

APPENDIX – South Ribble

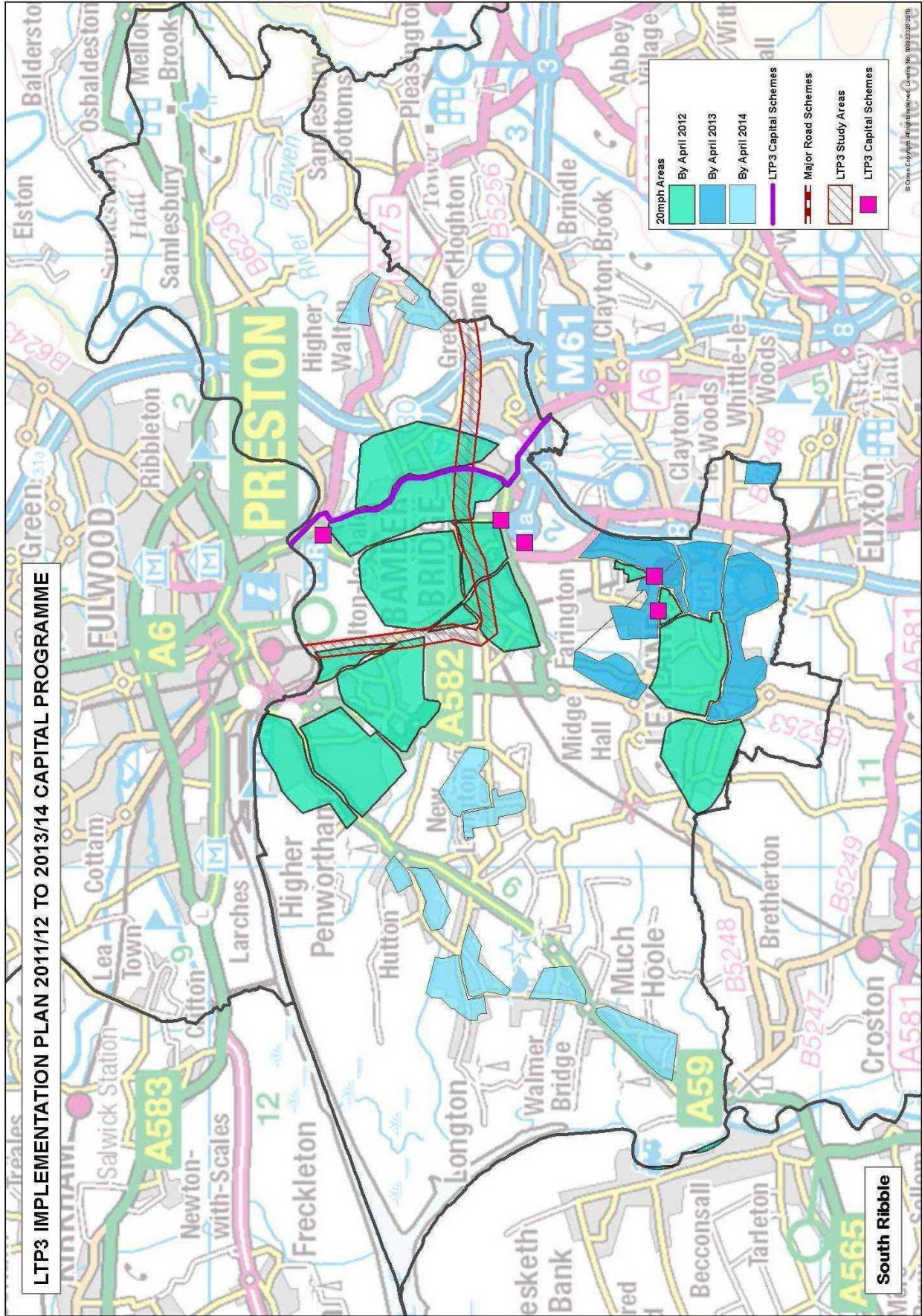
South Ribble is centred on the town of Leyland in Central Lancashire. Located to the south of Preston, many thousands of the borough's residents commute to work in the city, whilst many others use the district's excellent transport network to access jobs in other parts of the county and beyond. The intersection 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.

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.

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.

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.

LTP3 IMPLEMENTATION PLAN 2011/12 TO 2013/14 CAPITAL PROGRAMME



South Ribble

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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.

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.

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.

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).

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.

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.

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.

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).

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.

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.

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).

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).

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.

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).

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).

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 Lancs Dial a-Ride (RV2) and support social care transport (with almost 15,000 journeys undertaken in a typical month in South Ribble).