td>
</tr>
<tr>
<td>Highways Lighting Energy</td>
<td>RV9</td>
<td>14.58</td>
<td>4.98</td>
<td>4.70</td>
<td>4.90</td>
</tr>
<tr>
<td><strong>Drainage &amp; Flood Prevention</strong></td>
<td>RV10</td>
<td>8.31</td>
<td>3.02</td>
<td>2.63</td>
<td>2.66</td>
</tr>
<tr>
<td><strong>Road and Street Maintenance</strong></td>
<td>RV11</td>
<td>72.51</td>
<td>25.18</td>
<td>23.54</td>
<td>23.79</td>
</tr>
<tr>
<td><strong>Severe Weather Response</strong></td>
<td>RV12</td>
<td>11.90</td>
<td>4.16</td>
<td>3.85</td>
<td>3.90</td>
</tr>
<tr>
<td>Bridges*</td>
<td>RV13</td>
<td>0.47</td>
<td>0.17</td>
<td>0.15</td>
<td>0.15</td>
</tr>
<tr>
<td><strong>Traffic Signals</strong></td>
<td>RV14</td>
<td>2.28</td>
<td>0.76</td>
<td>0.76</td>
<td>0.76</td>
</tr>
<tr>
<td><strong>Keeping Traffic Moving</strong></td>
<td>RV15</td>
<td>1.22</td>
<td>0.39</td>
<td>0.41</td>
<td>0.42</td>
</tr>
<tr>
<td>REVENUE SPEND (all figures in £ millions)</td>
<td>Reference</td>
<td>2011/12 to 13/14</td>
<td>2011/12</td>
<td>2012/13</td>
<td>2013/14</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>-----------</td>
<td>-------------------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
</tr>
<tr>
<td>Safety</td>
<td></td>
<td>11.68</td>
<td>3.87</td>
<td>3.89</td>
<td>3.92</td>
</tr>
<tr>
<td>covering Road Safety and Stakeholder Engagement (Road Safety Education &amp; Training Courses)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road Safety</td>
<td>RV16</td>
<td>11.07</td>
<td>3.67</td>
<td>3.69</td>
<td>3.71</td>
</tr>
<tr>
<td>Stakeholder Engagement</td>
<td>RV17</td>
<td>0.61</td>
<td>0.20</td>
<td>0.20</td>
<td>0.21</td>
</tr>
<tr>
<td>Total - All Highways &amp; Transport</td>
<td></td>
<td>248.46</td>
<td>83.57</td>
<td>81.34</td>
<td>83.55</td>
</tr>
</tbody>
</table>
### Table 4. Revenue Service Strands and the Spending Apportionment for District Allocations

<table>
<thead>
<tr>
<th>REVENUE SPENDING SERVICE STRANDS</th>
<th>DISTRICT SPECIFIC FACTORS USED TO APPORTION REVENUE BUDGETS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport Improvements</td>
<td>50% population / 50% apportionment factor below</td>
</tr>
<tr>
<td>Planning and Developer Support</td>
<td>Not apportioned (strategic (county) level)</td>
</tr>
<tr>
<td>Bus and Rail Travel</td>
<td>Level of Commercial Services Provided by Operators</td>
</tr>
<tr>
<td>Highway Improvements</td>
<td>Historic formula based on road/footway length</td>
</tr>
<tr>
<td>Stakeholder Engagement</td>
<td>Staff resources only</td>
</tr>
<tr>
<td><strong>Asset Maintenance</strong></td>
<td>50% population / 50% apportionment factor below</td>
</tr>
<tr>
<td>Street Lighting</td>
<td>Historic formula based on inventory</td>
</tr>
<tr>
<td>Drainage and Flood Prevention</td>
<td>Historic formula based on no. of gullies</td>
</tr>
<tr>
<td>Road and Street Maintenance</td>
<td>Historic formula using road/footway length plus defects information and asset based formula</td>
</tr>
<tr>
<td>Severe Weather Response</td>
<td>Historic formula based on estimated activity and on historic outturn</td>
</tr>
<tr>
<td>Bridges</td>
<td>No. of highway bridges and structures</td>
</tr>
<tr>
<td>Traffic Signals</td>
<td>No. of installations</td>
</tr>
<tr>
<td>REVENUE SPENDING SERVICE STRANDS</td>
<td>DISTRICT SPECIFIC FACTORS USED TO APPORTION REVENUE BUDGETS</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Keep Traffic Moving</td>
<td>Road length (all types)</td>
</tr>
<tr>
<td>Safety</td>
<td>50% population / 50% apportionment factor below</td>
</tr>
<tr>
<td>Road Safety</td>
<td>Killed and Seriously Injured statistics</td>
</tr>
<tr>
<td>Stakeholder Engagement</td>
<td>Staff resources only</td>
</tr>
</tbody>
</table>
5. Local Programmes

5.0.1 The following commentaries on local programmes describe specific projects and activities which will be introduced as 'new starts' or as changes to programmes underway in each district. There are other routine and ongoing programmes of work which come under the spending allocations for highways and transport services, for example, routine maintenance and street works, street lighting, parking services, local road safety initiatives, our Winter Service and others, which are not specifically described here. Further details of those projects are contained in the relevant service plan or commissioning plan for the district.

5.1. Lancaster

5.1.1. Lancaster is one of Lancashire's key economic centres and Lancaster City Centre has been identified as having the capacity to generate substantial growth and new jobs in the professional and service sectors.

5.1.2. Lancaster benefits from good strategic connections to the north and south by rail and road, which support the area's economic competitiveness, and it will benefit indirectly from the electrification of the Preston, Manchester, Liverpool and Manchester Airport rail lines, with faster and more reliable services. However, the city's economic fortunes, and those of the neighbouring coastal towns of Morecambe and Heysham, have been constrained by heavily congested highway routes from Junctions 33 and 34 of the M6 and through traffic on the city's gyratory system. This brings delays and unreliable journey times for traffic accessing the city, coastal resorts and employment areas. Heysham Port in particular is hampered by these problems in its role as a key gateway to Irish Sea destinations.

5.1.3. Heysham is one of the potential sites for new nuclear reactor development and progression of this, along with the decommissioning of the current reactors, could bring significant economic benefits to the area. Along with plans for on-shore and off-shore energy infrastructure in the area, there are likely to be synergies with Cumbria in terms of shared labour markets and the complementary renewables and satellite industries. At present this potential would be hampered by poor connectivity, with long journey times and limited public transport services between the coastal communities involved.
5.1.4. Under this Implementation Plan, Lancashire County Council will invest £51.5 million on highways and transport services in Lancaster, with £19.66 million of capital funding and £31.44 million of revenue support. This will be targeted at:

- reducing congestion and delay to strengthen Lancaster's economic competitiveness, improve connectivity to Heysham Port and tackle Morecambe's relative isolation
- supporting the District's achievements in encouraging a culture of cycling and walking
- supporting Carnforth's role as a local transport hub to accessing Lancaster's hinterland

5.1.5. The County Council's capital spending is dominated by its contribution of £11.4 million to the construction of the Heysham M6 Link road (LA1). Completion of this link will connect the Morecambe /Heysham peninsula to the national motorway network, supporting Heysham Port and wider prospects for industrial and commercial regeneration, including the decommissioning and potential new build for the nuclear power industry. It will also improve the inter-urban road network, relieve the city centre and River Lune bridges and open up opportunities for enhancing sustainable travel modes. The cost of the link, at £123.25 million, will be funded principally by the Department for Transport with a total County Council contribution of £12.325 million.

5.1.6. The opening of the new link road at the end of 2015 will present opportunities to improve air quality and public realm and make better use of existing road space in and around the city centre and neighbouring towns. A number of complementary measures have been identified that are capable of providing significant benefits even before the opening of the link road (LA2).

5.1.7. Delays at currently congested junctions will be reduced by upgrading traffic signal controls and installing MOVA at the junctions of Morecambe Road/Scale Hall Road, and Owen Road/Torrisholme Road. These upgrades have the potential to provide up to a 13% reduction in total delay over older methods of signal control. The puffin crossing at Stonewall will also be upgraded to a toucan to facilitate pedestrian and cyclist access into the city centre.
5.1.8. Lancaster will also benefit from an upgrade to the Urban Traffic Management & Control (UTMC) system which controls the co-ordination of traffic signals in some urban centres in Lancashire including Lancaster (MA5). The present system, which transmits data between the control centre and various outstations, will need replacing in 2018. This project will upgrade the present software system used to operate UTMC, resulting in greater flexibility and reliability and allowing expansion to other sign systems (VMS, parking) and locations. Communication costs will be reduced by around £40,000 each year and it will also enable the most efficient use of available road space to improve road network performance, resulting in less congestion and improved journey times. Congestion is a significant barrier to the economic growth of the city centre as well as affecting the quality of life of commuters and residents.

5.1.9. There are also two projects which will improve cycling and pedestrian access to education, employment and health services and improve road safety (LA4).

- Improvements to the Pointer Roundabout to the south of the city centre will benefit key routes into Lancaster from the south and also routes to Lancaster University, the University of Cumbria, Royal Lancaster Infirmary, White Cross and Ripley High School. The roundabout has a poor safety record for cyclists with 5 injury accidents to cyclists in 5 years and is felt to be a barrier to cycling in the area.

- The existing cycle lane on Chapel Street will be relocated to the east side to reduce the number of accidents involving cyclists. Chapel Street is a main access route into the centre of Lancaster for cyclists and pedestrians and there have been 10 accidents to cyclists and 5 to pedestrians on the road in the last five years. The accidents to cyclists have largely involved vehicles exiting side roads on the west side of Chapel Street whose drivers were not aware of the contraflow cycle lane. Relocating the cycle lane to the east side removes this conflict, and narrowing the road at its southern end will aid pedestrians.

5.1.10. These schemes and ongoing work to promote changes in travel behaviour will build on the improvements introduced through the city’s Cycling Demonstration Project and TravelSmart work.

5.1.11. Ongoing traffic congestion along the southern corridor between the city and Junction 33 of the M6 through Galgate, which suffers severe peak hour congestion and poor air quality, is seen to be acting as a barrier to developing the strategic employment site at Bailrigg (Lancaster Science Park). An A6 University Corridor Study (Lancaster) will identify, and recommend solutions to address, traffic and accessibility problems afflicting this key transport corridor (LA3).
5.1.12. Future decisions on infrastructure planning and provision will be based on a Highways and Transport Master Planning exercise to cover Lancaster (DV4) which will be developed as part of this LTP to establish strategic priorities for the area.

5.1.13. Working with Lancaster City Council, Cumbria County Council and public transport operators, this master planning exercise will explore opportunities to maximise economic opportunities and support the 'Energy Coast' through better transport connectivity and links between Lancaster and West Cumbria (RV1).

5.1.14. This will consider Carnforth's role as a rural transport hub and the prospects it may offer as a gateway to northern rural Lancashire and South Lakeland, supported by improved connectivity between the rural areas and the City of Lancaster and on to the rest of Lancashire (RV1).

5.1.15. The County Council will continue to provide financial support for the Community Rail Partnership (CRP) Programme Improvements, in particular the Leeds Lancaster Morecambe CRP in Lancaster (MA12). The County Council is committed to supporting smartcard travel concessionary schemes, through its involvement in the NoWcard partnership, with the aim of encouraging greater use of public transport through interoperable ticketing, better integration and simplified discounts and fare structures. In Lancaster, the County Council will be working with partners to roll out a concessionary scheme targeting 16 to 23 year olds.

5.1.16. The County Council has made a commitment to introduce 20 mph limits in all residential areas and outside all schools over the lifetime of this Implementation Plan. The map accompanying the local programme for Lancaster shows the phased introduction of these schemes to neighbourhoods in Lancaster district over the next three years. (MA10).

5.1.17. The County Council will promote sustainable travel in Lancaster through education, information and travel planning to reduce demand on the highway and to support economic growth (RV3,7). In particular, in this Implementation Plan period it will produce a Lancashire County Council Staff Travel Plan for its offices and workforce based in Lancaster, as a means to encourage and instil more sustainable ways of travel amongst its employees and promote good practice to other organisations in the area.

5.1.18. To support public transport provision in Lancaster and encourage better access to jobs, education and services by alternatives to the car, the County Council will continue to support the Carnforth bus/rail interchange; provide financial support to key non-commercial bus services (19 currently in Lancaster) (RV2); provide concessionary travel through the roll out of
discount travel smartcards to Lancaster's residents (currently 28,591 NoWcards, 2,521 for disabled users and 26,070 for senior citizens) (RV5); support community transport in Lancaster through the County Cars service (RV2); and support social care transport (with almost 22,000 journeys undertaken in a typical month in Lancaster).
5.2. Wyre

5.2.1. Wyre Borough contains two distinct areas with different economic and social needs. The river Wyre provides a natural barrier between the urban areas of Thornton, Cleveleys and Fleetwood, and the rural areas to the east centred on the market town of Garstang. The urban areas have strong links to Blackpool, whilst the rural areas and Garstang look more to Preston and Lancaster.

5.2.2. There is a marked variation in the average levels of deprivation in these two areas with some wards in Fleetwood amongst the most deprived in Lancashire. The Fleetwood peninsula needs to attract new investment, business and employment opportunities to help address these issues and therefore needs better transport links with the rest of the county.

5.2.3. Garstang is an important local interchange and service centre which supports a wide rural hinterland and could play a key role in providing onward public transport links north to Lancaster and south to Preston.

5.2.4. Under this Implementation Plan Lancashire County Council will invest £36.04 million on highways and transport services in Wyre, with £12.76 million of capital funding and £23.27 million of revenue support. This will be targeted at:

- tackling deprivation and worklessness in Fleetwood
- improving public transport connectivity and links into Preston and Blackpool
- improving strategic connectivity to key employment sites and major destinations including the strategic employment site at Thornton Hillhouse

5.2.5. The County Council's capital programme over this period is dominated by its contribution of £6.97 million to the completion of the Blackpool to Fleetwood tramway upgrade during 2011/12. This will improve access to employment and education opportunities in Blackpool for residents of Fleetwood and Cleveleys, support the visitor economy and encourage modal shift away from the car (WY2).
5.2.6. Although the tramway will improve local connectivity, it does not address the strategic connectivity of Fleetwood, which instead relies on Poulton-le-Fylde.
station for rail services. The Poulton and Wyre Railway Society supported by the Poulton and Wyre Trust currently proposes to re-open the line as a heritage railway, potentially with the prospect of running a commuter service to the Thornton Hillhouse strategic employment area using heritage rolling stock.

5.2.7. The electrification of the Preston - Blackpool North line by 2016 will benefit Poulton, bringing greater service reliability with the potential for increased capacity, better rolling stock and improved links to Manchester, Manchester Airport and Liverpool.

5.2.8. Fleetwood's connection to the motorway network is via the A585 trunk road which suffers peak hour congestion. In order to have a better understanding of the current situation, the whole issue of connectivity of the Fleetwood peninsula, including the strategic employment site at Thornton Hillhouse, will be examined in the M55 to Fleetwood Corridor Study (MA1).

5.2.9. There is a long standing proposal to provide an improved road link between Fleetwood and the M55 near Kirkham, known as the M55 to Norcross link (Blue Route). This scheme will be considered as part of the corridor study and in the meantime the County Council will continue to protect the line. However, the scale and likely cost of this project effectively rule out any detailed development work within the lifetime of this LTP.

5.2.10. Future decisions on infrastructure planning and provision will be based on a Highways and Transport Master Planning exercise to cover Fylde and Wyre (DV6) which will be developed as part of this LTP to establish strategic priorities for the area.

5.2.11. Better sustainable links between Blackpool and the major employment areas and education opportunities at Norcross and Thornton will be created by the completion of the Thornton Cycle Route (WY3).

5.2.12. Within Fleetwood the safety of more vulnerable road users will be improved, along with pedestrian links within the neighbourhood, by the installation of a zebra crossing on the A587 Poulton Road (WY1).

5.2.13. The County Council will work with the Borough Council to promote Garstang as a rural transport hub to identify measures to improve its ability to serve rural Wyre and the connections to Preston and Lancaster (RV1).

5.2.14. The County Council is committed to supporting smartcard travel concessionary schemes, through its involvement in the NoWcard partnership, with the aim of encouraging greater use of public transport.
through interoperable ticketing, better integration and simplified discounts and fare structures.

5.2.15. The County Council has made a commitment to introduce 20 mph limits in all residential areas and outside all schools over the lifetime of this Implementation Plan. The map accompanying the local programme for Wyre shows the phased introduction of these schemes to neighbourhoods in Wyre district over the next three years. (MA10).

5.2.16. The County Council will promote sustainable travel in Wyre through education, information and travel planning to reduce demand on the highway and to support economic growth (RV3,7)

5.2.17. To support public transport provision in Wyre and encourage better access to jobs, education and services by alternatives to the car, the County Council will continue to support the Knott End Ferry; provide financial support to key non-commercial bus services (13 currently in Wyre) (RV2); provide concessionary travel through the roll out of discount travel smartcards to Wyre's residents (currently 28,336 NoWcards, 1,876 for disabled users and 26,460 for senior citizens) (RV5), support community transport in Wyre through Travelcare (Fylde & Wyre) (RV2) and support social care transport (with almost 14,000 journeys undertaken in a typical month in Wyre).
5.3. Fylde

5.3.1. Fylde has long been viewed as one of the most affluent districts in Lancashire, with rural areas popular with commuters and towns that have none of the high levels of deprivation seen in other urban areas within the county. Levels of unemployment are amongst the lowest in the County, with the local economy underpinned by the presence of BAE Systems at Warton. This, along with the Samlesbury site, has been submitted by Lancashire Local Enterprise Partnership for Enterprise Zone Status.

5.3.2. The Fylde district benefits from direct motorway access via the M55, although there can be congestion at peak periods on routes into Lytham and St Annes. Blackpool Airport, which is largely sited within the Borough of Fylde, plays an important role in providing direct air links from Lancashire to destinations in Europe. Whilst these services are currently largely geared to tourist traffic from the UK to holiday destinations abroad, the airport also has a role in catering for inward traffic as the visitor economy develops in Blackpool. Links to the public transport network (train stations and bus routes) are not yet fully exploited, with no direct bus link to Blackpool North station and relatively poor access to nearby Squires Gate station.

5.3.3. The M55 Junction 4 Strategic Employment Site is situated close to the boundary with Blackpool. This has good access to the M55 and the A583, while links to Lytham St Annes will be improved by the construction of the Heyhouses Link, funded by developer contributions.

5.3.4. Under this Implementation Plan Lancashire County Council will invest £23.07 million on highways and transport services in Fylde, with £6.36 million of capital funding and £16.71 million of revenue support. This will be targeted at:

- improving public transport connectivity and links into Preston and Blackpool
- improving strategic connectivity to key employment sites and major destinations including Blackpool Airport and BAE Systems at Warton.

5.3.5. Blackpool airport is expected to play an important role in supporting Lancashire’s economy, both in the direct and indirect jobs it supports and in supporting the visitor economy and providing business connectivity. There is clearly potential for Blackpool Airport to expand its services but these need to
be tied in with a Surface Access Strategy for future development. We will work with Blackpool Council, Fylde Borough Council and rail, bus and airport
operators to develop a Surface Access Strategy for Blackpool Airport (FY1). This will include a review of potential improvements to rail and bus links serving the airport and neighbouring towns.

5.3.6. The issue of rail services connecting Pennine Lancashire and Ribble Valley with Preston and the Fylde Coast, including Blackpool Airport, will be considered by a Rail Corridor Scoping Study looking at east-west connections from Blackpool South to Colne/Clitheroe. This will assess levels of service, highlight areas for improvement and outline possible solutions (MA6).

5.3.7. The electrification of the Preston - Blackpool North line by 2016 will bring greater service reliability with the potential for increased capacity, better rolling stock and improved links to Manchester, Manchester Airport and Liverpool. The County Council will work with local bus operators to improve public transport connectivity with this improved service and to improve links along the Blackpool-St Annes-Preston corridor (MA6).

5.3.8. The County Council will continue to provide financial support for the Community Rail Partnership Programme Improvements, in particular the South Fylde CRP in Fylde (MA12).

5.3.9. Fleetwood's connection to the motorway network is via the A585 trunk road, which passes through Fylde and which suffers peak hour congestion. In order to have a better understanding of the current situation, the whole issue of connectivity of the Fleetwood peninsula, will be examined in the M55 to Fleetwood Corridor Study (MA1).

5.3.10. There is a long standing proposal to provide an improved road link between Fleetwood and the M55 near Kirkham, known as the M55 to Norcross link (Blue Route). This scheme will be considered as part of the corridor study and in the meantime the County Council will continue to protect the line. However, the scale and likely cost of this project effectively rule out any detailed development work within the lifetime of this LTP.

5.3.11. Future decisions on infrastructure planning and provision will be based on a Highways and Transport Master Planning exercise to cover Fylde and Wyre (DV6) which will be developed as part of this LTP to establish strategic priorities for the area.

5.3.12. The County Council will work with the Borough Council to promote Kirkham as a rural transport hub and to identify measures to improve its ability to serve Fylde and connections to Preston and Blackpool South (RV4).

5.3.13. The County Council is committed to supporting smartcard travel concessionary schemes, through its involvement in the NoWcard partnership, with the aim of encouraging greater use of public transport through
interoperable ticketing, better integration and simplified discounts and fare structures.

5.3.14. The County Council has made a commitment to introduce 20 mph limits in all residential areas and outside all schools over the lifetime of this Implementation Plan. The map accompanying the local programme for Fylde shows the phased introduction of these schemes to neighbourhoods in Fylde district over the next three years. (MA10).

5.3.15. The County Council will promote sustainable travel in Fylde through education, information and travel planning to reduce demand on the highway and to support economic growth (RV3,7).

5.3.16. To support public transport provision in Fylde and encourage better access to jobs, education and services by alternatives to the car, the County Council will provide financial support to key non-commercial bus services (9 currently in Fylde) (RV2), provide concessionary travel through the roll out of discount travel smartcards to Fylde's residents (currently 18,337 NoWcards, 1,088 for disabled users and 17,249 for senior citizens) (RV5), support community transport in Fylde through Travelcare (Fylde & Wyre) (RV2) and support social care transport (with almost 8,500 journeys undertaken in a typical month in Fylde).
5.4. Preston

5.4.1. Preston is one of Lancashire’s key economic centres and Preston City Centre has been identified as having the capacity to generate substantial growth and new jobs in the professional and service sectors.

5.4.2. Preston sits in a strategic location on the county’s north-south and east-west road and rail transport corridors that link Lancashire’s major settlements and beyond. Its strategic role is recognised in the LTP3 Strategy as a focus for economic activity. This combination of location and strategic role contributes to the high levels of congestion encountered in the city centre and along its principal corridors.

5.4.3. The city’s expansion plans, including the Tithebarn retail development, expansion of the Fishergate Centre, University of Central Lancashire (UCLAN), a new Central Business District and residential and economic development plans on its outskirts, will bring further pressure to improve the road network and the public transport offer serving the city.

5.4.4. Current major pedestrian routes form unattractive gateways into the city, and there is a pressing need for improvements within and around the rail station. At present, both bus and rail stations create a poor sense of arrival to the city.

5.4.5. Under this Implementation Plan Lancashire County Council will invest £64.67 million highways and transport in Preston, with £32.47 million of capital funding and £32.21 million of revenue support. This will be targeted at:

- tackling congestion and delay to support economic growth in Preston City Centre
- promoting public transport connectivity with South Ribble and Chorley to counter growing congestion and support economic development
- creating better conditions for local journeys within neighbourhoods along key corridors.

5.4.6. Preston has several key transport corridors where improvements are being advanced. Within the city, the opportunity exists to unlock substantial developer contributions, secured against the development of the former Whittingham Hospital, for a road bypass of Broughton and associated improvements to M55 Junction 1 (PR1). Broughton has for many years
experienced worsening levels of congestion and local environmental conditions.

5.4.7. There will also be other minor improvements to the highway infrastructure to serve the developments at Whittingham and Cottam (PR3) and to the signalling along the A6 North corridor between the M55 and the city centre (PR4) to reduce delay and congestion.

5.4.8. The County Council will work with Preston City Council and developers to bring forward proposals for Preston's Central Business District and Tithebarn projects, including new bus station/interchange facilities to improve connectivity and links between bus and rail services (PR2).

5.4.9. Preston will also benefit from an upgrade to the Urban Traffic Management & Control (UTMC) system which controls the co-ordination of traffic signals in some urban centres in Lancashire including Preston (MA5). The present system, which transmits data between the control centre and various outstations, will need replacing in 2018. This project will upgrade the present software system used to operate UTMC, resulting in greater flexibility and reliability and allowing expansion to other sign systems (VMS, parking) and locations. Communication costs will be reduced by c. £40k per year and it will also enable the most efficient use of available road space to improve road network performance, resulting in less congestion and improved journey times. Congestion is a significant barrier to the economic growth of the city centre as well as affecting the quality of life of commuters and residents.

5.4.10. Within the City Centre, development of the Central Business District (CBD) and access to the University of Central Lancashire will be supported by pedestrian and cycle improvements to the corridor linking the railway station, CBD and University (PR5). This project includes changes at the major junction of Ringway and Corporation Street to provide direct pedestrian routes. Pedestrian demand there is high and the current layout of barriers and signalled crossing points encourages many to take more direct but unsafe routes. There will also be cycle route improvements along the corridor, linking the new cycle path from South Ribble into the Fishergate Centre with the University and employment areas in the north of the city. These will consist of advanced stop lines at junctions and improvements at the Adelphi Roundabout. The Adelphi improvements have the potential to decrease injury accidents to cyclists there by 50% (currently 6 in 5 years).

5.4.11. In Preston, a City Centre Movement Strategy is being developed between the County Council and City Council which focuses on potential measures to deliver more efficient use of the highway network, achieving a balanced and integrated transport system. The Strategy will identify key routes, issues and aspirations. The County Council will work with Preston City Council,
developers and the local business community to identify a package of measures and funding streams out of the Movement Strategy which can form the basis for public and private transport investment in future years of the LTP3 (RV1).

5.4.12. To the south, improvements to the Preston-Chorley bus corridor will improve bus journey times and reliability, making public transport a more viable option for commuting (MA7). This increases the options for people to access employment, education and training and encourages modal shift to ease congestion.

5.4.13. In order to make more informed decisions about the location and scale of proposed developments around Preston, South Ribble and Chorley a Central Lancashire Traffic Model is being developed (MA2). This will enable the effect of proposed developments on the road network to be better estimated and potential solutions investigated.

5.4.14. Future decisions on infrastructure planning and provision will be based on a Highways and Transport Master Planning exercise to cover Central and West Lancashire (DV3), which will be developed as part of this LTP to establish strategic priorities for the area, in conjunction with work currently underway on the Central Lancashire Local Development Framework Core Strategy.

5.4.15. Preston's economic growth will benefit from improved links to Manchester, Manchester Airport and Liverpool. These will be enhanced by the electrification of the Preston Manchester and Preston Liverpool rail lines, which should provide better journey times, with increased reliability and and capacity.

5.4.16. The issue of rail services connecting Pennine Lancashire and Ribble Valley with Preston and the Fylde Coast, including Blackpool Airport, will be considered by a Rail Corridor Scoping Study looking at east-west connections from Blackpool South to Colne/Clitheroe. This will assess levels of service, highlight areas for improvement and outline possible solutions (MA6).

5.4.17. The County Council will continue to provide financial support for the Community Rail Partnership Programme Improvements, in particular the East Lancashire, South Fylde and West of Lancashire CRPs in Preston (MA12).

5.4.18. Working with Preston City Council and neighbouring authorities, the County Council will develop a programme and means of funding for the provision of electric vehicle charging points at suitable locations to encourage the take-up of low emission vehicles (MA15).
5.4.19. The County Council is committed to supporting smartcard travel concessionary schemes, through its involvement in the NoWcard partnership, with the aim of encouraging greater use of public transport through interoperable ticketing, better integration and simplified discounts and fare structures. In Preston, the County Council will be working with partners to develop a concessionary scheme targeting 16 to 23 year olds.

5.4.20. The County Council has made a commitment to introduce 20 mph limits in all residential areas and outside all schools over the lifetime of this Implementation Plan. The map accompanying the local programme for Preston shows the phased introduction of these schemes to neighbourhoods in Preston district over the next three years (MA10).

5.4.21. The County Council will promote sustainable travel in Preston through education, information and travel planning to reduce demand on the highway and to support economic growth (RV3,7). In particular, in this Implementation Plan period it will produce a Lancashire County Council Staff Travel Plan for its offices and workforce based in Preston, as a means to encourage and instil more sustainable ways of travel amongst its employees and promote good practice to other organisations in the area.

5.4.22. To support public transport provision in Preston and encourage better access to jobs, education and services by alternatives to the car, the County Council will continue to provide financial support to key non-commercial bus services (14 currently in Preston) (RV2); provide concessionary travel through the roll out of discount travel smartcards to Preston's residents (currently 23,594 NoWcards, 2,961 for disabled users and 20,633 for senior citizens) (RV5); support community transport in Preston through Preston Community Transport (RV2) and support social care transport (with almost 23,000 journeys undertaken in a typical month in Preston).
5.5. **South Ribble**

5.5.1. South Ribble is centred on the town of Leyland in Central Lancashire. Located to the south of Preston, many thousands of the borough’s residents commute to work in the city, whilst many others use the district's excellent transport network to access jobs in other parts of the county and beyond. The intersection of three motorways in the district, the rail connections in to Manchester and easy access to services along the West Coast Mainline together have supported strong and sustained housing and employment growth.

5.5.2. The establishment of the former Central Lancashire New Town Development Corporation and its development of areas such as the extensive Walton Summit Industrial Estate was a major impetus to the local economy. Other significant sites, such as the Lancashire Business Park in Leyland are home to a large number of companies. The priority for South Ribble is to support economic development in the area by improving access to employment and education by public transport and reducing congestion.

5.5.3. The district contains two of Lancashire's strategic employment sites, situated at Cuerden Green and BAE Systems at Samlesbury. This site, along with the BAE site at Warton, has been submitted by Lancashire Local Enterprise Partnership for Enterprise Zone Status. The district is, therefore, likely to experience further growth over coming years and will need to tackle the challenges of high levels of car use, particularly carbon emissions and growing congestion. This will mean promoting sustainable forms of travel such as walking and cycling and promoting the delivery of services at a local level to reduce the need to travel.

5.5.4. Developing the local bus networks will support the role of Leyland town centre as a local hub, whilst supporting access to major employment areas such as Cuerden Green and Samlesbury. Consideration will also need to be given to developing rail services in South Ribble and enhancing the role of Leyland rail station as a public transport node.
5.5.5. Under this Implementation Plan Lancashire County Council will invest £27.54 million on highways and transport services in South Ribble, with £9.35 million of capital funding and £21.34 million of revenue support. This will be targeted at:

- promoting public transport connectivity between Chorley, Leyland and Preston to counter growing congestion and support economic development
- creating better conditions for local journeys within neighbourhoods along key corridors.

5.5.6. The development of the strategic employment site at Cuerden Green will need both highway infrastructure and public transport services to ensure the opportunities can be accessed by all (SR1). Links to the Preston-Chorley and Preston-Leyland Bus Corridors, with their proposed improvements, will aid public transport connectivity.

5.5.7. The Preston-Chorley and Preston-Leyland Bus Corridors pass through South Ribble and will provide a significant public transport connection for the Cuerden Green site (MA7). Proposed bus infrastructure improvements include working in partnership with bus operators to increase punctuality and reliability as well as implementing bus priority measures, junction improvements and complying with measures introduced as part of the Equality Act 2010. Improving the speed and reliability of public transport on this major corridor linking a main economic centre and two strategic employment sites will support the growth of all three, and improve access to employment, training and education for a large number of residents in Central Lancashire.

5.5.8. The improvements at the A6/A582 roundabout will reduce existing congestion and create capacity for future development traffic and provide better pedestrian facilities (SR2). The majority of this work was completed in April 2011. Further eastwards along the A582, the County Council is investing in much needed improvements to the Household Waste Recycling Centre at Farington which serves South Ribble. As one of the busiest sites in the county, the traffic it generates conflicts with other journeys and brings congestion, delay and traffic safety concerns at a key junction on this principal distributor road. The County Council will invest in providing a comprehensive solution to solving the waste management and highway problems afflicting this part of its infrastructure (SR3).

5.5.9. South Ribble will also benefit from an upgrade to the UTMC management system which controls the co-ordination of traffic signals in some of the urban
centres in Lancashire (MA5). The present system of data transmission between the control centre and various outstations will need replacing in 2018. This project will upgrade the present software system used to operate UTMC, resulting in greater flexibility and reliability and enable the most efficient use of available road space to improve road network performance, resulting in less congestion and improved journey times. South Ribble has two areas under UTMC control, Golden Hill Lane (Churchill Way to School Lane) in Leyland and the Capitol Centre/Yew Tree network in Walton-le-Dale.

5.5.10. The A59 through Penwortham is a key commuter route into Preston and suffers severe peak hour congestion. The County Council will continue to protect the line of the Penwortham Bypass (Blue Route), which would divert high levels of commuter traffic accessing Preston each day and free up road space for local traffic, buses, pedestrians and cyclists. However, the scale and likely cost of this project effectively rule out any detailed development work within the lifetime of this LTP.

5.5.11. The County Council will also contribute towards the work Northern Rail is planning for Leyland Rail Station (SR4). This will improve passenger facilities, signing and the provision of information. This will complement the improved service and reliability from the electrification of the Manchester and Liverpool to Preston lines and help make rail travel a more attractive option for commuters into Preston, Manchester and Liverpool.

5.5.12. The issue of rail services connecting Pennine Lancashire and Ribble Valley with Preston and the Fylde Coast, including Blackpool Airport, will be considered by a Rail Corridor Scoping Study looking at east-west connections from Blackpool South to Colne/Clitheroe. This will assess levels of service, highlight areas for improvement and outline possible solutions (MA6).

5.5.13. In order to make more informed decisions about the location and scale of proposed developments around Preston, South Ribble and Chorley a Central Lancashire Traffic Model is being developed (MA2). This will enable the effect of proposed developments on the road network to be better estimated and potential solutions investigated.

5.5.14. Future decisions on infrastructure planning and provision will be based on a Highways and Transport Master Planning exercise to cover Central and West Lancashire (DV3), which will be developed as part of this LTP to establish strategic priorities for the area, in conjunction with work currently underway on the Central Lancashire Local Development Framework Core Strategy.

5.5.15. Working with South Ribble Borough Council and neighbouring authorities, the County Council will develop a programme and means of funding for the
provision of electric vehicle charging points at suitable locations to encourage the take-up of low emission vehicles (MA5).

5.5.16. The County Council will continue to provide financial support for the Community Rail Partnership Programme Improvements, in particular the East Lancashire CRP in South Ribble (MA12).

5.5.17. The County Council is committed to supporting smartcard travel concessionary schemes, through its involvement in the NoWcard partnership, with the aim of encouraging greater use of public transport through interoperable ticketing, better integration and simplified discounts and fare structures. In particular, in this Implementation Plan period it will produce a Lancashire County Council Staff Travel Plan for its offices and workforce based in South Ribble, as a means to encourage and instil more sustainable ways of travel amongst its employees and promote good practice to other organisations in the area.

5.5.18. The County Council has made a commitment to introduce 20 mph limits in all residential areas and outside all schools over the lifetime of this Implementation Plan. The map accompanying the local programme for South Ribble shows the phased introduction of these schemes to neighbourhoods in South Ribble district over the next three years (MA10).

5.5.19. The County Council will promote sustainable travel in South Ribble through education, information and travel planning to reduce demand on the highway and to support economic growth (RV3,7).

5.5.20. To support public transport provision in South Ribble and encourage better access to jobs, education and services by alternatives to the car, the County Council will provide financial support to key non-commercial bus services (9 currently in South Ribble) (RV2), provide concessionary travel through the roll out of discount travel smartcards to South Ribble’s residents (currently 22,185 NoWcards, 1,782 for disabled users and 20,403 for senior citizens) (RV5), support community transport in South Ribble through Central Lanks Dial-a-Ride (RV2) and support social care transport (with almost 15,000 journeys undertaken in a typical month in South Ribble).
5.6. Chorley

5.6.1. Located in Central Lancashire, Chorley occupies a prime strategic location. The proximity of three motorways, rail connections into Manchester and nearby access to services along the West Coast Mainline have together helped to facilitate economic growth in Chorley for a number of years. The rural areas of the authority are particularly sought after as commuter locations with the countryside to the east of Chorley forming part of the West Pennine Moors.

5.6.2. Chorley has enjoyed strong growth during recent years and the challenge is to maintain this growth without a corresponding increase in congestion.

5.6.3. The extensive housing, business and other developments that have been taking place at the strategic employment site, Buckshaw Village, on the substantial former Royal Ordnance site to the north of Chorley, provide an additional stimulus to the local economy.

5.6.4. Continued growth here will increase peak hour congestion on the main routes between Chorley and Preston, and the links to the motorway network.

5.6.5. Under this Implementation Plan Lancashire County Council will invest £30.69 million on highways and transport in Chorley, with £9.35 million of capital funding and £21.34 million of revenue support. This will be targeted at:

- promoting public transport connectivity between Chorley and Preston to counter growing congestion and support economic development
- creating better conditions for local journeys within neighbourhoods along key corridors

5.6.6. A key aspect of public transport provision for Buckshaw Village is the construction of the new railway station on the Manchester-Preston line (CH1), funded by developer contributions. This is due to be completed in Autumn of 2011 and will include a park and ride facility with capacity for around 200 cars.
5.6.7. This will also benefit from the improved service and reliability from the electrification of the Manchester and Liverpool to Preston lines and help make rail travel a more attractive option for commuters into Preston, Manchester and Liverpool.

5.6.8. The County Council will continue to provide financial support for the Community Rail Partnership Programme Improvements, in particular the West of Lancashire CRP in Chorley (MA12).

5.6.9. The Preston-Chorley Bus Corridor (MA7) will provide a significant public transport connection for Buckshaw Village and another strategic employment site at Cuerden Green in South Ribble. Proposed bus infrastructure improvements include working in partnership with bus operators to increase punctuality and reliability as well as implementing bus priority measures, junction improvements and complying with measures introduced as part of the Equality Act 2010. Improving the speed and reliability of public transport on this major corridor linking a main economic centre and two strategic employment sites will support the growth of all three, and improve access to employment, training and education for a large number of residents in Central Lancashire.

5.6.10. In order to make more informed decisions about the location and scale of proposed developments around Preston, South Ribble and Chorley a Central Lancashire Traffic Model is being developed (MA2). This will enable the effect of proposed developments on the road network to be better estimated and potential solutions investigated.

5.6.11. Future decisions on infrastructure planning and provision will be based on a Highways and Transport Master Planning exercise to cover Central and West Lancashire (DV3), which will be developed as part of this LTP to establish strategic priorities for the area, in conjunction with work currently underway on the Central Lancashire Local Development Framework Core Strategy.

5.6.12. Improvements to the MOVA software that controls the network of signal junctions between Buckshaw Village and M61 Junction 8 are being funded by developer contributions which have already been received. This work is planned to be delivered in Autumn 2011.

5.6.13. As part of the County Council's commitment to road safety, improvements will be made to the junction between A6 Bolton Road and A5106 Wigan Lane (CH2). There have been 22 casualties at this junction during the past 5 years and the changes are predicted to save an average of 2 personal injury accidents per year. The scheme will also provide better pedestrian links across the A6 and reducing delays to drivers.
5.6.14. Working with Chorley Borough Council and neighbouring authorities, the County Council will develop a programme and means of funding for the provision of electric vehicle charging points at suitable locations to encourage the take-up of low emission vehicles (MA15).

5.6.15. The County Council is committed to supporting smartcard travel concessionary schemes, through its involvement in the NoWcard partnership, with the aim of encouraging greater use of public transport through interoperable ticketing, better integration and simplified discounts and fare structures.

5.6.16. The County Council has made a commitment to introduce 20 mph limits in all residential areas and outside all schools over the lifetime of this Implementation Plan. The map accompanying the local programme for Chorley shows the phased introduction of these schemes to neighbourhoods in Chorley district over the next three years (MA10).

5.6.17. The County Council will promote sustainable travel in Lancaster through education, information and travel planning to reduce demand on the highway and to support economic growth (RV3,7).

5.6.18. To support public transport provision in Chorley and encourage better access to jobs, education and services by alternatives to the car, the County Council will continue to support Chorley Bus Station, provide financial support to key non-commercial bus services (9 currently in Chorley) (RV2), provide concessionary travel (currently 23,594 NoWcards, 2,961 for disabled users and 20,633 for senior citizens) (RV5), support community transport in Chorley through Central Lancs Dial-a-Ride (RV5) and support social care transport (with almost 16,000 journeys undertaken in a typical month in Chorley).
5.7. **Ribble Valley**

5.7.1. Ribble Valley is predominantly rural and a major part of it is in the Forest of Bowland Area of Outstanding Natural Beauty which covers about 70% of the borough. Clitheroe is the largest settlement in the borough, a popular market town for both locals and visitors. The borough has a mixed economy with good employment opportunities and a consistently low rate of unemployment. In contrast to other districts in Pennine Lancashire, employee numbers are increasing and it has the highest rate of new businesses in the county.

5.7.2. Large manufacturing activity is represented by major national and multinational companies such as ICI, 3M, Castle Cement and BAE Systems. The BAE Systems site at Samlesbury is one of Lancashire’s key employment sites and, along with the BAE Warton site, has been submitted by Lancashire Local Enterprise Partnership for Enterprise Zone status.

5.7.3. Ribble Valley has relatively high levels of car ownership due to the dispersed nature of the population, with the majority of people relying on the private car for transport. Those without ready access to private transport can therefore find themselves isolated.

5.7.4. Under this Implementation Plan Lancashire County Council will invest £22.21 million on highways and transport services in Ribble Valley, with £7.70 million of capital funding and £14.51 million of revenue support. This will be targeted at:

- proper access to employment areas for those without access to a car
- tackling rural isolation

5.7.5. In this predominately rural district, the delivery of reliable and accessible public transport to provide access to services is vital to many residents. Ways to maintain access, through regular services and innovative solutions, will need to be found to ensure that access to employment and to education can be maintained (RV1,2,4).

5.7.6. Ribble Valley currently has a successful community transport scheme, the Little Green Bus, which provides a valuable, flexible, demand responsive service and is actively looking at different ways of linking people with the
services they need. We will therefore continue to support the provision of locally based transport solutions, and look to pilot other ways of providing local communities with the means to look after their travel requirements, building on best practice from elsewhere (RV2).

5.7.7. Building on recent enhancements to the rail services serving local stations on the Blackburn to Clitheroe line, better connectivity with local bus services will provide improved access to employment and training opportunities outside the district. It will also encourage an increase in the number of visitors accessing the area by public transport (RV3).

5.7.8. The County Council will also support Blackburn with Darwen Borough Council's desire for improvements to the rail infrastructure between Blackburn and Bolton. This will provide increased capacity and reliability and thereby improve Ribble Valley's connectivity with the economic growth centre of Manchester (RV1).

5.7.9. The issue of rail services connecting Pennine Lancashire and Ribble Valley with Preston and the Fylde Coast, including Blackpool Airport, will be considered by a Rail Corridor Scoping Study looking at east-west connections from Blackpool South to Colne/Clitheroe. This will assess levels of service and high light areas for improvement and outline possible solutions (MA6).

5.7.10. The County Council will continue to provide financial support for the Community Rail Partnership Programme Improvements in particular the Clitheroe Line CRP in Ribble Valley (MA12).

5.7.11. Due to the geography of Ribble Valley future decisions on infrastructure planning and provision will be based on both the Central and West Lancashire (DV3) and Pennine Lancashire (DV5) Highways and Transport Master Planning exercises. These will be developed as part of this LTP to establish strategic priorities for the areas.

5.7.12. The County Council is committed to supporting smartcard travel concessionary schemes, through its involvement in the NoWcard partnership, with the aim of encouraging greater use of public transport through interoperable ticketing, better integration and simplified discounts and fare structures.

5.7.13. The County Council has made a commitment to introduce 20 mph limits in all residential areas and outside all schools over the lifetime of this Implementation Plan. The map accompanying the local programme for Ribble Valley shows the phased introduction of these schemes to neighbourhoods in Ribble Valley district over the next three years (MA10).
5.7.14. The County Council will promote sustainable travel in Ribble Valley through education, information and travel planning to reduce demand on the highway and to support economic growth (RV3,7).

5.7.15. To support public transport provision in Ribble Valley and encourage better access to jobs, education and services by alternatives to the car, the County Council will provide financial support to key non-commercial bus services (15 currently in Ribble Valley) (RV2), provide concessionary travel through the roll out of discount travel smartcards to Ribble Valley's residents (currently 11,556 NoWcards, 615 for disabled users and 10,961 for senior citizens) (RV5), support community transport in Ribble Valley through Ribble Valley Community Transport (RV2) and support social care transport (with just over 5,000 journeys undertaken in a typical month in Ribble Valley).
5.8. Hyndburn

5.8.1. In common with most other districts in Pennine Lancashire, the key challenges for Hyndburn include: the quality and price of housing; net population migration; health; job creation and areas of severe deprivation. Hyndburn has the lowest level of active enterprises in Lancashire, although the M65 provides good access for businesses and the authority contains a number of well-established local employers. Accrington is the main town in Hyndburn.

5.8.2. The priorities in Hyndburn are to widen access to employment and education opportunities and to tackle congestion. Current commuting patterns in Hyndburn are highly localised, causing local road congestion particularly during peak commuter periods. The main commuting flow is to Blackburn, although Hyndburn has good road links to Manchester via the A56T/M66. Longer distance rail links are relatively slow and would benefit from improvements.

5.8.3. Public transport plays a vital role in many communities for access to employment and education, but the quality of services can be poor, with inconvenient interchanges and long journey times caused by traffic congestion, limited bus priority measures and delays due to boarding and ticketing. Longer distance rail links are relatively poor and would benefit from improvements.

5.8.4. Under this Implementation Plan Lancashire County Council will invest £20.58 million on highways and transport services in Hyndburn, with £4.50 million of capital funding and £16.09 million of revenue support. This will be targeted at:
   - improving east-west and north-south connections and links into Central Lancashire and Manchester
   - improving the quality of public transport infrastructure and services serving the district
   - ensuring proper access to employment areas for those without access to a car
5.8.5. In conjunction with Blackburn with Darwen Borough Council, the County Council is progressing a major local transport scheme bid known as Pennine Reach (HY2). If the 'best and final offer' stage of the project is successful, further development will be needed to gain Full Approval. Upon gaining Full Approval, the Department for Transport will provide £45m (90% of the total cost) and work should start in 2014/15.

5.8.6. The Pennine Reach scheme will improve public transport along the Accrington-Blackburn-Darwen corridor and link with east-west and north-south rail lines. The proposals include major improvements to bus interchanges in Accrington and Great Harwood, the former providing interchange facilities with the recently refurbished railway station in Accrington (HY1). Hyndburn would also benefit from the re-instatement of the Todmorden Curve (MA3) and increased capacity between Blackburn and Bolton.

5.8.7. Developing the Whitebirk strategic employment site fully will depend on the ability of the local road network to accommodate the traffic generated. Its proximity to the M65 may put pressure on the slip roads at Junction 6, as well as on local roads which lie within Blackburn. Effective public transport links must be provided to ensure that the site can fulfil its potential to provide employment and growth opportunities to the locality (RV1,4).

5.8.8. Accrington will benefit from an upgrade to the Urban Traffic Management & Control (UTMC) system which controls the co-ordination of traffic signals in some urban centres in Lancashire (MA5). The present system, which transmits data between the control centre and various outstations, will need replacing in 2018. This project will upgrade the present software system used to operate UTMC, resulting in greater flexibility and reliability and enable the most efficient use of available road space to reduce congestion and improve journey times. In Accrington this will apply to Eastgate and part of Blackburn Road.

5.8.9. Better public transport links to Blackburn town centre would also allow Hyndburn residents to benefit from any improvement to links with Manchester in the Blackburn Bolton rail (RV1,4).

5.8.10. The construction of a Whinney Hill Link Road at Huncoat remains an important piece of local infrastructure. It would relieve the effects of industrial, quarry and landfill-related heavy goods traffic on local residential roads and provide access to employment and housing development proposals for the local area. The County Council will work with Hyndburn Borough Council and developers to develop a funding package to deliver this link road (RV1).
5.8.11. The issue of rail services connecting Pennine Lancashire and Ribble Valley with Preston and the Fylde Coast, including Blackpool Airport, will be considered by a Rail Corridor Scoping Study looking at east-west connections from Blackpool South to Colne/Clitheroe. This will assess levels of service, highlight areas for improvement and outline possible solutions (MA6).

5.8.12. Future decisions on infrastructure planning and provision will be based on a Highways and Transport Master Planning exercise to cover Pennine Lancashire (DV5) which will be developed as part of this LTP to establish strategic priorities for the area.

5.8.13. The County Council will continue to provide financial support for the Community Rail Partnership Programme Improvements, in particular the East Lancashire CRP in Hyndburn (MA12).

5.8.14. On a smaller scale, creating a cycle path between Church and Clayton-le-Moors (HY3) will provide a mainly off road route linking residential areas, schools, local employment and training opportunities. This project will extend the British Waterways scheme, to improve the surface of the towpath south of Clayton-le-Moors, to Church Kirk and provide access points to it. This links with an existing cycle path from Church to Rishton and to an improved section of the towpath at Clayton and Church. Provision of this safer route will increase the likelihood of those without access to a car feeling able to access employment, training and leisure opportunities beyond their current travel horizons.

5.8.15. The County Council is committed to supporting smartcard travel concessionary schemes, through its involvement in the NoWcard partnership, with the aim of encouraging greater use of public transport through interoperable ticketing, better integration and simplified discounts and fare structures. In Hyndburn and Burnley the County Council will be working with partners to develop a zonal ticketing system which will simplify the fare structure for all users.

5.8.16. The County Council has made a commitment to introduce 20 mph limits in all residential areas and outside all schools over the lifetime of this Implementation Plan. The map accompanying the local programme for Hyndburn shows the phased introduction of these schemes to neighbourhoods in Hyndburn district over the next three years (MA10).

5.8.17. The County Council will promote sustainable travel in Hyndburn through education, information and travel planning to reduce demand on the highway and to support economic growth (RV3,7).
5.8.18. To support public transport provision in Hyndburn and encourage better access to jobs, education and services, the County Council will provide financial support to key non-commercial bus services (6 currently in Hyndburn) (RV2), provide concessionary travel through the roll out of discount travel smartcards to Hyndburn’s residents (currently 15,612 NoWcards, 2,393 for disabled users and 13,219 for senior citizens) (RV5), support community transport in Hyndburn through the Hyndburn Dial-a-Ride service (RV2) and support social care transport (with just over 14,000 journeys undertaken in a typical month in Hyndburn).
5.9. Burnley

5.9.1. Like the rest of Pennine Lancashire, Burnley has a high level of self containment for its working population. Six in ten journeys to work are less than 5km in length, whereas the national average is four in ten. The main commuting flow is between Burnley and Pendle, to the north, with relatively little to Central Lancashire, Manchester and Leeds.

5.9.2. In spite of the close proximity of these major economic centres, most transport links are poor which reduces the attractiveness of Burnley as a place to live and invest. Rail connectivity with Manchester is poor, with no direct service. Infrequent trains and poor interchanges with journey times to Manchester currently about eighty minutes makes commuting by train an unattractive option Bus services, specifically the X43 Quality Bus route Colne to Manchester, are fairly frequent throughout the day and have journey times of about ninety minutes.

5.9.3. Although areas of deprivation are marked by lower levels of car ownership, Burnley also has a low level of cycle use. There has been recent investment in cycle facilities but in Burnley town centre the inner ring road, canal and railway create physical barriers to cyclists and pedestrians. Like most town centres there are issues with peak hour congestion, severance, traffic noise and air quality.

5.9.4. Although Burnley faces multiple challenges there are significant opportunities within reach. Improved connectivity to Manchester, Leeds and Preston could reduce the degree of isolation from growth areas and ease access to increasing employment opportunities. This would also encourage businesses to view Burnley as a place for expansion or relocation thereby contributing to economic growth. Increasing the employment and training opportunities available should raise the level of educational attainment and potential income of a significant section of the population.

5.9.5. Under this Implementation Plan Lancashire County Council will invest £24.06 million on highways and transport services in Burnley, with £6.26 million of capital funding and £17.80 million of revenue support. This will be targeted at:

- improving east-west and north-south connections and links into Central Lancashire and Manchester
5.9.6. Improvements to Manchester Road Railway Station (BU1) will provide better facilities for Burnley residents, making it easier for them to access education, training and employment opportunities in Blackburn, Preston and Leeds, and also potentially to Manchester via a re-instated Todmorden Curve. It will also improve access to Burnley town centre and the Education and Enterprise Zone at Princess Way. The County Council’s contribution is approximately one-fifth of the total cost with the remainder of the funding provided from other sources. Links between the railway station and town centre will also be improved by the provision of a signalised pedestrian/cycle crossing on Trafalgar Street (BU3) and the addition of pedestrian facilities to the Manchester Road/Finsley Gate/Queen’s Lancashire Way signal junction (BU2).

5.9.7. Also within the first three years there is the financial commitment to fund ongoing preliminary investigations into re-instatement of the Todmorden Curve (MA3). This is the main long term priority for Burnley Borough Council and Lancashire County Council’s key rail priority. Its completion will allow direct rail services from Burnley into Manchester with expected journey times of 40 minutes, significantly improving the connectivity of Burnley and Pennine Lancashire with the employment, education and training opportunities in Manchester.

5.9.8. Extending beyond Burnley’s boundaries there will be improvements made to the Nelson-Rawtenstall section of the Colne-Manchester (X43) Bus Corridor to improve bus journey times and reliability (MA4). This will improve public transport links between the town centres and extend opportunities for people to access employment, education and training. Making public transport a more viable option for commuting will also encourage modal shift to ease congestion.

5.9.9. As an early priority, work with local bus operators to extend bus services in the town, through the County Council’s ‘Routes into Work’ initiative (MA8), which will enable services to link local communities directly into the town’s employment areas. This will include a review of public transport connectivity for key employment areas, including Burnley Bridge, one of the county’s
strategic employment sites, to ensure job opportunities and services are accessible to all.

5.9.10. The issue of rail services connecting Pennine Lancashire and Ribble Valley with Preston and the Fylde Coast, including Blackpool Airport, will be considered by a Rail Corridor Scoping Study looking at east-west connections from Blackpool South and Colne/Clitheroe. This will assess levels of service and high light areas for improvement and outline possible solutions (MA6).

5.9.11. The County Council will continue to provide financial support for the Community Rail Partnership Programme Improvements, in particular the East Lancashire CRP in Burnley (MA12).

5.9.12. Future decisions on infrastructure planning and provision will be based on a Highways and Transport Master Planning exercise to cover Pennine Lancashire (DV5) which will be developed as part of this LTP to establish strategic priorities for the area.

5.9.13. Burnley will benefit from an upgrade to the Urban Traffic Management & Control (UTMC) system which controls the co-ordination of traffic signals in some urban centres in Lancashire (MA5). The present system, which transmits data between the control centre and various outstations, will need replacing in 2018. This project will upgrade the present software system used to operate UTMC, resulting in greater flexibility and reliability and better co-ordination between signal junctions. This will reduce congestion and improve journey times. In Burnley this will apply to the junctions on Active Way.

5.9.14. The County Council is committed to supporting smartcard travel concessionary schemes, through its involvement in the NoWC card partnership, with the aim of encouraging greater use of public transport through interoperable ticketing, better integration and simplified discounts and fare structures. In Hyndburn and Burnley the County Council will be working with partners to develop a zonal ticketing system which will simplify the fare structure for all users.

5.9.15. The County Council has made a commitment to introduce 20 mph limits in all residential areas and outside all schools over the lifetime of this Implementation Plan. The map accompanying the local programme for Burnley shows the phased introduction of these schemes to neighbourhoods in Burnley district over the next three years (MA10).
5.9.16. The County Council will promote sustainable travel in Burnley through education, information and travel planning to reduce demand on the highway and to support economic growth (RV3,7).

5.9.17. To support public transport provision in Burnley and encourage better access to jobs, education and services by alternatives to the car, the County Council will continue to provide financial support to key non-commercial bus services (8 currently in Burnley) (RV2), provide concessionary travel through the roll out of discount travel smartcards to Burnley's residents (currently 17,662 NoWcards, 2,093 for disabled users and 15,569 for senior citizens) (RV5), support social care transport (with just over 14,000 journeys undertaken in a typical month in Burnley).
5.10. Rossendale

5.10.1. The steep valleys of Rossendale have resulted in linear urban areas straddling the main roads along the valley bottoms. This results in both peak hour congestion because of the lack of alternative routes, most evident on the A682 through Rawtenstall, and relatively long journey times between the town centres. Bacup in particular suffers from poor access to employment, higher education and services and would benefit from better public transport links to Rawtenstall and Todmorden to the east. A large number of Rossendale residents look to the south, to the Greater Manchester area, for employment, shopping and leisure, mainly using the A56(T)/M66 corridor.

5.10.2. Rossendale is the only district in Lancashire with no railway station on the national network. The East Lancashire Heritage Railway (ELR) operates between Heywood and Rawtenstall but does not provide a recognised commuting service. Options to extend the service and provide interchanges between ELR and National Rail services and Metrolink are being explored.

5.10.3. Levels of cycling in the district are the lowest in the county, possibly due to the geography and the high volumes of traffic and HGVs on the main roads in the valley bottoms. However, off-road, leisure cycling opportunities are very good, enhanced by the development of Adrenaline Gateway facilities including the mountain bike centre in Lee Quarry near Bacup.

5.10.4. Under this Implementation Plan Lancashire County Council will invest £21.49 million highways and transport services in Rossendale, with £7.27 million of capital funding and £14.22 million of revenue support. This will be targeted at:

- improving links into Manchester
- improving the quality of public transport infrastructure and services serving the district
- ensuring proper access to employment areas for those without access to a car

5.10.5. The bus station in Rawtenstall is dated, peripheral and no longer fit for purpose. The provision of a high quality bus facility in Rawtenstall is the
Borough Council's highest immediate priority to support the regeneration of Rawtenstall town centre (RO1).
5.10.6. A large number of Rossendale residents look to the south, to the Greater Manchester area, for employment, shopping and leisure, mainly using the A56(T)/M66 corridor. They will benefit from the proposed improvements to the Nelson-Rawtenstall section of the Colne-Manchester (X43) Bus Corridor which will improve connectivity and provide greater access to employment, training and education opportunities in central Manchester (MA4). Measures will look to work in partnership with bus operators to increase punctuality and reliability, implementing bus priority measures, junction improvements and complying with measures introduced as part of the Equality Act 2010.

5.10.7. The potential to provide a commuter rail service between Rawtenstall and Manchester exists via the East Lancashire Heritage Railway (ELR). However, this is far from straightforward and will rely heavily on the commitment of Transport for Greater Manchester (RV1).

5.10.8. Future decisions on infrastructure planning and provision will be based on a Highways and Transport Master Planning exercise to cover Pennine Lancashire (DV5) which will be developed as part of this LTP to establish strategic priorities for the area.

5.10.9. The County Council is committed to supporting smartcard travel concessionary schemes, through its involvement in the NoWcard partnership, with the aim of encouraging greater use of public transport through interoperable ticketing, better integration and simplified discounts and fare structures.

5.10.10. The County Council has made a commitment to introduce 20 mph limits in all residential areas and outside all schools over the lifetime of this Implementation Plan. The map accompanying the local programme for Rossendale shows the phased introduction of these schemes to neighbourhoods in Rossendale district over the next three years (MA10).

5.10.11. The County Council will promote sustainable travel in Rossendale through education, information and travel planning to reduce demand on the highway and to support economic growth (RV3,7).

5.10.12. To support public transport provision in Rossendale and encourage better access to jobs, education and services by alternatives to the car, the County Council will provide financial support to key non-commercial bus services (currently 10 in Rossendale) (RV2), provide concessionary travel through the roll out of discount travel smartcards to Rossendale’s residents (currently 13,065 NoWcards, 1,470 for disabled users and 11,595 for senior citizens) (RV5), support community transport in Rossendale through the Community Wheels service (RV2) and support social care transport (with almost 10,500 journeys undertaken in a typical month in Rossendale).
5.11. Pendle

5.11.1. Pendle faces similar challenges to the nearby boroughs of Burnley and Hyndburn. Employment and population growth are areas of concern along with pockets of severe deprivation and a variety of health issues. The area does, however, have some real strengths and the local economy derives enormous benefit from the aerospace sector which is a source of high value employment. Also, the M65 Motorway provides good access into the area and several businesses are located to take advantage of this. The borough also contains affluent rural areas that form part of the Forest of Bowland.

5.11.2. The M65, which terminates just west of Colne, provides good road connections with Preston and, via the A56/M66, Manchester, but the sudden change from motorway to urban carriageway results in significant delay on the through route to Yorkshire and Leeds, and considerable congestion on the urban network within Colne. There is a longstanding proposal for a new road which bypasses Colne and the villages to the north (Foulridge, and Earby). Removing through traffic would improve environmental conditions in the town and improve road links between Lancashire and Yorkshire. This same corridor is also subject to aspirations for a restored rail link between Colne and Skipton.

5.11.3. The district has railway stations at Brierfield, Nelson and Colne, where the East Lancashire line terminates. Interchange facilities between bus and rail have recently been improved in Nelson but rail frequencies are relatively low, with long journey times to other parts of Lancashire. Bus services can play a significant part in improving connectivity, with high frequency services operating along the east-west axis through Pennine Lancashire. The success of the Quality Bus service X43/X44 between Nelson and Manchester provides clear evidence that the right service can attract customers and extend travel opportunities.

5.11.4. Efforts have been made to develop a cycling network to provide opportunities to cycle to work, schools and shops. The main cycle route runs from Colne to Brierfield, with links to a number of key centres.
Local Transport Plan 2011/2021
DRAFT Implementation Plan
Consultation Version 28/07/2011
5.11.5. Under this Implementation Plan Lancashire County Council will invest £25.05 million on highways and transport services in Pendle, with £7.45 million of capital funding and £17.60 million of revenue support. This will be targeted at:

- improving east-west and north-south connections and links into Central Lancashire and Manchester
- improving the quality of public transport infrastructure and services serving the district

5.11.6. The existing route linking the M65 to Yorkshire and Leeds suffers significant delay through Colne. In order to have a better understanding of potential solutions the County Council will commission an M65 to Yorkshire Corridor Study (PE1). There is a long standing proposal to provide a new road which would bypass Colne and the villages to the north, Foulridge and Earby. This scheme will be considered as part of the corridor study and in the meantime the County Council will continue to protect the line. However, the scale and likely cost of this project effectively rule out any detailed development work within the lifetime of this LTP.

5.11.7. There is also a long standing aspiration to re-instate the Colne to Skipton rail line.

5.11.8. Future decisions on infrastructure planning and provision will be based on a Highways and Transport Master Planning exercise to cover Pennine Lancashire (DV5) which will be developed as part of this LTP to establish strategic priorities for the area.

5.11.9. The proposed infrastructure improvements along the Nelson to Rawtenstall section of the Colne Manchester (X43) Bus Corridor will increase connectivity and provide greater access to employment, training and education in the economic centre of Manchester (MA4). Measures will include working in partnership with bus operators to increase punctuality and reliability, implementing bus priority measures, junction improvements and complying with measures introduced as part of the Equality Act 2010. Although remote from Pendle, the reinstatement of the Todmorden Curve (BU1) could deliver better transport links to developing employment opportunities.

5.11.10. The issue of rail services connecting Pennine Lancashire and Ribble Valley with Preston and the Fylde Coast including Blackpool Airport, will be
considered by a Rail Corridor Scoping Study looking at east-west connections from Blackpool South to Colne/Clitheroe. This will assess levels of service, highlight areas for improvement and outline possible solutions (MA6).

5.11.11. The County Council will continue to provide financial support for the Community Rail Partnership Programme Improvements, in particular the East Lancashire CRP in Pendle (MA12).

5.11.12. The County Council is committed to supporting smartcard travel concessionary schemes, through its involvement in the NoWcard partnership, with the aim of encouraging greater use of public transport through interoperable ticketing, better integration and simplified discounts and fare structures.

5.11.13. The County Council has made a commitment to introduce 20 mph limits in all residential areas and outside all schools over the lifetime of this Implementation Plan. The map accompanying the local programme for Pendle shows the phased introduction of these schemes to neighbourhoods in Pendle district over the next three years (MA10).

5.11.14. The County council will promote sustainable travel in Pendle through education, information and travel planning to reduce demand on the highway and to support economic growth (RV3,7).

5.11.15. To support public transport provision in Pendle and encourage better access to jobs, education and services by alternatives to the car, the County Council will continue to support Nelson Bus Station, provide financial support to key non-commercial bus services (18 currently in Pendle) (RV2), provide concessionary travel through the roll out of discount travel smartcards to Pendle's residents (currently 16,411 NoWcards, 1,678 for disabled users and 14,733 for senior citizens) (RV5), support community transport in Pendle through the Pendle Community Transport service (RV2) and support social care transport (with around 15,000 journeys undertaken in a typical month in Pendle).
5.12. West Lancashire

5.12.1. From an economic point of view, West Lancashire is a district of contrasts, with a number of small towns and villages that offer a very good quality of life whilst other areas suffer severe deprivation.

5.12.2. Ormskirk is a market town, the administrative centre of the district and home to Edge Hill University. The other main town is Skelmersdale, a 1960s new town set up to attract manufacturing jobs. However, the demise of the manufacturing sector over recent decades has led to significant problems of deprivation. Rural areas of the district are relatively affluent and primarily made up of dormitory towns and villages such as Burscough and Parbold.

5.12.3. West Lancashire has strategic road and rail links of varying quality. In functional terms, much of the district relates to Liverpool and the western most part of Greater Manchester.

5.12.4. Skelmersdale has good strategic road links (via the M58) to the west, north and south but, surprisingly given its size, has no railway station. The nearest rail station at Upholland has no car park or public transport link to Skelmersdale and it is too far away to access on foot.

5.12.5. Ormskirk, meanwhile, benefits from high frequency rail services to Liverpool, but suffers significant congestion due to high levels of traffic within the town. This is as a result of the combined effects of through traffic (on the A59 Preston-Liverpool and A570 Southport-M58 corridors) and local traffic within the town. There is a longstanding proposal for a new road to bypass the town and the future of this will be considered as part of the A570/M58 to Southport Corridor Study. In the meantime the County Council will continue to protect the line but the scale and likely cost of this project effectively rule out any detailed development work within the lifetime of this LTP.

5.12.6. Although West Lancashire is well served by railway stations, except in Skelmersdale, the disjointed rail network means that journey opportunities are limited: for example it is not possible to travel directly between Southport and Preston, or between Ormskirk and Southport.

5.12.7. As a whole, West Lancashire has a large network of unclassified rural roads that serve its rural settlements and a large agricultural business sector. Many businesses are longstanding and rely on the same roads as the residential areas that have built up around them. This brings very visible conflicts in certain locations with large articulated HGVs travelling through
residential streets to serve growing horticultural businesses. Inadequate infrastructure potentially threatens the long term viability and growth of businesses serving international markets which, because of their nature, are not able to readily relocate to more suitable premises.

5.12.8. Under this Implementation Plan Lancashire County Council will invest £34.79 million on highways and transport services in West Lancashire, with £10.77 million of capital funding and £24.02 million of revenue support. This will be targeted at:

- tackling deprivation and worklessness in Skelmersdale
- improving conditions for non-car journeys into and around Ormskirk
- exploring affordable solutions to deficient rural road infrastructure serving the agricultural business sector in Tarleton/Hesketh Bank

5.12.9. The County Council will work with the Borough Council, Merseytravel, Northern Rail and Network Rail to provide financial support to an initial 'GRIP1' feasibility study on the prospects for a new rail spur and station to serve Skelmersdale (WL1).

5.12.10. We will also work with Northern Rail to examine the case for improvements to the Kirkby-Wigan Wallgate line, including better service frequency to Upholland station and better timetabling to offer improved connectivity with services to Liverpool, Manchester and Preston (RV1).

5.12.11. The County Council will continue to work towards the designation of the Ormskirk-Preston line as a Community Railway to support the improvement of rail services through the West of Lancashire Community Rail Partnership (MA12).

5.12.12. As an early priority, the County Council will work with local bus operators to extend bus services in Skelmersdale through its 'Routes into Work' initiative (MA8), which will enable services to link local communities directly into the town's employment areas. The current lack of transport opportunities means that many in the local community are similarly discouraged from using local services in the town. These conditions, coupled with a remote network of footways and cycleways, subways and large areas of landscaping, combine to create a local public relam that alienates the local community, raises perceptions over public safety and discourages walking and cycling in the town. As an early priority, the County Council will work with the local community and the Borough Council to identify a pilot area
and improve the public realm of footways, cycleways and open space to encourage better connectivity, greater use and open up local services and other opportunities (WL4).

5.12.13. A package of measures to improve facilities at Ormskirk bus station (WL5), including the pedestrian link to the railway station, will enhance public transport accessibility to the town centre and Edge Hill University, and help provide viable alternative transport to the private car. This will help reduce the congestion in Ormskirk town centre. There will also be improved pedestrian facilities within the town, such as a new zebra crossing at New Court Way (WL7) to aid access to the rail station.

5.12.14. The installation of a new zebra crossing outside Burscough Junction railway station on Junction Lane, Burscough (WL8), will provide a safer crossing point for pedestrians using the railway station and pupils attending nearby school. As well as the benefits to school children, it will improve the pedestrian link between the two rail stations in Burscough, facilitating passenger transfer between the two lines (Ormskirk-Preston and Wigan Wallgate-Southport). This will increase the options for accessing education and employment for those without a car.

5.12.15. To improve conditions for pedestrians and cyclists on the route between Ormskirk town centre and the University a package of measures are proposed that will encourage more students to travel into Ormskirk by non-car modes (WL6). This will be complemented by work being done by the University in developing and implementing its Travel Plan and the County Council will continue to lend its support (RV1).

5.12.16. Ormskirk will benefit from an upgrade to the Urban Traffic Management & Control (UTMC) system (MA5). This controls the co-ordination of traffic signals in some urban centres in Lancashire including the Ormskirk gyratory network. The present system, which transmits data between the control centre and various outstations, will need replacing in 2018. This project will upgrade the present software system used to operate UTMC, resulting in greater flexibility and reliability and enable the most efficient use of available road space to reduce congestion and improve journey times. It will also benefit any signal junction changes proposed as part of the Town Centre to University pedestrian and cycle route improvements (WL6).

5.12.17. As part of a broader exercise to explore ways to relieve some of the traffic problems that afflict the A570 through Ormskirk, and in particular the volumes of through traffic and HGV traffic travelling to Southport, the County Council intends to approach the Highways Agency, Department for Transport and neighbouring Merseyside authorities to consider whether opportunities exist, and what implications there would be, to better utilise
the national motorway for long distance journeys to and from Southport (WL2).

5.12.18. Future decisions on infrastructure planning and provision will be based on a Highways and Transport Master Planning exercise to cover Central and West Lancashire (DV3), which will be developed as part of this LTP to establish strategic priorities for the area.

5.12.19. The road infrastructure serving rural businesses in Tarleton/Hesketh Bank north of A565 is poor. Currently vehicles have to use narrow moss roads and residential areas. Provision of a new link road would offer better access to the area, assist future development, improve road safety and the environment within Tarleton village (WL3).

5.12.20. The County Council is committed to supporting smartcard travel concessionary schemes, through its involvement in the NoWcard partnership, with the aim of encouraging greater use of public transport through interoperable ticketing, better integration and simplified discounts and fare structures.

5.12.21. The County Council has made a commitment to introduce 20 mph limits in all residential areas and outside all schools over the lifetime of this Implementation Plan. The map accompanying the local programme for West Lancashire shows the phased introduction of these schemes to neighbourhoods in West Lancashire district over the next three years. (MA10).

5.12.22. The County Council will promote sustainable travel in West Lancashire through education, information and travel planning to reduce demand on the highway and to support economic growth (RV3,7).

5.12.23. To support public transport provision in West Lancashire and encourage better access to jobs, education and services by alternatives to the car, the County Council will continue to support Burscough Bus/Rail Interchange, provide financial support to key non-commercial bus services (10 currently in West Lancashire) (RV2), provide concessionary travel through the rollout discount travel smartcards to West Lancashire’s residents (currently 14,991 NoWcards, 1,615 for disabled users and 13,296 for senior citizens) (RV5), support community transport in West Lancashire through the West Lancashire Dial-a-Ride service (RV2) and support social care transport (with over 14,000 journeys undertaken in a typical month in West Lancashire).
6. Programme Development

6.1. We will deliver:

By March 2012

- Bus Subsidy Prioritisation System (DV1)
- Lancashire Strategic Highways and Transport Master Plan Evidence Base (DV2)

By March 2013

- Lancashire Strategic Highways and Transport Master Plan (DV2)
- Local Connections Development Programme (LSTF)
- Local Connections - Skelmersdale (LSTF)
- Local Rural Connections - Garstang

By March 2014

- Central and West Lancashire Highways and Transport Master Plan (DV3)
- Lancaster Highways and Transport Master Plan (DV4)
- Local Connections Community Minibus scheme – Ribble Valley
- Local Connections - Burnley (LSTF)
- Local Rural Connections – Longridge

Post March 2014

- Pennine Lancashire Highways and Transport Master Plan (DV5)
- Fylde and Wyre Highways and Transport Master Plan (DV6)
- Local Rural Connections – Carnforth

6.2. Bus subsidisation prioritisation

6.2.1. In order to secure best value for money and support access to employment and education we will review public transport connectivity from local/strategic interchanges into key employment areas to ensure job opportunities and training are accessible to all communities.

6.2.2. As part of this, we will review our policy towards subsidising commercial bus services to identify opportunities for achieving greater benefits and efficiencies from our funding. This could involve the diversion and/or extension of existing bus services, or exceptionally new services, where these cover peak
hour/shift changeover into strategic employment sites and other key employment areas.

6.2.3. To provide a quantitative comparator tool for the review process, we will develop a Bus Subsidy Prioritisation System to indicate the likely catchment population and benefits of any specific bus service.

6.3. Highways and Transport Master Planning

6.3.1. As an action under this Implementation Plan we will develop a transport evidence base to inform future highways and transport strategy development. This will review both travel demand and modelling exercises to inform future spatial planning and provide a basis for determining transport infrastructure priorities.

6.3.2. We will work with the Lancashire Local Enterprise Partnership to determine future priorities for investment in local major transport schemes. This work will be evidence-based and demonstrate the strategic importance of emerging interventions, their value for money and delivery.

6.3.3. We will also identify problems, issues and gaps on both the highway and public transport networks and how they impact on the County's economy. In so doing, the work will develop the transport corridors and hubs/interchanges concept at both the strategic and local level, and link to the DfT multi-modal transport corridors.

6.3.4. Completion of early stages of this work will also assist the Council in working with other transport infrastructure and service providers including the Highways Agency, Network Rail, train and bus operating companies and neighbouring local authorities to improve transport across Lancashire and between Lancashire and the rest of the UK and beyond.

6.4. Local Connections programme

6.4.1. The Local Connections programme runs complementary to our Route Management and Routes to Work programmes, but focuses on specific opportunities that to ensure truly end-to-end access, by providing the means to complete the journey from local interchanges into work and other important destinations – safe, signed and well lit walking and cycling routes, secure parking and storage, the 'wheels' themselves, and effective publicity. By providing convenient door-to-door journeys, we want to make alternatives to the car as attractive as possible.
6.4.2. Good local connectivity will benefit local businesses through increased footfall and visitors to our town centres who prefer sustainable travel. In the rural area, there is the potential to not only provide access out of the area to employment, but access into rural areas for tourists and visitors.

6.4.3. Nodes can be split into two broad classifications: ‘Network Nodes’ and ‘Local Nodes’. Network Nodes are located on the county’s strategic routes and include major destinations and transport facilities such as bus and rail stations and interchanges. Local nodes allow journeys to connect easily into network nodes for onward travel as well as acting as interchanges for local journeys and providing direct connections to local destinations.

6.4.4. In order to develop our Local Connections program, we will assess the suitability and provision of facilities at existing nodes and identify gaps where new nodes are needed.

6.4.5. As part of this work we will undertake a study, building on previous work, to better understand how travel in Lancashire is influenced by journey time, distance and cost and what other factors are significant, and take into account the needs of different demographic groups both now and in the future.

6.4.6. We will then work with members, communities and partners to establish where identified issues are giving rise to actual problems. In particular we will seek to identify transport barriers in key areas and:

- Prioritise for action those neighbourhoods where people are likely to be open to sustainable travel messages and likely to consider using sustainable modes to access employment, local shops and other facilities, particularly in connection with employment.
- Continue to work with the communities and other partners connected with our rural community centres to make as much use of these as possible, including using them as local nodes.
- Investigate the provision of a mini bus to a local community who wish to operate a ‘village bus’ by and for the village community and take responsibility for providing access to their local service centres.
- Work with our neighbouring authorities to share best practice and to take the opportunity to maximise access across our boundaries and improve connectivity to isolated communities.
- Work with One Connect and other partners to maximise internet use, although we acknowledge that the internet will not solve access problems for all users.
6.3.7. Local nodes should not necessarily require a large capital expenditure but rather the coordination of programmes and cooperation of partner organisations.