



Local Development Framework

Central Lancashire

Draft Infrastructure Delivery Plan

January 2012



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1 Introduction

Central Lancashire is the name given to the combined area covered by Preston, South Ribble and Chorley district councils. The three authorities are working together on local development plans, the overarching document of which is the Central Lancashire Core Strategy. They are also collaborating on preparing planning guidance documents and the local introduction of the Community Infrastructure Levy (CIL)¹.

Purpose of this document

In order to ensure that new development delivers sustainable communities, the facilities and service needs of these populations must be properly planned for. This Infrastructure Delivery Plan (IDP) seeks to:

- broadly describe the main types of infrastructure along with current levels of provision and recent changes therein
- set out the roles of the agencies in providing the facilities and services
- identify delivery mechanisms
- point to the likely overall impact on each type of infrastructure of increased demand arising from development

In doing so the IDP aims to provide an overall understanding of infrastructure provision in Central Lancashire and the context for identifying the most essential infrastructure needs set out in the detailed companion document - the Infrastructure Delivery Schedule which has been reproduced separately. The Schedule focuses on transport, education, public services, health and green infrastructure provision because these are key to supporting increased demand for services from new development,

It is also hoped that this IDP will further improve lines of communication between key delivery agencies and the local planning authorities, including identifying opportunities for integrated and more efficient service delivery with better use of assets.

This IDP is a 'living' document that will be used as a tool for helping to deliver infrastructure and will be updated and monitored regularly. In particular it will be influenced by on-going work on transport modelling and on recreation and sports provision.

Furthermore at this stage this draft of the IDP is published to bring it to the attention of external infrastructure partners and the community as a whole for a consultation period

¹ New developments can enable the provision of infrastructure in two main ways. It can be provided directly as part of the construction of the development or the development can contribute funding towards the costs of off-site infrastructure. Traditionally the latter funding was secured through legal obligations secured under section 106 of the Town and Country Planning Act 1990 but this approach is being widened through CIL – a charge applied according to the floor space area and use of new buildings.

of over 8 weeks from 31 January to 30 March 2012. This consultation period coincides with the timescale of the consultation on the Preliminary Draft CIL Charging Schedules for each of the Central Lancashire authorities. The IDP is a supporting document for the local introduction of CIL.

Views can be made by email envldf@lancashire.gov.uk and by letters addressed to: Freepost Central Lancashire (no stamp is needed). The deadline for comments is **5pm on 30 March 2012**.

What is infrastructure?

This IDP uses the term 'infrastructure' in its broadest sense to mean any service or facility that supports Central Lancashire and its population. It includes, but is not restricted to the following:

- **Transport:** highways, rail, bus, cycling, pedestrian and park & ride
- **Education:** nursery and pre-school, primary, secondary, further, higher, and adult education
- **Energy:** gas and electricity generation and provision
- **Water:** supply, wastewater and surface water drainage, flood defences and flood risk management
- **Information and communications technology:** telecommunications, broadband and cable television
- **Health:** hospitals, health centres/GP surgeries and hospices
- **Green infrastructure:** open space, parks, children's play areas, sports pitches and courts, country parks & accessible natural green space, public realm, allotments and burial facilities
- **Emergency services:** police, fire & rescue, ambulance
- **Community services:** libraries, community centres, youth services, social services, older peoples support, special needs and disability and places of worship
- **Culture & leisure:** museums & galleries, performance venues, sports & fitness centres
- **Waste management:** refuse collection & disposal, recycling

While the term infrastructure is very broadly defined, this does not mean that this IDP seeks to cover in detail all of the above items. That would make the process unmanageable. This draft IDP seeks to give a broad overview of the way certain infrastructure is planned and the agencies involved in its delivery. It also looks in more detail at costs and likely funding mechanisms for some items of infrastructure, in particular those that are critical to delivering the Core Strategy.

Structure of this IDP

The main body of this plan reviews infrastructure needs by type. It includes information on responsibilities and delivery partners and, where available, some more detailed project information.

The final section of this plan looks at governance arrangements, how the district councils in Central Lancashire as separate Community Infrastructure Levy charging authorities will facilitate infrastructure planning and delivery into the future. This section is about demonstrating that the Central Lancashire authorities and its partners will have the mechanisms in place to enable delivery as and when the need arises.

2 The Infrastructure Delivery Plan Process

The Planning Advisory Service (PAS) IDP guidance suggests a 'steps approach to infrastructure planning and delivery' and the Central Lancashire authorities have taken account of this guidance when preparing this IDP.

The main steps taken to produce the IDP were:

- Review of plans, strategies and projects: information was taken from published reports or strategies. This gave up to date information on projects timings, funding sources, costs and delivery.
- Information gathering direct from partners: to fill gaps in information, meetings were held with internal and external partners to ascertain their plans and their assessments of what infrastructure requirements will arise from future development proposals. Follow-up meetings were held with some of the main infrastructure providers for periodic updates.

These steps were not necessarily taken chronologically; sometimes interviews were the first step followed by a review of published plans; in some cases steps were repeated.

Specific evidence base studies have informed a local understanding of infrastructure provision and future needs. The following studies are particularly relevant;

- Central Lancashire Transport Study
- Central Lancashire Strategic Flood Risk Assessment
- Central Lancashire and Blackpool Outline Water Cycle Study

These documents can be viewed on www.centrallancashire.com

Also as indicated earlier further work is on-going on a Central Lancashire Open Space and Recreation Review and an associated Playing Pitch Strategy. The outcome of this work may reveal a need for further sporting and recreation facilities and/or improvements thereto. If this is the case then the infrastructure requirements will be updated.

3 The Demand for Infrastructure

Planned Development

In line with the Core Strategy the Central Lancashire authorities are planning to provide land for the following amounts of development, between 2010 and 2026:

- about 22,200 additional homes
 - South Ribble 6789
 - Chorley 6834
 - Preston 8535

- approximately 489ha of proposed employment land 2010-2026

	Chorley	Preston	South Ribble
2009 Supply	91	107	179
Allowance for Losses	24	11	35
Additional Provision to 2026	14	13	27
Minus take-up 2008 - 2010	5	7	0
Total	124ha	124ha	241ha

- approximately 145,000 m2 net of comparison retail floor space, mainly in Preston.

Projected Population Growth

Population growth creates additional pressures on infrastructure. Some infrastructure needs arise from the growth in population generally, while others arise due to increased demand from the users of new developments in specific locations. The estimated population projections for each of the Central Lancashire Districts are highlighted on the next page and shown alongside the other Lancashire authority areas for comparison purposes.

Population projections, 2008 to 2033

	Projected population (thousands)						% change
	2008	2013	2018	2023	2028	2033	2008-2033
Burnley	86.0	84.8	84.3	84.1	83.8	83.7	-2.7
Chorley	104.7	107.2	110.0	112.8	114.9	116.5	11.3
Fylde	76.1	76.9	78.2	80.0	81.7	83.1	9.2
Hyndburn	81.2	81.2	81.5	82.1	82.4	82.8	2.0
Lancaster	139.5	143.9	147.2	150.9	155.4	158.7	13.8
Pendle	89.1	90.1	91.5	92.8	93.8	94.6	6.2
Preston	135.3	138.9	141.1	143.1	145.6	147.6	9.1
Ribble Valley	57.8	59.0	60.4	61.9	63.1	64.0	10.7
Rossendale	66.7	67.7	69.0	70.5	71.7	72.6	8.8
South Ribble	107.5	110.0	113.1	116.1	118.4	120.2	11.8
West Lancashire	110.4	111.7	113.0	114.3	115.4	116.0	5.1
Wyre	110.8	113.7	116.8	120.1	123.0	125.3	13.1
Lancashire (12 districts)	1,165.1	1,185.2	1,206.2	1,228.7	1,249.2	1,265.0	8.6
Blackburn with Darwen	139.4	140.8	142.5	144.3	145.4	146.5	5.1
Blackpool	140.6	140.2	140.8	142.1	143.7	145.5	3.5
Lancashire (14 authorities)	1,445.1	1,466.1	1,489.4	1,515.1	1,538.3	1,557.1	7.8

Source [Office for National Statistics](#)

4 Infrastructure Requirements and Delivery

4.1 TRANSPORT

Transport scheme funding is normally secured through Lancashire County Council (as the Highway Authority), the Highways Agency, Department for Transport and Network Rail. The County Council has produced a Local Transport Plan (LTP) which has a strategic overview and a rolling three year Implementation Plan. The key short term proposals across Central Lancashire are identified below with a fuller description of the Central Lancashire LTP proposals reproduced in the Appendix 1.

The Central Lancashire Transport Study presented a comprehensive audit of transport infrastructure schemes with the potential to improve the ability to travel locally. Incorporating this information the Central Lancashire Transport Model is being used to make more informed decisions about the travel demand impacts of proposed developments. This will enable the effect of proposed developments on the transport network to be better quantified and potential solutions identified.

A highways and transport master planning exercise to cover Central and West Lancashire, will be developed as part of the LTP to establish strategic priorities for the area, taking forward the travel policy provisions in the Central Lancashire Local Development Framework Core Strategy.

Central Lancashire – Cross Borough Schemes in the LTP:

- Urban Traffic Management & Control (UTMC)
- Improvements to the Preston-Chorley bus corridor
- NoWcard (concessionary bus pass smart card)
- 20 mph limits in all residential areas and outside all schools
- Electric vehicle charging points
- Electrification of the Manchester and Liverpool to Preston lines

The Core Strategy sets out a coordinated approach to planning for travel across Central Lancashire by putting forward measures to:

- a) Reduce the need to travel
- b) Improve pedestrian facilities
- c) Improve opportunities for cycling
- d) Improve public transport
- e) Enable travellers to change their mode of travel on trips
- f) Encourage car sharing
- g) Manage car use
- h) Improve the road network
- i) Enable the use of alternative fuels for transport purposes

The full text of the relevant Core Strategy policy is reproduced in Appendix 2.

For major schemes, national Government funding bids are made, however there remains some uncertainty concerning the availability of several of these national funding programmes for local schemes as they often depend on the outcomes of bidding procedures. In the past there has normally been some degree of dependence on developer contributions for transport projects ranging from new roads and junctions through to traffic control measures and additional bus services. A partial switch from highway works to investment in public transport improvements as well as walking and cycling initiatives is envisaged by the local authorities in line with the sustainable transport proposals in the Core Strategy. Transport scheme funding particularly lends itself to a broadly applied approach (such as CIL) as the projects can have wide scale benefits.

4.2 EDUCATION

In Central Lancashire there are:

- 3 maintained nursery schools
- 108 private day nurseries
- 63 pre-school playgroups
- 341 childminders
- 4 infant schools
- 4 junior schools
- 135 primary schools, which provide education from ages 4 to 11 (25 of which also have a nursery provision)
- 26 secondary schools, which provide education from ages 11 to 16 (2 of which also host a sixth form)
- 3 further education colleges
- 1 university
- 8 special schools
- 4 pupil referral units
- 1 free school

Lancashire County Council is the local education authority and has a duty to plan for and provide school places to meet existing and future demand. The authority needs to respond to changes in demand over time by increasing or removing capacity. This can be achieved by:

- building new schools
- extending existing schools
- reducing places at existing schools
- amalgamating or closing schools

Early Years

The Childcare Act 2006 placed statutory responsibilities on local authorities to secure better outcomes for children and their families. The key requirements that underpin Childcare Sufficiency and Access are as follows:

- Local authorities take the strategic lead in their local childcare market, planning, supporting and commissioning childcare. This includes the requirement for local authorities to assess the local childcare market and to secure sufficient childcare for working parents.
- Provide information to parents, to ensure parents and prospective parents can access the full range of information they may need for their children right through to their 20th birthday.
- Secure a free minimum amount of early learning and care for all 3 and 4 year olds whose parents want it.

The requirements have led to a programme of Children's Centres being pursued across Central Lancashire which has now been completed. Lancashire County Council provides a Family Information Service which advises parents on what early years care is available.

Primary

Advice from the former Government Department for Children, Schools and Families was that authorities should have some 6-8% surplus capacity in primary schools to ensure there is adequate choice for parents and to allow for fluctuations in population.

The education authority needs to keep the capacity of primary schools under regular review, given the remaining uncertainties over the exact location of future housing development. The Core Strategy gives a broad indication of the likely distribution and phasing of residential development, but exact location, timing, and pupil yield of these developments will only become known as sites are identified in the Site Allocations plans and come forward with detailed planning permission. Then the numbers of family houses on sites will become clear.

The future planning of primary school places is highly dependent on short term changes in birth rates and these have been rising in recent years, particularly in Preston. With this natural growth in the existing population taking up spare pupil places any additional demand arising from new housing will put further pressure on existing primary schools such that extensions and new schools are predicted to be needed in the next 15 years in various parts of Central Lancashire.

Secondary

Pupil projections, in conjunction with building suitability assessments, were used by Lancashire County Council as the basis of planning and funding for the now abandoned Building Schools for the Future programme. The County Council continues to monitor the existing capacity within the secondary schools across each district to assess the overall need for pupil places and the likely impact of future housing developments. However there is generally more spare capacity in Central Lancashire's secondary schools and more time (compared to the primary sector) to adapt provision to changes in the birth rate as population cohorts mature.

Further Education

Allowing for the projected population growth in Central Lancashire and the school leaving age rising to 18 by 2015, Lancashire County Council will continue to monitor the capacity in local secondary schools and colleges to ensure, following this changed participation age, that these young people can fulfil their chosen educational or training aspirations.

The local further education colleges have experienced considerable expansion in recent years; not just in terms of traditional 'A' levels subjects but also through widening their course programmes to cater for all ability ranges. This includes some specialist work placements set up with local businesses across Central Lancashire. However these colleges are now consolidating their accommodation portfolios as central funding is tightened.

Higher Education

Universities are independent bodies responsible for their own investment decisions, and control over their own finances. They develop strategic plans to guide their future direction and identify investment priorities.

The University of Central Lancashire (UCLan) provides a range of undergraduate and postgraduate courses. It has a staff and student community of over 38,000 (the fifth largest in the UK). The University offers over 500 undergraduate courses and approximately 180 taught postgraduate programmes. UCLan has an annual turnover of nearly £200 million and every year it indirectly contributes in the region of £300 million to the local economy.

In recent years UCLan has spent over £120 million on new buildings and facilities to enhance teaching, learning and leisure activities, including a £13 million indoor sports centre and a £12.5 million building to house the University's renowned forensic science, fire and chemistry courses.

Also provided is a £15 million 'Media Factory', state-of-the-art facilities for digital media and performing arts students and also a business incubator facility. These incubators allow undergraduates, North West university graduates, budding entrepreneurs and small businesses to enhance their talents and establish innovative and creative business ideas.

In 2010 the Higher Education Business and Community Interaction Survey acknowledged UCLan as one of the country's most entrepreneurial and business friendly universities. The University came top in North West England and fifth in the UK for generating student start-up businesses with 300 registered student start-ups, 131 were established in 2010 alone.

The University has established an internationally excellent and world-leading research reputation within areas of Business, Health, Humanities and Science and last year became the first modern university to be admitted into the prestigious QS World University Rankings. Recent research funding awards include a £1 million, three-year partnership with BAE Systems to conduct research into energy management.

There are over 100 different nationalities represented among UCLan's international and domestic student body. In China, UCLan is the leading UK university in terms of students studying on its programmes in-country while the University continues to develop strong links with India, the Middle East, Malaysia, Vietnam and Nigeria.

The main University campus is located to the north west of the City Centre and covers 18 hectares with the University Sports Arena and Conference Facilities on the outskirts of the City covering 31 hectares.

At the present time the University is investing in the regeneration and update of older buildings and considering the development of new facilities for science, technology, engineering and mathematics (STEM subjects) and expanding post graduate provision.

Adult and Family Learning

The key drivers for the provision of adult and family learning are:

- Levels of unemployment
- Numeracy and literacy
- Aging population

The main focus of the Adult Family Learning Service is to target those adults with low/no qualifications, via contracts with a range of quality-assured providers, to deliver 'first steps' learning opportunities (e.g. Basic IT Skills; Food Preparation; Construction; DIY Skills), which enable progression to further learning and training or to jobs. Programmes

are targeted towards lower performing schools and deprived areas, and are generally provided in existing community venues. No additional building accommodation is required in Central Lancashire to accommodate the needs of this service.

4.3 PUBLIC UTILITIES

Energy is regulated by the public sector through the Office of Gas and Electricity Markets (Ofgem) and the water industry is regulated by the office of water services (Ofwat). These regulators oversee what the private sector utility companies do, and in terms of infrastructure decide which major schemes are to be provided and how they are funded, usually from the charges these companies set for their services.

Electricity

National Grid owns and maintains the high-voltage electricity transmission system in England, and operates the system across Great Britain. Electricity North West Limited (ENWL) is the local distribution network operator covering North West England. ENWL is the owner and operator of the network of towers and cables that bring electricity from the high-voltage transmission network to homes and businesses via two bulk supply points (at Penwortham and Red Scar) and a network of 17 primary substations situated across Central Lancashire.

The planning of future service capacity is based on 5 year capital scheme programmes called Asset Management Plans (AMPs). The current plan being implemented is AMP5 2010-2015. The envisaged increased demand is currently calculated at 1% per annum (this is down from the 2-3% levels achieved during periods of high economic growth) and takes account of energy efficiency measures and of micro renewable energy capture being incorporated into new development. If there is no capacity to support a development a new substation will have to be built on site. For example there were new electricity substations provided at the Preston East employment area and Buckshaw Village to support the demand from the new development in these areas.

Office uses with a heavy reliance on internet services are electricity 'thirsty', whereas the power needs of more traditional industrial uses continues to fall as these activities become less commonplace. Also business air conditioning and heating systems used in modern business premises consume large amounts of electricity.

The calculation of future electricity capacity is based on a complex formula, which takes account of where development is proposed in relation to where sub-stations and the bulk supply points and stations are located.

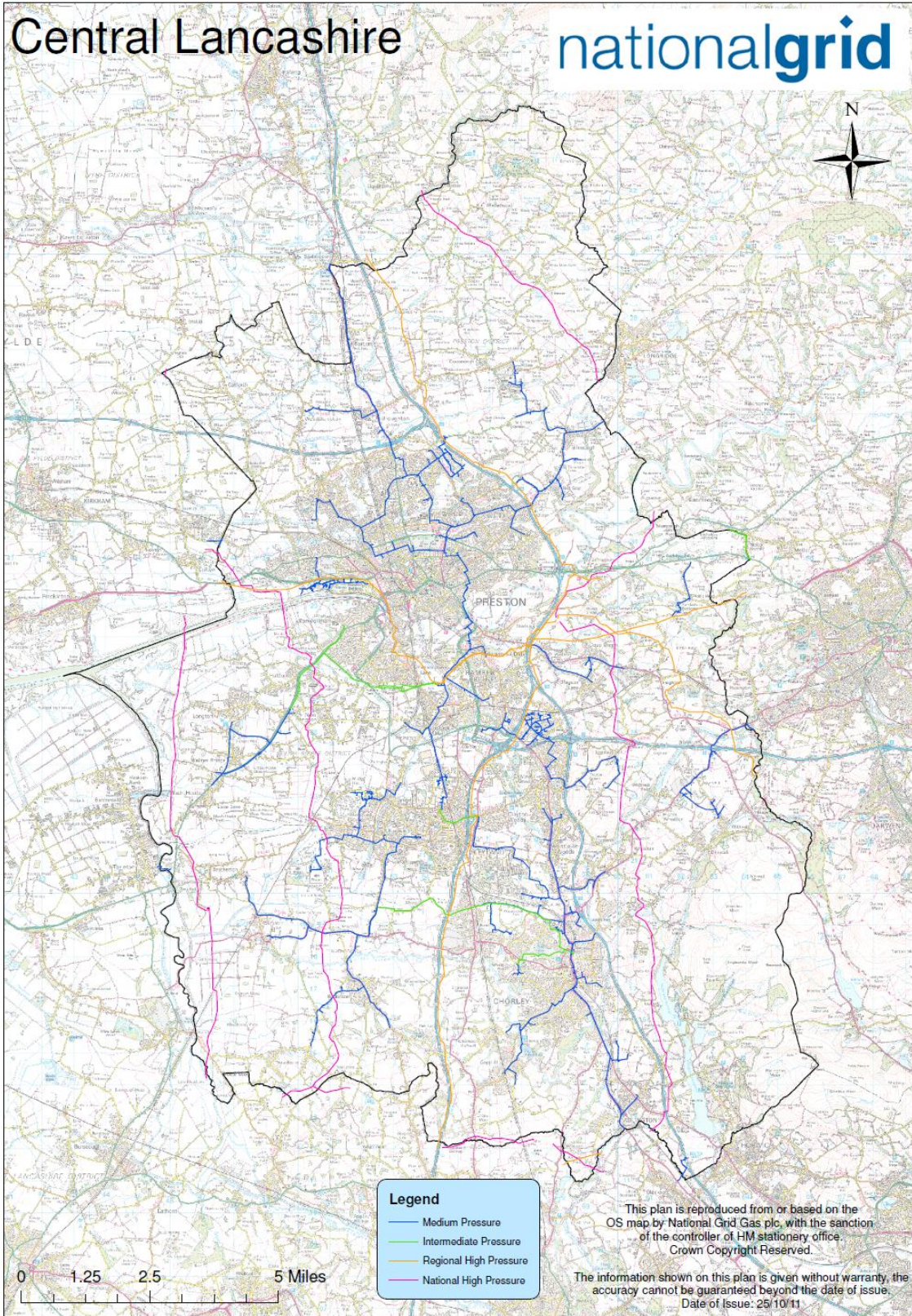
Developers should apply for an electricity supply network connection, before the development they propose takes place. The cost of such a connection is worked out in proportion to the size of the development and the spare electricity capacity available locally. On large development sites it is important for some land to be identified for a local substation (if one is needed) and this land is required to be donated by the developer to the electricity supplier. This is a demand led approach.

Based on the amount and distribution of development envisaged by the Core Strategy it may be that up to half of the primary substations across Central Lancashire could be short of capacity by 2026. However it is likely that a reinforcement scheme can be designed such that only some of these substations will need to be improved.

Gas

Unlike electricity, gas is not an essential form of energy for developments. Locally very few industrial processes rely on gas but it is popular in homes for heating and cooking.

National Grid is responsible for transporting gas, on behalf of the gas suppliers through the National Transmission System (NTS), the high-pressure network which carries gas from the import terminals to major centres of population and some large industrial users, such as power stations – see map overleaf.



Water Supply and Drainage

United Utilities is the water operator responsible for supplying water to households and businesses in Central Lancashire. The water operator has a duty to ensure that there are sufficient water resources to meet the needs of its customers. With initiatives to encourage water efficiency in recent years, water supply capacity is currently adequate for demand, but with the proposed level of development, measures will probably have to be taken to increase supply levels towards the end of the Core Strategy period (by 2021) unless there are better efficiencies achieved in water use and transmission (reduced leaks etc). United Utilities is also responsible for waste water treatment and disposal.

United Utilities latest 5 year programme began in April 2010 following approval from Ofwat the regulator. The regulator cut funding from that sought by United Utilities for development related growth because of the impact of the recession on reducing new construction. Money (£150m across the North West Region) has been earmarked for reducing foul water discharges into rivers but fewer resources have been granted for addressing sewer flooding problems at individual residential properties. Additional monies in the current programme are likely following the enactment of the Private Sewers Bill – this funding would be ring fenced for such drainage schemes. Proposals for the next 5 year programme will be submitted to the regulator in November 2013.

Developers have a right to connect foul water and roof/drive surface water to the public sewer provided the development has planning permission. United Utilities can refuse to accept into their drainage network surface water from a commercial development other than that from the section of roof over a kitchen/canteen. Commercial foul water may be subject to a trade effluent consent. Developers and highway authorities do not have a right to connect their drainage works to the public sewer; road and footway drainage should be to a separate system. Sustainable Drainage Systems (SuDS) should be used for all surface water arising from new construction. SuDS control and manage surface water run-off by attenuating flows and/or through ground infiltration reducing and ideally avoiding the need to make connections to the mains sewage system and contributing to the volume of flows at waste water treatment works.

There is a water services connection charge for new developments. For waste water this just covers the administrative costs as the works themselves are normally done by the developer. For water supply the connection charge is higher as it includes works to the pressurised system done by United Utilities. There is a duty to supply water to new residential development; for commercial developments there is no duty to supply and an extra connection charge applies.

New foul sewers can be requisitioned by United Utilities on behalf of a developer. United Utilities have statutory rights to negotiate the laying of public sewers over third party land, this is chargeable to the developer. However the commuted sum may take into account

the extra future revenue from water rates and as such the developer's initial outlay may be reduced from the initial quotation.

In theory developers could advance United Utilities' capital works ahead of their programmed date of implementation through making financial contributions but this could have implications for regulatory approved works as these take account of future revenues, so claims of double charging could arise.

Central Lancashire and Blackpool Councils commissioned an outline Water Cycle Study (WCS) which carried out site specific assessments for potential development locations to identify likely water infrastructure issues and improvements needed.

The study confirmed the possible long term need to increase water supplies; a few development sites would require on-site flood avoidance measures and that SuDS of either the infiltration or attenuation types would be feasible across Central Lancashire. In terms of foul water a number of individual properties remain at risk of sewer flooding and several Unsatisfactory Intermittent Discharges exist where in storm conditions water with foul effluent enters watercourses untreated. However the main part of the water infrastructure system that needs specific improvements is the foul water network. There are 10 waste water treatment works that serve properties in Central Lancashire. The ones that are likely to need some enhancement to cater for the envisaged scale and location of development up to 2026 are those at Leyland and Walton-le-Dale (improvements on-going). There are network capacity issues in the Chorley/Euxton area and such issues may arise locally elsewhere dependant on the direction of flows from new major developments. However all these foul water infrastructure improvements are envisaged to be addressed by United Utilities through their forthcoming 5 year Asset Management Plans in line with the envisaged timing of new development.

Information and Communications Technology (ICT)

Standard landline and mobile telephone services as well as digital television reception are readily available across Central Lancashire. However high speed internet and fully interactive television services are to an extent dependent on better physical networks. British Telecom is in the process of updating telephone exchanges and providing fibre optic cabling to street cabinets but this is focused on urban areas and many premises still only have restricted capacity copper wire connections.

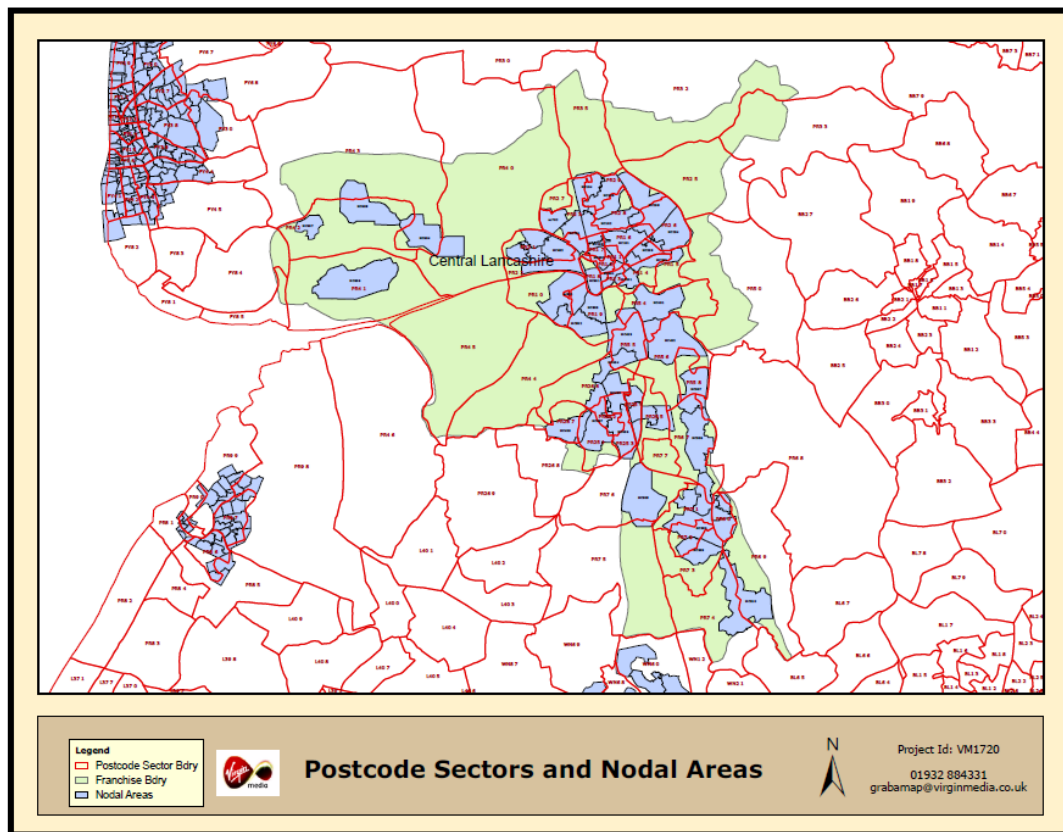
Access to good quality, high speed broadband is becoming increasingly important with globalised business markets and changing working practices such as home working. Lancashire County Council is supporting a £40m new super-fast internet network to be implemented within the next three years. The plans are to create broadband services which will encourage new businesses to the county and underpin its plan to pump more than £3 billion into the local economy.

The County Council is to tender the work for this network and expects the chosen provider to put £20m of their own cash into the project with the council making an outline bid to the European Regional Development Fund (ERDF) for the matching amount.

This more strategic programme needs to be complemented by the consideration of ICT needs in the design and build of new development. In terms of public access, the planned installation of wireless internet provision in County libraries will make a significant contribution to supporting lifelong learning in Central Lancashire, allowing all library users to access the Internet via their own laptop.

Virgin Media is the local supplier of fibre optic cable television services which are provided alongside telephone and high speed broadband services. The company aims to provide these services in all new residential and commercial developments within their current supply network and sites adjoining the network. Virgin Media have in the past had problems with developers willingness to install the cabling facilities but this is slowly been resolved and developers are beginning to understand the importance of fibre optic links and the demand for related services by residential and commercial customers.

Map showing the Virgin Media cabled areas (in blue)



Virgin Media liaise with developers to lay cable ducting as a development takes place. The cost of such works and the ducting materials is all met by Virgin Media and this advance work allows the company to install the actual fibre optic cables as properties become occupied and the services are requested.

The future will see rising demand for high speed broadband connections and Virgin Media intend to capitalise on this with their high capacity fibre optic network. Trials to connect to more rural areas that are not currently served by such cabling, are continuing. The under grounding of cable over long distances is very expensive. However national trials with over head lines using existing electricity poles have been successful and could be used locally in the future. Improved wireless connections are also being trialled.

4.4 HEALTH

Overall the requirement for health facilities is influenced by many factors including:

- Total population size;
- The age structure of the population;
- The lifestyles these people lead;
- Changes to service models and the way in which services can be best provided e.g. care in local settings and advances in technology.

Primary Care and Community Care

Primary care is the care provided by people you normally see when you first have a health problem. It might be a visit to a doctor or a dentist, an optician for an eye test or a trip to a pharmacist to buy cough mixture.

The Central Lancashire Primary Care Trust (PCT) has worked with the local district councils and other agencies that provide health and social care locally to make sure that the local community's needs are met.

The responsibility for the overall provision of General Practitioner (GP) practices will remain with the PCT until April 2013. After that GP contracting becomes the responsibility of the National Commissioning Board. The Central Lancashire PCT published an Estate Strategy 2010 – 2020 in September 2010 which sets out the main development priorities.

General Practice

Most GPs are independent contractors, with responsibility for their own premises and staff. The Central Lancashire PCT is working closely with the GPs to ensure that there is

an ongoing programme of re-provision and redevelopment of premises throughout Central Lancashire as numerous properties are old and need extensive repairs or replacement.

The Department of Health recommend that there should be one GP per 1400-2000 people, the current ratio for Central Lancashire is 1:1966. Taking account of the envisaged amount and location of new housing development across Central Lancashire it has been identified that some GP practices will not be able to take any more patients without extensions to their surgeries and also the need for new GP practices or relocation options to match the projected growth.

Pharmacists and Opticians

Pharmacies in the community are independently provided but their number and location are regulated in relation to the distribution of GP practices. Optician services are commercially provided.

Clinics and District Nursing

Increasingly minor procedure and treatment clinics are being provided in community health centres and GP surgery buildings as well as these premises providing a base for district nurses visiting people in their own homes to assist with recovery from major operations.

Dental Services

Most dentists are independent contractors, with responsibility for their own premises and staff. National Health Service (NHS) dental services are provided by dentists who hold NHS contracts with the PCT and in recent years these practitioners have been increased to meet the once serious shortfall of dentists.

Specialist Acute / General Hospital Care

There are two main hospitals in Central Lancashire - Royal Preston and Chorley & South Ribble as well as many centres offering specialist acute care which are all run by the Lancashire Teaching Hospitals NHS Foundation Trust. The trust provides a range of general services to local residents, serving a population of around 390,000. It also provides specialist services, such as plastic surgery and burns, cancer care, renal (kidney), neurological and disablement services to 1.5 million people in Lancashire and South Cumbria. Similarly neighbouring NHS hospitals and local private hospitals (through new patient choice procedures) supplement the secondary health care services available. No significant expansion of accommodation is planned at any of the Central

Lancashire hospitals. Any extension of services in the future will be dependent on Central Government funding.

Hospice Care

There are two hospices in Central Lancashire. St. Catherine's caters for all terminally ill adults and Derian House is a children's hospice with a regional catchment. The hospices are mainly funded by charitable donations but do get some public sector funding. Their future plans can be summarised as continuing to:

- develop family support and hospice at home care to provide more choices for children, young people and families particularly when end of life care is needed
- ensure staff and volunteers have the appropriate skills and access to training to deliver a high standard of care
- raise the funds required for ongoing running costs from a variety of sources
- manage resources in a way that is prudent and effective

4.5 GREEN INFRASTRUCTURE

The term 'green infrastructure' (GI) refers to a joined up network of multifunctional open spaces and the greening of the built environment. An extensive, high quality GI network can improve the quality of life of residents and stimulate the local economy.

Most new development will be expected to contribute towards the enhancement and provision of new GI, through a combination of financial contributions and measures integral to the development, such as green roofs and landscaping. Biodiversity issues will also have to be appropriately taken account of as part of development.

Delivery of green infrastructure in its widest sense will involve a partnership approach involving the district councils, Lancashire County Council and the development industry as well as Government agencies such as Natural England and the Environment Agency.

The following sources of funding continue to be explored to assist the delivery of new and/or improved green infrastructure:

- Multi-agency public grant funding (e.g. Big Lottery Fund and Heritage Lottery Fund, Safer and Stronger Communities fund)
- Developer contributions
- Private sector funding (e.g. from sponsorship, charitable donations, endowments or income from letting event space)

- Land management support from bodies such as Natural England and the Forestry Commission (Environmental Stewardship, Rural Development Programme for England and Woodland Grant Scheme)
- Government funding e.g. the Aggregates Levy and Landfill Tax schemes

Outdoor Recreation and Sports Pitches

The future of parks and other open recreational spaces will be guided by the implementation of the Central Lancashire Open Space, Sport and Recreation Review and Playing Pitch Strategy. This will inform standards for the provision of the quantity and type of green space and ensure they are safe, easily accessible and of the highest quality. It will also identify broad costs for the types of improvements required, their envisaged delivery mechanisms and timescales, and will be used to direct funding to the areas of GI that most need it. The Review has not yet been published in its final form, but a draft was submitted as part of the evidence base for the Core Strategy. Consultants have been commissioned to complete this study and also carry out a Playing Pitch Strategy, which will demonstrate what level and quality of provision is required to meet the identified demand for team sports; this work is well advanced.

Allotments and Cemeteries

The Open Space Review will also quantify the need for these facilities. In recent years there has been an increase in demand for allotments as more people want to grow their own produce and the Core Strategy supports such provision as it directly contributes to healthy eating as well as being a being of recreational benefit. Burial facilities come in a variety of forms – church grave yards, public cemeteries and crematoria. The recently built crematorium near Charnock Richard has met the need for this type provision.

Public Realm

The Central Lancashire Economic Regeneration Strategy emphasises that public realm – the streets, squares and other public open spaces in built up areas - is important for developing local solutions to business issues dependent on the quality of the built environment including designs to reduce crime. The aim is to invest in public realm with regeneration linked to businesses and wider community needs.

Preston's Public Realm Framework (Adopted August 2011) will support the integration of development opportunities, patterns of movement and the quality of the existing built environment to create a network of high quality streets and spaces across the city. The Framework has five main objectives to:

- give a strategic spatial context to the enhancement of the city centre through the design of its public spaces and the contribution that new development can have on this.
- act as a tool to assist in the planning and regeneration of the city centre; including the development of master plans for key areas of the city.
- ensure investment from the public and private sector is coordinated to maximise its benefits in the long term.
- identify priorities for that investment.
- support a high quality approach to the design and management of the public realm from all relevant agencies and groups operating in the city centre.

Chorley Council is investing heavily to enhance the public realm to promote shopping, commercial and leisure opportunities at three locations: Market Walk, Market Street/Gillibrand Street and Southern Market Street Quarter. These sites provide scope for approximately 875 sq m (9,400 sq ft) of non-food retail and a large supermarket and support Chorley town's branding as a contemporary market town.

South Ribble Borough Council is continuing to innovate in public realm projects. The regeneration of Leyland has started with a re-creation of the famous North Works Factory Gates at the centre of the outdoor markets expansion on Hough Lane. The Worker, a bronze statue celebrating the Workers of Leyland, stands proudly by. The council is continuing to regenerate the towns and villages across South Ribble in this creative and innovative manner.

4.6 EMERGENCY SERVICES

Police

Lancashire Constabulary is the leading body responsible for tackling crime and for the promotion of community safety services in the county. The Lancashire Police Authority is funded by Government grants, inclusive of business rates, plus other income, such as service income and earned income on surplus cash and Council Tax. As with other public services, long term funding is difficult to predict.

With significant growth in housing and infrastructure as proposed by the Core Strategy, Lancashire Police Authority may have difficulties in maintaining and providing an efficient and effective police service unless additional funding and support from central Government is provided. No new police stations are planned in Central Lancashire where there has been a consolidation of accommodation in recent years and further reductions in rural areas are planned.

Fire and Rescue

The Lancashire Fire and Rescue Service provides the fire and rescue service for the whole of Lancashire. There are six fire stations in Central Lancashire, located at Chorley, Leyland, Penwortham, Bamber Bridge, Preston and Fulwood headquarters.

'Making Lancashire Safer' is the simple commitment the Lancashire Fire and Rescue Service give to the people they serve and defines the overall purpose that staff are working to achieve. They are increasingly working with a variety of partners including local authorities, police, Primary Care Trusts and care providers to bring about better results than could be achieved by working alone.

The Fire and Rescue Service is funded through a combination of Council Tax, Support Grants and Business Rates. The Lancashire Combined Fire Authority Medium Term Financial Strategy sets out how the Authority will manage its finance over the next three years in order to deliver affordable, value for money services. It seeks to achieve this by:

- Maintaining future council tax increases at reasonable levels, reducing if possible
- Continuing to deliver efficiencies in line with targets
- Continuing to invest in improvements in service delivery
- Continuing to invest in improving facilities
- Setting a robust budget
- Maintaining an adequate level of reserve

For developments proposed within or around urban areas, the service has the ability to change provision through adjustments to existing services, for instance by matching resources to risk. With this in mind it is planned to relocate the Chorley Fire Station from its inner urban location to Washington Hall on the Western edge of the town conveniently sited to reach large commercial areas and motorways. This move will be partly funded by the redevelopment of the existing site for housing. Other funding is from existing reserves.

Ambulance

The North West Ambulance Service is the biggest ambulance service in the country providing emergency services to those in need of emergency medical treatment and transport. They also provide patient transport services for those patients who require non-emergency transport to and from hospital and who are unable to travel unaided because of their medical condition or clinical need. They also work in partnership with other services and volunteers to provide urgent and emergency care across the whole of the North West.

Over the next five years the service's key work programmes are as follows:

- Modernising the Emergency and Patient Transport Services
- Developing further the role of NWS as a key partner and service provider in an integrated emergency and urgent care system across the North West
- Developing stronger plans to meet responsibilities under the Civil Contingencies Act 2004 for when a major emergency occurs

There are no additions required to accommodation provision in Central Lancashire as a result of these programmes.

4.7 COMMUNITY AND CULTURAL FACILITIES

Community Centres and Neighbourhood Facilities

Public community centres provide accessible, open to all, venues for the local delivery of a range of services (such as educational, life style etc) and recreational opportunities often seven days a week and during evenings as well as daytimes. The activities available are frequently aimed at and delivered to people who traditionally would not participate in more formal settings or those more remote from their homes. The facilities can be provided and maintained by a number of types of public, private and voluntary bodies and can in the first instance be directly provided as part of major housing developments.

Youth, Older Person and Special Needs Care

Youth clubs are provided by a range of voluntary, faith and public sector agencies and can usually be provided in existing community based buildings. Some youth support services are not dependent on accommodation at all as the staff work mainly outdoors in the wider community. The County Council provides a youth service and has not identified a need for additional accommodation.

Older persons day and special needs day care is delivered in a variety of ways by different sectors. The County Council operates a number of day care centres backed up by community transport services which transport users. There is also an increasing amount of synergy with the provision of health care enabling the shared use of health centre and surgery buildings as well care provided in peoples' own homes. No additional accommodation provision is envisaged specifically for these services.

Faith Facilities

For most religions in Central Lancashire the emphasis is on maintaining existing places of worship with some rationalisation of accommodation although for some more minority

faiths additional provision has occurred in recent time. Some religious services are provided in multi-use venues such as community centres.

Leisure and Fitness Centres

There are five main publicly owned leisure centres offering a wide range of leisure facilities within Central Lancashire, there are several other sports halls, swimming baths, gyms, and tennis centres and other facilities that are the responsibility of each District Council or are provided by private operators. They all offer extensive programmes that cater for all ages and abilities to encourage people to engage in an active and healthy lifestyle. Similar facilities and activity programmes are available at numerous privately owned fitness centres and gyms. The Central Lancashire Sport and Recreation Review has not been finally completed so as of yet it is not possible to accurately quantify any under provision or improvements to facilities that may be needed. A future version of this Infrastructure Delivery Plan will fully outline the status of the existing provision and any needed future changes.

Libraries

There are 17 libraries and regular visits to villages with mobile libraries across Central Lancashire. This service, provided by Lancashire County Council helps the people and communities of Central Lancashire enjoy and benefit from accessible reading, learning and information. Joining the library is free and people can join at any age. At most libraries there is the opportunity to use a wide range of learning resources. Increasingly libraries are also becoming one stop shops to access community services.

Library services across the country are being threatened with closure; Lancashire County Council are trying to increase the numbers of people who visit the libraries by launching a high-profile campaign. The County Council have a £5.5 million regeneration programme, refurbishing the network of libraries to provide modern, flexible facilities. With over six million visits each year to Lancashire libraries, they play a vital role in the local community.

Arts, Museums and Performance Venues

Each local authority in Central Lancashire organises arts events and performances throughout the year and there are many museums in Central Lancashire, some private and some run by the councils including: Astley Hall, British Commercial Vehicle Museum, Harris Museum & Art Gallery, and the Museum of Lancashire. The main emphasis is on maintaining and where necessary improving these assets, no additional provision is envisaged.

4.8 WASTE MANAGEMENT

Lancashire County Council has produced a Minimising and Managing Waste in New Development Supplementary Planning Document, which acts as a guide for Local Authorities to use. Its main aims are to provide helpful information so that:

Developers can:

- make savings in construction costs and reduce the costs of waste disposal through making better use of building materials and recycled construction and demolition waste and specifying recycled or secondary aggregates
- offer clients a value added service
- help to improve the image of the construction industry

Suppliers of construction materials and recycled building materials can:

- benefit from increased demand for recycled and secondary aggregates
- improve the opportunity for recycled and secondary aggregates to be specified in high value applications
- source more demolition material made available for processing
- secure better segregation of construction and demolition waste on-site by contractors leading to more efficient processing

Local Authorities and the public can:

- achieve key sustainability objectives and improve best value performance
- benefit, environmentally and financially, from a reduction in waste going to landfill
- benefit too from reduced pressures on the landscape for aggregate extraction and waste disposal sites
- enjoy a stronger local recycling industry
- demonstrate proactive planning
- enjoy a cleaner local environment where construction does take place

4.9 FLOOD RISK MANAGEMENT

The Strategic Flood Risk Assessment (SFRA) was undertaken in 2007 and has been essential to infrastructure planning and identified the following for each district.

In Preston general fluvial and tidal flood risk across the city is low; however certain areas such as southwest Preston and near to the centre of the city do have a medium to high level of flood risk (the Alstoms, Channel Way and Riversway sites are at high risk from fluvial flooding from the River Ribble). Further constraint to development may be

presented by the Lancaster Canal. The rural settlements within Preston City have a very limited fluvial and tidal flood risk, with only the settlements of Grimsargh and Goosnargh being at risk of fluvial and tidal flooding.

In Chorley general fluvial and tidal flood risk across the borough is low. Some low lying land at Chorley Town adjacent to the River Yarrow and its tributaries are at risk from fluvial flooding. The majority of rural settlements within Chorley Borough have a very limited fluvial and tidal flood risk, however the settlement of Croston has significant flood risk issues and potential development within the settlement could be severely constrained. Over 80% of the settlement area is situated within Flood Zones 2 and 3, with over 8% of that area within Flood Zone 3b, Functional Floodplain.

In South Ribble general fluvial and tidal flood risk across the borough is low; however certain areas such as Walton-le-Dale and Higher Walton do have a large proportion of development area at risk from fluvial flooding. In Higher Walton almost 50% of the settlement is located within Flood Zone 3b, Functional Floodplain. Surface water and sewer flooding do not appear to be a significant issue within South Ribble Borough. Untied Utilities are currently investigating surface water flooding problems in Longton and Lostock Hall too.

In terms of major flood relief schemes United Utilities are currently building a 3.5 km long storm water storage tunnel in the Preston and Penwortham areas. At present during periods of heavy rainfall the sewers in Fishergate Hill, Marsh Lane, Watery Lane and near Penwortham pumping station become overwhelmed, resulting in storm water overflowing into the River Ribble.

The £114 million project will reduce the number of spills to the River Ribble. The new storage tunnel will retain storm water that previously overflowed into the river, before it is pumped to Preston wastewater treatment works. This will bring significant environmental improvements to the Fylde coast bathing waters and designated shellfish beds located within the Ribble Estuary.

5 Governance Arrangements

The role of Central Lancashire joint working

This draft IDP aims to ensure that the delivery of infrastructure has been included in other strategies and, where appropriate, capital programmes within the local authorities and other provider agencies. Chorley, South Ribble and Preston Councils will become individual Community Infrastructure Levy charging authorities when the levy is brought into force locally. Existing structures of governance between the three District Councils and the County Council will be built on and working practices developed further with other agencies to enable fully informed decisions on priorities for funding and implementation.

Developer contributions - Planning obligations and the Community Infrastructure Levy (CIL)

As well as direct delivery through public and private funding, the Central Lancashire authorities will expect developers to make a contribution towards infrastructure provision to help address the increased demands on services that arise from new developments.

On-site provision of infrastructure to serve the needs of a particular development can be implemented through a planning obligation negotiated under section 106 of the Town and Country Planning Act 1990. Where infrastructure is needed to benefit a broader area, contributions can be secured from a wide range of developments, via the Community Infrastructure Levy (CIL).

CIL comprises a range of standard charges that apply to new built development within an area based on the economic viability (ability to pay) of the different types of uses. Local authorities can choose whether or not to bring in CIL. The Central Lancashire authorities intend to do so, and have produced for consultation, preliminary draft charging schedules setting out the envisaged levy charge rates. A CIL Consultation Document has been produced to explain these intentions and facilitate engagement with all interested parties. This IDP is a supporting document for CIL and is subject to consultation alongside it as set out in the introduction.

Monitoring and Updating

This draft IDP is at the beginning of a process to integrate the capital investment programmes of various services and partner organisations with planning for new development. The baseline position within this IDP will allow the Central Lancashire authorities to continue to prioritise spending and address funding gaps.

The IDP has been produced as an ongoing document which can be updated through active monitoring to inform service and spatial planning decisions. Progress on the delivery of infrastructure to serve planned development will be reviewed as part of ongoing monitoring and reporting.

Appendix 1 – Detailed Local Transport Plan Schemes

Urban Traffic Management & Control (UTMC) This controls the co-ordination of traffic signals. 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 and locations. This will reduce communication costs 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.

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

NoWcard – Aims to encourage greater use of public transport through interoperable ticketing, better integration and simplified discounts and fare structures. In Central Lancashire, LCC will be working with partners to develop a concessionary scheme targeting 16 to 23 year olds.

Introduction of 20 mph limits in all residential areas and outside all schools - Local programmes for Central Lancashire will be phased in over the next three years.

Electric vehicle charging points – The aim is to develop a programme with local authorities for the provision of electric vehicle charging points at suitable locations to encourage the take-up of low emission vehicles.

Electrification of the Manchester and Liverpool to Preston lines – This will help make rail travel a more attractive option for commuters into Preston, Manchester and Liverpool.

Preston Proposals

Preston's strategic role is recognised in the LTP3 Strategy as a focus for economic activity. The Implementation Plan will invest £64.67 million in 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.

There will also be other minor improvements to the highway infrastructure to serve the developments at Whittingham and Cottam and to the signalling along the A6 North corridor between the M55 and the city centre to reduce delay and congestion. LCC, PCC and developers are working together to bring forward proposals for Preston's Central Business District (CBD) and Tithebarn projects, including replacement bus facilities to improve connectivity and links between bus and rail services.

Within the city centre, development of the 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. 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.

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 capacity.

LCC will promote sustainable travel in Preston through education, information and travel planning to reduce demand on the highway and to support economic growth. 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.

South Ribble Proposals

Cuerden and BAE Systems at Samlesbury are identified in the Core Strategy as Strategic Sites and are likely to experience further growth over coming years. 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 and BAE 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.

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 improvements at the A6/A582 roundabout will reduce existing congestion and create capacity for future development traffic and provide better pedestrian facilities. 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.

The A59 through Penwortham is a key commuter route into Preston and suffers severe peak hour congestion. LCC 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.

LCC will also contribute towards the work Northern Rail is planning for Leyland Rail Station. 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.

Chorley Proposals

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

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

A key aspect of public transport provision for Buckshaw Village is the construction of the new railway station on the Manchester-Preston line, partly funded by developer contributions with the remainder from a national funding pot. This was completed in October 2011 and includes a park and ride facility with capacity for around 200 cars.

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.

As part of the LCC's commitment to road safety, improvements will be made to the junction between A6 Bolton Road and A5106 Wigan Lane. 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 reduce delays to drivers.

Appendix 2 – Core Strategy Policy 3: Travel (including in coloured text proposed changes that are subject to the outcome of the on-going examination)

The best approach to planning for travel and to ensure the role of Preston as a transport gateway and interchange in the Central Lancashire City Region will involve a series of measures:

- (a) Reducing the need to travel by:*
 - i. encouraging more flexible working patterns and home working*
 - ii. enabling better telecommunications for business, education, shopping and leisure purposes*
 - iii. assisting home deliveries of ordered goods*

- (b) Improving pedestrian facilities with:*
 - i. high quality designed City and town centre paving schemes*
 - ii. safe and secure urban and rural footways, and paths (including canal towpaths) (MC20) linking with public transport and other services*

- (c) Improving opportunities for cycling by:*
 - i. completing the Central Lancashire Cycle Network of off-road routes, (including canal towpaths) (MC20) supplementing this with an interconnected system of on-road cycle lanes and related road junction improvements*

- (d) Improving public transport by:*
 - i. providing new railway stations at Buckshaw Village*, Cottam*, Midge Hall and Coppull (* park and ride sites), and improving Preston and Leyland stations*
 - ii. creating a bus rapid transit system on routes into Preston and to Leyland and Chorley*
 - iii. improving main bus routes elsewhere*
 - iv. supporting Demand Responsive Transport*

- (e) Enabling travellers to change their mode of travel on trips through:*
 - i. providing a ring of new bus based park and ride sites around Preston at – Broughton Roundabout, Tickled Trout, Penwortham, Cuerden and Riversway.*
 - ii. improving car and cycle parking facilities at railway stations, including at Adlington*
 - iii. better coordinated bus and rail services*
 - iv. providing better public transport interchanges and hubs including a new bus station at Preston*
 - v. preparing, implementing and monitoring Travel Plans including Personal Travel Plans*

- (f) Encouraging car sharing by:*
 - i. promoting work based schemes*
 - ii. providing high vehicle occupancy road lanes into Preston*

- (g) Managing car use by:*
 - i. managing long and short stay car parking in the centres of Preston, Chorley and Leyland*
 - ii. public car parking charges*
 - iii. reviewing work place car parking*
 - iv. setting and applying car parking standards*
 - v. pursuing Quiet Zones' (MC18)*

- (h) Improving the road network with:**
- i. bypasses of Broughton and Penwortham**
 - ii. completing a new road from Walton Park through to Lostock Hall**
 - iii. improving the A582 and linking to the A59**
 - iv. improvements between Cottam and Eastway**
 - v. variable traffic flow measures on existing roads**

(j) Enabling the use of alternative fuels for transport purposes (MC15)