

Central Lancashire Strategic Planning Joint Advisory Committee

Tuesday, 5th July 2022, 6.30 pm

I am now able to enclose, for consideration at the above meeting of the Central Lancashire Strategic Planning Joint Advisory Committee, the following reports that were unavailable when the agenda was published.

Agenda No	Item	
8	Central Lancashire Local Plan Transport Model Update (To Follow)	(Pages 21 - 24)
	Report of Lancashire County Council.	

Gary Hall
Chief Executive

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Report of	Meeting	Date
Lancashire County Council	Central Lancashire Strategic Planning Joint Advisory Committee	Tuesday, 12 July 2022

Central Lancashire Local Plan Transport Model Update

Recommendation(s)

1. To note contents of this report

Executive Summary of Report

2. Technical note updating on the development of a new Central Lancashire Local Plan Transport Model.

Confidential report Please bold as appropriate	Yes	No
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Reasons for Recommendation(s)

3. None, for information only.

Alternative Options Considered and Rejected

4. Continue with existing model. This was rejected as the model did not capture active and sustainable transport options.

Central Lancashire Local Plan Transport Model Update

5. As reported in Item 7 on this Agenda, in April this year the County Council commissioned its Framework Consultant Jacobs to upgrade the Central Lancashire Transport Model to include a bus assignment model and comprehensive demand and mode choice model. In contrast to the current transport model for Central Lancashire and other parts of the county, this provides the means for us to test and analyse future travel patterns, and the additional demand placed on the transport network from new development, across different modes of travel, instead of the more traditional analysis focussed on road capacity, relied on for the Core Strategy and current adopted Local Plans in central Lancashire.
6. This represents a significant investment and improves our transport planning capability on a par with the likes of Greater Manchester and other leading authorities in this field.
7. The upgrade relies on bus patronage data that is now being built into the model. The information requested covers ticket sales data, including ticket type, origin, destination (if available), number purchased and time of purchase, boarding and alighting / occupancy

data; and automatic vehicle location data.

8. Acquiring this data from the bus operators has unfortunately taken longer than anticipated due to data processing and the need for non-disclosure agreements resulting in a delay to the initial programme. Other elements of the model upgrade have been progressed in parallel where possible to minimise the delay caused by bus patronage data. As a result, the model upgrade is near completion (it is due to be complete in mid-July) to be ready to test development options (options testing is programmed to complete in late August, subject to options being confirmed by 15th July).
9. The model is being calibrated to October 2019. This date coincides with a new set of traffic counts collected by the county council across Central Lancashire at that time in readiness for this modelling to support the Local Plan Review. Notably, it provides a robust position unaffected by the events since 2020 which saw travel patterns significantly affected through 2020 and 2021, and which are only recently returning towards previous traffic levels.
10. This modelling is a critical part of the refresh of the Central Lancashire Highways and Transport Master Plan. Its predecessor, the first such Master Plan to be produced in Lancashire, was published in March 2013. It studied traffic and travel conditions across central Lancashire along with wider opportunities and challenges affecting travel demand and sought to provide for the new development locations proposed by the Central Lancashire local planning authorities, initially through the Central Lancashire Core Strategy.
11. The Master Plan presented the county council's priorities for future investment in highways and transport across the plan area, and provided the basis for a successful City Deal bid covering Preston and South Ribble that has seen more than £300 million spent to date on new road space, and improvements to key corridors and facilities, to support the area's growth.
12. Similar to the last Master Plan, and in accordance with Government expectations for local transport planning, this refresh is being guided by the Local Plan review and its emerging development strategy. A baseline report examining the current transport network was completed some time ago, working to the original Local Plan Review timetable and will require updating, but there is also a wealth of other evidence, existing or in production, that will inform work on the Master Plan refresh, including:
 - a Bus Service Improvement Plan for Lancashire and Blackburn with Darwen, submitted to Government in 2021, setting out priorities and proposals for Central Lancashire, and the first step to delivering on the National Bus Strategy and key to securing funding and closer working through Enhanced Partnerships with bus operators;
 - a Cycling and Walking Delivery Plan, a precursor to the Local Cycling and Walking Infrastructure Plans ('LCWIPs') which are at the heart of the government's drive for promoting greater levels of cycling and walking. Consultants have been commissioned to update the current plan to a compliant LCWIP during the latter half of 2022, in readiness for the Master Plan refresh and future rounds of government funding to active travel;
 - a City Transport Plan which has evidenced strategic and local changes to the network in and serving Preston, and which is being progressively implemented through local and government-funded initiatives;
 - a transport strategy produced for Chorley;
 - at a county or regional level, work is progressing on a series of transport plans and strategies for decarbonising transport and travel, providing for electric vehicle charging, alongside public health planning, strategic economic and infrastructure planning.

13. Much of this evidence will provide direction and detail to the types of measures that the county council, working with the local planning authorities, can consider as improvements or mitigation to the area's transport network in support of the Local Plan's development strategy. Beyond the initial testing of options, which will present findings to support or discount the acceptability, deliverability or affordability of proposals at a broad level, modelling of the preferred development strategy (and the size and distribution of new development) will continue as we firm up proposals which will be presented in a refreshed Master Plan and feature in the infrastructure plan for the Local Plan Review.
14. We intend to be in a position to publish a draft of the Master Plan to coincide with the publication and submission of the draft Local Plan for examination.

Report Author	Ext	Date	Doc ID
Lancashire County Council		01.07.2022	

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