Fylde Coast Local Cycling & Walking Infrastructure Plan

Stage 1 - 4 Report

LANCASHIRE COUNTY COUNCIL & BLACKPOOL COUNCIL

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Blackpool Council

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02	Revised based on client comments	GC/RS	RS	BC	RS	19/12/2022
03	Minor mapping edits	GC	RS	BC	RS	27/01/2023
04	Updates following Stage 2 engagement	GC	RS	BC	SJ	16/04/2024
05	Blackpool logo added	GC	RS	BC	SJ	07/05/2024

Contents

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1. Introduction

1.1 Introduction

AtkinsRéalis has been commissioned by Lancashire County Council (LCC), in partnership with Blackpool Council, Fylde Council, and Wyre Council, to develop stages 1 to 4 of a Local Cycling and Walking Infrastructure Plan (LCWIP) for the Fylde Coast region.

An LCWIP is a key transport planning document that has been defined by the Department for Transport (DfT), which aims to support an uptake in the number of people walking, wheeling and cycling. It is intended to support a strategic approach to identifying cycling and walking improvements needed at the local level.

The primary objective for the LCWIP is to increase the number of people walking, wheeling and cycling in the Fylde Coast, particularly for short utility journeys. This includes aims to:

- Make walking, wheeling and cycling safe, attractive and convenient modes of transport for everyone, regardless of age, gender and ability.
- Expand the existing cycle network and establish an extensive, continuous active travel network.
- Enhance mobility with improved access and connectivity in the areas around railway stations, local high streets and commercial areas, schools, employment areas, and other key destinations.
- Foster a high quality of life in the Fylde Coast for its residents, visitors, and workers by supporting a wide range of social, economic, health, and environmental aspirations.

The Fylde Coast LCWIP outlines a long-term plan (10+ years) to enhance active travel in the region. It has considered the full extent of the Fylde Coast, with an emphasis on links to key trip attractors and destinations that would help encourage a greater mode share for walking, wheeling and cycling.

The main outputs at this stage of the LCWIP are:

- Network plans to identify key cycling and walking corridors.
- Classification of the networks.
- Initial high-level concepts as to the type of infrastructure improvements which may be considered in the higher priority areas.

This LCWIP report documents the development of these key outputs.

This LCWIP report is the first step in the process for identifying priorities for future active travel investment. Future stages will examine potential routes and schemes in more detail, prioritise potential schemes, and, if appropriate, advance them through subsequent design and delivery stages as funding becomes available.

1.2 Methodology

The study approach follows DfT guidance for an LCWIP.[1] This study focuses on the first four stages of an LCWIP, as outlined in Table 1. Additional elements of the LCWIP will be developed in future stages.

This report is structured around the stages of the LCWIP process:

- Section 2: Determining the Scope (stage 1) - summary of the geographic extent and stakeholder input during the course of the study.
- Section 3: Policy Review (stage 2) - summary of previous studies and policies relevant to active travel and development of the LCWIP.
- Section 4: Data Gathering (stage 2) - summary of the spatial data reviewed to support the network planning stages.
- Section 5: Network Planning for Cycling (stage 3) - summary of the process to identify a priority network for cycling and potential types of improvement along the higher priority corridors.
- Section 6: Network Planning for Walking (stage 4) - summary of the process to identify a priority network for walking and potential types of improvements within the higher priority core walking zones.
- Section 7: Next Steps - summary of the anticipated next steps in the development of the Fylde Coast LCWIP.

[1] Local Cycling and Walking Infrastructure plan, Technical guidance for local authorities, DfT (2017)

Table 1. LCWIP Process

Stage	Name	Description
1	Determining the Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision[1] and determine the type of improvements required.
5 *(Future Stage)*	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6 *(Future Stage)*	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

source: Local Cycling and Walking Infrastructure plan, Technical guidance for local authorities, DfT (2017)

1 Note: detailed audits (e.g., walking route assessment tool) were not undertaken during this phase of LCWIP development


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2. Determining the Scope (Stage 1)

2.1 Introduction

This section summarises the scope of the Fylde Coast LCWIP, including the geographic scope and stakeholder input into the LCWIP development process.

2.2 Geographic Scope

The geographic scope of the LCWIP is the Fylde Coast region (shown in Figure 1), consisting of Blackpool, Fylde and Wyre. Lancashire County Council is the highway authority for the districts of Fylde and Wyre, whereas Blackpool is a separate unitary authority and the highway authority for its road network.

While there is naturally an emphasis on the potential for active travel in more urbanised and densely populated areas (e.g., the western portion of the study area), development of the Fylde Coast LCWIP considered the full extent of the region as part of the study process.

2.3 Stakeholder Engagement

2.3.1. Project Steering Group

Throughout the development of the LCWIP, fortnightly meetings took place with officers from LCC, Blackpool, Fylde and Wyre and the AtkinsRéalis project team to review, discuss, and provide feedback on the direction of the study and development of the cycle and walking network proposals. This provided frequent opportunities to obtain local knowledge as the study progressed.

2.3.2. Internal Workshop

In addition to the regular progress meetings, one workshop was held on 19 August 2022 with a wider group of local officers to get feedback on development of the draft networks. Seventeen officers attended, representing a variety of disciplines including transport planning, transport policy, planning, active travel, transport projects, development planning, highways design, road safety, and engineering. A representative from Sustrans also attended the session.

The workshop was divided into three main parts. The first included a presentation of the project and work so far (data and information gathering), the second part a presentation of the proposed cycle network, and the third part included a presentation of the identified core walking zones (CWZs). After the presentation of the cycle and walking networks, there was an interactive session where participants' comments were added to the draft network maps. The proposed cycle and walking networks were refined following the comments received.

2.3.3. Public Engagement

Two-rounds of early public engagement and input was carried out prior to the start of the LCWIP via a web-based survey conducted by LCC.

Stage 1 engagement was conducted in Spring 2022. The survey gathered information from the general public on county-wide issues related to active travel and suggested improvements. The interactive site allowed the public to leave geo-located comments about deficiencies and desired improvements related to walking and cycle routes. The information was used to help identify the proposed walking and cycling networks and is summarised in section 4.9 on page 59.

Stage 2 engagement was conducted in September / October 2023. During this round of engagement, the public provided feedback on a draft cycle network via an interactive online map. People could indicate agreement or disagreement with a suggested route, or draw additional routes they felt should be considered. The information was used to help refine the development of the draft cycle network. The Stage 2 Engagement is summarised in section 4.10 on page 61.

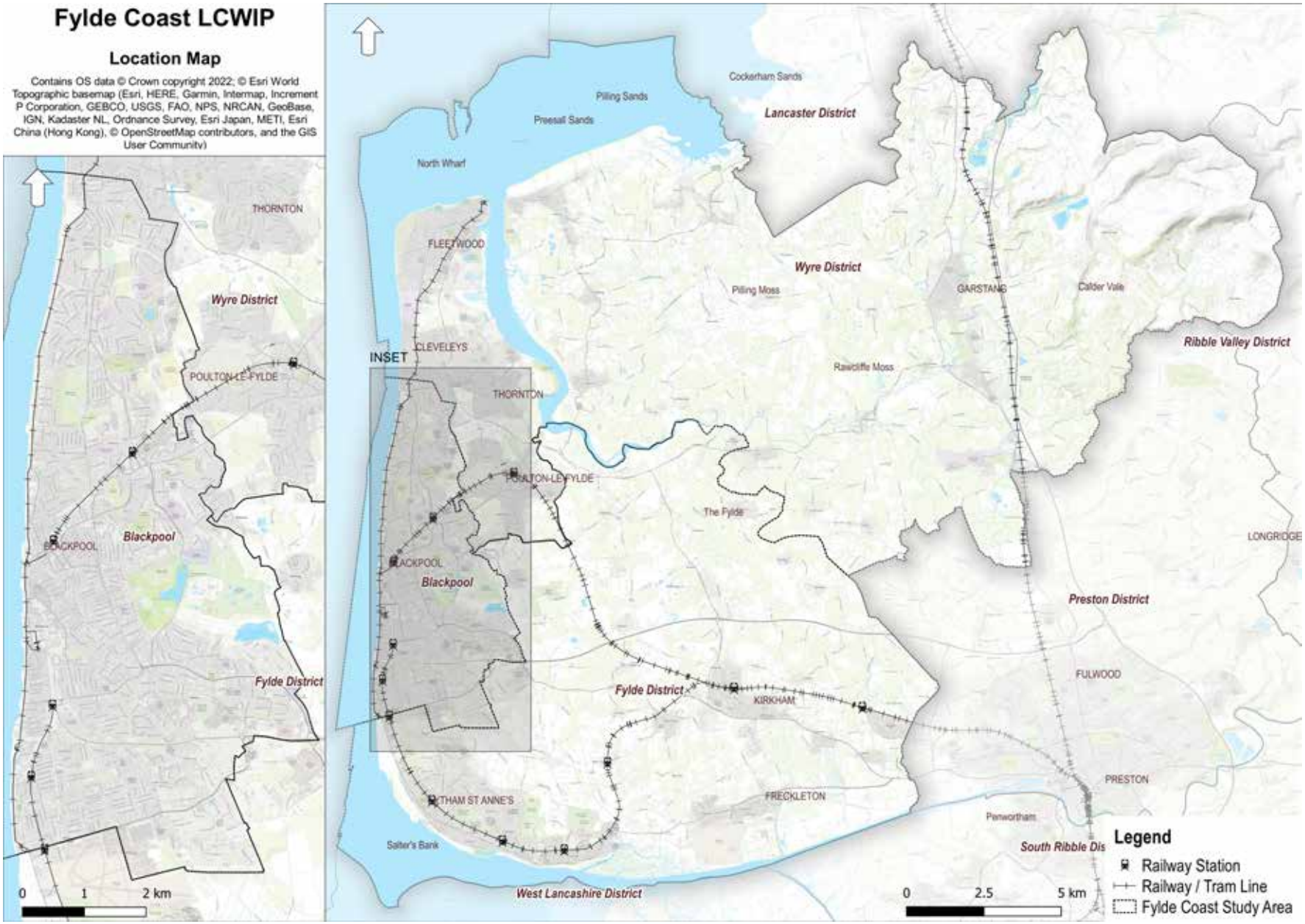


Figure 1. Fylde Coast LCWIP study area

3. Policy & Previous Study Context (Stage 2)

3.1 Introduction

The Fylde Coast Local Cycling and Walking Infrastructure Plan (LCWIP) is supported and informed by existing and emerging policies, previous and on-going studies, and existing scheme proposals. Where appropriate, it is expected that the LCWIP will incorporate existing proposals and studies and build upon their findings and recommendations.

This chapter reviews previous work relevant to the LCWIP to inform the:

» Policy context of the LCWIP.

» Understanding and identification of key trip attractors and destinations.

» Identification of preferred cycling and walking routes, existing issues, deficiencies and opportunities.

» Development of a programme of infrastructure improvements.

3.2 National Policy Context

3.2.1. Cycling and Walking Investment Strategy 2 (2022)

The Cycling and Walking Investment Strategy (CWIS1, 2017) has recently been updated, with the Cycling and Walking Investment Strategy 2 (CWIS2) setting out updated objectives and investments for active travel in England between April 2021 and March 2025. CWIS2 sets out the following ambition, which maintains the aim put forward in CWIS1:

'To make walking and cycling the natural choices for shorter journeys, or as part of a longer journey by 2040'.

Building on CWIS1 and Gear Change, CWIS2 sets out updated objectives up to 2025, to:

» Increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 - 2019 to 46% in 2025.

» Increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025.

» Double cycling, where cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025.

» Increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025.

CWIS2 also promotes two longer-term objectives, aligning with the DfT's Gear Change and Transport Decarbonisation Plans and HM Government's Net Zero Strategy, to:

» Increase the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030 and to 55% in 2035.

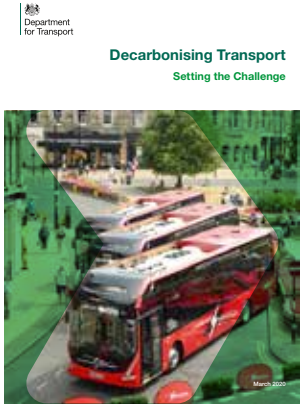
» Deliver a world-class cycling and walking network in England by 2040.

CWIS2 outlines investment principles to achieve the objectives and enable everyone to walk, wheel and cycle. Central to this is a long-term investment approach to deliver high-quality infrastructure, supported by the development and delivery of LCWIPs, adherence to DfT's Cycle Infrastructure Design Guidance (LTN 1/20), and a revised Manual for Streets[1]. The development of the Fylde Coast LCWIP supports the achievement of the CWIS2 objectives and targets locally.

3.2.2. DfT's Decarbonising Transport: A Better, Greener Britain (2021)

The Transport Decarbonisation Plan (TDP) sets out a series of actions to decarbonise transport by 2050 and deliver against the UK Government's carbon budgets, focusing on 'in use' greenhouse gas (GHG) emissions from transport.

1 in development as of March 2024



The TDP retains the six strategic priorities identified in 'Decarbonising Transport: Setting the Challenge', and outlines a range of measures to support these priorities. Related to active travel, these reiterate many of the actions and commitments of the CWIS and Gear Change, including:

- Investing £2 billion on walking and cycling over five years with the aim that half of all journeys in towns and cities will be cycled or walked by 2030.
- Delivering a world class cycling and walking network in England by 2040.
- Creation of Active Travel England (ATE) to promote walking and cycling and act as statutory consultee in the planning process.
- Funding for electric cycle trials.

The LCWIP is a fundamental element of the national policy strategy, and identifying walking and cycling network improvements at the local level.

3.2.3. DfT's Gear Change & Cycle Infrastructure Design (LTN 1/20) (2020)

In 2020, the DfT published Gear Change and its updated Cycle Infrastructure Design (Local Transport Note 1/20). Both publications advance DfT's ambitions for a step-change in the provision of cycle infrastructure, a modal shift to cycling nationally, and establishing cycling as a form of mass transit. This supports issues related to public health, well-being, the economy and local business, climate change, the environment and air quality, and congestion.

Gear Change outlines four key themes to achieve a step-change in cycling:

- Better streets for cycle and people.
- Cycling at the heart of decision making.
- Empowering and encouraging Local Authorities.
- Enabling people to cycle and protecting them when they do.

LTN 1/20 provides a refresh of national cycle infrastructure design guidance (previously LTN 2/08), reflective of latest best practices. It is intended to support the delivery of the high-quality infrastructure necessary to achieve the ambitions of the CWIS and Gear Change. Inclusive cycling is an underlying theme, so that people of all ages and abilities are considered and empowered to take up cycling.

As with the CWIS, development of the Fylde Coast LCWIP is central to achieving the ambitions of Gear Change locally. LTN 1/20 is integrated into the LCWIP process, establishing the design aspirations of schemes identified as part of the LCWIP.

3.2.4. DfT's Decarbonising Transport: Setting the Challenge (2020)

The strategy sets out the evidence and DfT's vision for the decarbonisation of the transport system. Transport is the largest contributor to UK domestic greenhouse gas emissions, contributing around 34% of all carbon dioxide emissions in 2019.

The strategy identifies six strategic priorities:

- Accelerating modal shift to public and active transport.
- Decarbonisation of road vehicles.
- Decarbonising how we get our goods.
- Place-based solutions.
- UK as a hub for green transport technology and innovation.
- Reducing carbon in a global economy.

Development of the LCWIP is aligned with accelerating the shift to active modes and supports place-based solutions.

3.2.5. DfT's LCWIP Technical Guidance (2017)

To assist local authorities, the DfT published guidance which broadly outlines the core elements and tasks that should be considered when developing an LCWIP. The methodology is intended to be flexible and adaptable to a given local authority's context, geographic scope, and resources. The study approach used for the Fylde Coast LCWIP reflects the DfT guidance.

3.2.6. Manual for Streets (2007 & 2010)

Manual for Streets (MfS) is the UK Government guidance for street design practitioners. It is comprised of MfS1 (2007) which explains how to design, construct, adopt and maintain new and existing residential streets, and MfS2 (2010) which expands on the design advice in MfS1 to include how to plan and improve busy urban and rural streets. Both documents provide useful information on designing less motor traffic-centric streets and their aim is to promote designs that meet the needs of pedestrians and cyclists.

3.3 Regional Policy Context

3.3.1. Transport for North Strategic Transport Plan (2024)

The Transport for the North's (TfN) second Strategic Transport Plan (STP), it sets the vision, strategic ambitions and the North's long term strategic transport priorities up to 2050.

The STP sets out how better connecting the key economic centres across the North can transform economic performance; open opportunities for people, businesses, and communities; and facilitate the rapid decarbonisation of our transport network while recognising the impact of our transport choices on the environment. The Transport for the North Strategic Transport Plan identifies the lack of agglomeration as a key weakness of the North's economy, and poor transport connectivity as a key barrier to creating integrated labour markets that can drive sustainable productivity growth. There are three pan-Northern transport objectives:

- Transforming economic performance.
- Rapid decarbonisation of the transport network in the North.
- Enhancing social inclusion and health.

The plan recognises walking and cycling as important enablers to reduce congestion, to encourage shift to sustainable modes and which are essential in creating a more integrated, healthy, and resilient transport system. Therefore, active travel is vital to achieving the North's collective ambitions and decarbonisation outcomes.

3.4 Local Policy Context

3.4.1. Local Transport Plan 3 2011–2021: A Strategy for Lancashire (2011)

The Local Transport Plan (LTP3) highlights the following issues in Lancashire:

- Reliance on private transport for longer journey distances.
- Steady increases in congestion and carbon emissions.
- Public health.
- Poor quality of public spaces.
- Air quality.
- Deprivations.

To address the issues, LTP3 identifies the following priorities through to 2021:

- Improve access into areas of economic growth and regeneration.
- Provide better access to education and employment.
- Improve people's quality of life and well-being.
- Improve the safety of our streets for our most vulnerable residents.

» Provide safe, reliable, convenient and affordable transport alternatives to the car.
» Maintain our assets.
» Reduce carbon emissions and their effects.

The LCWIP will identify key corridors for active travel routes linking residential areas with education and employment hubs in the Fylde Coast area. Proposals for improved walking and cycling infrastructure will improve safety for pedestrians and cyclists, encouraging a modal shift away from the private car.

As the original time horizon for LTP3 has now elapsed, a new LCC Local Transport Plan (LTP4) is in development.

3.4.2. Fylde Coast Highways and Transport Masterplan (2015)

The masterplan establishes a commitment to support the economy, tackle inequalities, revitalise communities and provide safe, high-quality neighbourhoods. The strategies posed seek to provide a highways and transport network that supports prosperity, health and well-being.

The masterplan identifies six key issues affecting walking and cycling:

» Congestion – the A585 acts as a bottleneck at Singleton crossroads and places more pressure on the local highway network.
» Limited connectivity between public transport and cycling.
» Road safety for vulnerable road users is still not at the required level.
» Private cars are still the preferred transport mode.
» The favourable topography of Fylde Coast has not translated into higher cycle ridership.
» Cycle facilities do not cater to all users.

The masterplan identifies the following as ongoing and proposed schemes to improve access to high quality walking and cycling routes:

» Fylde Coastal Cycle Network – will build on existing infrastructure between Fleetwood and Starr Gate.
» Fylde Coastal Way – this section of the Fylde Coastal Cycle Network will be part of a multi-user route that connects the Guild Wheel to the Bay Cycle Way.
» Lancaster Canal – the canal towpath has been identified as an alternative alignment for NCN Route 6.
» Explorer Mini-wheels – family-friendly, multi-user groups that will cater more towards the leisure and tourist market.
» Green Spokes – these routes will build on the Blackpool Green Corridor initiatives and will improve connections between residential and employment hubs.

Development of the Fylde Coast LCWIP supports improvements to walking and cycling infrastructure and subsequently address the key issues identified in the Fylde Coast Highways and Transport Masterplan.

3.4.3. Actively Moving Forward: A Ten Year Strategy for Walking and Cycling (2018)

The strategy sets three targets:

» To double the number of people cycling at least once a week by 2028 to 268,000 adults Lancashire.
» To increase the number of people walking by 10% by 2028, with 873,000 adults walking at least once a week and 67,000 primary school aged children usually walking to school.
» To bring levels of physical inactivity in every district below the national average by 2028, with 10,500 less adults being active for less than 30 minutes a week.

The foundation of the delivery programme is based on themes of place, people and promotion. The targets will be achieved by developing a high-quality walking and cycling network and promoting walking and cycling routes in Lancashire to encourage a modal shift. Publishing LCWIPs is one the key actions of the strategy to provide long term plans for future walking and cycling networks in the county.

3.4.4. Lancashire Rights of Way Improvements Plan (2015-2025)

The Rights of Way Improvement Plan (RoWIP) recognises the role of public rights of way (PROWs) in providing opportunities to access parks, the countryside and coastal landmarks such as the Blackpool Promenade. The RoWIP also acknowledges the importance of urban PROWs in linking residential areas with education and employment hubs away from the road network.

The RoWIP highlights the following as focal points of the Plan:

- Access to and within attractive areas of countryside.
- Attractive routes to support local tourism, economic regeneration.
- Opportunities for cycling, horse riding, driving, walking, other than roads used mainly by motor vehicles.
- Routes from centres of population.
- Links which create circular routes and better facilities for users.

- Improving routes that provide utility functions.

The principles adopted in these improvements will consider:

- The needs of reduced mobility, dexterity and sight impaired.
- Integrating communities and volunteers in the design and delivery.
- Affecting the greatest positive health outcomes to address social inequalities (e.g. deprived and vulnerable communities).

The public rights of way network may provide opportunities for off-road routes which can be incorporated into development of cohesive active travel networks as part of the Fylde Coast LCWIP.

3.4.5. Blackpool Local Plan Part 1: Core Strategy (2012 – 2027)

The Local Plan sets out a spatial vision for Blackpool as the principal centre for business, culture and education on the Fylde Coast.

The Local Plan identifies four goals to achieve this vision:

- Sustainable regeneration, diversification and growth.
- Strengthen community wellbeing to create sustainable communities and reduce inequalities in Blackpool's most deprived areas.
- Regeneration of the town centre, resort core and inner areas to address economic, social and physical decline.
- Supporting growth and enhancement in South Blackpool to meet future housing and employment needs for Blackpool and the Fylde Coast.

Plans for future development will help inform identification of the LCWIP active travel networks. The LCWIP aligns with Blackpool's core policies on connectivity and green infrastructure and will support the achievement of the goals identified in the Local Plan. Development of the Fylde Coast LCWIP will be central to creating an active travel network that connects Blackpool Town Centre, The Resort Core and residential areas and improve health and wellbeing in communities across Blackpool's most deprived areas. The improved active travel offer will support sustainable housing developments in South Blackpool along the Blackpool Airport Corridor and improve connectivity with the Blackpool Airport Enterprise Zone.

3.4.6. Blackpool Local Transport Plan Implementation Plan 2018-2021

The plan reiterates key council policies and initiatives and strategic objectives for transport modes from the 2011 Local Plan. Central to Blackpool's policies on walking are:

» Walk to School initiatives with primary schools.
» Quality Corridors project on improving the public realm on key town centre roads.
» Maintaining and improving public rights of way.
» Steps to Health scheme to increase physical activity.

Walking and cycling initiatives fall within the strategic objectives of road safety and improved accessibility to walking and cycling infrastructure. The plan highlights the following proposals for walking and cycling:

» Investment in road safety measures to reduce road casualties.
» Investment in small-scale measures to assist cyclists and pedestrians.
» Ensuring all new developments provide cycle parking and storage for residents, workers and visitors.
» Provision of Advanced Stop Lines and other cycle-friendly infrastructure.

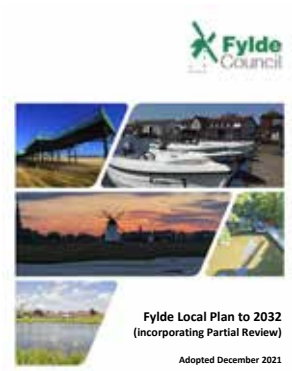
The development of the Fylde Coast LCWIP supports the priorities set out for walking and cycling in Blackpool and support Blackpool's transport vision of a cohesive, sustainable and efficient transport network that connects people between all important destinations.

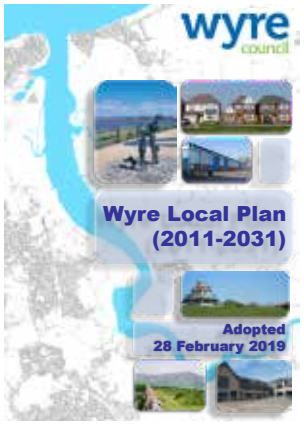
3.4.7. Fylde Local Plan To 2032 (Incorporating Partial Review)

The Local Plan provides a framework to improve economic prosperity, health and wellbeing, to provide housing and to protect and enhance the natural environment and the character of the urban area. The Local Plan sets strategic objectives that act as a guide towards this vision:

1. To create sustainable communities.
2. To maintain, improve and enhance the environment.
3. To make services accessible.
   – Integrated approach to developments with improved accessibility to key facilities.
4. To diversify and grow the local economy.
   – Enhance the vitality and viability of town centres by promoting mixed-use spaces.
5. To develop socially cohesive, safe and diverse and healthy communities.
   – Promoting, increasing and enhancing the Green Infrastructure Network.
   – Promoting good health and wellbeing.

The LCWIP will help to achieve a number of these objectives set in the Local Plan as the LCWIP seeks to increase the number of people walking and cycling by promoting safe and attractive infrastructure. The LCWIP aims to promote a modal shift, tackling congestion and air quality to improve the health and wellbeing of residents – outcomes at the heart of the Local Plan. The Local Plan also identifies potential future development, which helps inform the LCWIP in identifying active travel





networks and areas of potential future growth and demand.

3.4.8. Wyre Local Plan 2011-2031

The Wyre Local Plan highlights twelve objectives as part of achieving their vision by 2031:

1. To facilitate investment, job creation and sustainable economic growth in Wyre, supporting new and existing businesses across the Borough, the delivery of Hillhouse Technology Enterprise Zone (EZ), farming and tourism development.
2. To support education and skill development to give local people the opportunity to access jobs.
3. To help meet the housing needs of all Wyre's population; provide choice in terms of type and tenure in both market and affordable sectors that meet the requirements of young people, families and older people.

4. To help meet the diverse needs for services and facilities, as close to where they arise as possible, and ensure thriving and vibrant town, district and local centres serving the local community and visitors.
5. To ensure that new developments are supported by essential infrastructure, services and facilities through collaborative working with partners and stakeholders.
6. To improve connectivity between housing, employment, services and recreation areas by a range in transport choices; support the development of an efficient strategic and local highway network, safe walking and cycling routes and public transport services.
7. To protect and enhance Wyre's natural and heritage assets and amenity creating a high quality built and natural environment including through high quality design that respects, and where appropriate, improves the character of the locality and surrounding landscape.
8. To protect the separate identity of individual settlements.
9. To achieve a healthy environment with accessible high quality green infrastructure with opportunities for active recreation that contributes to the improvement in the general health and well-being of the population and promotes healthy lifestyle choices.
10. To respond to the challenge of climate change encouraging best use of resources and assets, minimising wastage and ensuring the Borough adapts to climate change.
11. To minimise environmental impact including flood risk and pollution and where necessary ensure appropriate mitigation, compensation and enhancement measures.
12. To provide the basis to work with partners and stakeholders to make Wyre an attractive place to live, work, do business and visit as an integral part of the Fylde Coast sub-region.

The Fylde Coast LCWIP supports Wyre's ambitions of an accessible high quality green infrastructure network that improves the transport links between housing, employment, services and recreation hubs. The LCWIP promotes safer walking and cycling infrastructure to encourage a modal shift towards active travel and improve the health and wellbeing of the Wyre population. Development areas from the Local Plan also helps inform the LCWIP in identifying active travel networks and areas of potential future growth and demand.

3.4.9. The Infrastructure Delivery Plan (Fylde Council, 2016)

The Infrastructure Delivery Plan (IDP) aims to establish what additional infrastructure and service needs are required to support and accommodate the quantum and distribution of development proposed in the Fylde Local Plan. The IDP noted several needs and opportunities for cycling and walking, such as:

- Completion of the Fylde Coastal Way as a high-quality facility, serving as the spine of the cycle network, linking to the Guild Wheel in Preston (as per Fylde Coast Highways and Transport Masterplan).
- Improving the tow path along the Lancaster Canal (as per Fylde Coast Highways and Transport Masterplan), which could improve access between Preston and Kirkham/Salwick via the local road network.
- Improve the link between the Queensway development site and the Fylde Coastal Way.
- Improve cycle facilities along the A583 in Kirkham, linking with development west of the town centre and east to Preston and the Guild Wheel.
- Improve cycle links between Kirkham and Warton.
- Develop Kirkham railway station as a hub for rail/cycle journeys.

The opportunities noted in the IDP help inform development of the LCWIP networks.

Figure 6.9: The Square. Full Market Mode – Road Closed

Figure 2. Concept from the St. Anne's-on-the-Sea Masterplan to reduce the highway dominance of The Square by providing improved active travel linkages, public realm, and flexible event/market space. (*source: https://new.fylde.gov.uk/st-annes-town-centre-masterplan/*)

3.4.10. St. Anne's-on-the-Sea Town Centre Masterplan

The masterplan identifies a series of strengths, weaknesses, opportunities and threats that face St Anne's and sets out a vision and strategy for the next 5-10 years. The masterplan sets the following objectives:

- Revitalise the town centre by introducing mixed-use spaces.
- Enhance the town centre and seafront arrival experience from transport interchanges.
- Create a strong link between the town centre and the promenade.
- Deliver high-quality and complementary pedestrian, cyclist and road environments to promote connectivity and a sense of place for St Anne's.

Seven key projects are proposed covering the following areas, which include elements to encourage active travel:

- Station Gateway – including enhanced walking and cycling linkages between the station and town centre and improved sense of place.
- The Square – including works to the public realm to enhance its performance as an improved space for people walking and cycling.
- Pier Link – including enhancement of St Anne's Road West between the promenade and Clifton Drive to improve pedestrian links between the seafront and the town centre.
- The Pier – creation of a new public space in front of the pier and renovation of the pier.
- The Island – including site redevelopment with improved public realm and pedestrian connectivity.
- Promenade Gardens – including upgrades to the Gardens and pedestrian connectivity.
- South Promenade Car Park – including improvements to the site as the southern gateway to the town centre and promenade.

The masterplan recognises that providing attractive walking and cycling routes at and to these areas will encourage a modal shift away from the private car. The existing concepts from the masterplan help inform the development of a broader active travel network as part of the Fylde Coast LCWIP.

3.4.11. Garstang Regeneration Framework (2022)

The Framework aims to guide the development of Garstang Town Centre over the next 10-15 years, supporting economic growth, prosperity, and improved quality of life. Relevant to the LCWIP, it identifies the reliance on the car for travel in Garstang and nearby Preston, Lancaster and the Fylde Coast as a barrier for pedestrian and cycle travel. High Street and Park Hill Road were identified as key bottlenecks for congestion which have a negative impact on the pedestrian and customer experience in the public realm. The following projects identified in the Framework are pertinent to the LCWIP and active travel:

» Theme 1: The High Street – Environment and Public Realm
  – Pedestrian Priority along the High Street to increase space allocated to pedestrians and transform the High Street from a highway into a public space. Sub-projects include public realm enhancements and wayfinding.
» Theme 3: Transport and Linkage, Project 1: Promote Active Travel
  – Promote active travel by improving walking and cycling infrastructure, particularly along the River Wyre and Lancaster Canal.

The Fylde Coast LCWIP broadly aligns with the 'pedestrian priority' approach raised by the Framework to improve connectivity, congestion, the public realm and health and wellbeing. As the LCWIP is developed, potential proposals for the Garstang area should consider the projects and long-term aspirations identified in the Regeneration Framework.

3.4.12. Cleveleys Regeneration Framework (2022 draft for public consultation)

Similar to Garstang, The Cleveleys Regeneration Framework aims to guide the development of Cleveleys Town Centre over the next 10-15 years, supporting economic growth, prosperity, and improved quality of life. Relevant to the LCWIP, the Framework sets out objectives to improve pedestrian access and cycle user experiences including:

» Improve accessibility along Victoria Road West.
» Improve the 'gateway points' into the town centre.
» Promote active travel for both leisure and commuting.
» Improve cycle facilities in Cleveleys town centre.

The framework identifies the following strategies and priorities to improve the high street and wider connectivity with the surrounding area:

» A pedestrian focused environment along the western end of Victoria Road West.
» Promoting cycling by introducing mobility hubs and signed and demarcated cycle routes.
» Improving connectivity with Hillhouse Enterprise Zone.

The town centre aspirations and strategies identified in the Framework should be considered in the development of the LCWIP.

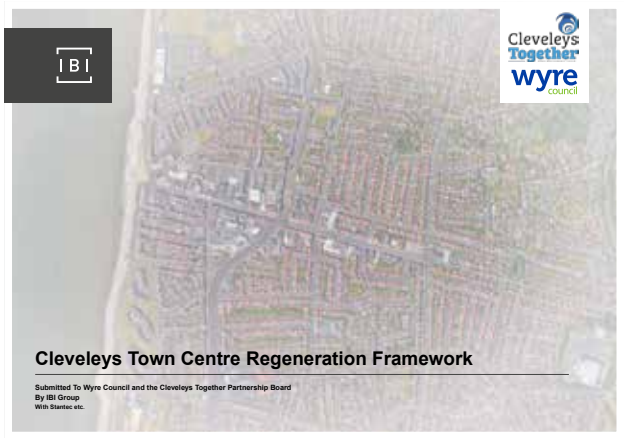


Figure 3. Concept from the Cleveleys Regeneration Plan to introduce a pedestrian priority environment at the western end of Victoria Road West (*source: https://www.wyre.gov.uk/downloads/file/1462/cleveleys-town-centre-regeneration-framework*)

3.4.13. Lancashire Net Zero Pathways Options (2022)

Commissioned by Lancashire County Council (LCC), Blackburn with Darwen Council, Blackpool Council and the Lancashire Economic Partnership, the Lancashire Net Zero Pathways Options ('Pathways Report') provides an evidence-based assessment of Lancashire's current carbon footprint at territorial level and to generate robust and realistic carbon reduction pathways that would put the region on track to achieve target scenarios (against the national target of net zero by 2050) - net zero by 2030, 68% emissions reduction by 2030, and 78% emissions reduction by 2035. The Pathways Report is one of four reports on climate change commissioned by the above local authorities and organisations to provide an evidence base and inform future plan development.

The Pathways Report highlights active travel as a central element of strategies to reduce emissions associated with transport, shifting trips currently made by private car. A core recommendation is to 'support increased active travel / micro mobility use through measures to improve the range and quality of provision for walking, cycling and scooting and measures to encourage behaviour change, with the aim of achieving a 300% increase in cycling relative to reference levels by 2030.' Development of the LCWIP helps achieve this strategy and associated net zero targets.

3.4.14. Emerging Lancashire Climate Change Strategy

LCC also have an emerging Climate Change Strategy (update to 2009 strategy), which together with ideas from the 2022 Lancashire Climate Summit, the Pathways Report and other climate change reports, will help map out how to get to net zero as quickly as possible and protect the environment.

3.4.15. Climate Emergency Declarations

Wyre Council declared a climate emergency in 2019, committing to reduce carbon emissions by at least 78% by 2035, and reach net zero by 2050, in line with the UK Government target. The Council also developed a Climate Change Action Plan for Council operations to support the net zero target, which includes promotion of active travel for council staff.

Blackpool Council also declared a climate emergency in 2019 and committed to making the council's carbon emissions net zero and using 100% clean energy across the council's services by 2030. To support the ambition, Blackpool also developed a Climate Emergency Action Plan. One element of the plan is to make it simpler and more attractive for people to use no- and low-carbon transport, by developing a "modal shift" strategy, which is closely aligned with the LCWIP objectives.

Similarly, Lancashire County Council agreed an ambition in December 2020 to "transition the Lancashire economy away from carbon by 2030, address the biodiversity crisis; while also protecting against poverty and improving social inclusion."[2]

At the time of the LCWIP development, Fylde Council was developing an emerging Climate Change Action Plan.

The climate emergency declarations and actions plans all highlight the need to swiftly reach net zero targets, to which active travel is a contributing strategy.

3.4.16. Blackpool's Green and Blue Infrastructure Strategy (2019-2029) and Green and Blue Infrastructure Action Plan

The goals and objectives of Blackpool's Green and Blue Infrastructure (GBI) strategy include 'engaging people in health and well-being' and 'making the links, improving connectivity and accessibility of GBI.' Directly related to the LCWIP, these also include supporting actions to 'promote and support initiatives that encourage active travel' and to develop the Blackpool Activity Trail as a walking and cycling route between the Town Centre, Stanley Park, the Zoo and Marton Mere.

3.4.17. Wyre Green Infrastructure Strategy (2013-2030)

The Green Infrastructure Strategy will help the Council develop a set of overarching planning policies for the Local Plan to ensure that new built development within Wyre protects and enhances the Green Infrastructure (GI).

2 https://www.lancashire.gov.uk/council/strategies-policies-plans/climate-change/

The strategy objectives most relevant to active travel and the LCWIP include:

- Securing quality of place and positive development by creating and managing urban trees and gardens in Wyre as an 'urban green canopy' (urban forest); incorporating 'green technology/design' in new development; creating combined landscape corridors and green travel routes along main access roads and town entrances, and; creating (or re-developing) commercial/business locations with robust landscaping that is connected into neighbouring 'green areas'.
- Enabling healthier lives and stronger communities through outdoor lifestyles by creating new and accessible greenspaces and ecological resources that are 'safe by design'; creating a 'high level' strategic network of trails that meet multiple needs and tie in with local resources and PROWs; actively encouraging volunteer involvement in Green Infrastructure project delivery, and; supporting existing and enable new Green Exercise and Walking Wyre Programme.
- Making Wyre more resilient and biodiverse by enhancing existing ecological corridors (notably the River Wyre and tributaries) for nature and access to allow for the movement and distribution of wildlife and public enjoyment of the natural environment.

3.5 Other Schemes / Proposals

In addition to the policies and studies summarised in the previous sections, several additional schemes related to active travel and/or the road network were noted during the policy review. These include:

- **A585, Windy Harbour to Skippool** – National Highways scheme in construction (as of August 2022) which will provide a new bypass to reduce congestion and improve reliability on the A585 and improve safety for vulnerable road users. It includes a combined footway and cycleway along the detrunked Mains Lane and declassified section of Garstang New Road.
- **Blackpool Wheel** – concept for a circular cycle and walking facility loosely following the perimeter of Blackpool. It would include a mix of on-road and off-road sections (including some existing cycle routes such as NCN 62) and serve both leisure and utility trips.
- **Clifton Drive (NCN 62) Improvements** – concept to extend recent cycle improvements on Clifton Drive (phase 1 between Squires Gate and Highbury Road West). Elements may include segregated off-road cycleway between Highbury Road West and Todmorden Road (phase 2) and reallocating space for cycle facilities on North/ South Promenade by introducing one-way traffic north of Fairhaven Road (phase 3).
- **Fleetwood Railway Line Reactivation** – strategic outline business case to examine options for the currently unused railway line between Fleetwood and Poulton-le-Fylde.
- **M55 to Heyhouses link road** – scheme in progress to create a better connection between Lytham/St Anne's and the M55 motorway, relieving congestion on smaller local roads and supporting the commercial viability of local housing and business development sites. The scheme includes new dual carriageway and segregated provision for cycling.
- **Preston Western Distributor** – scheme to provide a new road linking Preston and southern Fylde to the M55 and scheduled to open in 2023. It will include a new dual carriageway, with an off highway shared cycleway and footway.
- **Whyndyke Farm Development S106** – walking and cycling scheme proposed as part of the Whyndyke Farm development via a Section 106 agreement, providing improvements along the A583 to link the development site to St George's secondary school and Stanley Park.
- **Neighbouring LCWIPs** – LCWIPs have been developed for neighbouring Preston (Central Lancashire LCWIP) and Lancaster districts. Connectivity with these LCWIPs is considered during development of the Fylde Coast LCWIP to provide cross-boundary continuity.

- **Fleetwood Town Centre Regeneration Framework** – in draft development at the time of LCWIP preparation. Strategies may include public realm improvements throughout the high street area, a walking/cycling route along the River Wyre, cycle facilities (e.g., route infrastructure, secure parking, hire/repair, etc.), promotion of cycling for leisure and commuting, and walking/cycling/fitness loops around the peninsula on largely traffic-free routes (e.g., 10km or 15km loops).
- **Blackpool Tramway Extension** – scheme to extend the tram to Blackpool North station via Talbot Road, create a new tram terminal, and better link public transport services.
- **South Fylde Line Passing Loop** – bid to the Department for Transport's 'Restoring Your Railway Ideas Fund' for a passing loop on the South Fylde Line, which would enable the number of services to double from the current one per hour and improve punctuality. Improved public transport services could increase potential demand for walking and cycling access to the stations as 'first/last mile' connections.
- **Blackpool Electric Bus Fleet** – plans to introduce 115 electric buses in Blackpool, supported by the Department for Transport's Zero Emission Bus Regional Area (ZEBRA) Fund.

3.6 Summary of Policy and Previous Proposals Review

Figure 4 on the following page shows the planned or proposed schemes identified in the policy and previous study review which are most relevant to the LCWIP. These will help inform development of the active travel networks to consider consistency and connectivity with existing plans and proposals.

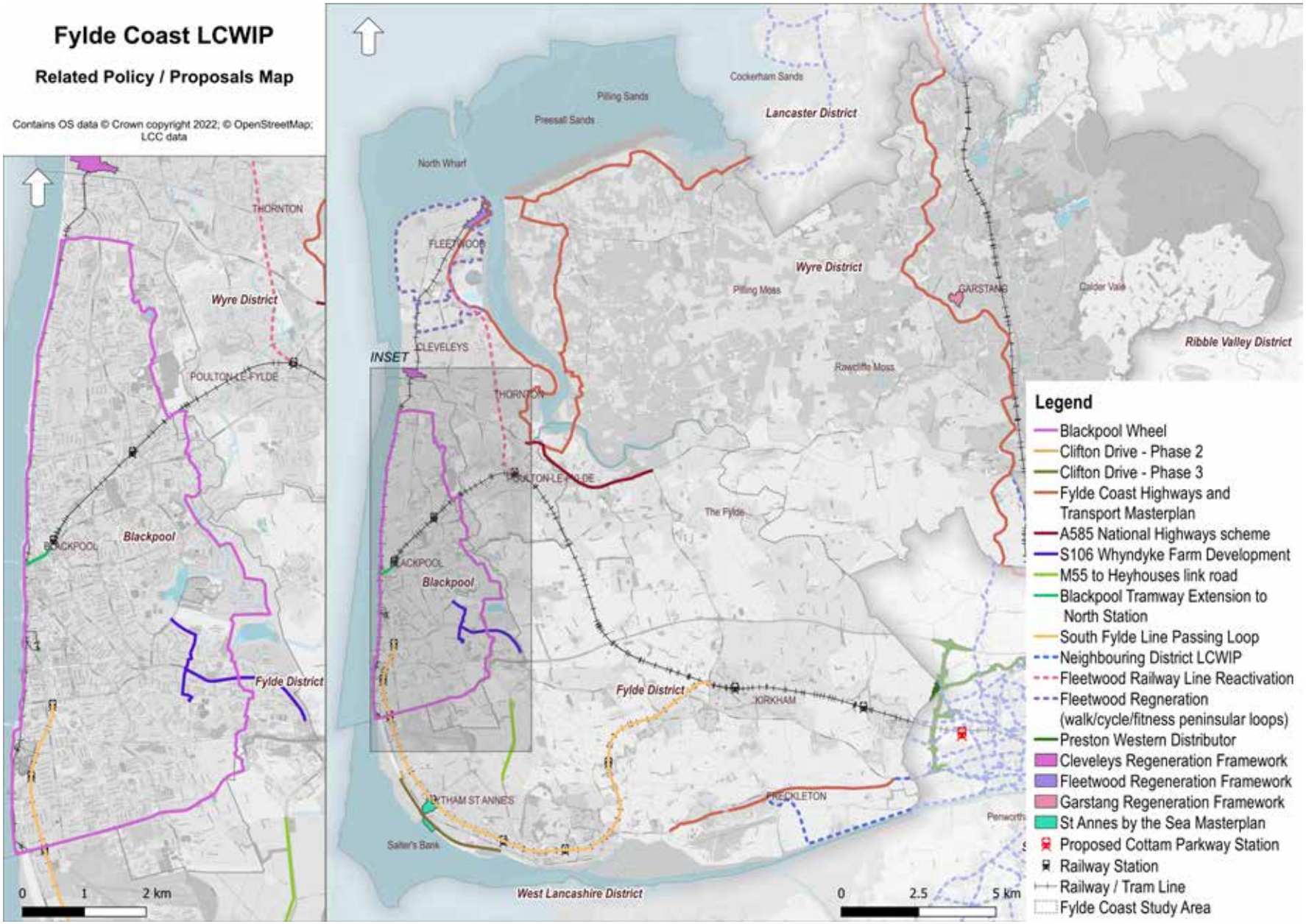


Figure 4. Illustration of the location of previous studies and proposals relevant to active travel and the Fylde Coast LCWIP

4. Gathering Information (Stage 2)

4.1 Introduction

To support development of the Fylde Coast LCWIP, a range of existing spatial data was compiled and reviewed. This data helped to provide an understanding of existing and potential demand, issues, opportunities, and barriers for active travel. Where appropriate, the data was mapped to overlay different pieces of information. This background data informed the identification of key cycling corridors and core walking zones, which are discussed in following chapters.

The analysis included the following data sets:

- Population and demographics, such as resident and workplace population, car ownership, and indices of multiple deprivation
- Key destinations, employment sites and development areas
- Existing active travel networks and infrastructure
- Railway, bus and road networks
- Journey to work data
- Propensity to Cycle Tool (PCT) data
- Strava Metro data
- Collision data involving people walking and/or cycling
- Early engagement survey data
- Barriers and topography

Mapping and summaries for each of the datasets is provided in the following sections.

4.2 Population and Demographics

4.2.1. Population

The total population of the Fylde Coast study area was approximately 334,356 residents in 2021 . As shown in Table 2, the population is concentrated in the urban area of Blackpool.

4.2.2. Age Structure

As of the 2021 Census, the average age across the Fylde Coast study area is approximately 45, which is slightly older than the regional and national average (see Table 3). Overall, approximately 19% were under 18, 58% of working age (18 to 65), and 24% were over 65 years of age.

Table 2. Population data for the Fylde Coast study area (Office of National Statistics)

Area name	2011 Census	2021 Census	% Change	Population Density, 2020 (usual residents per km²)
Blackpool	142,080	141,036	-0.7%	39.7
Fylde	76,098	81,374	6.9%	4.9
Wyre	107,692	111,946	4.0%	4.0
Fylde Coast Total	**325,870**	**334,356**	**2.6%**	**6.9**
Lancashire	1,171,558	1,235,354	5.4%	4.2
North West	7,055,961	7,417,397	5.1%	5.2
England	53,107,169	56,490,048	6.4%	4.3

source: Office of National Statistics

Table 3. Age structure for the Fylde Coast study area (2021 Census)

Area name	Mean age	% < 18 years old	% 18 to 65 years old	% over 65 years old
Blackpool	42.5	19.8%	60.8%	19.5%
Fylde	46.9	16.9%	56.6%	26.4%
Wyre	46.2	18.1%	55.6%	26.3%
Fylde Coast Total	**44.8**	**18.5%**	**58.0%**	**23.5%**
Lancashire	41.9	20.3%	60.1%	19.6%
North West	40.6	21.1%	61.3%	17.6%
England	40.6	20.8%	61.8%	17.4%

source: Office of National Statistics

4.2.3. Population Density

Figure 5 shows the distribution of population within the Fylde Coast area, which can give an idea of the potential demand for cycling and walking trips. Many trips begin or end at home, therefore higher population densities can indicate a higher propensity for walking or cycling trips. The higher density can also indicate a more urban built environment, where there may be more opportunity for short trips to local shops, schools, etc.

It is apparent that the most densely populated areas are located in the west along the coast, including the town centres of Blackpool, Cleveleys, Fleetwood, Lytham, Poulton-le-Fylde, and St Anne's. Further east or inland, other population centres include the town centres of Garstang and Kirkham. The urban area of Blackpool town centre records the highest population density.

Conversely, the least populated areas are in the more rural, central and eastern areas of the study area. It is in these less-densely populated areas where reliance on cars will be greatest (as also seen in car availability data in section 4.2.5), due to greater distances to trip attractors, and where service frequency and access to public transport will typically be lower (see summary of public transport services in section 4.6.2). There is a potential opportunity to improve accessibility in rural areas through active travel schemes which help link settlements and improve transport options.

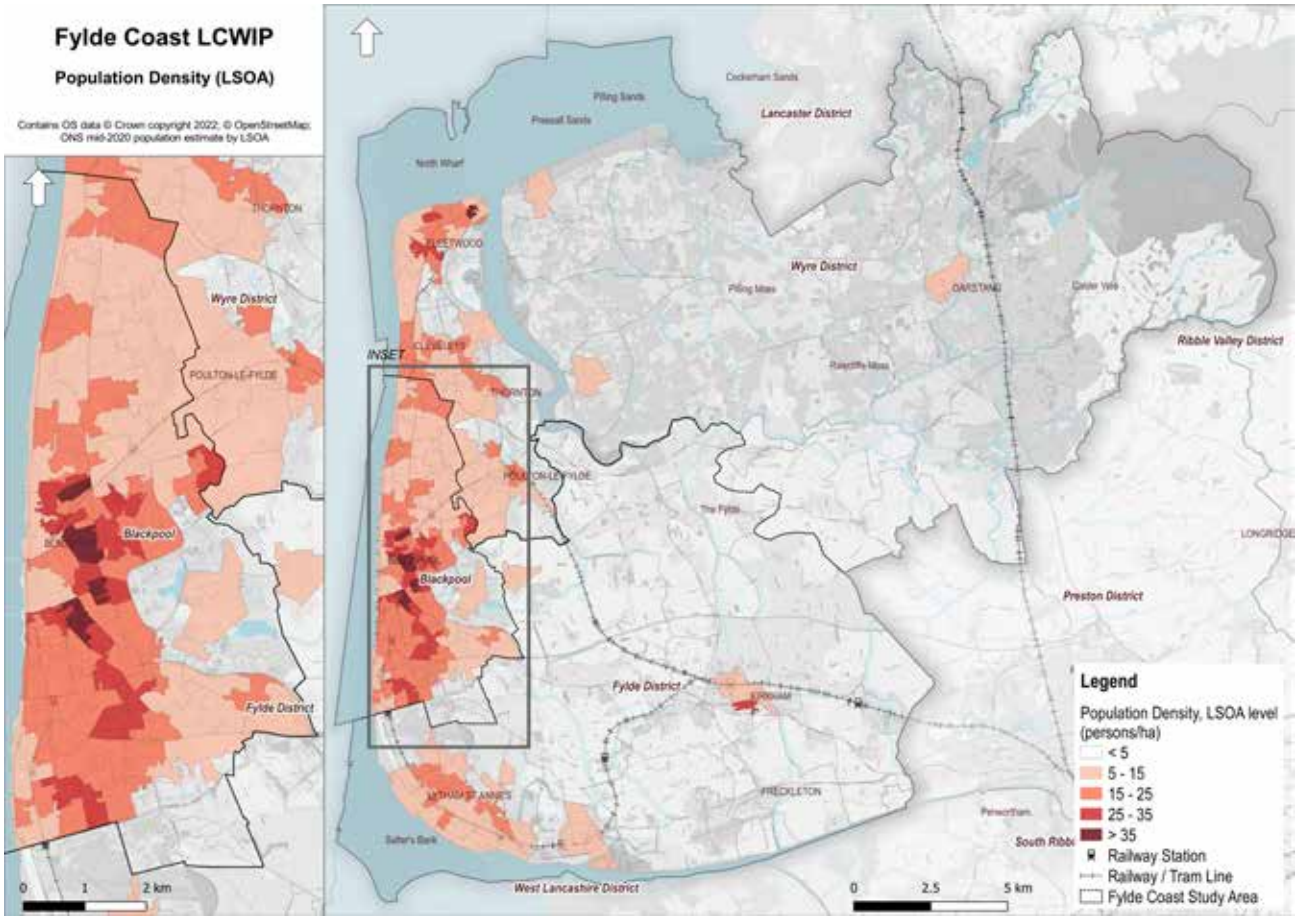


Figure 5. Population density in the Fylde Coast study area (*source: Office of National Statistics, 2020 estimate*)

4.2.4. Workplace Population Density

Figure 6 highlights the key workplace zones within the Fylde Coast study area, which provides an indication of job density and key destinations for journeys to work. These are areas where improved access for active travel should be considered in the LCWIP network development.

Higher density workplace zones are concentrated in Blackpool, with smaller zones identified in the town centres of Cleveleys, Fleetwood, Warton, Garstang, Kirkham, Lytham, Poulton-le-Fylde, and St Anne's. The majority of commuter trips in the study area would therefore end in these locations. The majority of workplace zones are located adjacent to public transport modes such as rail or tram. However, there are a few exceptions such as workplace areas on the edge of Blackpool, Freckleton and Garstang, which are only accessible via bus or private vehicles.

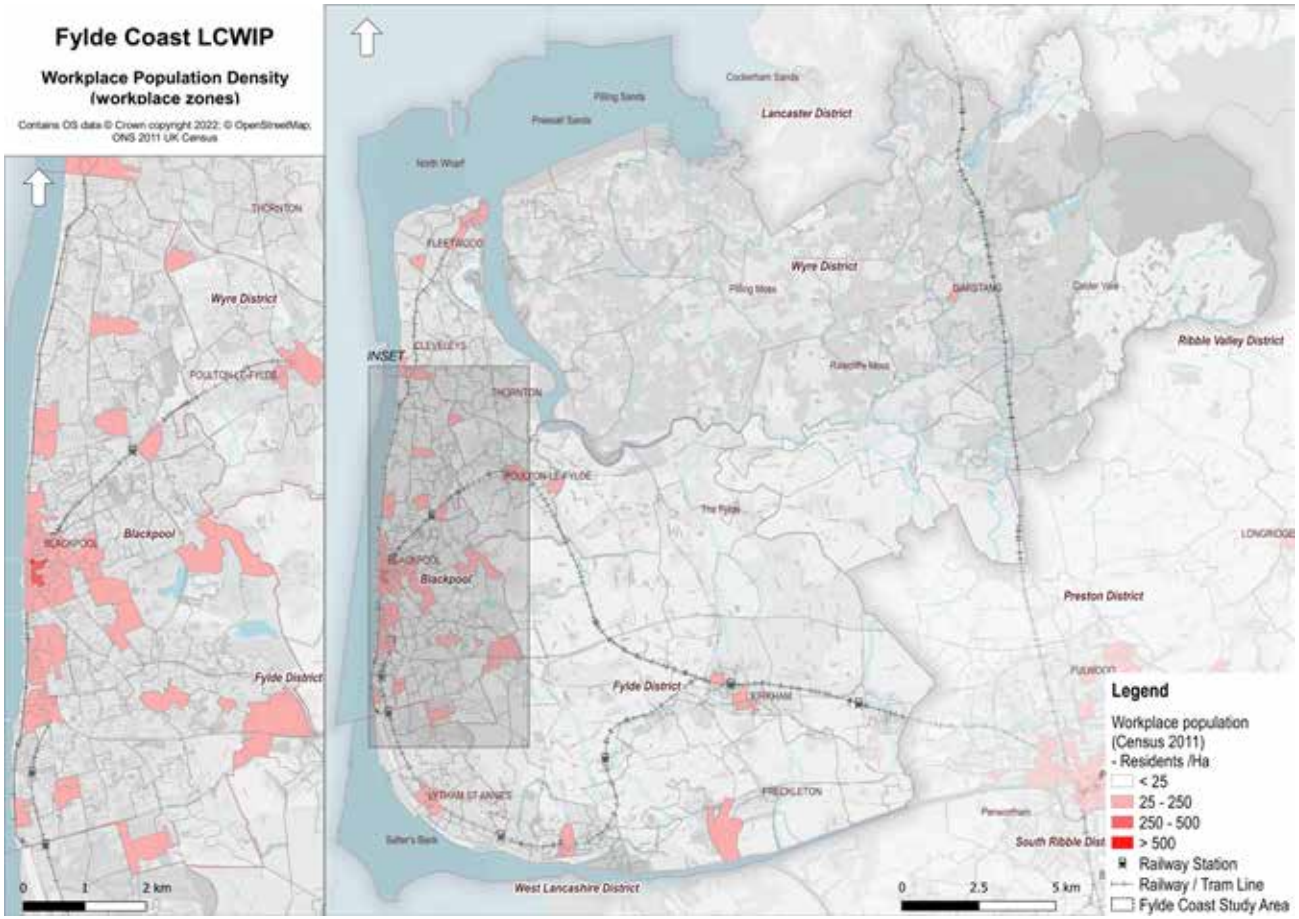


Figure 6. Workplace population density in the Fylde Coast study area (*source: Office of National Statistics, 2011 Census*)

4.2.5. Car Availability

Figure 7 shows the proportion of households in the Fylde Coast area with no access to a car or van. This indicates the areas where access to a car or van is lower and where there might also be greater reliance on walking, cycling or public transport. These areas may have a higher benefit from improved active travel infrastructure and should be considered as part of the LCWIP network development. Overall, 27% of households in the Fylde Coast do not have access to a car or van, which is slightly higher than the rest of Lancashire and comparable to the North West and national averages (see Table 4).

In comparing Figure 7 and Figure 5, a correlation has been noted between population density and the number of households without access to a car or van, whereby the more densely populated areas along the west coast are generally where households have fewer cars. Car availability is lowest is Blackpool, where upwards of 40% of households in and around the town centre do not have access to car. Similarly, over 40% of households in areas of Cleveleys, Fleetwood, and St Anne's also do not have access to a car. Conversely, over 90% of households in the more rural central and eastern areas of the Fylde Coast have access to a car or van.

Data for privately registered vehicles illustrates a similar trend, with lower vehicle registrations/person in Blackpool compared to regional averages, but higher in Fylde and Wyre (Table 4).

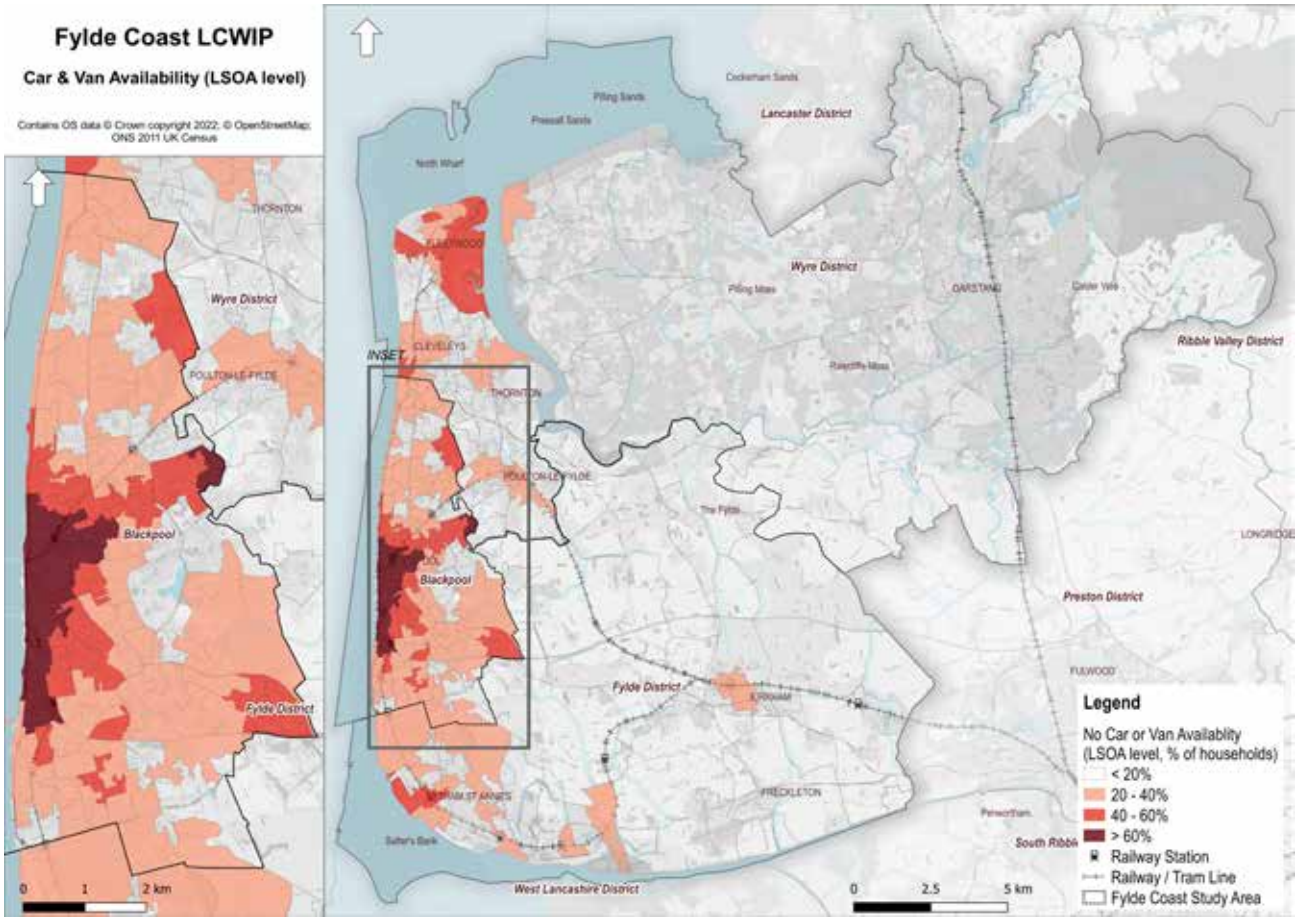


Figure 7. Households with no car/van availability in the Fylde Coast study area (*source: Office of National Statistics, 2011*)

Table 4. No car/van availability (2011 Census) and privately registered vehicles (DfT and DVLA)

Area name	Blackpool	Fylde	Wyre	Fylde Coast Total	Lancashire	North West	England
% Households with no car/van availability	37%	18%	21%	**27%**	23%	28%	26%
Privately registered vehicles/person (2022 Q2)	0.44	0.61	0.60	**0.54**	0.54	0.48	0.50

source: Office of National Statistics; Department for Transport (DfT) and Driver and Vehicle Licensing Agency (DVLA)

4.2.6. Indices of Multiple Deprivation

Figure 8 shows the 2019 indices of multiple deprivation (IMD). The IMD is a measure of relative deprivation for small areas/ neighbourhoods in England (lower super output area (LSOA) census boundaries). It measures income, employment, health, education, crime, living environment and barriers to housing and services. Areas in the first decile represent the most deprived areas, whereas the 10th decile represents least deprived areas. The information was used for the identification of under-served areas and therefore what areas may most benefit from walking and cycle improvements.

The IMD indicates relatively high levels of deprivation in the Fylde Coast study area. A total of 51 lower super output areas (LSOAs) in the Fylde Coast are within the top 10% most deprived nationally and a further 20 are in the top 20%. These areas are also in the bottom two deciles of health deprivation. These areas are concentrated in Blackpool – particularly along the coast and in the town centre – and Fleetwood. The areas of deprivation indicate that residents may experience issues related to poor health, physical inactivity, travel affordability, and access to employment and education. Active travel improvements in these areas would support benefits to public health, travel affordability, and access to employment and opportunity.

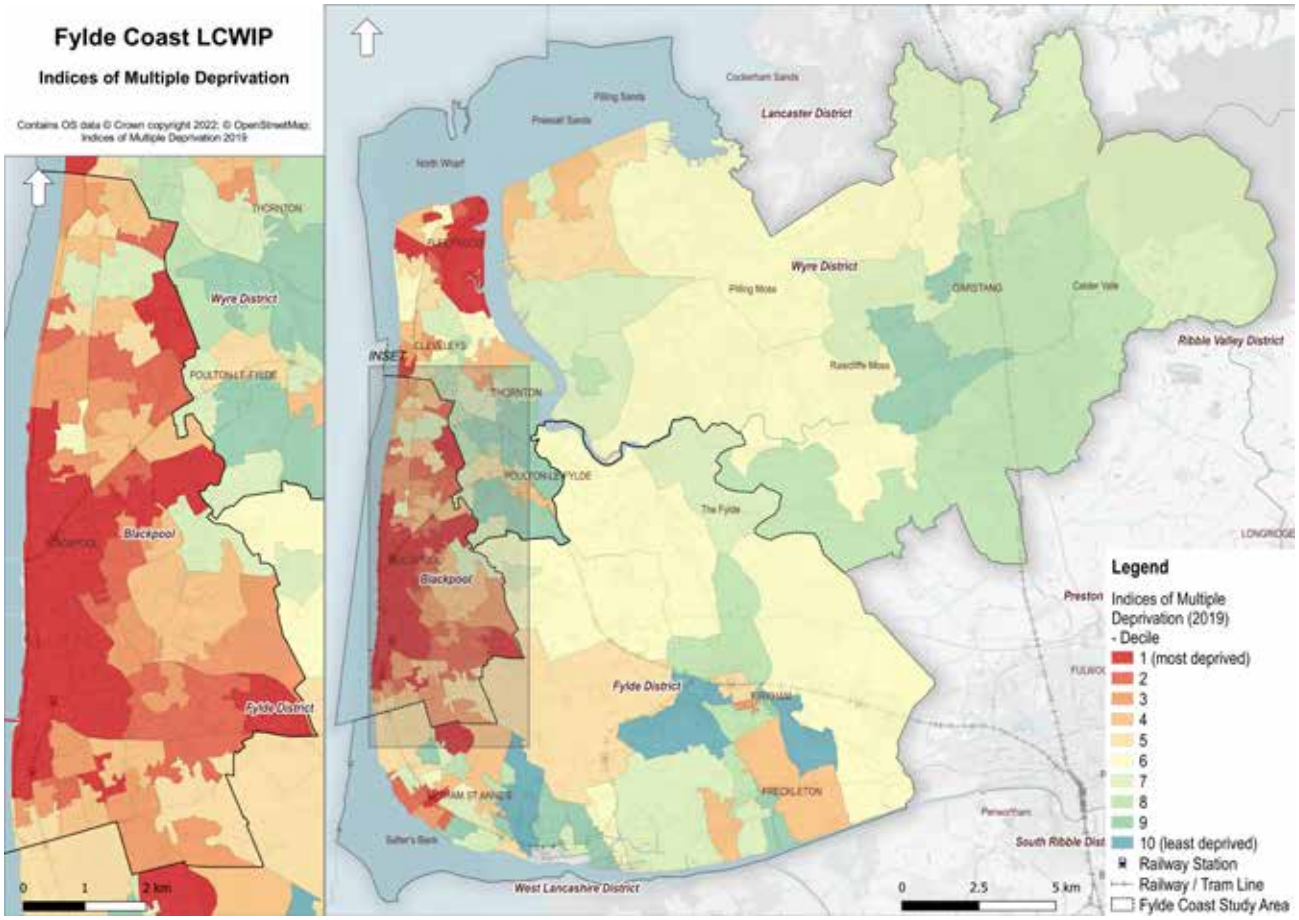


Figure 8. Indices of Multiple Deprivation in the Fylde Coast study area (*source: Office of National Statistics, 2019*)

4.2.7. Future Growth and Development Opportunities

Information regarding planned development and site allocations was reviewed to identify areas of planned growth and potential future demand for cycle and walking infrastructure to provide linkages between growing residential areas to key destinations. The locations of larger development sites are shown in Figure 9 on the following page and summarised below.

4.2.7.1. Blackpool Council

Blackpool Town Centre is the main retail and service centre in the Fylde Coast sub-region and is a key focus for economic growth, development and investment. There are three strategic development sites located in the town centre area (Central Business District, Winter Gardens, and Leisure Quarter) which will help drive economic growth in the town centre, strengthen its vitality and viability, and enable the sites to integrate more closely with the town centre.

In South Blackpool, Marton Moss is another strategic site, where a Neighbourhood Plan is being developed to retain and enhance the character of the Moss whilst identifying acceptable development. Blackpool Airport Enterprise Zone is also in the South Blackpool area, and developing land along the airport corridor is critical to support economic growth. Strategic housing sites in South Blackpool are located at Moss House and Whyndyke.

In Blackpool, the largest planned residential development sites are located at Foxhall Village (192 units), the former Bispham High School (176 units), and Dinmore Avenue/Bathurst Avenue (160 units).

4.2.7.2. Fylde Council

There are several large residential development sites planned in Fylde. The largest sites include:

- 1310 units – Whyndyke Farm, located north of M55 junction 4. The site is a mixed-use development and may include a new primary school. (not started)
- 948 units – located along Queensway/ Heyhouses Lane in St Anne's. This site may also include a new primary school. (under construction)
- 545 units – land north of Blackpool Road in Kirkham. (under construction)
- 536 units – land east of Cropper Road, located south of M5 junction 4. The site is a mixed-use development. (in construction)
- 429 units – Coastal Dunes along Clifton Drive North. (under construction)
- 345 units – land north of the Freckleton Bypass in Warton. (not started)
- 331 units – Blackfield End Farm on Church Road in Warton. (under construction)
- 304 units - located along Heyhouses Lane in St Anne's. The site is a mixed-use development. (under construction)

Additionally, in Fylde there are several employment land allocations, located near the Blackpool Airport, south of M55 junction 4, and near Warton Aerodrome.

4.2.7.3. Wyre Council

Large housing site allocations in Wyre include:

- 568 units – land west of Great Eccleston (under construction)
- 530 units – spread across two adjacent sites in north west Garstang on land west of the A6 and Cockerham Road
- 516 units – land at Garstang Road, Poulton-le-Fylde (under construction)
- 425 units – across 3 adjacent sites in Catterall east of the A6 (under construction)
- 400 units – Lambs Road/Raikes Road, Thornton (partly under construction)
- 310 units – Forton Extension (not started)
- 250 units – Hillhouse Technology Enterprise Zone in Thornton (under construction)
- 300 units – north of Norcross Lane (under construction)
- 300 units – land south of Blackpool Road in Poulton-le-Fylde (under construction)

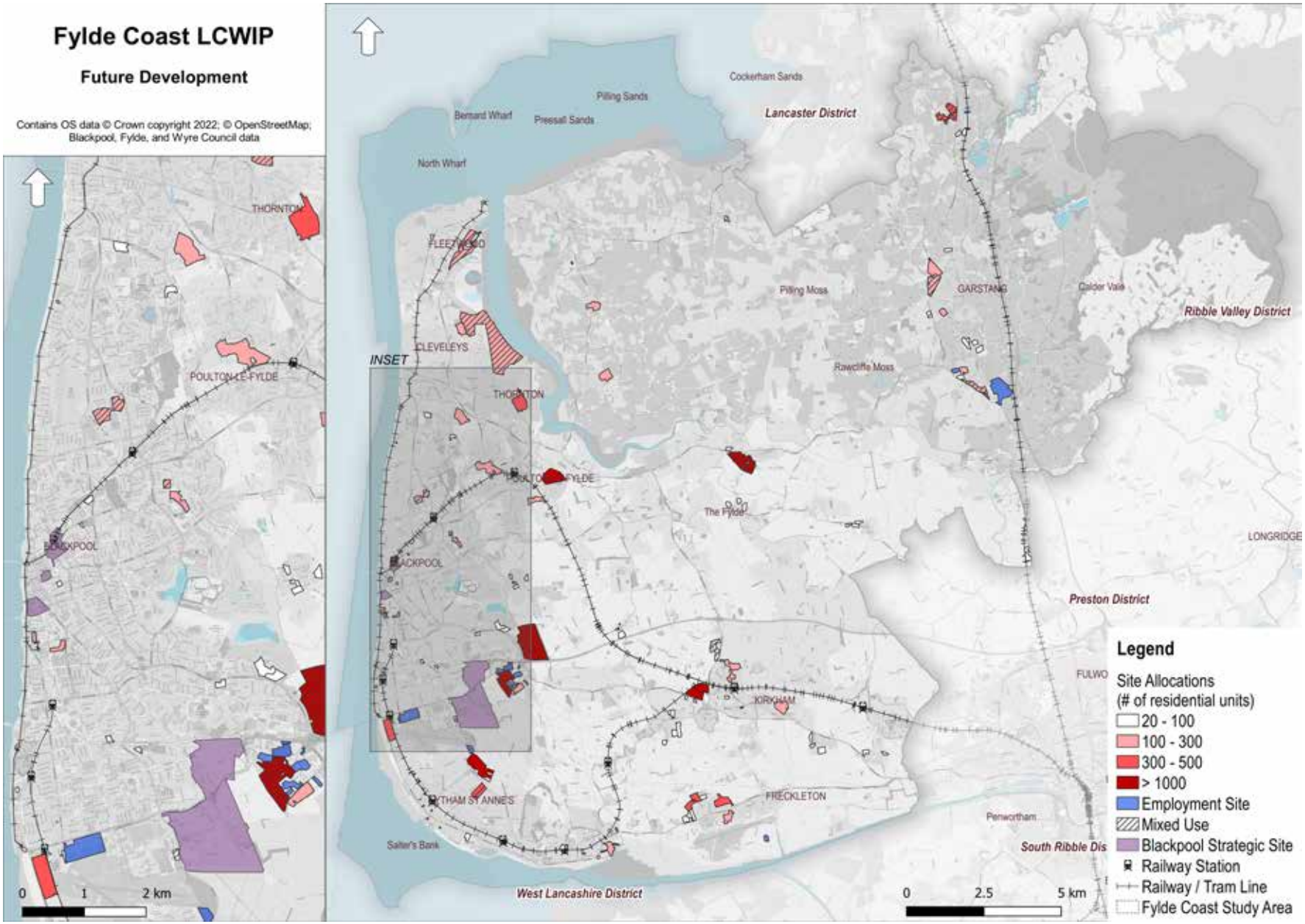


Figure 9. Development areas in the Fylde Coast study area (*source: Blackpool, Fylde, and Wyre Local Plans/site allocations*)

4.3 Barriers to Mobility

Severance can be a barrier to mobility, particularly for walking and cycling. Severance issues can create longer journeys, making them less attractive to be made by foot or by cycle. Issues in the Fylde Coast study area that contribute to severance are illustrated in Figure 10, including:

- Multiple railways traverse the District, which sever the local road network and funnel traffic for all modes to a limited number of crossing points. The severance issues are most apparent in the built-up areas in the west of the study area.
- The tramway between Blackpool and Fleetwood is more permeable than the railways, but can also contribute to severance or impact the local street network. Where the tram is on-carriageway, the tracks can also be a hazard for cycles with narrow tyres.
- Major roads (e.g., A roads, motorway) can also sever local street networks and create barriers to active travel due to high traffic flows and speeds and wide crossings, which are unattractive and hostile environments for walking and cycling. Examples include the A585/Amounderness Way, the A583, and the A5230/M55.
- In addition to the major roads, high traffic flows and speeds throughout the network can be a barrier and deterrent to walking and cycling, negatively impact the perceived safety, comfort, and attractiveness of a route. LTN 1/20, for example, advises that traffic flows should be less than 2,000 vehicles/day with speeds 20mph or less to be suitable for most people to comfortably cycle with motor vehicle traffic and without segregation[1].
- The road network outside of the urban, built-up areas is limited throughout the study area, due in part to its more rural character and settlement patterns. This creates very limited options to link the town centres east/west across the region and to link rural villages to each other, the town centres, or key destinations. This is compounded by other barriers such as severance of the railways and/or natural features.
- The Fylde Coast is a peninsula and several water bodies create natural barriers to movement. The River Wyre is a major barrier to east/west movement in the north west of the study area. Travel is reliant on a ferry service at Fleetwood, with the nearest bridge approximately 8km upstream near Hambleton.
- Topography is generally not a constraint in the Fylde Coast area. The terrain is relatively flat, making cycling an attractive option.
- Within the built urban environment, there are many common constraints which affect current levels of walking and cycling and the potential to provide quality infrastructure for active travel. Narrow streets within built-up areas often have limited existing provision and limited scope to widen footways or provide dedicated cycle facilities without significant change to motor vehicle circulation. Competing needs for public highway space also affect the quality of the environment for walking and cycling. For example, footway parking can impede pedestrian access for some users. Management of kerbside activity (e.g., servicing requirements, on-street parking), particularly in high street areas, can also impact pedestrian comfort and the attractiveness of the area.

1 DfT, LTN 1/20, Figure 4.1

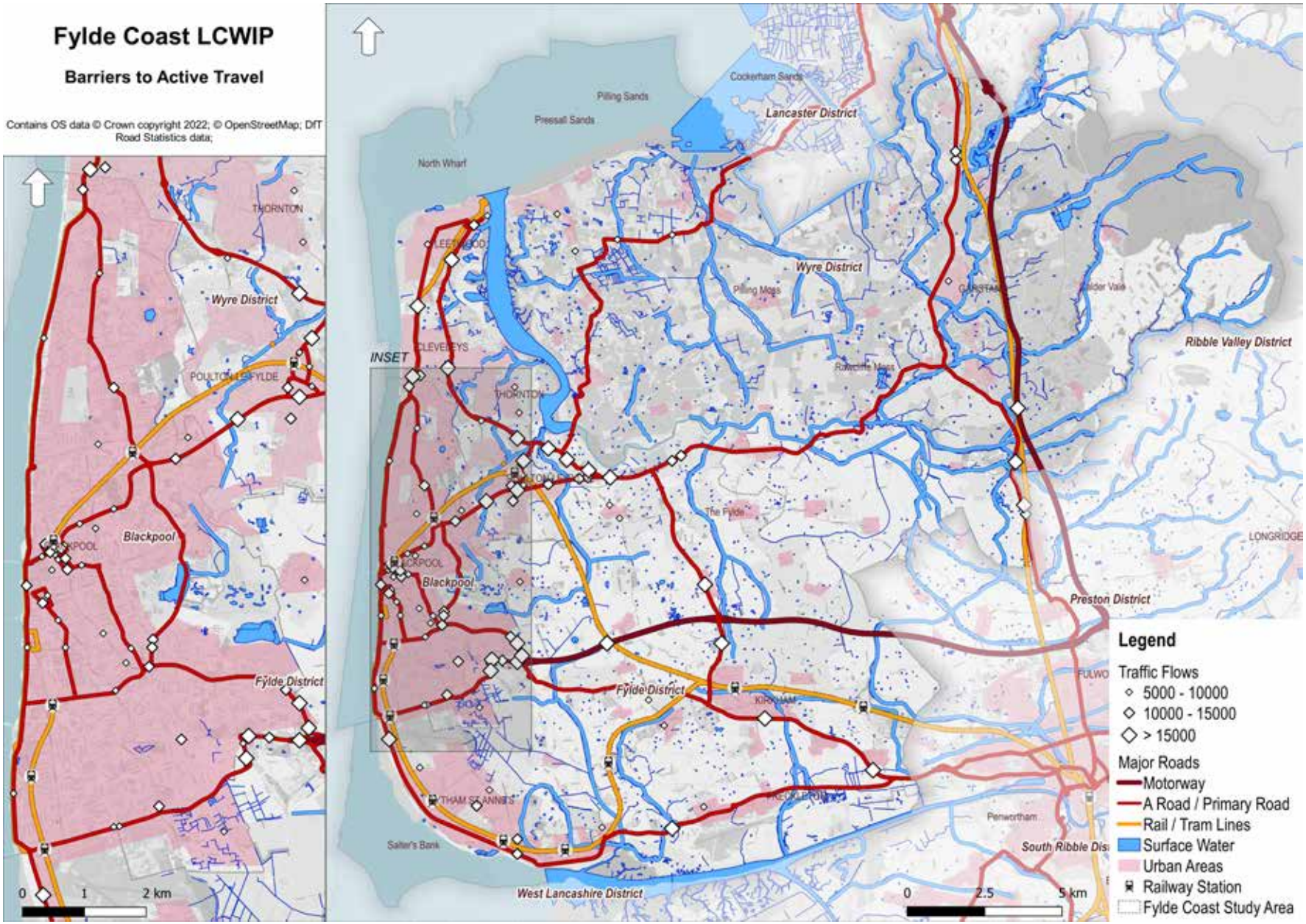


Figure 10. Barriers and constraints to walking and cycling

4.4 Key Destinations

Key destinations (see Figure 11, following page) were mapped to illustrate clusters of trip attractors, which would indicate likely greater potential for journeys to be made by active travel and help to identify potential desire lines as part of the LCWIP development. Types of destinations captured include:

- Educational facilities (primary schools, secondary schools and higher education facilities)
- Hospitals
- Doctor surgeries
- Leisure centres
- Tourist attractions
- Railway stations
- Retail areas
- Employment sites / enterprise zones

As would be expected, key destinations tend to be concentrated around the more densely populated area along the west of the Fylde Coast subregion, as well as around other town centre areas such as Kirkham and Garstang.

Clusters of primary schools in towns such as Blackpool, Fleetwood, Poulton-le-Fylde, Kirkham, Wesham, and St Anne's indicate a greater potential to increase walking journeys. Primary schools tend to have smaller catchment areas and have potential for school trips to be made on foot or by cycle, likely with children accompanied by a parent.

Meanwhile, areas with secondary, further and higher education facilities provide a greater potential to increase active travel journeys among young people who are more confident and able to walk or cycle independently. Secondary and higher education facilities also tend to have larger catchment areas, which may make cycling a more attractive mode than walking. Secondary and higher education facilities are located in Blackpool, which has 13 secondary, further and higher education facilities; Fleetwood (three schools); St Anne's (three schools); Kirkham (two schools); and Lytham, Preesall, Myerscough, and Garstang (each with one school).

There are key employment sites and enterprise zones throughout the study area and are generally located adjacent to major transport links such as major roads, rail/tram links or airports. Larger sites or clusters of sites include:

- Toshiba Westinghouse (former BNFL) site (Fylde)
- Warton North Enterprise Zone (Fylde)
- Kirkham / Wesham employment sites (Fylde)
- Lytham employment sites (Fylde)
- Blackpool Enterprise Zone (Blackpool airport area)
- M55 Junction 4 area / Marton / Mereside (Fylde/ Blackpool)
- Vicinity of Layton railway station (Blackpool)
- Poulton Industrial Estate (Wyre)
- Hillhouse Technology Enterprise Zone and Red Marsh Industrial Estate (Wyre)
- Copse Road, Fleetwood (Wyre)
- Garstang / Catterall area (Wyre)

Several of the barriers and constraints referenced in the previous section (Figure 10) are also overlaid in Figure 11 to illustrate potential severance issues near key destinations.

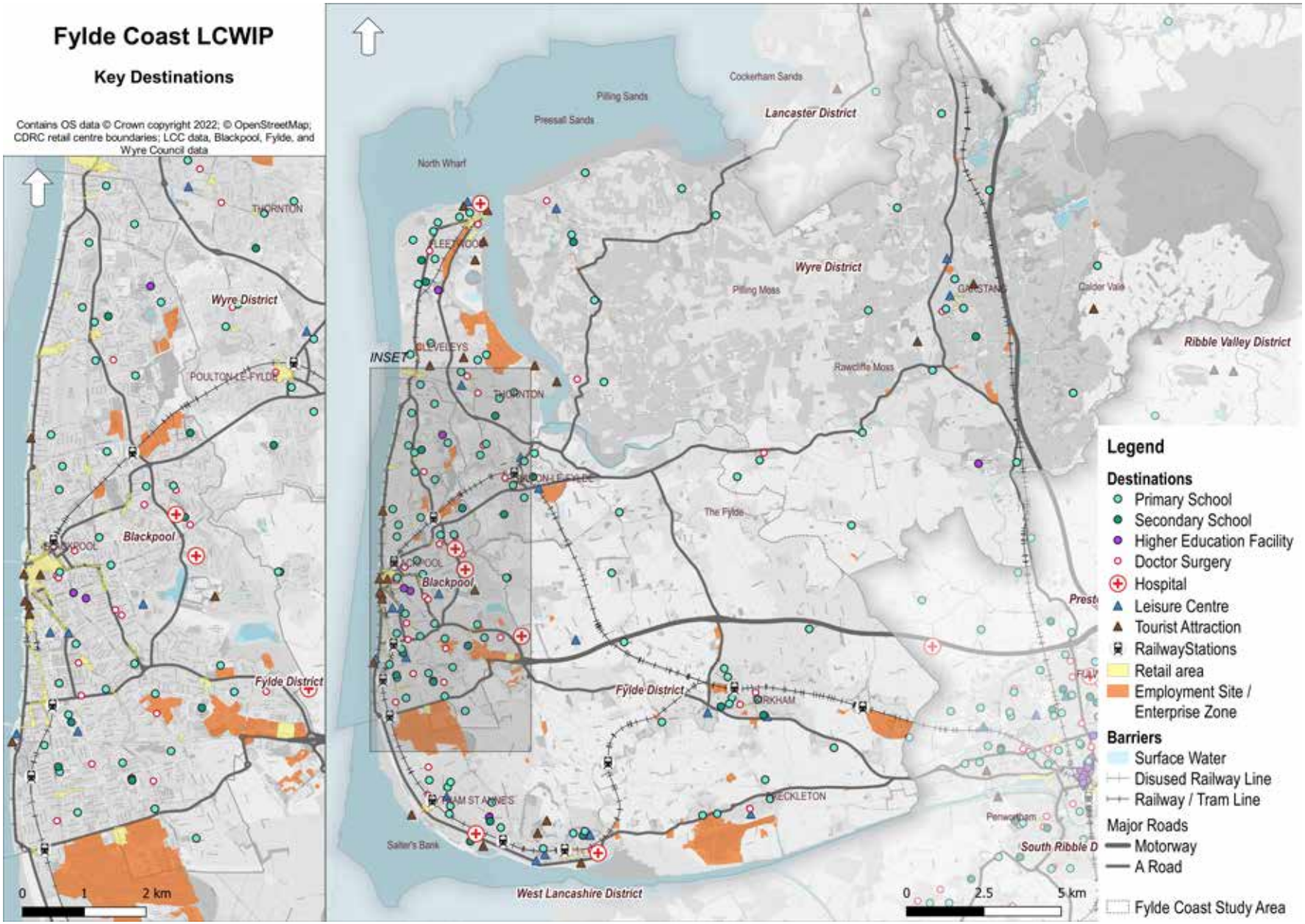


Figure 11. Key destinations within the Fylde Coast study area

4.5 Centres

Similar to the key destinations mapping, the classification of designated Centres from the Blackpool, Fylde, and Wyre local plans indicates concentrations of shopping and community services and facilities. The hierarchy of centres identifies the key hubs of activity within the study area and potential demand for short trips which can be made by foot or by cycle. Development of the LCWIP network should consider linking nearby town centres and improving access to other centres.

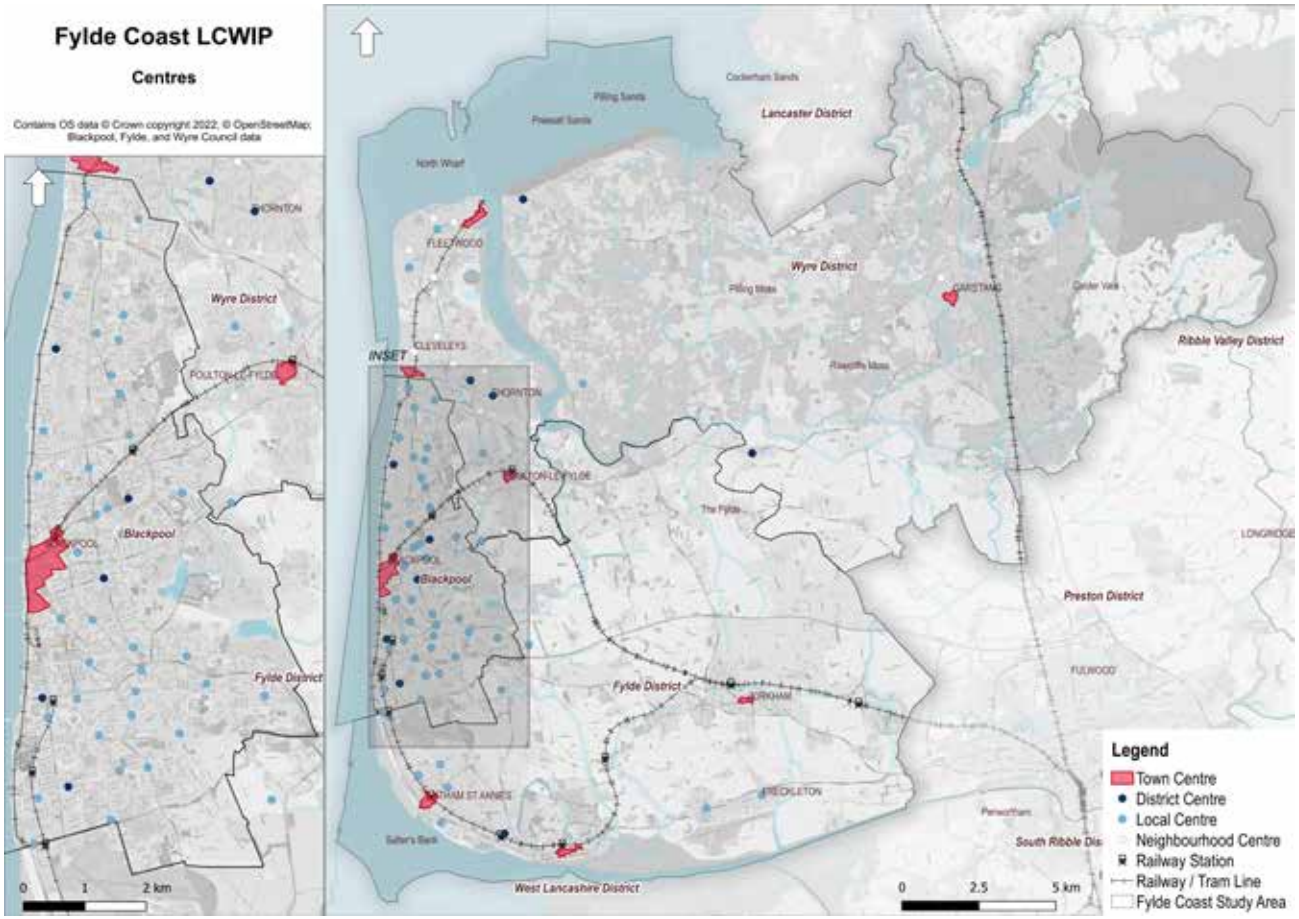


Figure 12. Designated centres within the Fylde Coast area

4.6 Transport Infrastructure

4.6.1. Existing and Proposed Cycle Network

There are several regionally significant existing cycle facilities in the study area, including:

- National Cycle Network (NCN) route 62: generally follows the coast from Preston District to Fleetwood. It is primarily an off-carriageway facility along the coast and on-road between Lytham and Preston.
- NCN 62 spur in Blackpool: links the coast to Stanley Park/Blackpool Zoo and Staining.
- NCN 6: on-road north/south route along the east edge of the Fylde Coast study area, linking Preston District, Garstang and Lancaster District.
- Preston Guild Wheel: cycle network around Preston just to the east of the Fylde Coast, to which cross-boundary connectivity would be important.

There are other sections of off-road facilities available throughout the study area, including some longer sections in Wyre between Cleveleys and Fleetwood and along the River Wyre.

There are several proposed schemes to expand or improve the cycle network, as referenced in section 3.5. There are also aspirations to expand the NCN, including along the River Wyre and north coast to Lancaster, and along the Lancaster Canal Towpath. These also align with proposals for the Lancashire Coast Way, River Wyre Explorer Loop, and towpath improvements noted in the Fylde Coast Highways and Transport Masterplan.

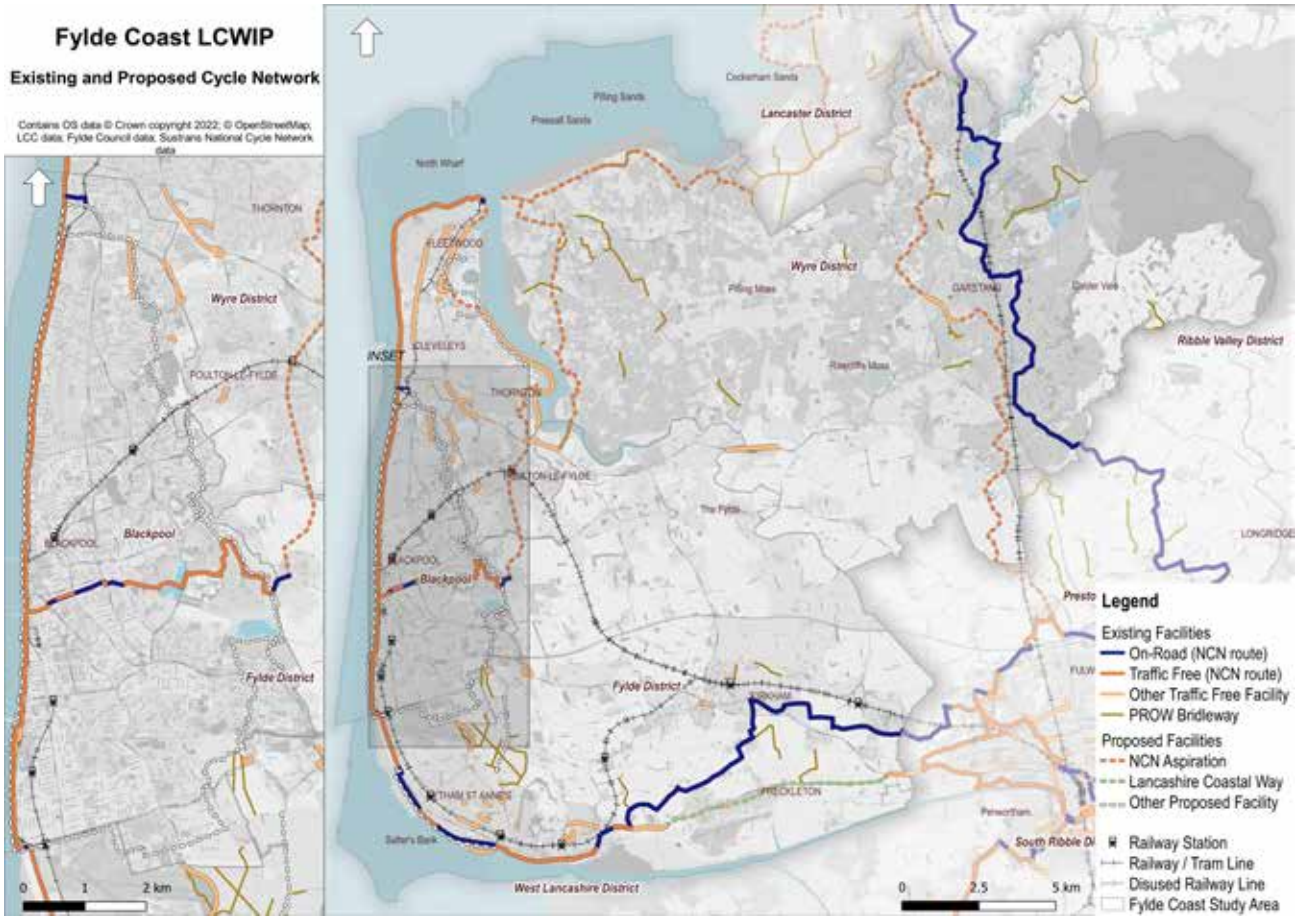


Figure 13. Existing and proposed cycle network

Connectivity to the existing and proposed facilities, and/or improvements to these facilities, should be considered as part of the LCWIP network development.

4.6.2. Public Transport

Several public transport services operate in the Fylde Coast, including two railway lines, an extensive bus network, and a tramway between Blackpool and Fleetwood.

Walking and cycling are important first/last mile travel options to/from the area railway stations, and so connections to the stations should be a consideration in development of the LCWIP network. High-quality long-term cycle parking should also be provided at the stations. The stations with the highest ridership are Blackpool North and Poulton-le-Fylde. The stations at Blackpool South, Blackpool Pleasure Beach, St. Anne's-on-the-Sea, Lytham, and Kirkham and Wesham have moderate ridership.

Bus and tram services do not allow unfolded cycles on-board. There also tends to be a higher frequency of stop, generally making walking a suitable option to access the stops. The bus and tram stop locations indicate areas of demand for short walking trips, linking bus and tram passengers with surrounding residential areas or trip attractors. There is a relatively high density of stops (and hence short walking trips) around the built-up areas surrounding Blackpool, western Wyre, and western Fylde.

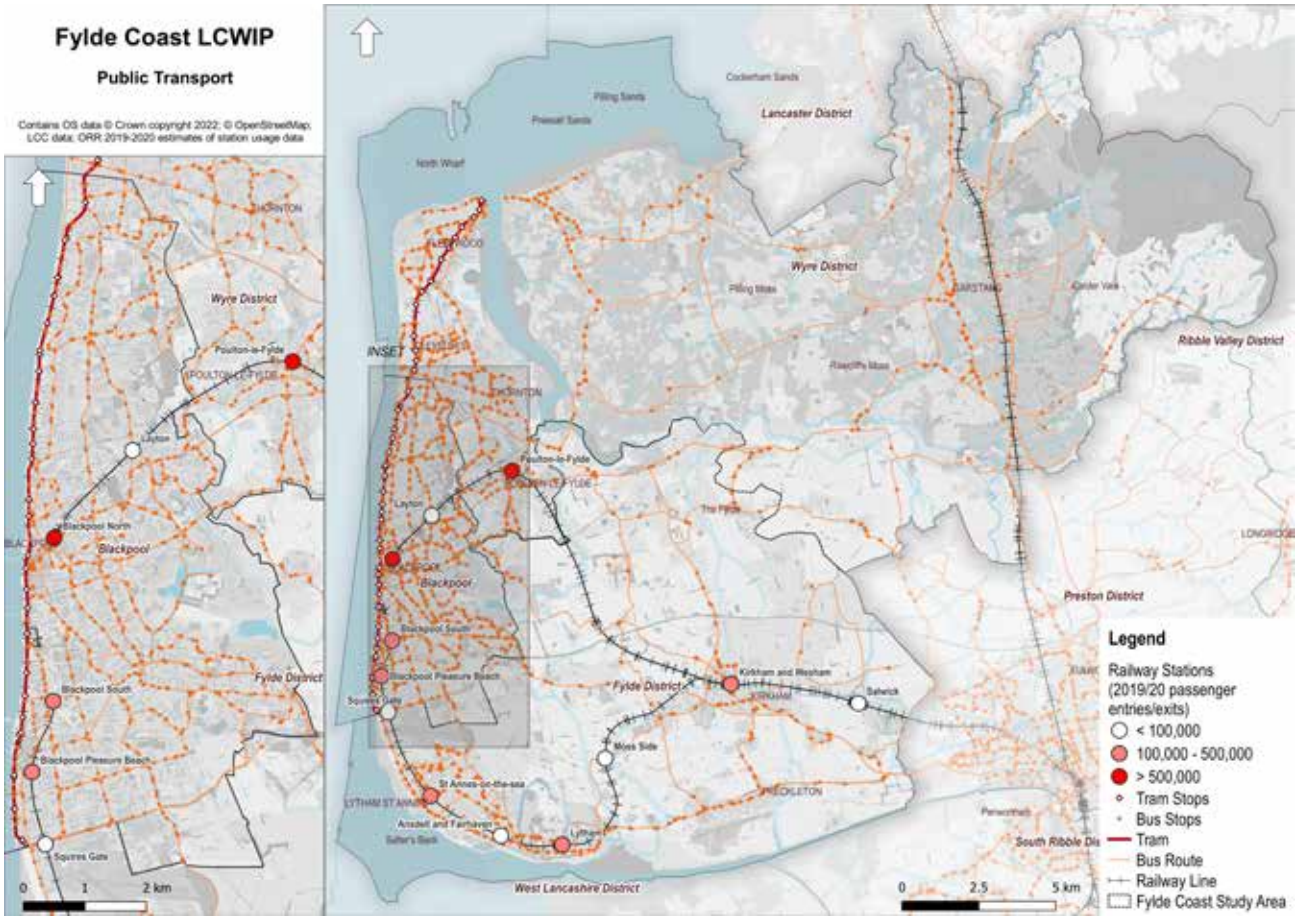


Figure 14. Public transport services

4.6.3. Air Quality Management Areas

There are two air quality management areas (AQMA) within the Fylde Coast:

» Blackpool AQMA: An area encompassing parts of Blackpool Town Centre, and extending along Talbot Road to the seafront and Dickson Road to its junction with Pleasant Street.
» Chapel Street AQMA: An area encompassing Chapel Street, in Poulton-le-Fylde, along with the junctions with Higher Green/Queens Square, and Breck Road/Vicarage Road/Ball Street.

The AQMAs are areas which are unlikely to meet national air quality objectives and therefore where there is a need to improve the air quality in future. Encouraging a shift to active travel modes in these areas through walking and cycling infrastructure improvements could support the objectives of the AQMAs.

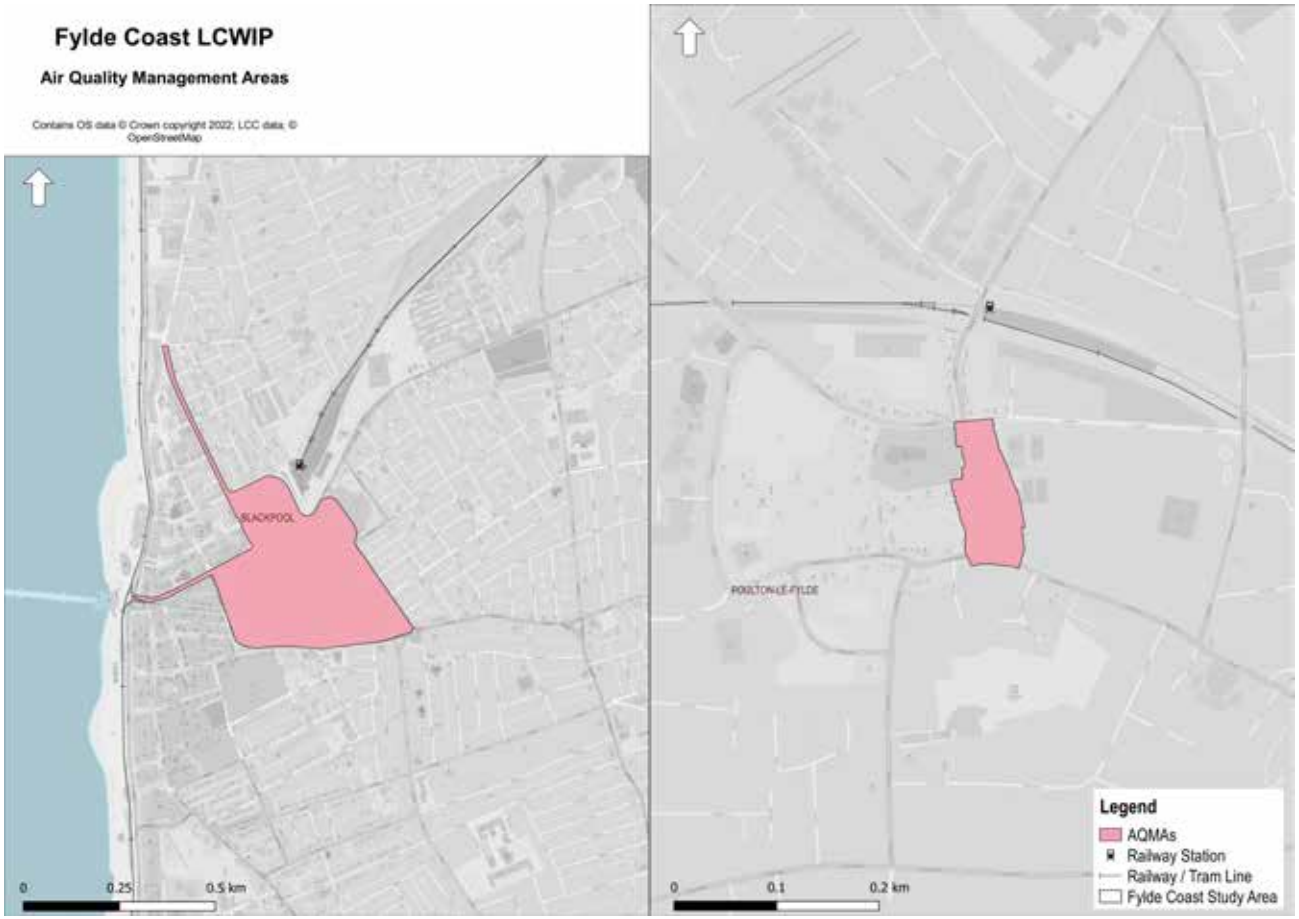


Figure 15. Air quality management areas within the Fylde Coast study area (Blackpool AQMA, left; Chapel Street AQMA, right).

4.7 Travel Patterns

4.7.1. Journey to Work Mode and Trip Distance

Table 5 summarises the mode share and trip distance for commuter trips based on the 2011 Census. While the data is now 10 years old, it still provides a snapshot of travel patterns in the region. Once the 2021 Census data is available, this would help indicate if there has been growth locally in walking and cycling mode share.

Of those in employment, driving a private car remains the primary mode of transport in the region at 63% of all commuter trips. Active travel comprises 15% of all commuter trips - 12% by walking and 3% by cycle. This is comparable to Lancashire as a whole, as well as the North West and national averages. However, when looking at the individual districts of the Fylde Coast subregion, active travel mode share is higher than average in Blackpool (particularly for walking).

Journey to work trips distances indicate the potential for growth in walking and cycling as viable modes of travel. Across the Fylde Coast, over 40% of commuter journeys are less than 5km, a distance which can be easily walked or cycled. An additional 16% are 5 - 10km, which is also within a reasonable cycle distance.

Looking at the sections of the Fylde Coast individually, the share of trips <5km in Wyre and Fylde (35%) is comparable to or slightly below regional and national averages. However, in Blackpool 55% of commuter trips are less than 5km. This suggests an even higher potential for a modal shift to active travel and supports the existing relatively high mode share for walking.

Table 5. Travel to work mode share and trip distance (2011 Census)

Area Name	Residents in Employment	Mode Share			Trip Distance		
		% walk	% cycle	% driving car or van	< 2km	2- 5km	5-10 km
Blackpool	61,419	15.0%	3.2%	56.5%	26%	29%	13%
Fylde	34,510	10.8%	2.8%	68.1%	19%	16%	20%
Wyre	48,558	9.2%	2.9%	68.8%	17%	18%	18%
Fylde Coast Total	**144,487**	**12.0%**	**3.0%**	**63.4%**	**21%**	**22%**	**16%**
Lancashire	546,208	11.0%	2.1%	66.6%	19%	20%	17%
North West	3,228,744	10.9%	2.2%	62.6%	18%	21%	19%
England	25,162,721	10.7%	3.0%	57.0%	17%	18%	17%

source: Office of National Statistics

4.7.2. Commuter Trip Patterns

4.7.2.1. MSOA Origin/Destination Pairs

Journey to work data at the middle super output area[1] (MSOA) level was reviewed to broadly illustrate commuter flows and key commuter pairs across the Fylde Coast study area. Commuter trips (MSOA to MSOA) with origins/destinations less than 10km apart are illustrated in Figure 16. This indicates desire lines with concentrations of short trips with the potential to be undertaken by walking or cycling.

As shown in Figure 16, there is:

- A strong desire line across the south of the Fylde Coast, linking the employment site in Warton to Preston, Kirkham/Wesham, Lytham, and St. Anne's.
- High flows between and within St. Anne's and Lytham.
- A relatively high number of short commuter trips in the Garstang area.
- A high density of short commuter trips across the urban area of Blackpool, with some higher flows to/from the town centre, the Victoria hospital area, the Greenlands ward area, and the Marton/Mereside area.
- Relatively high flows within the Fleetwood area.
- A corridor linking Poulton-le-Fylde, Thornton, Cleveleys, and Fleetwood

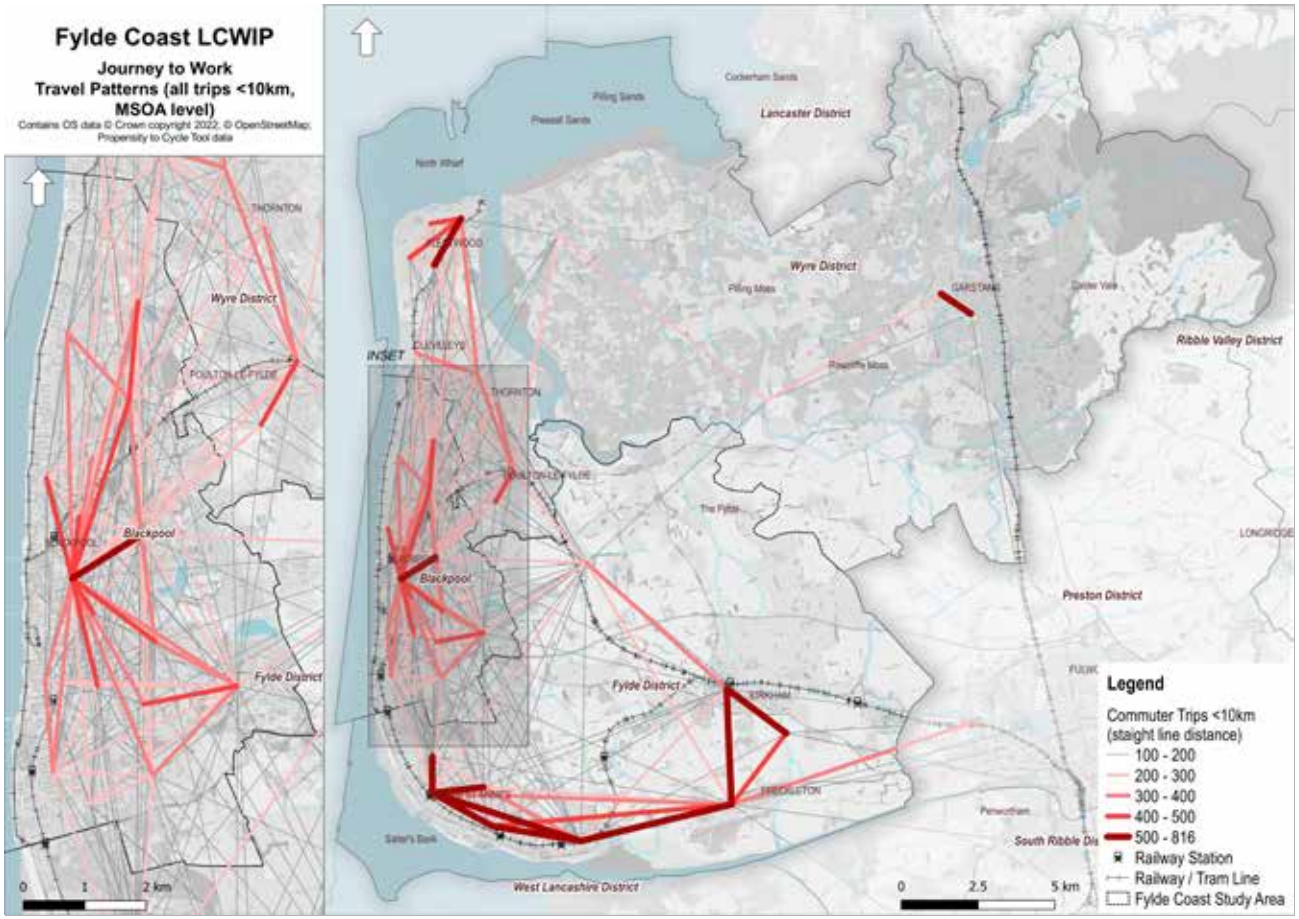


Figure 16. Origin-destinations pairs for journeys to work at the middle super output area (MSOA) level for trips less than 10km in the Fylde Coast study area (2011 Census, Office of National Statistics; Propensity to Cycle tool)

1 MSOAs are part of the Census' Neighbourhood Statistics Geography, which have a 3-level hierarchy (output area, lower super output area, middle super output area). MSOAs have an average population of approximately 7,200 people.

4.7.2.2. LSOA Origin/Destination Pairs

Commuter data was also available at the lower super output (LSOA) level, providing some additional granularity in reviewing origin-destination pairs (LSOA to LSOA), particularly where MSOAs are very large in the more rural areas[1]. All short commuter trips (less than 10km) between LSOAs which start and/or end in the Fylde Coast study area are illustrated in Figure 17. This indicates areas with concentrations of short trips with the potential to be undertaken by walking or cycling.

The commuting pattern is similar to those seen in Figure 16 at the MSOA level, but the additional granularity in origin/destination pairs also illustrates:

» The distribution of short commuter trips in the Garstang area.
» Relatively high flows within Kirkham/ Wesham area.
» A relatively high density of short commuter trips across the urban Blackpool area.

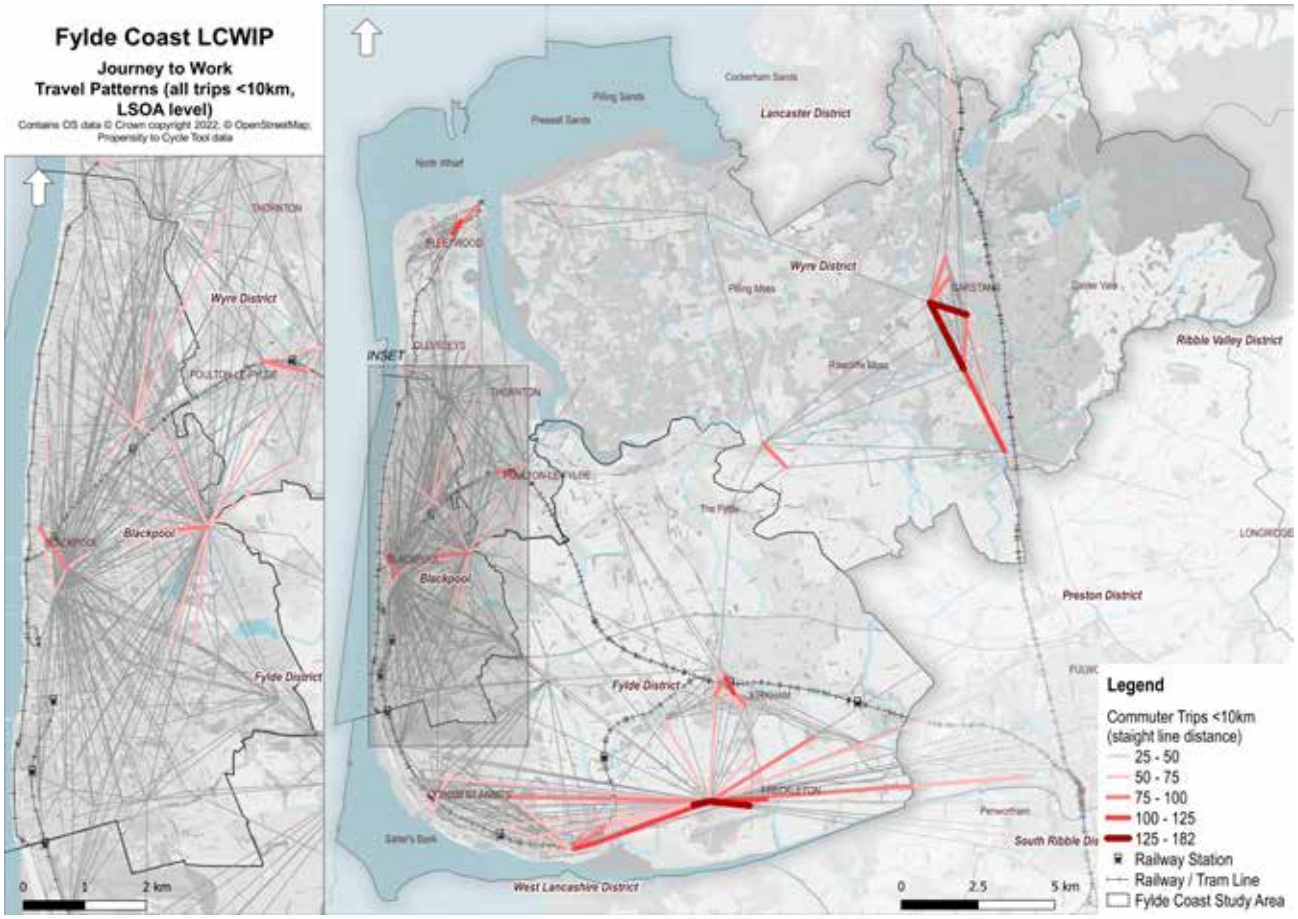


Figure 17. Origin-destinations pairs for journeys to work at the lower super output area (LSOA) level for trips less than 10km in the Fylde Coast study area (2011 Census, Office of National Statistics; Propensity to Cycle tool)

1 LSOAs typically consist of 4 to 6 output areas, and have an average total population of approximately 1,500 people.

4.7.3. Historic Cycle Count Data

A limited number of locations with cycle count data is available through the Department of Transport's Road Traffic Statistics data portal.[1] Available count data within the study area from 2016 through 2020 is shown in Figure 18. The spot count locations indicate moderate existing cycle flows (>200/day) along the coastal corridor (Broadway (A587) / NCN 62 / Fylde Way), as well as locations around Poulton-le-Fylde (A588) and Skippool (A585). These indicate areas with existing cycle demand which may benefit from high-quality cycle facilities.

Based on the annual cycle count data available, there is a positive trend in cycle activity in the Fylde Coast area from 2016 to 2020. The total cycle flows increased every year, with an average annual increase of 7%[2].

The peak year was 2020, where an increase in total cycle flows of 13% was recorded against 2019. This is likely related to behaviour changes influenced by the COVID-19 pandemic and national lockdown restrictions.

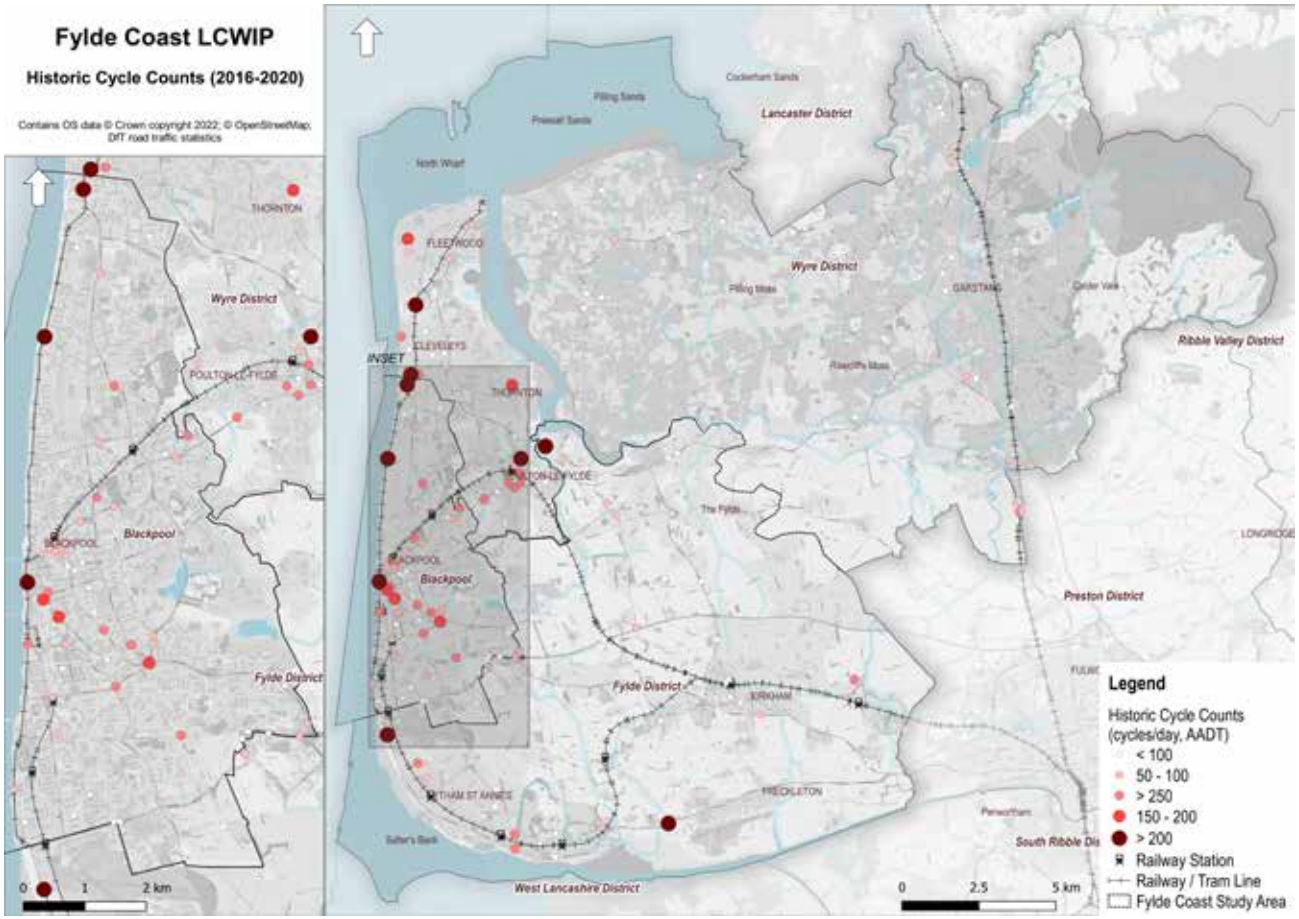


Figure 18. DfT cycle count data

1 https://roadtraffic.dft.gov.uk/#6/55.254/-6.053/basemap-regions-countpoints

2 Including the increase between 2019 and 2020.

4.7.4. Propensity to Cycle Tool

The Propensity to Cycle Tool (PCT)[1] is an online tool and dataset designed to assist with strategic planning of cycling networks. It illustrates an indicative current and potential future distribution of cycle trips to work and to school based on different growth scenarios. The model identifies preferred 'fast' and 'quieter' cycle routes between origin and destination pairs, and assigns trips to these routes. 'Fast' routes are based primarily on the shortest distance (i.e., most direct route), while 'quieter' routes also consider motor vehicle traffic volumes. The hilliness of a route is also a key factor considered within the model when estimating the propensity for cycling.

The Fylde Coast LCWIP PCT analysis was conducted using PCT data downloaded in July 2022, which was based on the 2011 Census. The following data categories were utilised for the analysis:

» Geography: Lower Super Output Area (LSOA) geography was selected because it provides greater granularity of origin/destination pairs within the study area.
» Growth Scenario: 'Go Dutch' was selected to reflect the high aspirations of the LCWIP for a step-change in levels of cycling. The 'Go Dutch' scenario models the potential for growth in cycling as a function of trip distance and hilliness, plus a number of socio-demographic and geographical characteristics, to reflect the proportion of commuters that would be expected to cycle if all areas of England and Wales had the same infrastructure and cycling culture as the Netherlands, where approximately 28% of trips are made by cycle[2].
» Direct Desire Lines: Direct point-to-point desire lines in the PCT (desire lines between LSOAs) were reviewed to identify desire lines with higher levels of potential demand. The PCT model then applied these desire lines to the actual network, and the outputs were analysed as described below.
» Cycling Flows: 'Fast' routes were the primary output as they represent the most direct desire lines for cycling, which are more likely to attract new cyclists and support growth in cycling. The top 50 'quieter' routes (in terms of highest cycle flows) were also reviewed during network refinement for potential alternative route options with minimal detour.
» Most Cycled Network Links: The PCT aggregates all 'fast' route trips to provide a total of cycle flows along each link in the network. Commuter and school flows, however, are disaggregated and viewed independently. Cycle flows were categorised as high, medium, and low to illustrate the preferred routes (i.e., highest flows) and identify an initial cycle network with coverage across the Fylde Coast. This is the key output of the PCT utilised from the PCT analysis.

The following sections summarise the analysis of the journey to work and journey to school PCT data. However, it is important to note that commuting and education only account for 28% of all trips.[3] Therefore, the available data is only representative of a small percentage of overall trips and potential demand for cycling.

1 https://www.pct.bike/

2 PCT User Manual C1: PCT methods for the commuting layer, https://npct.github.io/pct-shiny/regions_www/www/static/03a_manual/pct-bike-eng-user-manual-c1.pdf

3 2019 National Travel Survey, Table NTS0409a. Commuting accounts for 15% of all trips, education/escort to education 13% of all trips

4.7.4.1. PCT Commuter Mode Share

Based on the 2011 Census, cycle mode share for commuting was low across the Fylde Coast study area, typically less than 5% as illustrated in Figure 19. The PCT, however, illustrates strong potential for growth in cycling. Under the 'Go Dutch' scenario (Figure 20, following page), the more urban western areas of the Fylde Coast, including Blackpool, Fleetwood, Cleveleys, and St. Anne's would have a cycle commuter mode share of over 30%. This reflects the relatively high proportion of short commuter trips and flat terrain of the area.

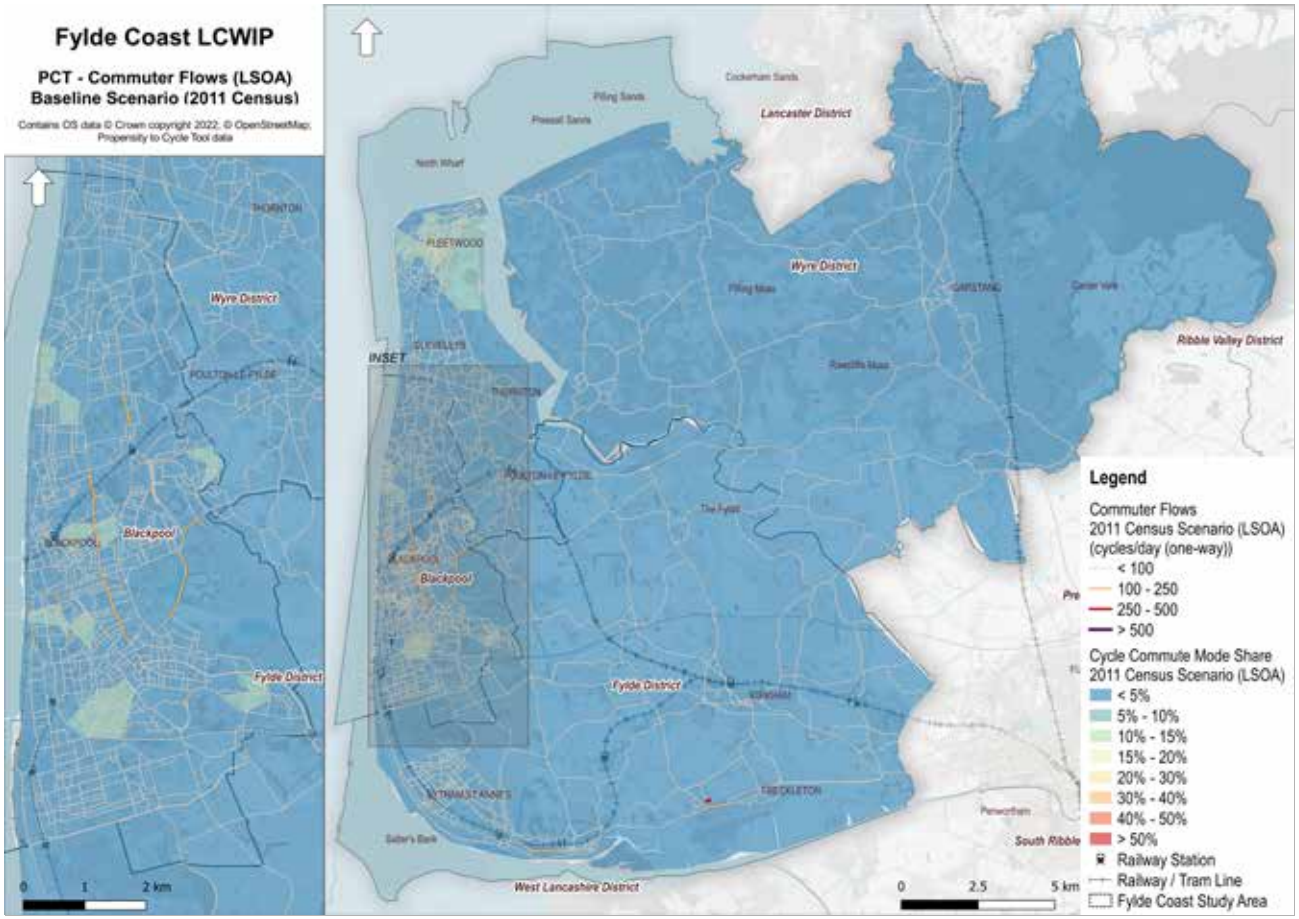


Figure 19. PCT daily commuter cycle flows and journey to work cycling mode share based on the PCT '2011 Census' scenario

4.7.4.2. PCT Commuter Flows

Estimated daily commuter cycle flows from the PCT Go Dutch scenario are illustrated in Figure 20. This indicates the routes with the highest relative propensity for cycling in the Fylde Coast based on journey to work data.[1] As would be expected, the highest propensity for cycle flows are forecast within and linking the more densely populated areas in the south and west of the study area. The remainder of the study area has comparatively lower cycle flows, with the exception of around Garstang.

Indicative key corridors and links with relatively high flows include:

- East/west route across the south linking Preston, Freckleton/Warton, Lytham, and St. Anne's.
- A continuation of the route along the coast, from St Anne's through Blackpool.
- Link between St. Anne's and Blackpool via B5261/Queensway.
- Relatively high flows within the Blackpool area, including north/south routes from Mereside area to Bispham (e.g., A583/B5124, East Park Drive, A587).
- North/south link to Fleetwood via Broadway, A585/Amounderness Way, and B5268/ Fleetwood Road.

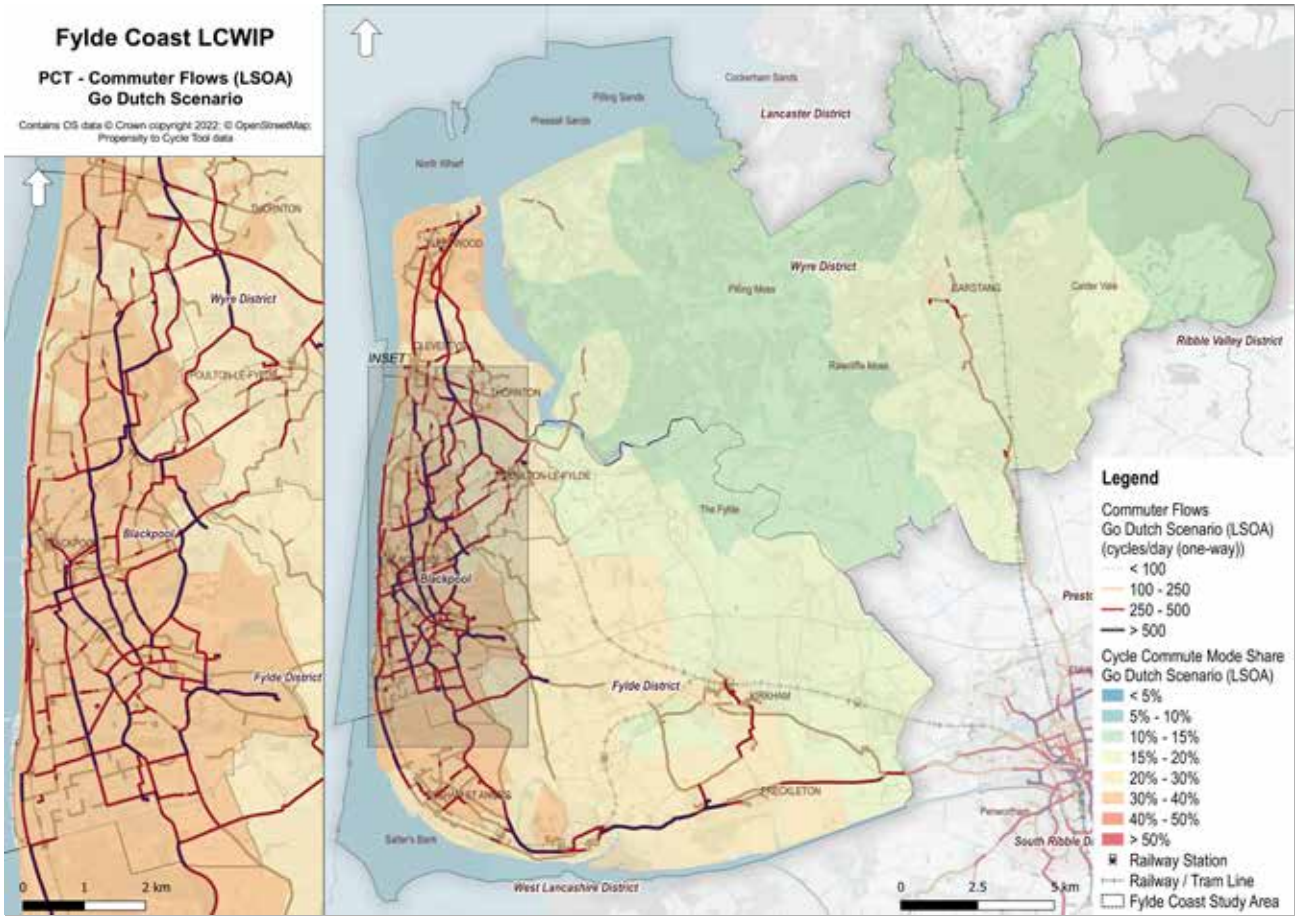


Figure 20. PCT daily commuter cycle flows and journey to work cycling mode share based on the PCT 'Go Dutch' scenario

1 To approximate the number of cycle trips on a link for all trip purposes, the PCT commuter flows can be multiplied by 6 (based on National Travel Survey data for the share of cycle trips which are for commuting purposes and doubling the journey to work flows to account for roundtrip commuting).

4.7.4.3. PCT Commuter Mode Share

Based on the 2011 PCT baseline, cycle mode share for trips to school is generally less than 5%, with some slightly higher rates in the St. Anne's and Lytham area. The existing journey to school cycle mode share is illustrated in Figure 21.

As with the commuter data, the PCT school data indicates a high propensity for cycling to school in the Fylde Coast. In the Go Dutch scenario, (Figure 22, following page) cycling to school could be a preferred option for over 50% of children across much of the more densely populated areas in the west and south of the study area.

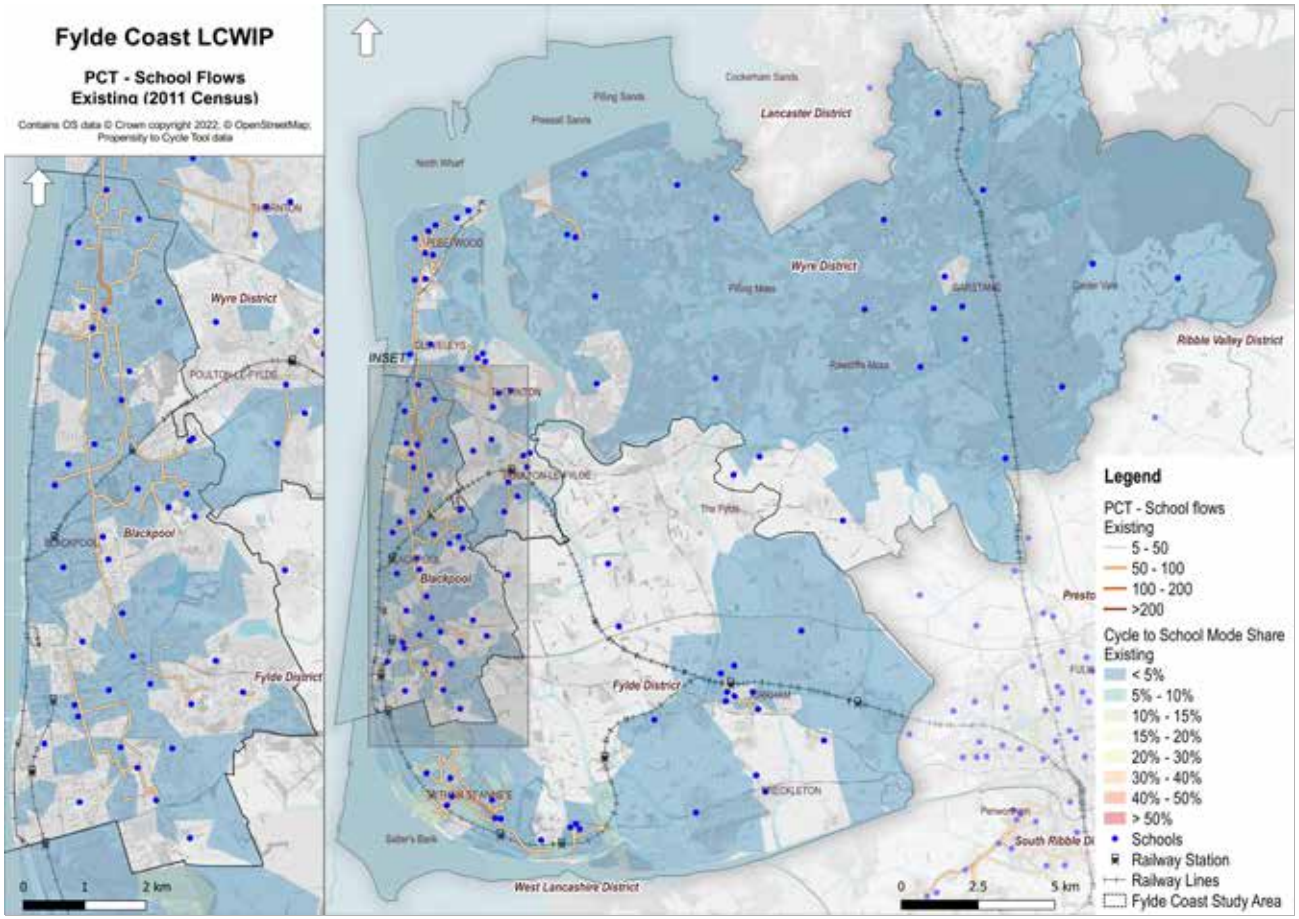


Figure 21. PCT journey to school cycle flows and cycling mode share based on the PCT '2011 Census' scenario

4.7.4.4. PCT School Flows

Estimated daily journey to school cycle flows from the PCT Go Dutch scenario are illustrated in Figure 22. This indicates the routes with the highest relative propensity for cycling based on journey to school data. The higher propensity for cycle trips to school are again concentrated in the west and south of the study area. These include the following areas:

- Between Lytham and St. Anne's (e.g., Church Road, Forest Drive/South Park, Mythop Road)
- Between Kirkham/Wesham and Freckleton
- Throughout Blackpool, with key corridors including St. Anne's Road, B5261, Cherry Tree Road, A583/B5124, West Park Drive, East Park Drive, Kingscote Drive, Layton Road, Warley Road, A587, and Fleetwood Road/All Hallows Road
- Broadway between Fleetwood and Cleveleys
- Fleetwood Road North and Lawsons Road near Thornton
- A585/Amounderness Way, B5412/Skippool Road, and A588/Breck Road near Skippool
- A588/Hardhorn Road, Moorland Road, and High Cross Road near Poulton-le-Fylde
- B6430 in Garstang

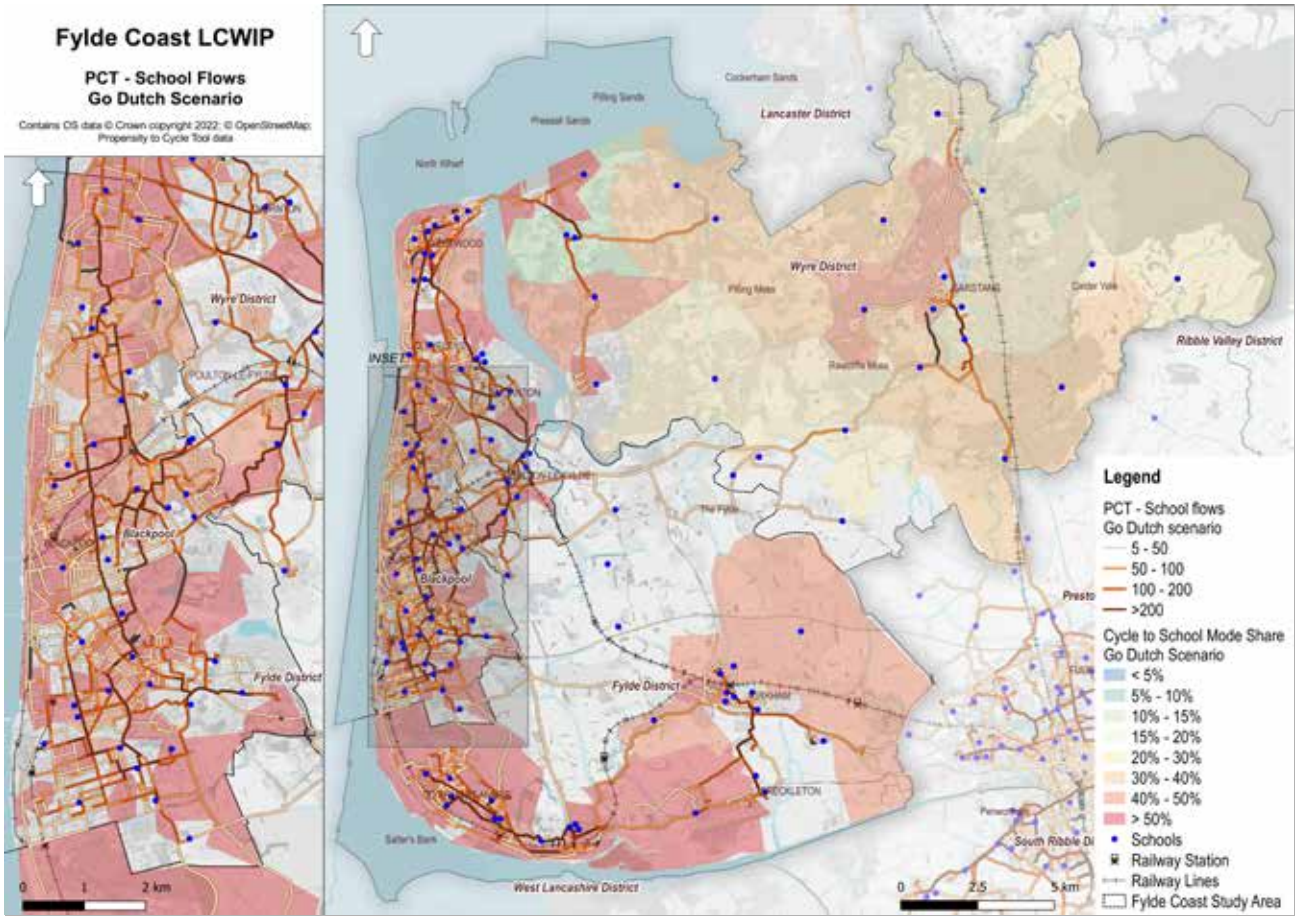


Figure 22. PCT journey to school cycle flows and cycling mode share based on the PCT 'Go Dutch' scenario

4.7.5. Strava Data

Strava Metro data for the Fylde Coast was available for 2021. Strava is a mobile and internet-based application for tracking various activities (i.e., cycling, running, etc.). The data presented represents trips recorded by users of Strava's app. Although the data tends to be skewed more heavily towards leisure/ recreational trips rather than utility trips, it provides a snapshot of preferred routes that supplement the commuter trips provided in the PCT analysis.

4.7.5.1. Strava Cycle Data

Strava data for cycle trips is shown in Figure 23. The Strava data highlights high usage of the coastal corridor from Freckleton through Lytham, St. Anne's, Blackpool, Cleveleys and Fleetwood. Usage on other routes through the more densely populated western portion of the study area is relatively low. However, some routes along country lanes through the more rural central sections of the study area are apparent, suggesting potential longer distance leisure/sport cycling activity, including:

- Shard Bridge / A588
- Whin Lane / Rawcliffe Road and Skitham Lane / Longmoor Lane (east/west alternative to the A586)
- North/south route east of Garstang via Gubberford Lane, Sandholme Lane, and Lydiate Lane
- East/west route via the B5269
- East/west route between Kirkham and Preston via Carr Lane / Treales Road

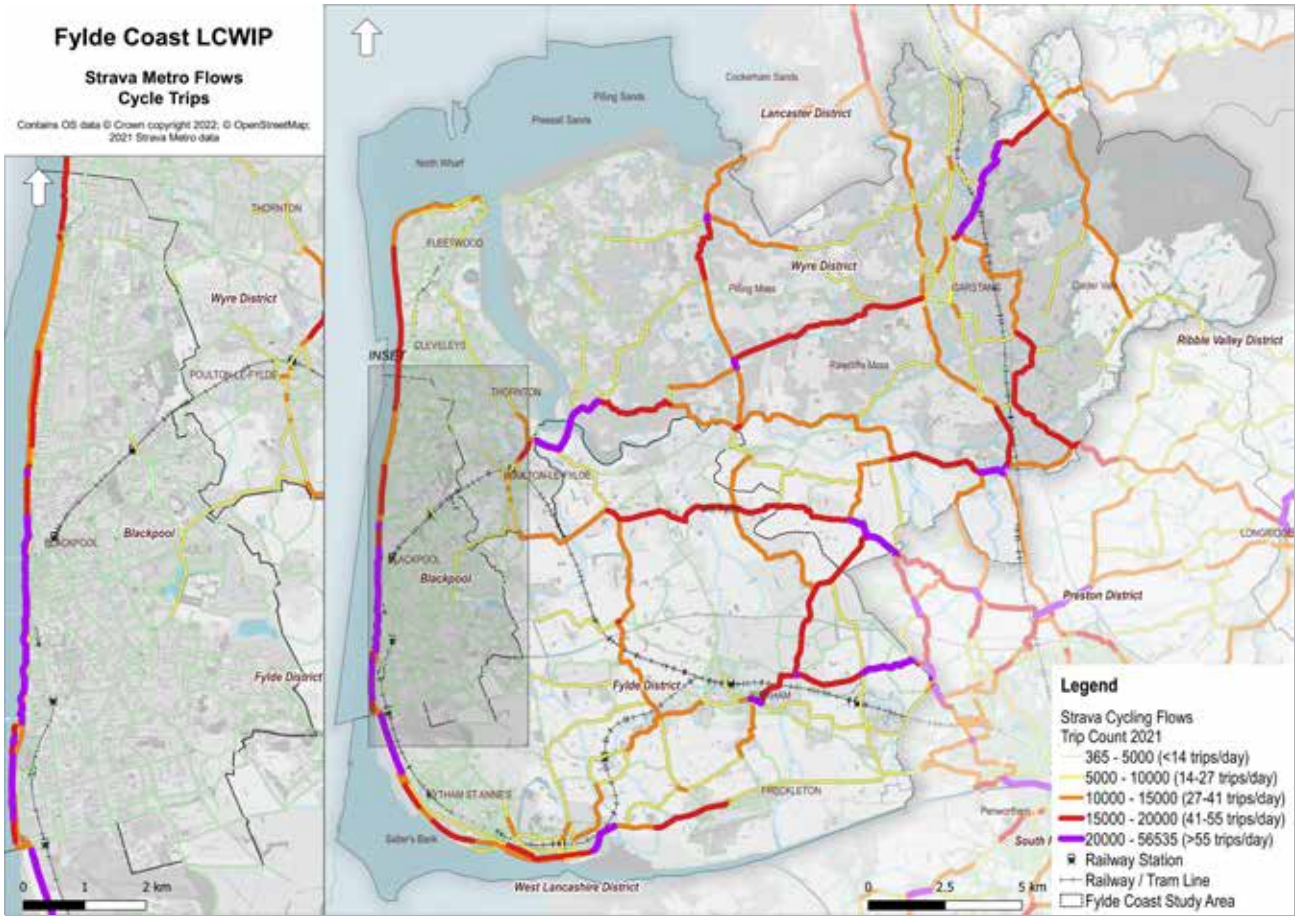


Figure 23. Cycle journeys recorded via Strava in 2021

- North/south route from Kirkham via Church Road / Inskip Road

4.7.5.2. Strava Walking Data

Strava data for walking trips is shown in Figure 24. Strava data for trips made by walking are likely even more skewed to leisure trips, as these would typically include activities such as running or hiking.

Similar to the cycle data, the coastal corridor is clearly apparent as the most heavily utilised area in the Fylde Coast for walking/running. The perimeter of Stanley Park in Blackpool is also heavily used, but the nature of the route suggests it is likely a popular running loop around the park and unlikely to be reflective of utility purposes.

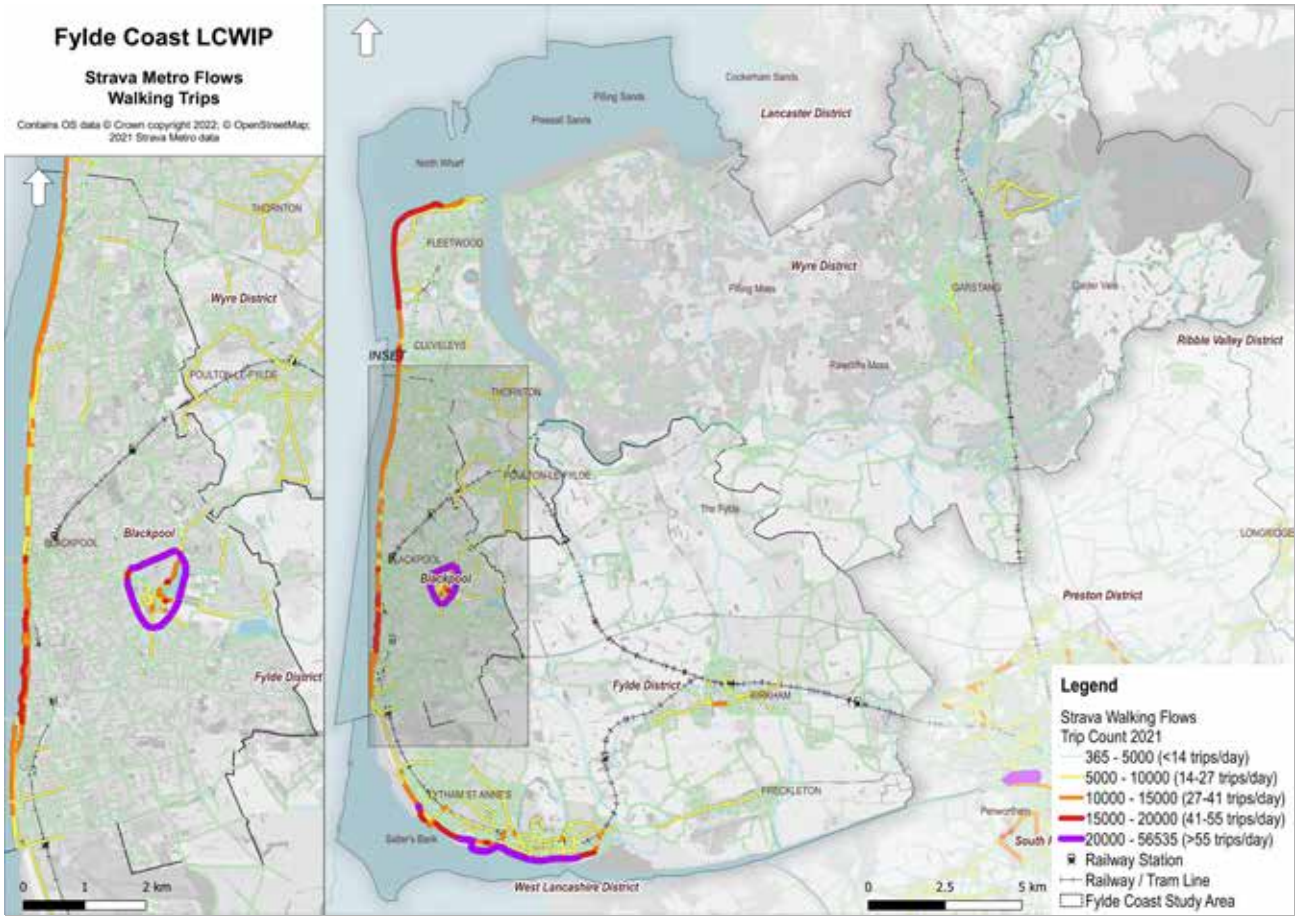


Figure 24. Walking journeys recorded via Strava in 2021

4.8 Collision Data

As part of the LCWIP, a high-level review of collision data involving pedestrians and people cycling within the last five years was undertaken. This provided an understanding of where collisions are occurring and routes which could benefit from safety improvements as part of an LCWIP scheme.

It should be noted that a lack of collision data does not confirm a route is safe as it could also indicate the route is currently unused.

Data was available for areas within LCC highway authority (Fylde and Wyre districts) for 2017 through May 2022 and for areas within Blackpool for 2016 through 2020.

During the assessment period, there were 641 pedestrians and 488 people cycling involved in collisions in the Fylde Coast. The collisions are tabulated by year and severity in Table 6 (cycling) and Table 7 (pedestrian), and the locations illustrated in Figure 25 (cycling) and Figure 26 (pedestrian) on the following pages.

Collisions are generally concentrated in the more urban areas in the west of the study area, where there is higher potential for short trips to be made by foot or by cycle.

Examining the more severe incidents involving people cycling (killed or seriously injured (KSI) incidents), there was one fatality which occurred on the A584 in Freckleton. Corridors with multiple KSI collisions include:

- A584 through Freckleton and Warton

Clifton Drive North in St Anne's

- A583 / Whitegate Drive in Blackpool
- B5124 / Devonshire Road in Blackpool
- A587 / St. Walburgas Road in Blackpool
- Luton Road / North Drive in Blackpool
- Broadway in Fleetwood
- A6 / Moss Lane in Garstang

For pedestrian collisions, there were seven fatalities across the study area. High concentrations of KSI incidents are evident in areas such as:

- Blackpool town centre area
- Cleveleys town centre area (Victoria Road West)
- Poulton-le-Fylde town centre area
- Fleetwood town centre area

Table 6. Cyclist casualties, by severity

Severity	2017	2018	2019	2020	2021	2022	Total
Fylde							
fatal	1	0	0	0	0	0	**1**
serious	10	6	4	5	8	3	**36**
slight	16	23	7	15	9	0	**70**
Total	**27**	**29**	**11**	**20**	**17**	**3**	**107**
Wyre							
fatal	0	0	0	0	0	0	**0**
serious	13	9	13	17	7	2	**61**
slight	19	25	19	13	15	7	**98**
Total	**32**	**34**	**32**	**30**	**22**	**9**	**159**

Severity	2016	2017	2018	2019	2020	Total
Blackpool						
fatal	0	0	0	0	0	**0**
serious	14	13	13	10	10	**60**
slight	42	34	34	25	27	**162**
Total	**56**	**47**	**47**	**35**	**37**	**222**

Table 7. Pedestrian casualties, by severity

Severity	2017	2018	2019	2020	2021	2022	Total
Fylde							
fatal	0	0	1	1	1	0	**3**
serious	2	2	5	5	9	3	**26**
slight	22	11	7	9	16	5	**70**
Total	**24**	**13**	**13**	**15**	**26**	**8**	**99**
Wyre							
fatal	1	0	1	1	1	0	**4**
serious	10	8	8	10	9	3	**48**
slight	28	21	12	7	12	6	**86**
Total	**39**	**29**	**21**	**18**	**22**	**9**	**138**

Severity	2016	2017	2018	2019	2020	Total
Blackpool						
fatal	0	0	2	0	0	**2**
serious	27	19	23	40	9	**118**
slight	65	68	55	55	41	**284**
Total	**92**	**87**	**80**	**95**	**50**	**404**

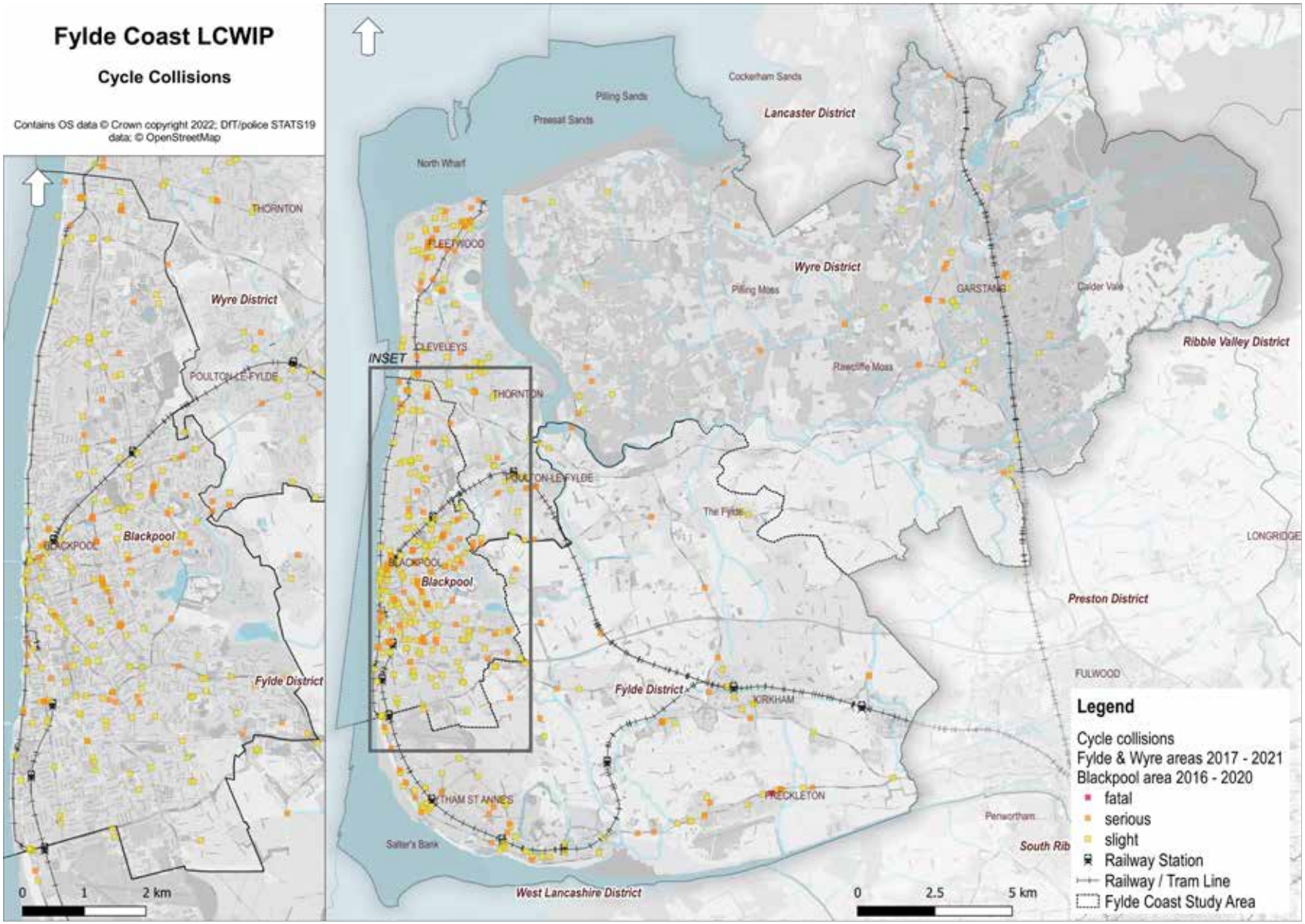


Figure 25. Collisions involving people cycling, by severity

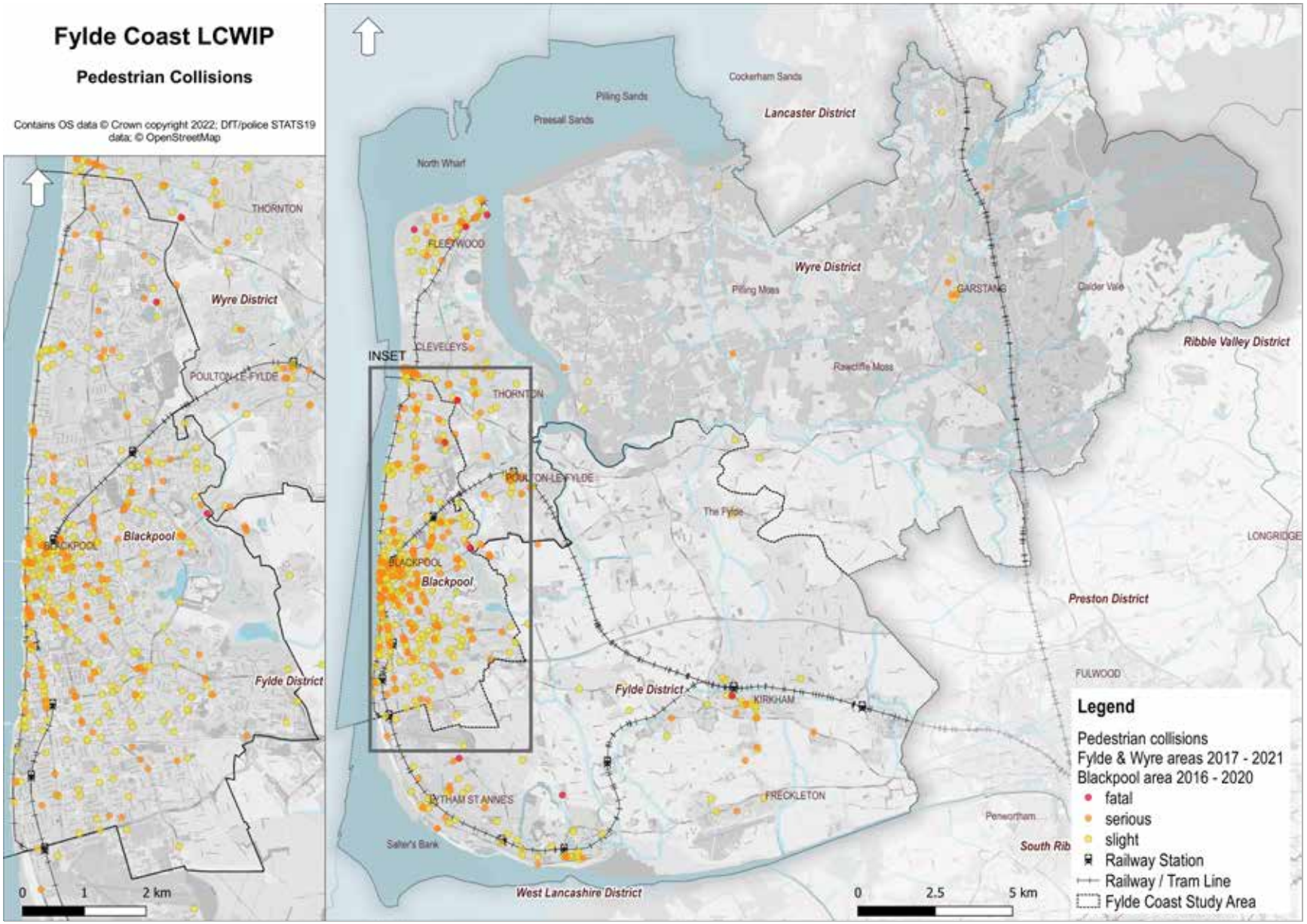


Figure 26. Collisions involving pedestrians, by severity

4.9 Stage 1 Engagement Survey

In spring 2022, LCC undertook an engagement survey to obtain input from the general public on existing issues and desired improvements related to active travel county-wide. The survey included an interactive online map, which allowed participants to identify specific locations for issues/requests.

There were 439 responses or 'pins' placed within the Fylde Coast study area. These are summarised by district and mode(s) in Table 8. A majority of comments were cycling-related issues or requests (303 of 439 responses).

Figure 27 illustrates the comment locations. Of particular relevance to the development of the LCWIP are potential active travel corridors emerging from clusters of survey responses. These included potential corridors in:

- East Fylde between Preston and Kirkham (A583).
- South Fylde between Preston, Warton, and Lytham along the A584. This included a high concentration of comments for cycle route improvements.
- Coastal corridor in west Fylde, linking Lytham to Blackpool (in the vicinity of the Promenade and Clifton Drive/A584.
- Cluster between St Anne's and Blackpool via Queensway (B5261).
- Concentration points in Blackpool from the Mereside area towards the town centre along the A583 corridor.

Table 8. Stage 1 Engagement Responses, summarised by active travel mode(s) and district

Comment related to:	Fylde	Wyre	Blackpool	Total
Cycling	78	66	57	201
Walking	50	35	23	108
Cycling & Walking	51	32	19	102
Not Stated	12	9	7	28
Total	191	142	106	439

source: LCC Stage 1 engagement survey

- Amounderness Way (A585) between Skippool and Norcross.
- The A6 corridor just north of Preston, as well as section near Garstang.

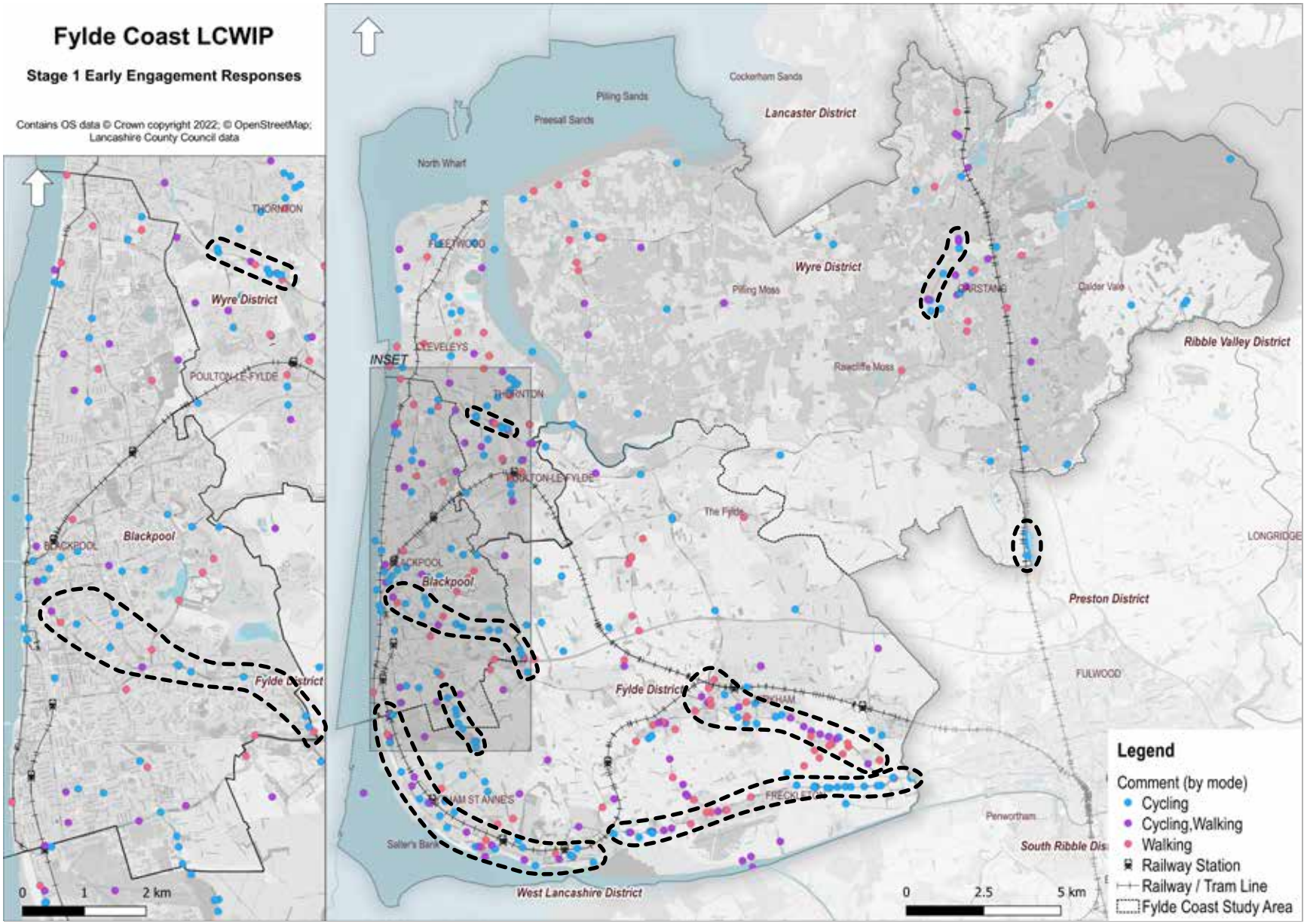


Figure 27. Stage 1 Engagement responses, with indicative corridors of comments highlighted in the dashed lines.

4.10 Stage 2 Engagement Survey

In Autumn 2023, LCC undertook a second engagement survey to obtain input from the general public on an initial County-wide network of proposed active travel routes. The proposals reflected input from the Stage 1 engagement and development of an initial draft network. The survey included interactive online maps, which allowed participants to indicate whether they did or did not support a particular route proposal and also draw proposed routes of their own. There were 509 responses within the Fylde Coast study area.

4.10.1. Proposed Network Feedback

The feedback on the draft active travel network provided key input to the LCWIP network development. The output from the survey is illustrated in Figure 28 on the following page. Key themes include:

- Strong support for a coastal route in Fylde linking Preston, Freckleton, Lytham and Blackpool.
- Strong support for a route linking Preston and Kirkham.
- Support for a route between Warton/Freckleton and Wrea Green.
- Support for a route linking Wesham/Kirkham and Great Eccleston.
- Support for a route linking Wesham/Kirkham and Freckleton.

The remaining sections of the network generally had a positive response or no comments.

4.10.2. Drawn Routes

Some respondents also suggested additional drawn routes. These included:

- Improved cycling facility between Kirkham and Staining along NCN 62.
- Routes along the west bank of the River Wyre between Thornton and Fleetwood.
- Cycle route along the former Fleetwood Branch Railway Line between Poulton-le-Fylde and Fleetwood.
- Improved east-west links between Bispham Town Centre and the Promenade, with responses raising safety concerns of existing walking and cycling provision.
- Improved cycling provision along Cropper Road in Blackpool to provide bypass of M55 J4.

4.10.3. Preferred Interventions

The survey also queried the types of interventions that would enable people to cycle, walk or wheel more. The responses are summarised in Table 9. More than half of respondents indicated a desire for new off-road paths, segregated cycle lanes, and better maintenance of paths and highways. Many respondents also suggested streets with less vehicle traffic, wide footways and secure cycle storage and maintenance facilities.

Table 9. Stage 2 Engagement Responses for Fylde Coast - 'Which of the following interventions would enable you to cycle, walk or wheel more?' - 10 most frequently suggested interventions

Type of Intervention	Count	%
Segregated cycle lanes	346	68%
Better maintenance of paths and highways	317	62%
New off-road paths, such as Greenways	308	61%
Better surface condition of paths and roads	246	48%
Streets with less vehicle traffic and lower speeds	236	46%
Wider footways	176	35%
Secure cycle storage and maintenance facilities	156	31%
Safer, greener, and healthier streets	125	25%
Improvements to public transport, i.e., accessible rail stations / trains with cycle storage	109	21%
New, or improved street / path lighting	90	18%

source: LCC Stage 2 engagement survey

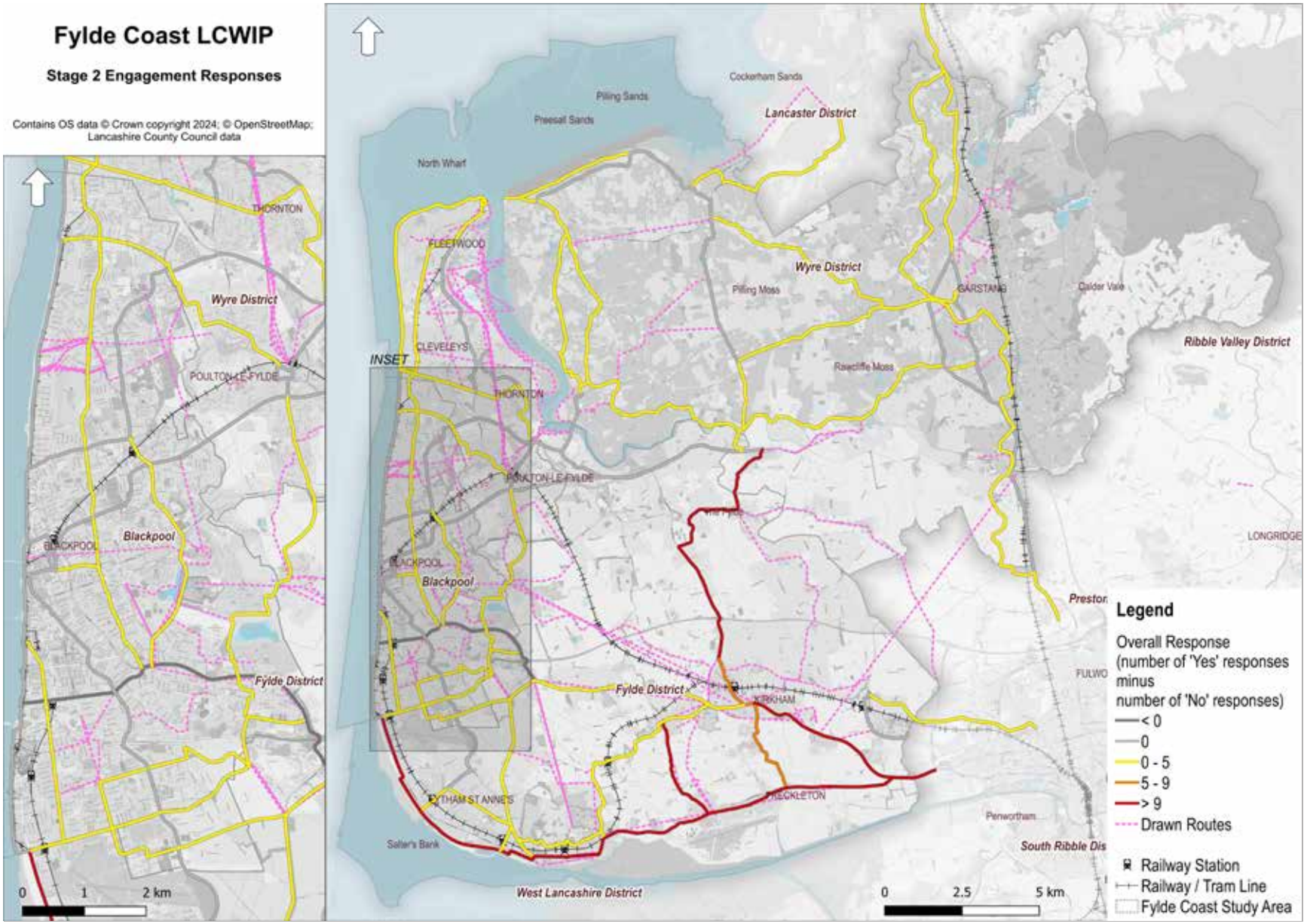


Figure 28. Stage 2 Engagement responses.

4.11 Summary of Key Findings

The information gathering provided a wealth of data and information related to walking and cycling in the Fylde Coast, which were used to help inform the identification of key cycle corridors and walking areas in the following sections (stages 3 and 4). Some of the key themes included:

- Settlement patterns are heavily concentrated in the west of the study area along the coast, as well as south Fylde. In the east, the main settlement area is Garstang. This was illustrated in the population data and locations of town centres and other key destinations. The higher density and proximity of trip attractors leads to a higher propensity for walking and cycling in these areas, as demonstrated by the PCT data.
- Commuting data highlights a high number of short commuter trips (via car, cycle, or public transport and less than 10km) along a corridor across the south of Fylde. There are also a high density of short trips within the Blackpool, Fleetwood, and Garstang.
- Strava Metro data also illustrates highest existing cycle flows along the coastal corridor. Other high Strava flows are in the interior, rural areas of the study area, likely indicative of longer distance leisure/fitness rides.
- Severance issues in the Fylde Coast primarily relate to the River Wyre in the north west.
- Other causes of severance in the local road network include railway lines and major roads with high speeds and volumes which are hostile to cycling (e.g., Amounderness Way/ A585, Blackpool Road/Kirkham Bypass/A583). The road network in the centre and east of the study area is also more limited, due in part to its more rural character and settlement patterns, which creates limited options for linkages between village centres and with the rest of the Fylde Coast.
- The collision history data indicate that the highest occurrences of cycle and pedestrian collisions are in the west of the Fylde Coast, again reflective of settlement patterns. Areas with relatively higher concentrations of KSI collisions include Blackpool, Cleveleys, Fleetwood, and Poulton-le-Fylde.
- Stage 1 and stage 2 online public engagement responses captured public input on active travel issues and suggestions. Mapping of this data highlights perceived local priorities amongst the general public, such as a coastal corridor linking through Fylde linking Preston, Freckleton, Lytham and Blackpool.
- The PCT indicates a relatively high propensity for cycling in the Fylde Coast, both for commuter and school trips. Propensity is again highest in the west due to the denser settlement patterns. The flat terrain of the Fylde Coast also supports a high propensity for cycling.

5. Network Planning for Cycling (Stage 3)

5.1 Introduction

This chapter summarises the identification of the cycle network for the Fylde Coast LCWIP. The primary aim of the proposed network is to identify strategic cycle corridors, connecting settlements both to each other and to clusters of key destinations (e.g. town centres, schools, railway stations, etc.). Additionally, local links were identified to connect the strategic corridors to residential areas (origins) and key destinations and enhance cycle network connectivity. This is illustrated in the schematic in Figure 29.

Development of the cycle network included:

- Identification of key trip generators, representing areas with potential higher demand for active travel connections.
- Identification of the key desire lines that have a higher potential for mode shift.
- Development of the 'aspirational cycle network', which identified key cycle corridors in the study area, providing links between and within the districts.
- Selection of the strategic and primary corridors within the study area for initial concept development as part of the LCWIP.

5.2 Cycle Network Development

The Fylde Coast area has a high potential for growth in levels of cycling. Whilst the area's flat topography, urban areas, and the relatively close proximity between towns and to key destinations allows many types of short trips (e.g., commuting, school, shopping, leisure, etc.) to be easily be made by cycle, its cycling infrastructure generally does not offer enough protection to support new or less confident cyclists. Additionally, with the influx of seasonal tourism along the coast and the lack of safe/ attractive alternatives to car trips, during the summer periods the area suffers from congestion affecting the local environment and road safety. Consequently, short trips into town centres, railway stations, leisure assets, schools and neighbouring areas are overwhelmingly made by private car.

A key barrier to cycling at present is the inconsistent quality, accessibility, and continuity of the cycling network. In order to identify and close the gaps, a network of preferred corridors has been defined drawing on the analysis from the existing data (Section 4). The background information included mapping trip origins and destinations, identifying desire lines for cycle movement, and review of PCT flows and key movement patterns.

The development of the cycling aspect of the Fylde Coast LCWIP focused on identification of a Cycle Network Map detailing key corridors for further development, as per the DfT's LCWIP Technical Guidance.

Development of the cycle network considers potential usage by both conventional pedal cycles and e-bikes, the latter of which would extend the range of cycle trips.

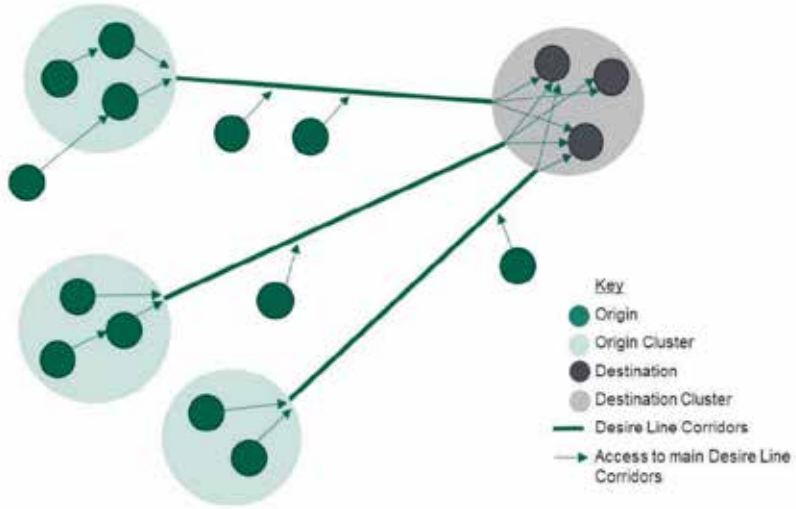


Figure 29. Clusters of trip origins and destinations and desire lines connecting them (DfT LCWIP Technical Guidance)

5.2.1. Identification of Cycle Corridors

A wealth of background information was available which can inform cycling patterns and highlight areas in need of improvement. The aim of this analysis is to meet the goal of significant mode shift to more sustainable travel, targeting short trips and utility trips such as school travel and commuting, as well as access to town centres and leisure areas, which can make active and sustainable travel attractive to area residents.

5.2.1.1. Clusters of Key Destinations

The first step for the cycle network development was to identify the key trip origins and destinations in the study area. The data gathered in the background analysis identified and mapped key trip attractors, including:

- Town, district and local centres
- Educational facilities (primary schools, secondary schools and higher education facilities)
- Hospitals
- Doctor surgeries
- Leisure centres
- Tourist attractions
- Railway stations
- Retail areas
- Employment sites / enterprise zones
- Development sites
- Areas with high population density
- Areas with high workplace population density

The mapping of trip attractors indicated the locations of key clusters across the study area, which represent groups of trip attractors within close proximity to each other. The clusters were classified based on the relative concentration or number of trip attractors and/or the classification of the centre in the area (e.g., town centre, district centre, etc.).

The output of this process is shown in Figure 30.

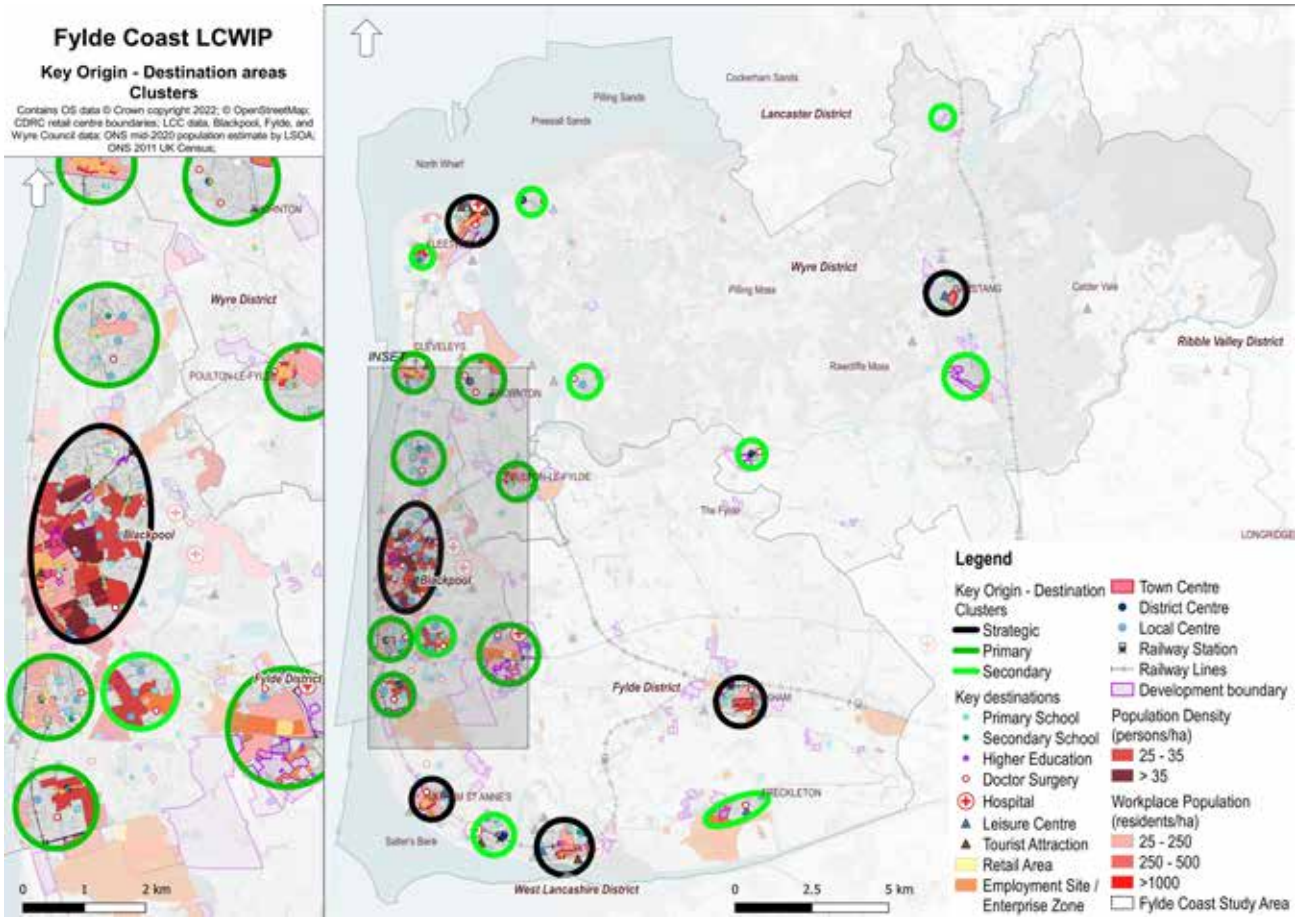


Figure 30. Identification and classification of trip attractor clusters

5.2.1.2. Key Desire Lines

Following the mapping of the clusters of origins and destinations within the study area, the main desire lines for all trips between those clusters were identified. These indicate the key movement patterns which corridors in the cycle network should aim to support.

The data gathered in the previous steps and local knowledge from officers from the three districts informed the development of the desire lines.

The Propensity to Cycle Tool was utilised to obtain data for 2011 Census travel to work trips. Straight lines between the Lower Super Output Areas (LSOAs) were mapped for all methods of travel, indicating the number of commuters between each LSOA pair. Trip distance was limited to 10km to capture a large sample size of origin/destination pairs, while also keeping the LSOA pairs within a reasonable cyclable distance[1]. Trips were classified based on the commuter flows.

Additionally, links between each of the clusters were mapped to help identify potential desire lines between the key cluster areas. These links were classified based on the distance between destinations as shorter trips have higher propensity for mode shift. Trip distance was limited to 10km.

Figure 31 illustrates the output from mapping desire lines for connections between clusters and existing commuter patterns.

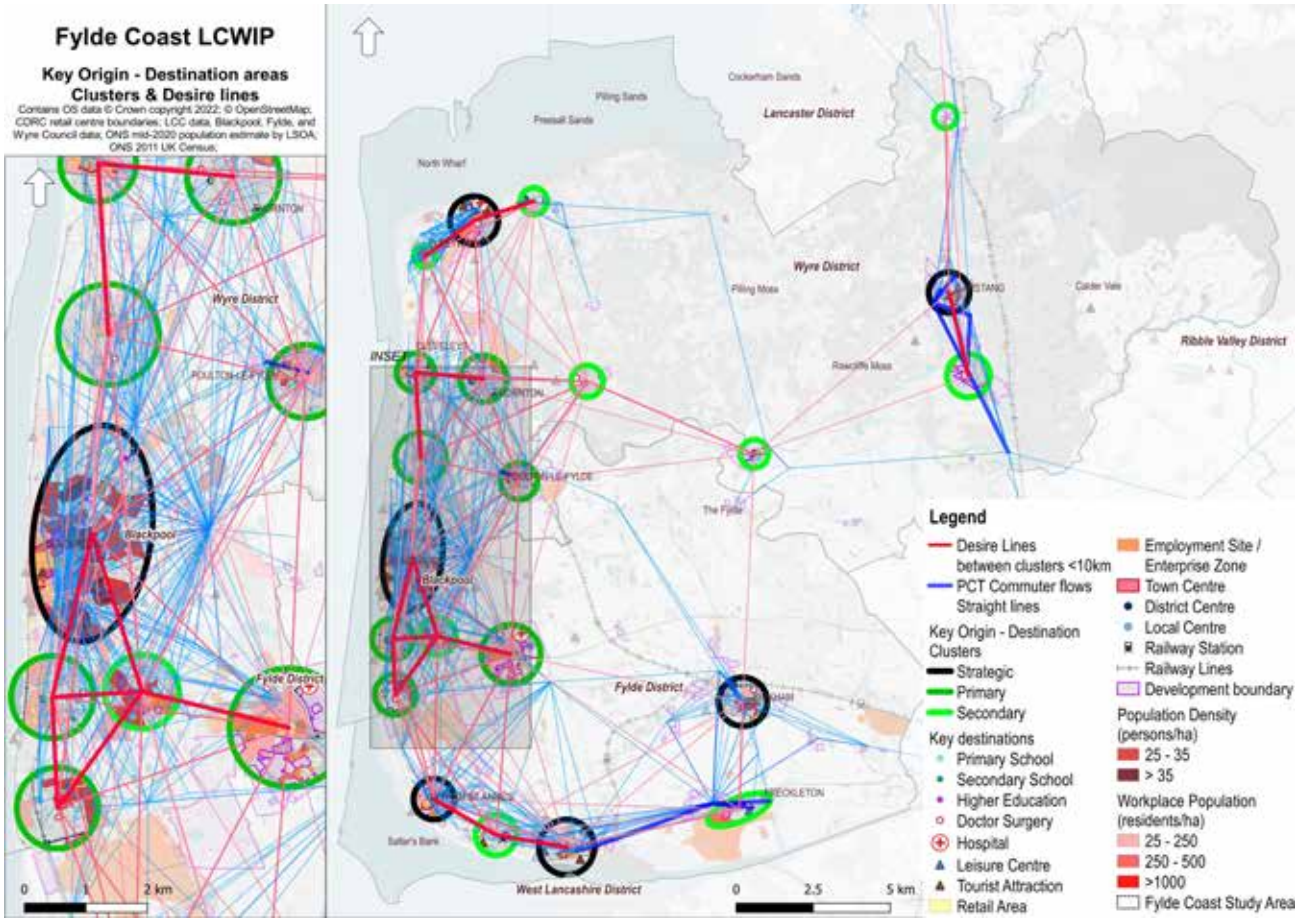


Figure 31. Straight lines between LSOAs and between the clusters to inform the desire lines for the cycle network. The width and colour intensity of the desire lines indicate potential higher demand.

Based on the clusters and commuter flow patterns, the information was distilled to identify the key desire lines across the study area, as shown in Figure 32. The desire lines were classified based on the concentration of commuter flows across the area, the type of clusters/destinations they serve, local officer input, and observations from other components of the data gathering analysis. The classification is discussed in further detail in section 5.2.1.4 on page 72.

1 10km is equivalent to approximately 37 minutes cycling at 10mph (16kph)

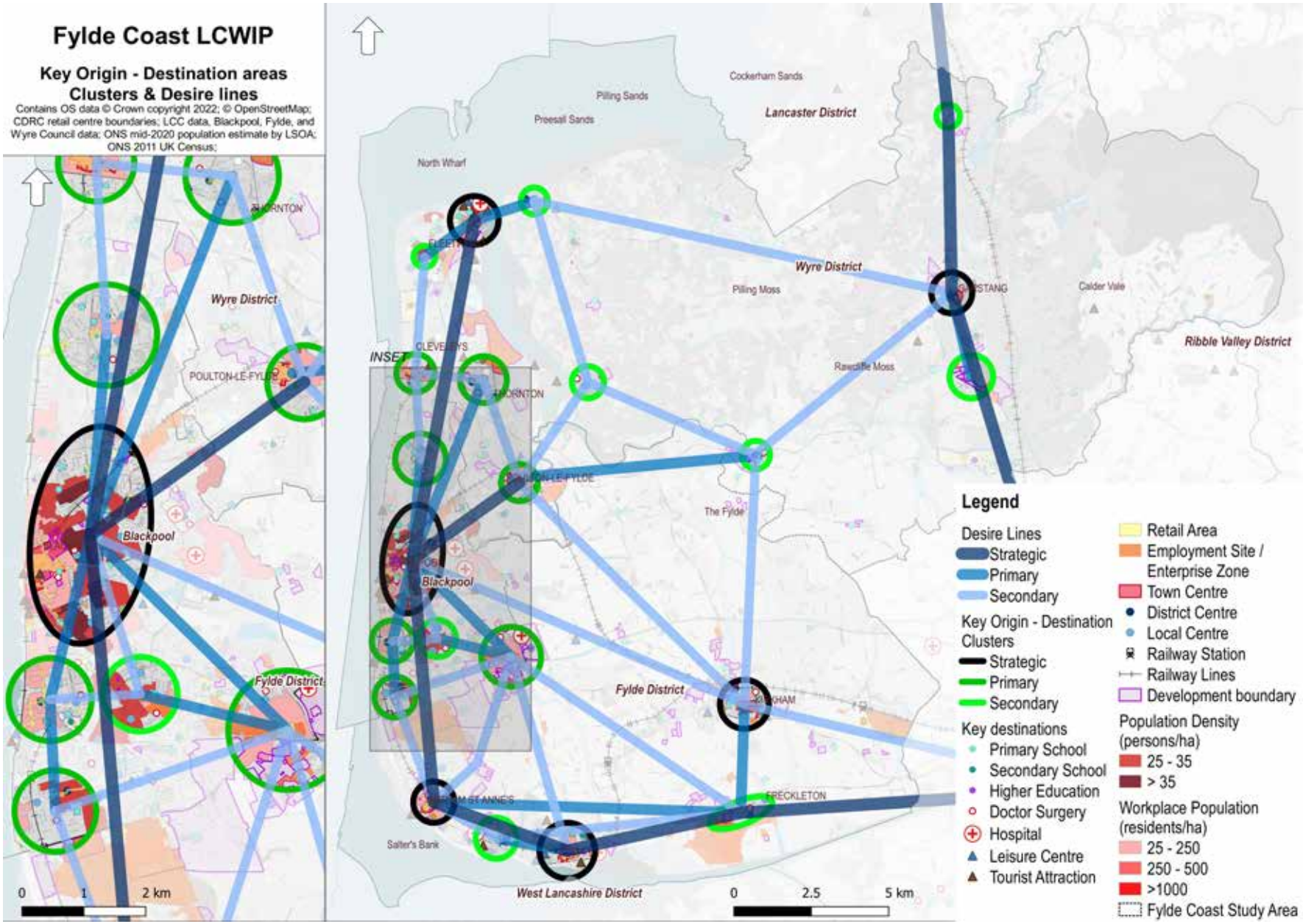


Figure 32. Key desire lines between the selected clusters

5.2.1.3. Identification of the Cycle Network

The methodology used to identify key links in the study area involved the gradual overlaying of the following information to create a qualitative 'Heat Map' where the overlap of relevant criteria suggests locations where infrastructure improvements could provide the greatest level of service, connectivity, and safety benefits.

The following data were considered for the identification of the preliminary cycle network:

- Key trip attractors: railway stations, retail centres and high streets, schools, employment areas, parks, and District/Town/Local/ Neighbourhood centres.
- Key trip origins: such as denser residential areas and planned developments.
- Indices of Multiple Deprivation and areas of low car-ownership (targeting areas of higher deprivation and lower car ownership, which would benefit from cycle improvements).
- Propensity to Cycle Tool: highlighting areas with potential for higher cycle commuter and school flows (Go Dutch scenario).
- Origin-Destination data: highlighting the routes, origins, and destinations of short motor vehicle commuter trips (<5km) which could reasonably be replaced by cycling trips.
- Strava Metro data: mainly leisure/sport trips by pedal cycle recorded by Strava users.
- Cycle collisions: locations of incidents during the latest five years of available data.
- Cycle corridors identified in the Cycle Infrastructure Prioritisation Toolkit.
- Geolocated public suggestions for active travel improvements from LCC's early engagement survey.
- Existing cycle facilities and recently proposed facilities.

Overlaying these datasets, areas in higher intensity colour indicate a potential higher demand for utility cycling trips or where there is higher potential for mode shift or new users (Figure 33). Corridors were selected along the road network to align with these areas, forming an initial draft cycle network (see Figure 34 on the following page).

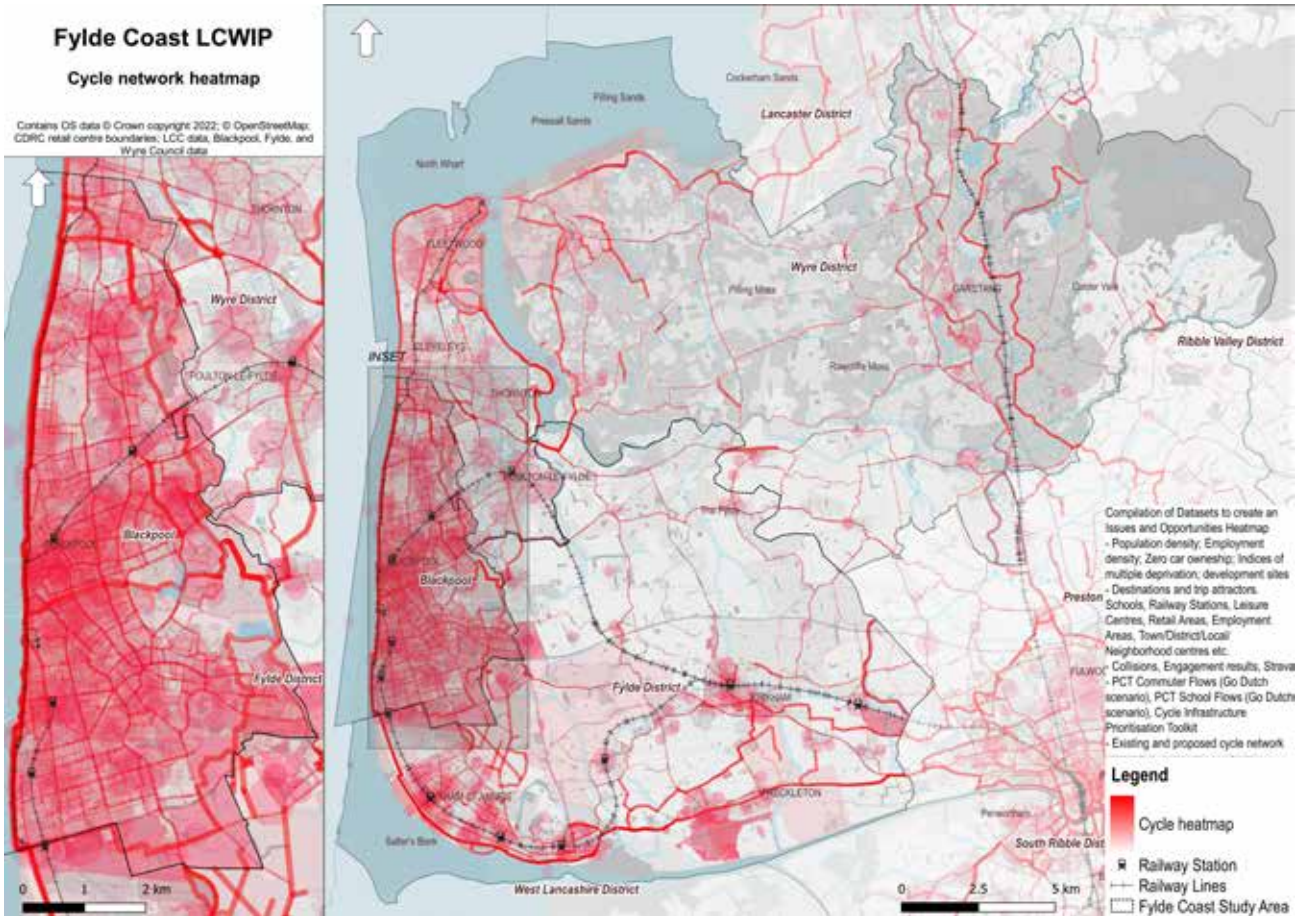


Figure 33. Qualitative 'heatmap' of data related to the potential for cycle trips

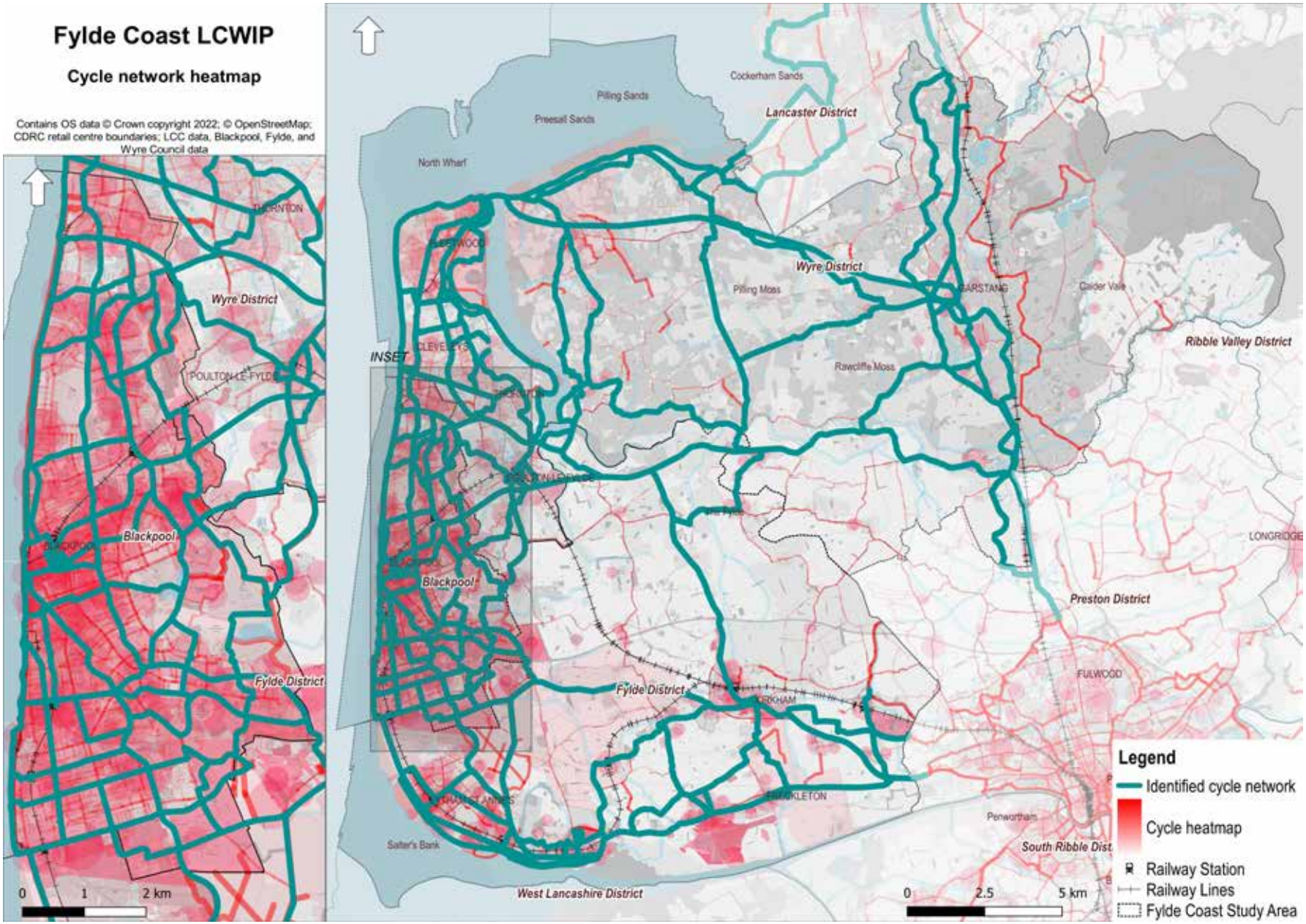


Figure 34. Identified cycle network map resulting from the 'heatmap' analysis

5.2.1.4. Classification of the Cycle Network

The selected cycle network was classified based on the identified desire lines, as follows:

» Strategic: Sections of the network connecting the different districts along the coastal route, connections to the town centres near Blackpool, and north/south connection to the town centre at Garstang.
» Primary: Sections of the network feeding the strategic network and providing connections to town and district centres, serving all the clusters, following the identified desire lines.
» Secondary: Sections of the network providing alternative (to the strategic and primary corridors) connections between the clusters, and accommodating additional alignment options.
» Local: Short sections of the network providing connections between the strategic, primary and secondary corridors to/from local destinations and neighbourhoods to enhance local network connectivity.

The proposed cycle network was translated into different corridors/sections of the proposed network. Each corridor was selected to be approximately 5-8km in length, which corresponds to a relatively easily cyclable distance. It was also intended to facilitate more manageable design and implementation in future, in a way that each corridor/section could be developed independently (e.g., the strategic corridor along the coast was divided into four sections linking the four different towns, connecting to existing facilities and to key destinations).

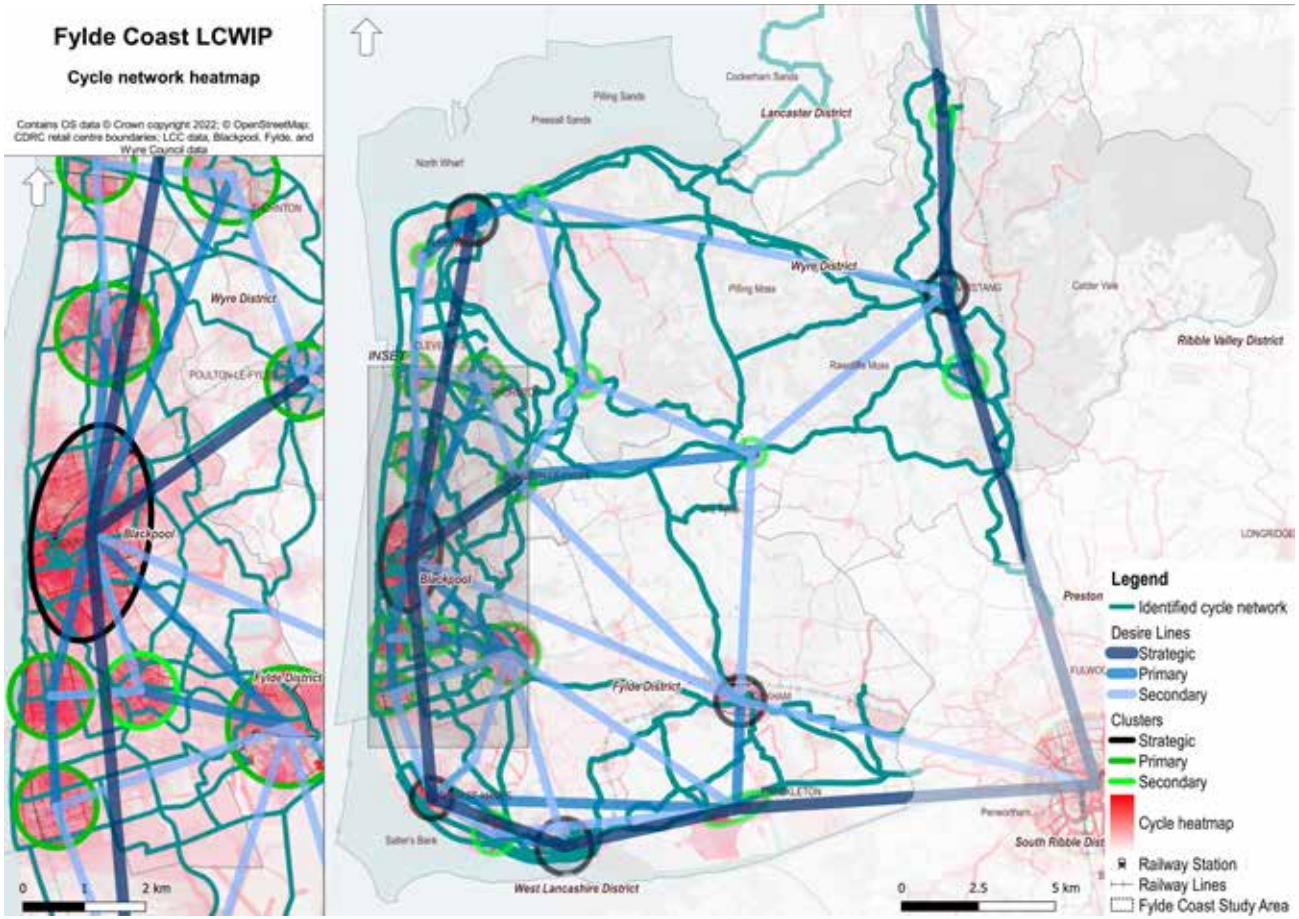


Figure 35. Identified cycle network map overlaid with the desire lines and the clusters

Based on this process, as well as feedback from the internal stakeholder workshop and project steering group, the classification of the cycle network was amended to reflect the local needs and potential demand.

The first draft of the aspirational cycle network was developed to be presented to the public as part of the Stage 2 early engagement.

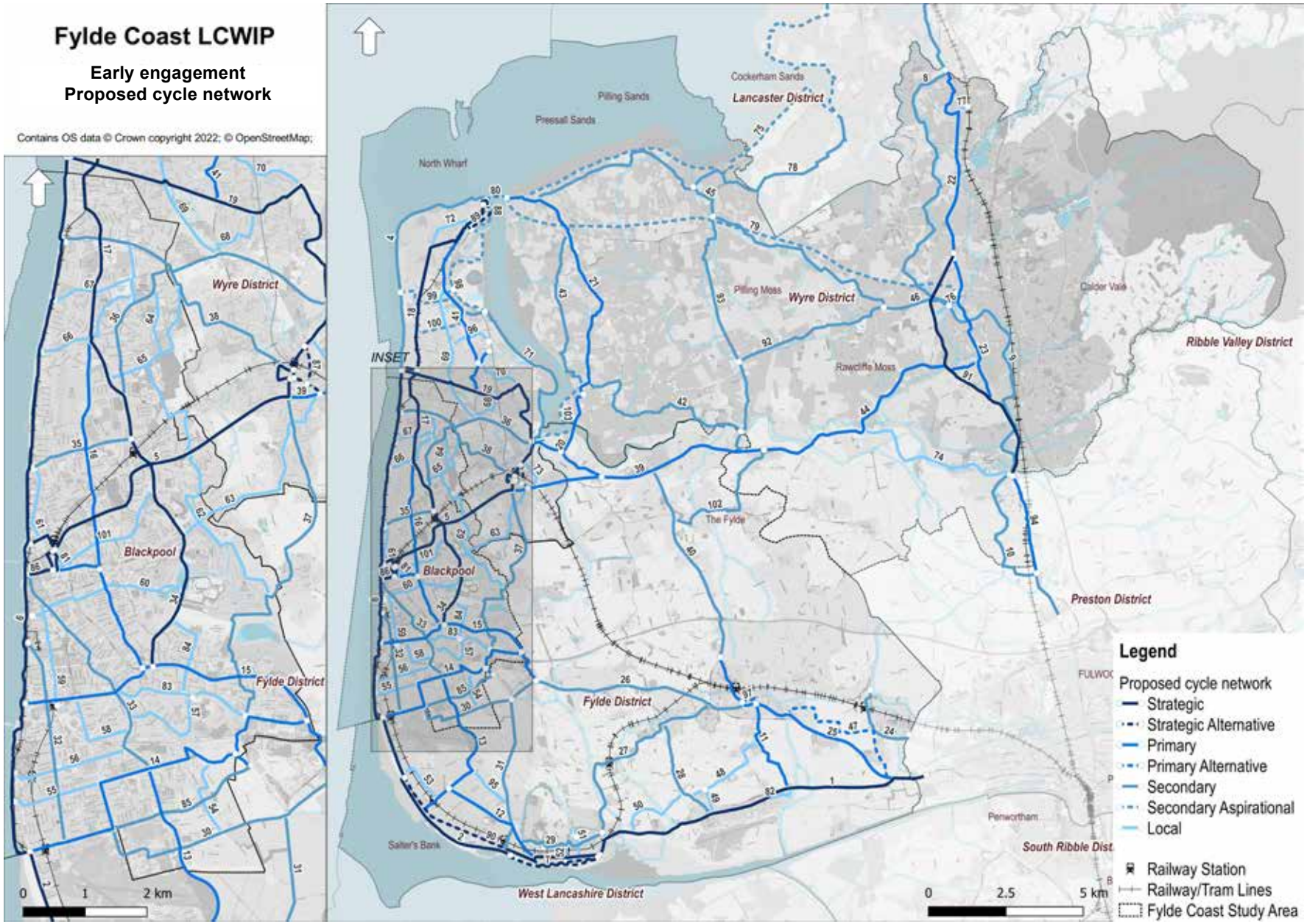


Figure 36. Draft proposed aspirational cycle network for the early engagement and Stage 2 engagement

5.2.2. Early Engagement

Stakeholder engagement is a key element of the LCWIP as it ensures that the views and knowledge of local people are taken into account. During the project, three early engagement activities were undertaken (see section 2.3 Stakeholder Engagement on page 10 for more information):

- Public engagement via online surveys.
- Stakeholder workshop to discuss the draft cycle network.
- Regular project meetings with the project steering group to discuss the cycle network development.

Early engagement was carried out by LCC via two web-based surveys. The two surveys were undertaken during different stages of the development of the network. The first survey included an interactive online map, which allowed participants to identify specific locations of issues and desired improvements related to active travel county-wide (see section 4.9 Stage 1 Engagement Survey on page 59). The results of the survey informed the identification of the cycle network.

The second survey allowed participants to provide feedback on a draft active travel network developed for the Fylde Coast Area (as presented in Figure 36 on page 73). The results were reviewed by the project team (see section 4.10 Stage 2 Engagement Survey on page 61) and project steering group, and several additional routes were incorporated into the aspirational network.

A stakeholder workshop was held in August 2022 for representatives from LCC, FBC, WBC, Blackpool and Sustrans. The purpose of the workshop was to present the objectives of the study, the work so far (data collected) and the methodology followed for the identification of the active travel networks. It was also a key opportunity to obtain input from the stakeholders on the draft cycling and walking networks, and use their local knowledge to help refine the outputs from the desktop analysis.

Participants were generally in agreement with the identified network for cycling. Comments received included:

- Recommendations for connections to key developments.
- Suggestions to amend the relative priority of the corridors to reflect local demand.
- Added corridors to ensure the connectivity of key settlements in the rural areas.

Following the stakeholder workshop, the project steering group had several meetings and discussions on the draft cycle network. Officers from LCC, FBC, WBC, and Blackpool provided further feedback on the classification of the network and suggested typologies for the strategic and primary cycle corridors.

The key priority for the cycle network is to provide a coherent, direct, safe, comfortable and attractive environment for cyclists. The stakeholder feedback focused on ensuring (early on) that the proposed corridors would support these criteria.

5.2.3. Aspirational Cycle Network

The proposed network is distributed across the study area (see Figure 37 on the following page) and extends for approximately 484km[2]. In total 103 cycle corridors were identified. In some instances, alternative alignments were also captured where there may be parallel options in close proximity:

- 10 Strategic corridors (of 74km total length) and 4 alternative alignments (of 13km total length) proposed in some sections (e.g., Church Road was selected as a strategic corridor in Lytham and the existing path along the coast was selected as an alternative alignment option if the traffic reducing/calming measures through the commercial centre may not be feasible).
- 15 Primary corridors (of 93km total length) and 3 alternative alignments (of 7km total length).
- 30 Secondary corridors (of 173km total length) including 8 corridors of aspirational alignments (of 56km total length) extending outside the study area boundary (to Lancaster or Preston).
- 35 local corridors (69km total length) providing connections to key destinations.

The proposed corridors are distributed relatively evenly across the 3 districts: 35 corridors in Blackpool, 30 corridors in Fylde and 50 corridors in Wyre (some of the proposed corridors cover more than one district).

The strategic and primary cycle corridors were advanced for further review as part of the LCWIP, while the secondary and local cycle corridors remain as part of the broader, aspirational cycle network, to be reviewed and assessed in the future as opportunities arise.

Table 10 presents the strategic and primary cycle corridors and Table 37 through Table 40 in the appendices (page 197) presents all the identified cycle corridors per category and along with further information.

2 including potential alternative alignments

Table 10. Summary of Strategic and Primary Cycle Corridors

Strategic[1]		
ID	Cycle corridor	Area
1	Preston to Lytham via Freckleton (Coastal)	Fylde
2	Lytham to St Anne's (Coastal)	Fylde
5	Poulton-Le-Fylde to Blackpool	Wyre / Blackpool
6	Blackpool (coastal - path)	Blackpool
17	Cleveleys to Layton Railway Station	Blackpool
18	Fleetwood to Cleveleys	Wyre
19	Cleveleys to Skippool via Thornton	Wyre
34	Layton Railway Station to Blackpool Zoo and Marton	Blackpool
86	Blackpool North Railway Station	Blackpool
91	A6 Garstang to Catterall	Wyre
7	Lytham (coastal - path)*	Fylde
87	Poulton Local*	Wyre
89	Fleetwood port*	Wyre
90	Beach Road Clifton Drive - Lytham to St Anne's*	Fylde

1 Routes with the asterisk (*) indicate an alternative alignment to the main corridor

Primary[1]		
ID	Cycle corridor	Area
11	Kirkham to Freckleton	Fylde
12	Lytham to St Anne's (via High School)	Fylde
13	St Anne's to Common Edge	Fylde / Blackpool
14	Mereside to Squires Gate Railway Station	Blackpool
15	Mereside to Blackpool South Railway Station	Blackpool
16	Bispham to Marton	Blackpool
20	A585 - Hambleton to Skippool	Wyre / Fylde
21	Knott-End-On-Sea to Hambleton via Stalmine	Wyre
22	Forton to Garstang (A6)	Wyre
23	Garstang to Catterall (B6430)	Wyre
25	Kirkham to Preston (A583)	Fylde
39	Poulton to Great Eccleston (A585)	Wyre / Fylde
41	Fleetwood to Thornton (Fleetwood Road)	Wyre
44	Great Eccleston to Catterall (A586)	Wyre
94	A6 Myerscough College to Preston	Wyre
47	Kirkham to Preston (NCN)*	Fylde
80	Fleetwood to Knott-On-Sea ferry*	Wyre
97	Church Road*	Fylde

1 Routes with the asterisk (*) indicate an alternative alignment to the main corridor

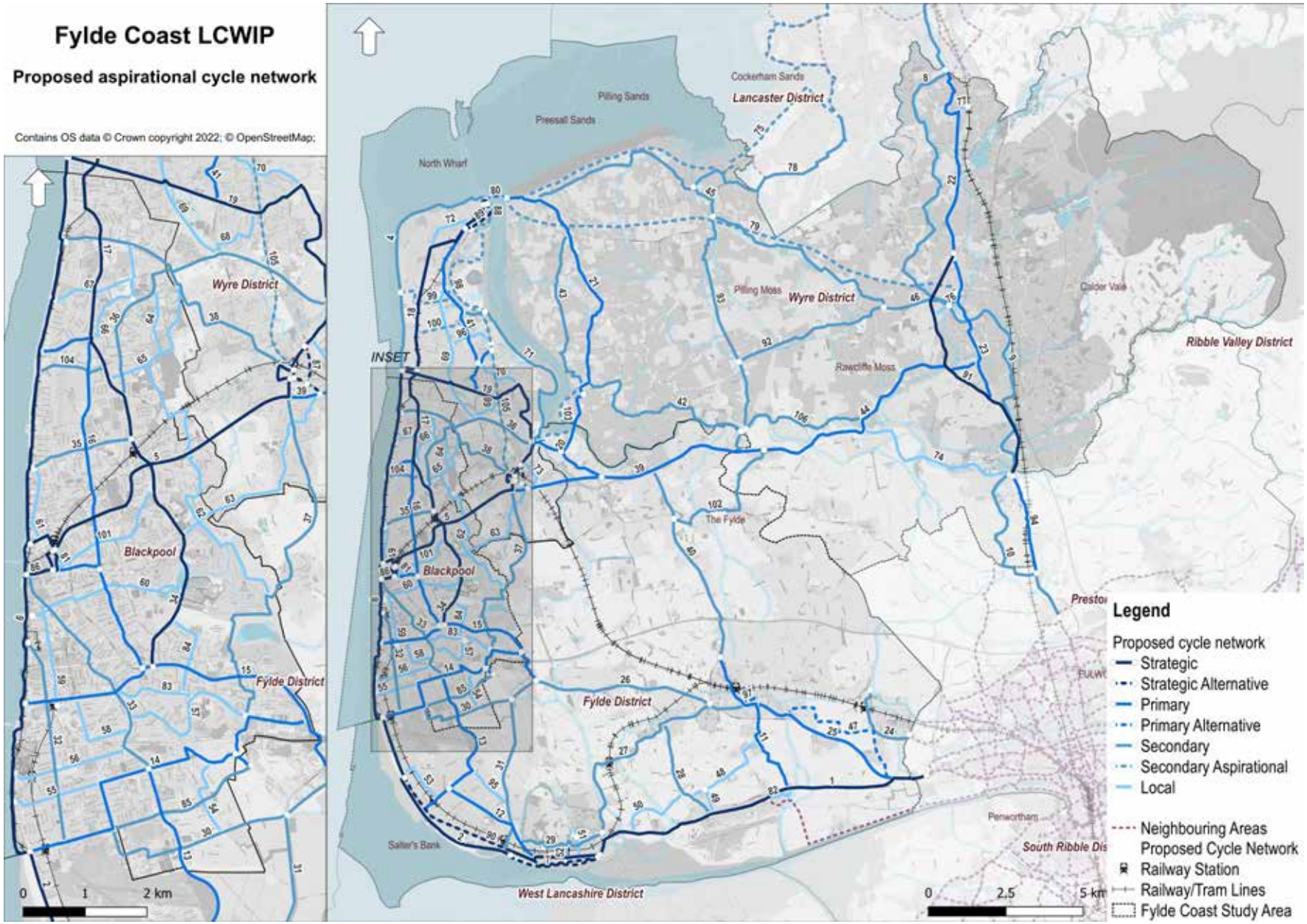


Figure 37. Proposed aspirational cycle network

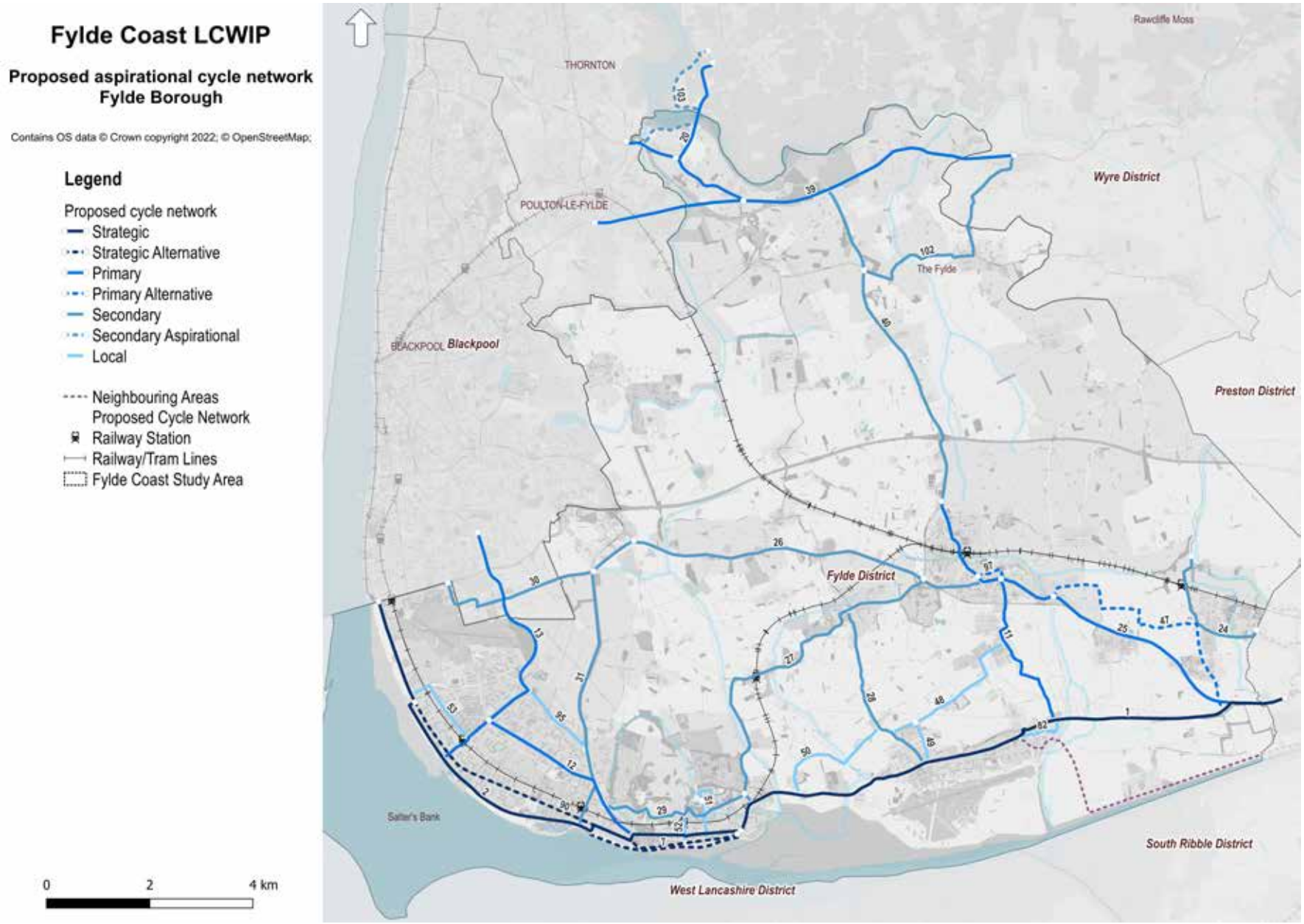


Figure 38. Proposed aspirational cycle network in Fylde

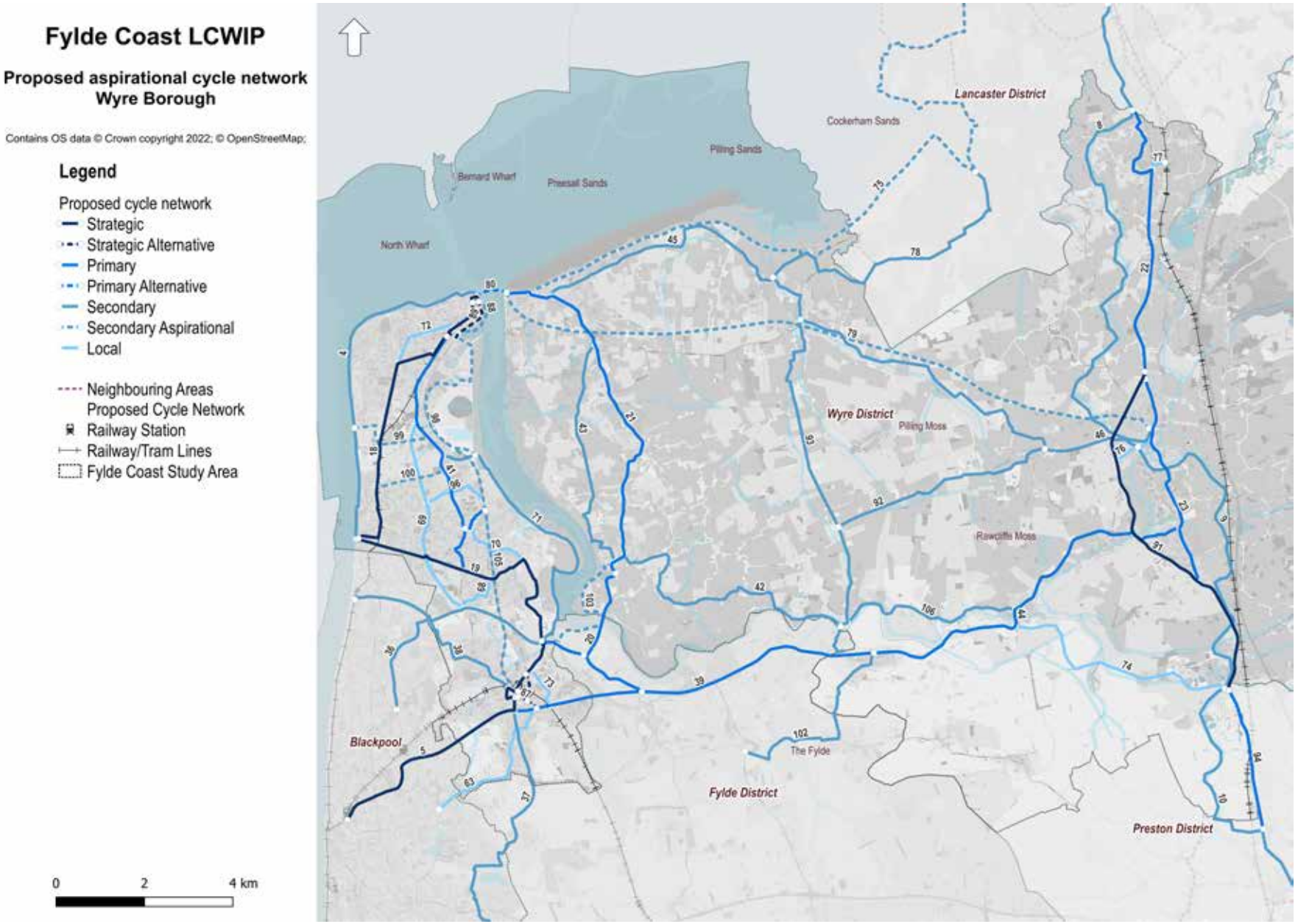


Figure 39. Proposed aspirational cycle network in Wyre

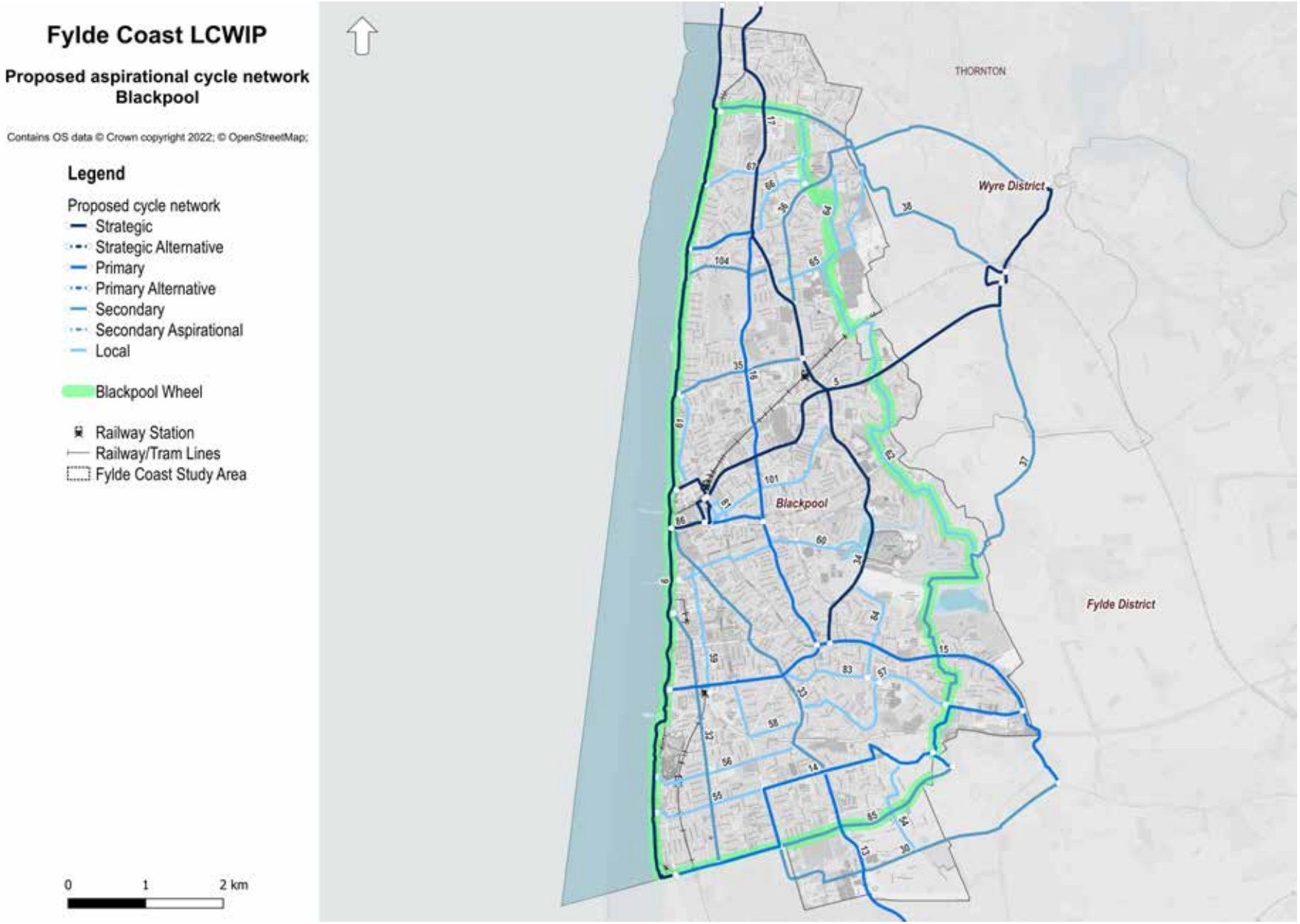


Figure 40. Proposed aspirational cycle network in Blackpool

5.3 Strategic & Primary Cycle Corridors and Potential Improvements

5.3.1. Introduction

This section outlines potential infrastructure interventions to enhance the strategic and primary cycle corridors identified in the previous section. The proposed measures are high level and indicate potential interventions for consideration in the next stage of scheme development. Note that significant further work will be needed on each corridor to assess the feasibility of proposed interventions.

5.3.1.1. Indicative potential interventions

The potential interventions for cycling seek to follow DfT's LTN 1/20 design guidance. The overall aim of the LCWIP is to provide a coherent, direct, safe, comfortable, attractive and inclusive cycle network, as outlined in the LTN 1/20 design principles[1] and DfT's Inclusive Mobility guidance[2].

To support LTN 1/20 design principles, examples of considerations in identifying the network and potential infrastructure measures included improved access to schools, town centres and other key destinations; potential for segregation from other road users; lower traffic speeds and/or measures to reduce vehicular flows through sensitive areas; opportunities to reallocate road space for pedestrians and cyclists; and junction and crossing improvements. Potential interventions should complement and enhance the character of an area, adapted to fit the local context and constraints. Finally, cycle infrastructure should be inclusive and accessible to everyone, regardless of ability.

The proposed interventions are based on desktop review only[3]. The project steering group provided general information to the project team on potential issues and constraints.

5.3.1.2. Next steps for further development

The proposed high-level interventions are intended to characterise the corridors and potential improvement opportunities for further consideration. Audits of the cycle corridors and potential interventions (e.g., Route Selection Tool, Cycling Level of Service, or Active Travel England (ATE) tools) are suggested in future stages to better understand the existing conditions, issues, and constraints and the improvements which are required.

The proposed interventions indicate initial concepts as to the type of cycle infrastructure which may be required. All proposed interventions would be subject to additional assessments and feasibility design to refine and develop the initial proposals and review constraints, potential impacts, and potential alternatives. This is likely to require additional surveys (e.g., traffic, topographic, utilities, parking, environmental) and further assessment/engagement including reviewing land ownership information and stakeholder and public consultation.

As proposed cycle interventions are advanced, design stages should utilise the latest best practice design guidance and standards available at the time, such as:

- Cycle Infrastructure Design (DfT, LTN 1/20)
- Manual for Streets 1 & 2[4]
- Inclusive Mobility (DFT, 2022)

5.3.1.3. Section outline

The potential infrastructure interventions are presented for each cycle corridor on the following pages. While these proposals are focused along the strategic and primary cycle corridors, they also provide examples of the types of improvements that could be implemented elsewhere in the study area as needs or opportunities arise.

The 25 strategic and primary corridors are presented by geographic area:

- Fylde (section 5.3.2 on page 83)
- Wyre (section 5.3.3 on page 110)
- Blackpool (section 5.3.4 on page 138)

In each area a cycle typology map is presented. The proposed cycle network comprises a mix of facility typologies, indicative of the varying facility contexts and constraints across the study area. A summary and indicative examples of the various types of facilities are provided in Section 5.4 on page 157.

1 Department for Transport, Cycle Infrastructure Design (LTN 1/20), section 1.5.
2 Department for Transport, Inclusive Mobility, section 1.5.
3 The LCWIP team undertook a site visit in August 2022 to cycle along sections of the identified cycle network; however, no audits were undertaken. The primary purpose of the site visit was for the team to understand the character of the area and potential major issues, constraints and opportunities that are not easy to identify during desktop analysis.
4 At the time of development of this LCWIP report, a revised Manual for Streets is in development by DfT.

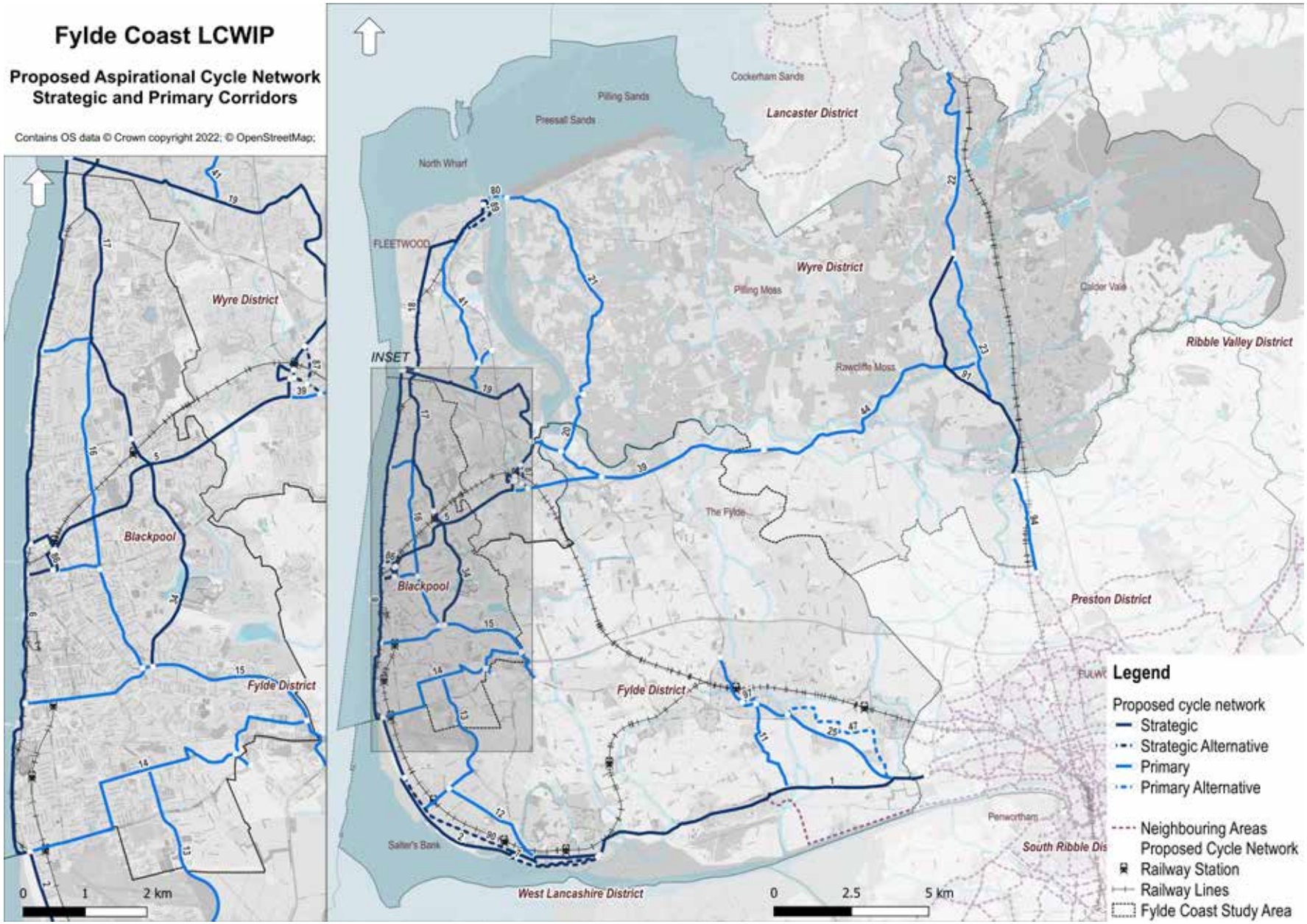


Figure 41. Strategic and primary cycle corridors, advanced for identification of potential cycle improvement measures

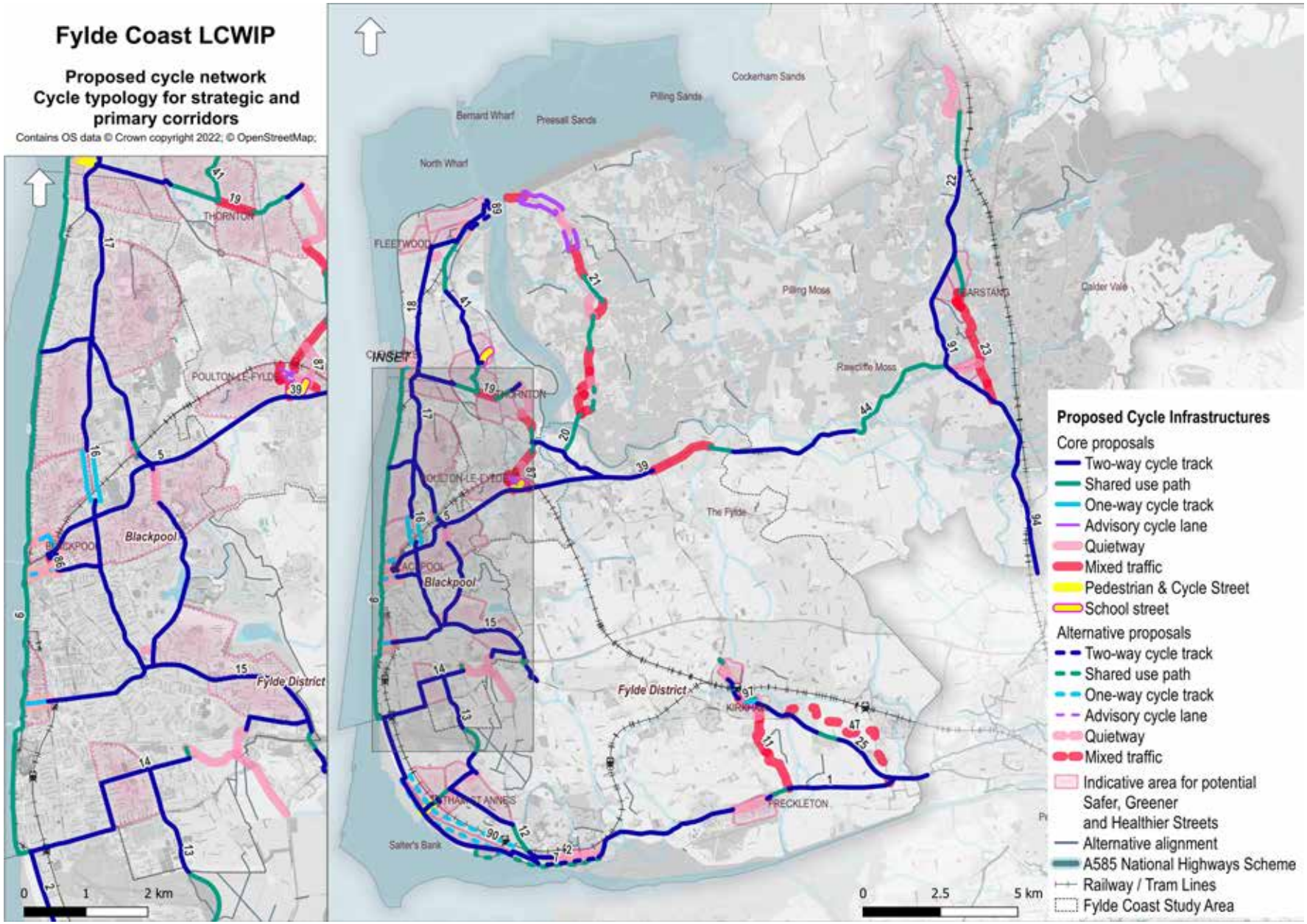


Figure 42. Indicative cycle typology map for the selected cycle corridors

5.3.2. Fylde

The proposed cycle facility typologies across the strategic and primary cycle corridors in Fylde are illustrated in Figure 43. The proposed facilities reflect the design principles, local aspirations for cycling, and anticipated potential constraints along each route at this initial stage of option assessment. A summary and indicative examples of the various types of facilities are provided in Section 5.4 on page 157.

In Fylde, eight cycle corridors were identified. Several extend east/west across southern Fylde parallel to the coast, providing connections between the main settlement areas and to Blackpool and Preston. A cycle corridor is also proposed in the north of Fylde to provide a connection to local town centres in Wyre. For three proposed cycle corridors alternative alignments are included in the proposals to be investigated further in future stages of scheme development.

- 1. Preston to Lytham via Freckleton (Coastal corridor)
- 2. Lytham to St Anne's (Coastal corridor)
  - alternative alignment via: 7. Lytham (coastal path)
  - alternative alignment via: 90. Beach Road - Lytham
- 11. Kirkham to Freckleton
  - alternative alignment via: 97. Church Street
- 25. Kirkham to Preston (A583)
  - alternative alignment via: sections of cycle corridor 47. Kirkham to Preston (NCN)

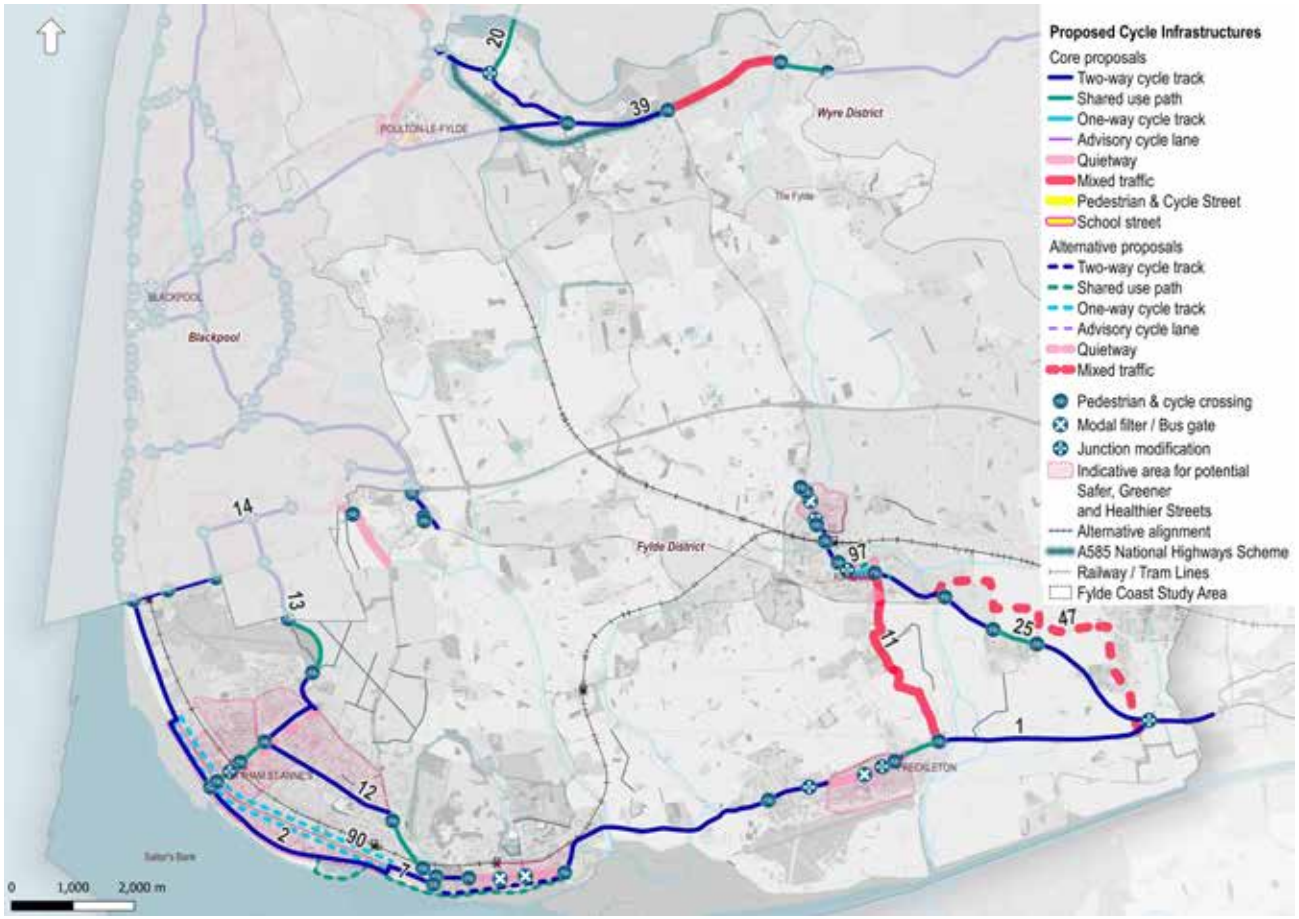


Figure 43. Indicative cycle typology map for the selected cycle corridors in Fylde

- 12. Lytham to St Anne's (via High School)
- 13. St Anne's to Common Edge *(the corridor extends into Blackpool)*
- 20. A585 - Hambleton to Skippool *(the corridor extends into Wyre)*
- 39. Poulton to Great Eccleston (A585) *(the corridor extends into Wyre)*

5.3.2.1. Cycle Corridor 1: Preston to Lytham via Freckleton (Coastal Corridor)

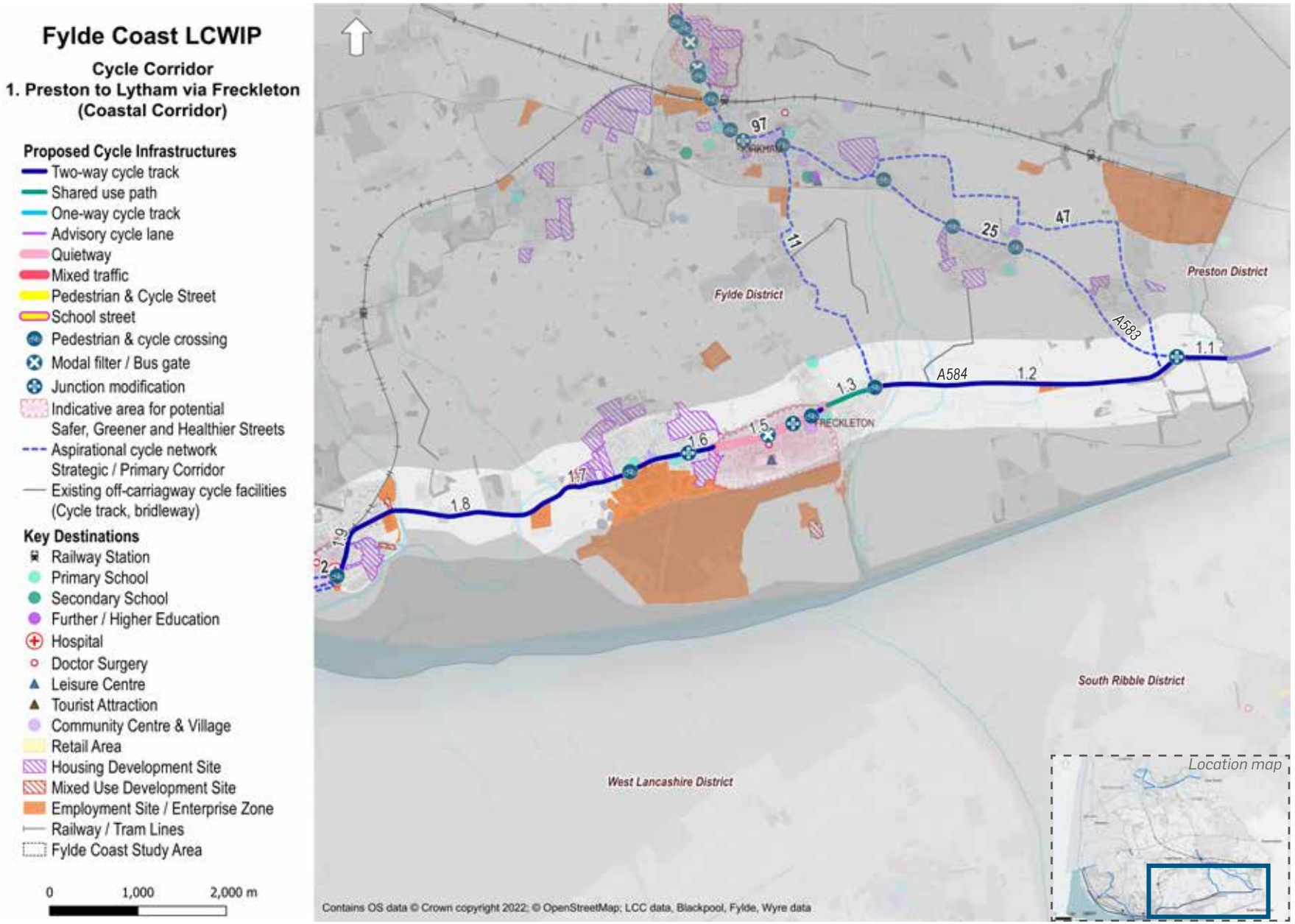


Figure 44. Indicative proposed cycle infrastructure, Cycle Corridor 1: Preston to Lytham via Freckleton (Coastal Corridor)

Cycle Corridor 1: Preston to Lytham via Freckleton (Coastal Corridor)

The strategic cycle corridor, approximately 11.5km, starts in Lea, Preston, running alongside the A584 through Freckleton and Warton, ending at Lytham Hospital, Lytham. The corridor serves schools such as Freckleton CofE Primary School, Holy Family Catholic Primary School and Warton St Paul's CofE Primary Academy and connects with several employment areas including South East Enterprise Zone / BAE Systems in Warton and Lidun Park Industrial Estate in Lytham, as well as development sites in Warton. It provides a connection to Preston cycle network (Guild Wheel and Preston LCWIP cycle corridor) and NCN Route 62. It extends along a dual carriageway with high traffic flows and speeds.

Table 11. Proposed indicative typology and high-level interventions along cycle corridor 1

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
1.1	Blackpool Road (A583)	NCN 62 to Preston New Road	1054	Segregated cycle track	Two-way cycle track proposed on the south side of the road by reallocating space from the carriageway and the verge. A minimum 2.0m verge is required for segregation between traffic and cyclists. Intervention may require removal of one traffic lane. Additional lighting is proposed to improve personal safety. Improvements to the Blackpool Road / Preston New Road junction to simplify the movements, improve visibility and introduce signalised crossings for the proposed facilities.
1.2	Preston New Road (A584)	Blackpool Road to Lower Lane	3538	Segregated cycle track	Two-way cycle track proposed on the north side of the road by reallocating space from the carriageway, the central reservation and the verge. A minimum 2.0m verge is required for segregation between traffic and cyclists.
1.3	Preston New Road (A584)	Lower Lane to Lytham Road	579	Shared-use path	Shared use path proposed on the south side with a minimum 2.0m buffer, by reallocating space from the carriageway and widening the existing footpath. Assumed pedestrian flows are low, however if space allows, segregation should be provided. Reduce speed limit to 30mph on the approach to the residential area. Additional measures to consider a controlled crossing at Preston New Road / Lower Lane junction or the transition between the facilities (from the north side to the south side of the road).
1.4	Lytham Road (A584)	Preston New Road to Kirkham Road	223	Mixed traffic	Mixed traffic provision at the cul-de-sac to by-pass the roundabout, followed by a two-way cycle track on the south side of the road to access the traffic signals, proposed by reallocating space from the advisory cycle lanes and the verge. Improvements to consider new pedestrian and cycle crossings at the traffic signals and access improvements to the quietway. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
1.5	Lytham Road (A584)	Kirkham Road to Lytham Road (A584)	1176	Mixed traffic	Quietway along Lytham Road is proposed by introducing a modal filter/bus gate with cycle by-passes to reduce through vehicular movements and traffic flows (potential area for a Safer, Greener and Healthier Streets scheme). Additional measures to include converting Lytham Road / Clitheroes Lane roundabout to a priority junction and introduce controlled crossings, relocate footway parking onto the carriageway and additional traffic calming measures to be introduced to support low speeds.
1.6	Lytham Road (A584)	Lytham Road to Mill Lane	305	Segregated cycle track	Two-way cycle track proposed on the south side of the road by reallocating space from the carriageway. Proposal would require filling in the lay-by and potential removal of the right turn pockets. Additional measures to include improvements at Lytham Road / Mill Lane junction to accommodate pedestrian and cycle crossings and allow cyclists to transition to the north side.
1.7	Lytham Road (A584)	Mill Lane to HM Land registry	1961	Segregated cycle track	Two-way cycle track proposed by reallocating space from the carriageway (removal of the advisory cycle lanes) and the verge. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. The facility is proposed on the north side due to potentially greater space available within the public highway. Cyclists would transition to the south side using the existing crossing at Warton St Paul's C of E Primary Academy.
1.8	Lytham Road (A584)	HM Land registry to Boundary Road	1524	Segregated cycle track	Two-way cycle track proposed on the south side by reallocating space from the carriageway and the verge (on both sides of the road). A minimum 1.0m verge and reduced speed limit (40mph) are proposed to improve cyclist safety.
1.9	Lytham Road (A584)	Boundary Road to Warton Street	1097	Segregated cycle track	Two-way cycle track proposed on the south side by reallocating space from the carriageway. Review on-street parking; may be retained on the north side at new parking bays. Removal of the hatched median and the right turn pockets may be required. Additional proposal to integrate pedestrian and cycle crossing at Preston Road / Warton Street junction.

5.3.2.2. Cycle Corridor 2: Lytham to St Anne's (Coastal Corridor)

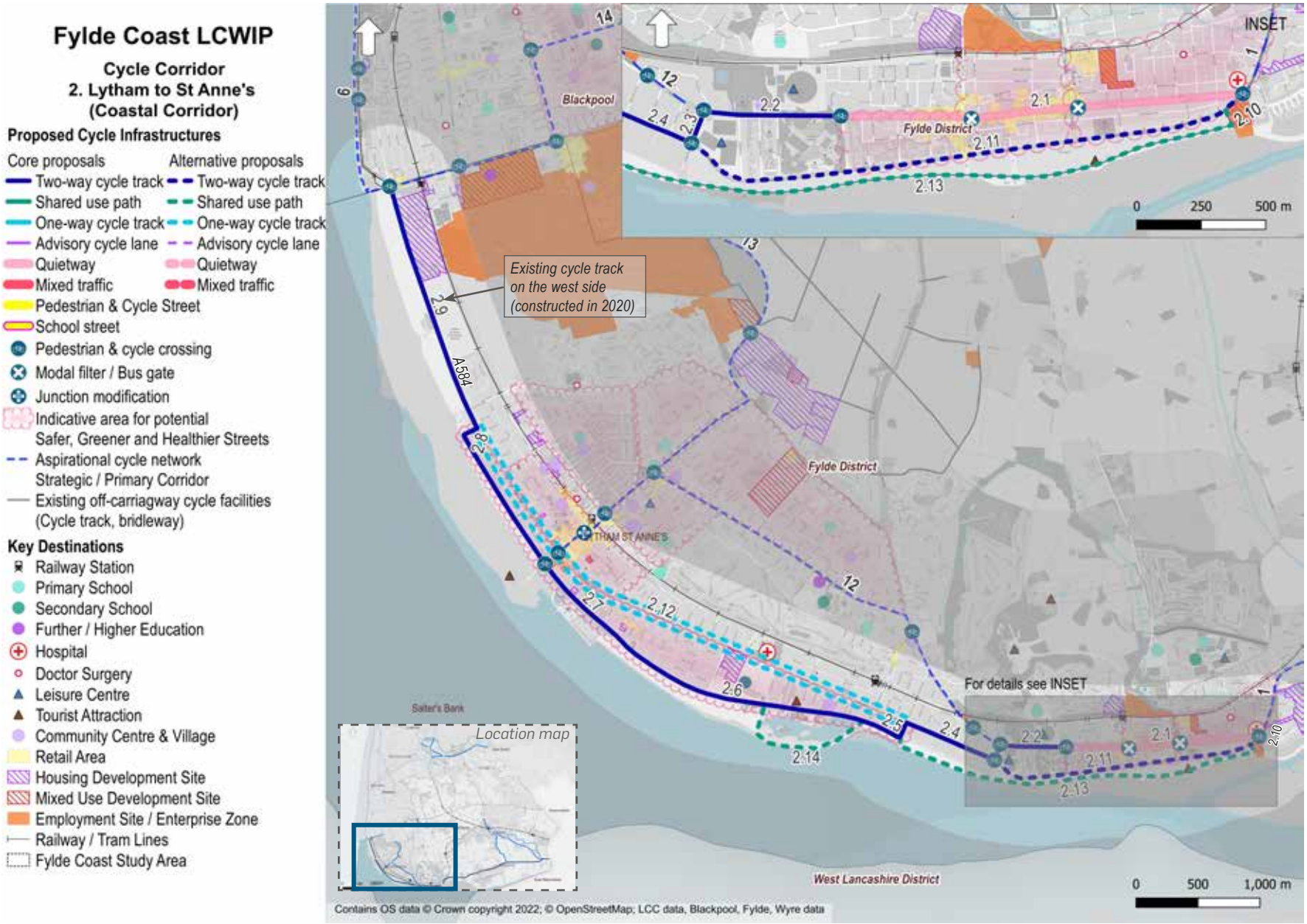


Figure 45. Indicative proposed cycle infrastructure, Cycle Corridor 2: Lytham to St Anne's (Coastal Corridor)

Cycle Corridor 2: Lytham to St Anne's (Coastal Corridor)

The strategic cycle corridor links Lytham, Fairhaven and St Anne's and is approximately 9.8km in length. The corridor serves Lytham Hospital in the east and Clifton Hospital in the west, as well as leisure destinations such as Lytham Green, Lowther Gardens, Lytham Cricket Club, Fairhaven Lake, St Anne's Beach and Lytham St Anne's' Local Nature Reserve. The corridor also connects the town centres of Lytham and St Anne's and is in proximity to key arrival points such as Starr Gate tram stop and Lytham, Ansdell & Fairhaven, St Anne's-on-the-Sea and Squires Gate railway stations. Schools such as Lytham Hall Park Primary School and AKS Lytham are also near the corridor. Two alternative alignment options are proposed along the corridor, (corridors 7 - Lytham Coastal Path and 90 - Beach Road - Lytham of the aspirational list), which could be investigated further in the next stages of scheme development following analysis of the feasibility of each section. These provide different options for implementing a scheme and potentially serve slightly different trip purposes.

Table 12. Proposed indicative typology and high-level interventions along cycle corridor 2

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
2.1	Warton Street	Lytham Road (A584) to Lowther Terrace	1565	Mixed traffic	Mixed traffic provision through the residential area and the town centre. Consider modal filters / bus gates with cycle by-passes to reduce through vehicular movements in the town centre and accommodate a safer and more attractive pedestrian and cycle environment. A modal filter is proposed east of Park View Road (potential area for a Safer, Greener and Healthier Streets scheme). A bus gate is proposed at Clifton Square, along with public realm improvements (e.g., raising the carriageway to footway level, footway resurfacing, additional seating and planting).
2.2	Church Road	Lowther Terrace to Fairlawn Road	531	Segregated cycle track	Two-way cycle track on the north side by reallocating space from the carriageway. Review of on-street parking would be required; may be permitted in bays on the south side of the road. Additional improvements to consider controlled crossings at Church Road / Lowther Terrace and Church Road / Fairlawn Road junctions to accommodate safe transition between the proposed facilities.
2.3	Fairlawn Road	Church Road to Clifton Drive	131	Segregated cycle track	Two-way cycle track on the east side by reallocating space from the carriageway. Review of on-street parking would be required; may be permitted in bays on the footway level on the west side of the road. Additional measures to consider controlled crossing at Clifton Drive to connect the proposed facilities.
2.4	Clifton Drive (A584)	Fairlawn Road to Inner Promenade	902	Segregated cycle track	Two-way cycle track on the south side by reallocating space from the carriageway and potentially the verge (trees to be retained). In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. Review of on-street parking would be required; may be permitted in bays on the north side of the road.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
2.5	Inner Promenade	Ansdell Road South to Marine Drive	322	Segregated cycle track	Two-way cycle track on the south side (improvements to the existing facility). Widening of the track is required by reallocating space from the carriageway. Additional proposal to consider switching segregation of pedestrians and cyclists so that cyclists are along the kerb to facilitate access to/from the carriageway while introducing a buffer between parking and the cycle facility.
2.6	Inner Promenade	Marine Drive to Fairhaven Road	2174	Segregated cycle track	Two-way cycle track on the south side by reallocating space from the carriageway. Review on-street parking; may be accommodated on the north side in bays at footway level.
2.7	South Promenade	Fairhaven Road to St Anne's Road West	807	Segregated cycle track	Two-way cycle track on the south side or shared use path depending on the available width by reallocating space from the carriageway. Review on-street parking; may be accommodated on the north side in bays at footway level if space allows. Additional proposals consider new pedestrian and cycle crossing at Inner Promenade / St Anne's Road West junction to provide access to the town centre.
2.8	North Promenade	St Anne's Road West to Clifton Drive North	1354	Segregated cycle track	Two-way cycle track on the south side by reallocating space from the carriageway. Convert the road to one-way and introduce traffic calming measures and potential modal filters to reduce the traffic flows. On-street parking to be permitted at bays on the north side. Potential area for a Safer, Greener and Healthier Streets scheme.
2.9	Clifton Drive North (A584)	Todmorden Road to Squires Gate Lane	2078	Segregated cycle track	Two-way cycle track (existing facilities). Investigate options to remove any pinch points along the section. Additional measures to improve pedestrian and cycle crossings at Clifton Drive North / Squires Gate Lane traffic signals.
				Alternative Alignment	
2.10	East Beach (A584)	Warton Street to Windmill Path	98	Segregated cycle track	Two-way cycle track on the south side by reallocating space from the carriageway.
2.11	East Beach (A584)	Windmill Path to Fairlawn Road	2146	Segregated cycle track	Two-way cycle track on the south side adjacent to the carriageway, utilising the north edge of The Green. Retain on-street parking on the north side. Alternatively, consider reallocating space from on-street parking to accommodate a cycle track within the existing highway boundary. Additional improvements to consider raised junctions and wide build outs at the junctions to reduce vehicular speeds and improve access to the proposed facilities. Proposals would be subject to environmental surveys.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
2.12	Clifton Drive (A584)	Ansdell Road South to Todmorden Road	4361	Segregated cycle track	One-way cycle track by upgrading the existing facilities (advisory cycle lanes). Review on-street parking; may be permitted where widths allow a 0.5m buffer between the cycle track and the parking zone.
2.13	Windmill Path	East Beach to Ansdell Road South	3068	Shared-use path	Shared use path off-carriageway by widening the existing path along the south edge of The Green. Widened facilities should be provided to accommodate the high pedestrian and cycle flows. Proposal would be subject to environmental surveys.
2.14	Sea defences Fairhaven Lake	Marine Drive to Inner Promenade	1200	Shared-use path	Shared use path off-carriageway along the proposed sea defences to link the existing off-carriageway paths parallel to the coast.

5.3.2.3. Cycle Corridor 11: Kirkham to Freckleton

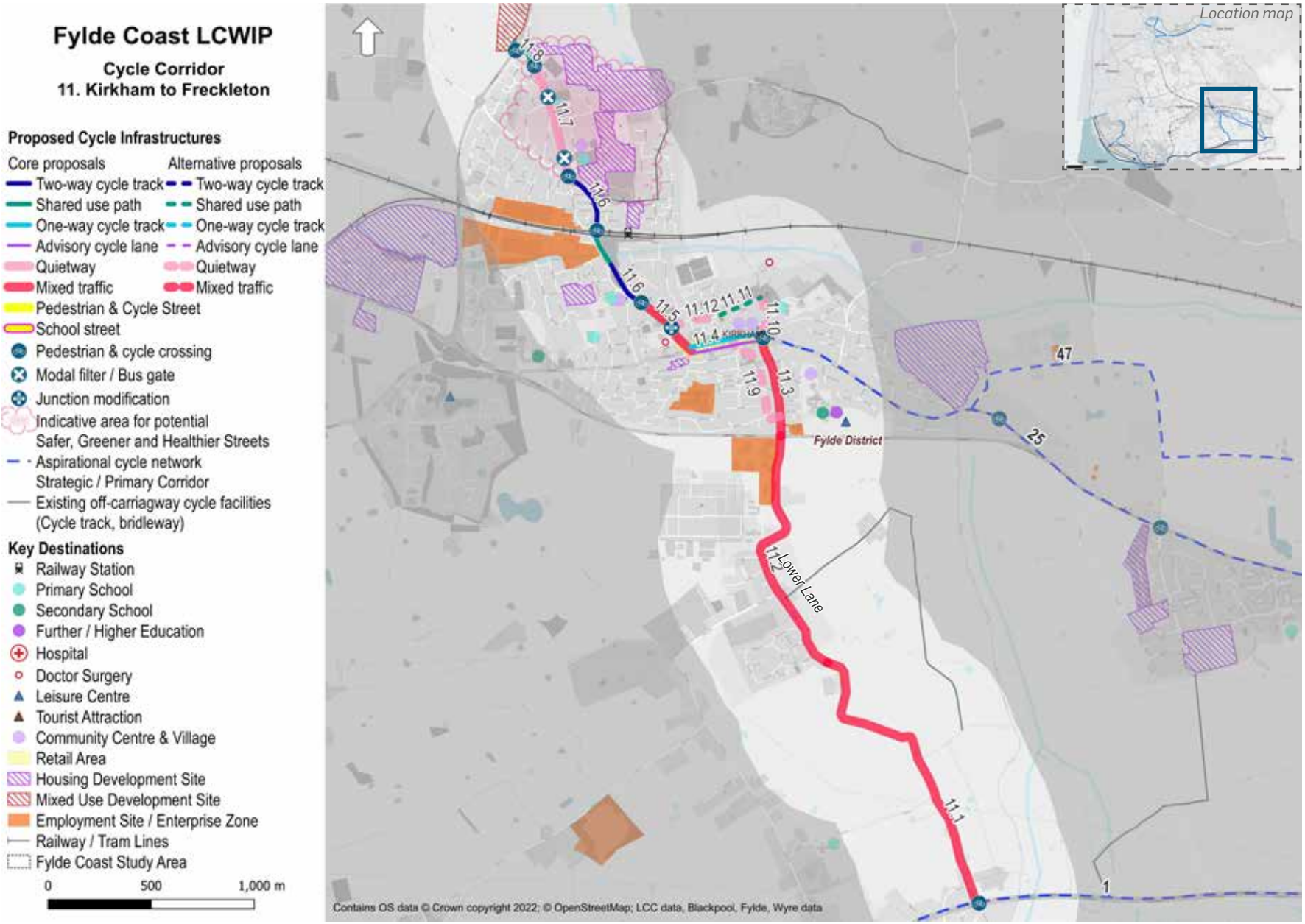


Figure 46. Indicative proposed cycle infrastructure, Cycle Corridor 11: Kirkham to Freckleton

Cycle Corridor 11: Kirkham to Freckleton

The primary cycle corridor, approximately 5.5km, connects Wesham and Mill Farm Sports Village in the north with Freckleton via Kirkham. The corridor connects Kirkham and Wesham Railway Station with Carr Hill High School and Sixth Form Centre, Kirkham and Wesham Primary School, The Willows Catholic Primary School, Kirkham St Michael's CofE Primary School and Kirkham Grammar School as well as Kirkham Library. Several strategic housing and development sites, including Willowfields and The Pastures in Wesham, are also served by the corridor. The proposed alignment extends through the commercial centre in Kirkham and along country lanes south of Kirkham. An alternative alignment is proposed through the town centre following cycle corridor 97 - Church Street due to potential space constraints on the Poulton Street.

Table 13. Proposed indicative typology and high-level interventions along cycle corridor 11

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
11.1	Lower Lane	Preston New Road to Bowland Court	1538	Mixed traffic	Mixed traffic provision along the country lane (assumed traffic flows are low). Introduce cycle logos and street lighting and reduce speed limit to 30mph.
11.2	Lower Lane	Bowland Court to Kirkham By-Pass	1291	Mixed traffic	Mixed traffic provision due to geometric constraints (lack of highway land to provide segregated cycle facilities). Proposal potentially not LTN 1/20 compliant due to the assumed moderate/high traffic flows and the high proportion of HGVs. Additional proposals to reduce the speed limit to 30mph with traffic calming measures. Investigate the opportunity for segregation in future stages of scheme development, which may require third party land.
11.3	Freckleton Street	Kirkham By-Pass to Poulton Street	490	Mixed traffic	Mixed traffic provision due to geometric constraints (lack of highway land to provide segregated cycle facilities). Proposal potentially not LTN 1/20 compliant due to the assumed high traffic flows. Additional measures to include advanced stop line and cycle traffic signals with early release at Freckleton Street / Kirkham Bypass junction and cycle crossings at Poulton Street / Freckleton Street roundabout. In future stages of scheme development, investigate the opportunity for modal filter or school street to reduce traffic flows on the approach to Carr Hill High School and Sixth Form Centre.
11.4	Poulton Street	Freckleton Street to Station Road	354	Segregated cycle track	One-way cycle track for uphill cyclists and advisory cycle lane for downhill cyclists by reallocating space from the carriageway. Additional measures to consider cycle crossings at Poulton Street / Freckleton Street roundabout and Poulton Street / Station Road junction. Investigate in future stages of scheme development on-street parking needs for opportunity to provide physical segregation throughout the section.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
11.5	Station Road	Poulton Road to Mellor Road	340	Mixed traffic	Mixed traffic provision along the southern extent of Station Road due to geometric constraints. Proposal potentially not LTN 1/20 compliant due to the assumed high traffic flows. Alternative alignment is proposed for less confident cyclists. Additional measures to include advanced stop line and cycle traffic signals with early release and cycle crossings at Station Road / Poulton Road junction, a raised junction on the approach to Kirkham Pear Tree School and a cycle crossing south of Mellor Road. Investigate in future stages of scheme development the opportunity for segregated cycle facility.
11.6	Station Road	Mellor Road to Garstang Road North	446	Segregated cycle track	Two-way cycle track and/or shared use path (depending on the available width) on the west side by reallocating space from the verge, and the hatched median. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. Additional measures to include filling in the layby to allow wider pedestrian and cycle facilities and pedestrian and cycle crossings south of Mellor Road (upgrade the existing), at the railway station entrance and at Station Road / Garstang Road North roundabout. Review of on-street parking would be required; may be permitted in bays on the east side of the road.
11.7	Garstang Road North	Station Road to Wesham Fire Station	562	Mixed traffic	Mixed traffic provision through the residential area and to the schools. Consider modal filters / bus gates with cycle by-passes to reduce through vehicular movements, prioritise the corridor for sustainable travel, and accommodate a safer pedestrian and cycle environment and access to the schools (potential area for Safer, Greener and Healthier Streets scheme). Bus gates are proposed near Medlar-with-Wesham CoE Primary School and south of the Fire Station.
11.8	Garstang Road North	Wesham Fire Station to Coronation Way	187	Shared-use path	Shared use path on the west side of the road by reallocating space from the verge. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. Proposal to extend to Mill Farm and provide access to the sports village and the businesses. Segregation would be preferred if pedestrian and cycle flows are high (to be investigated in future stages of scheme development). Additional measures to consider upgrading the existing crossing at Garstang Road South to a signal controlled crossing and improvements to the existing crossing on Fleetwood Road south of the roundabout.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
				Alternative Alignment	
11.9	Marsden Street	Freckleton Street to Poulton Street	554	Mixed traffic	Quietway through the residential area as an alternative to Freckleton Street to provide safer access to Carr Hill High School and Sixth Form Centre. Improvements to include traffic calming measures and widening of the off-street path to access Freckleton Street.
11.10	Church Street	Poulton Street to Barnfield	201	Mixed traffic	Quietway to the access to St Michael's Church as an alternative to Poulton Street - Station Road route. Improvements to include cycle crossings at Poulton Street / Freckleton Street roundabout and traffic calming measures.
11.11	Barnfield path	Church Street to Barnfield	214	Shared-use path	Shared use path to the access to St Michael's Church as an alternative to Poulton Street - Station Road route. Improvements to include wider dropped kerbs and double yellow road markings to restrict on-street parking at the entries to the path.
11.12	Barnfield	Barnfield path to Station Road	248	Mixed traffic	Quietway to the access to St Michael's Church as an alternative to Poulton Street - Station Road route. Improvements to include tidying of on-street parking and a raised junction on the approach to Kirkham Pear Tree School.

5.3.2.4. Cycle Corridor 25: Kirkham to Preston

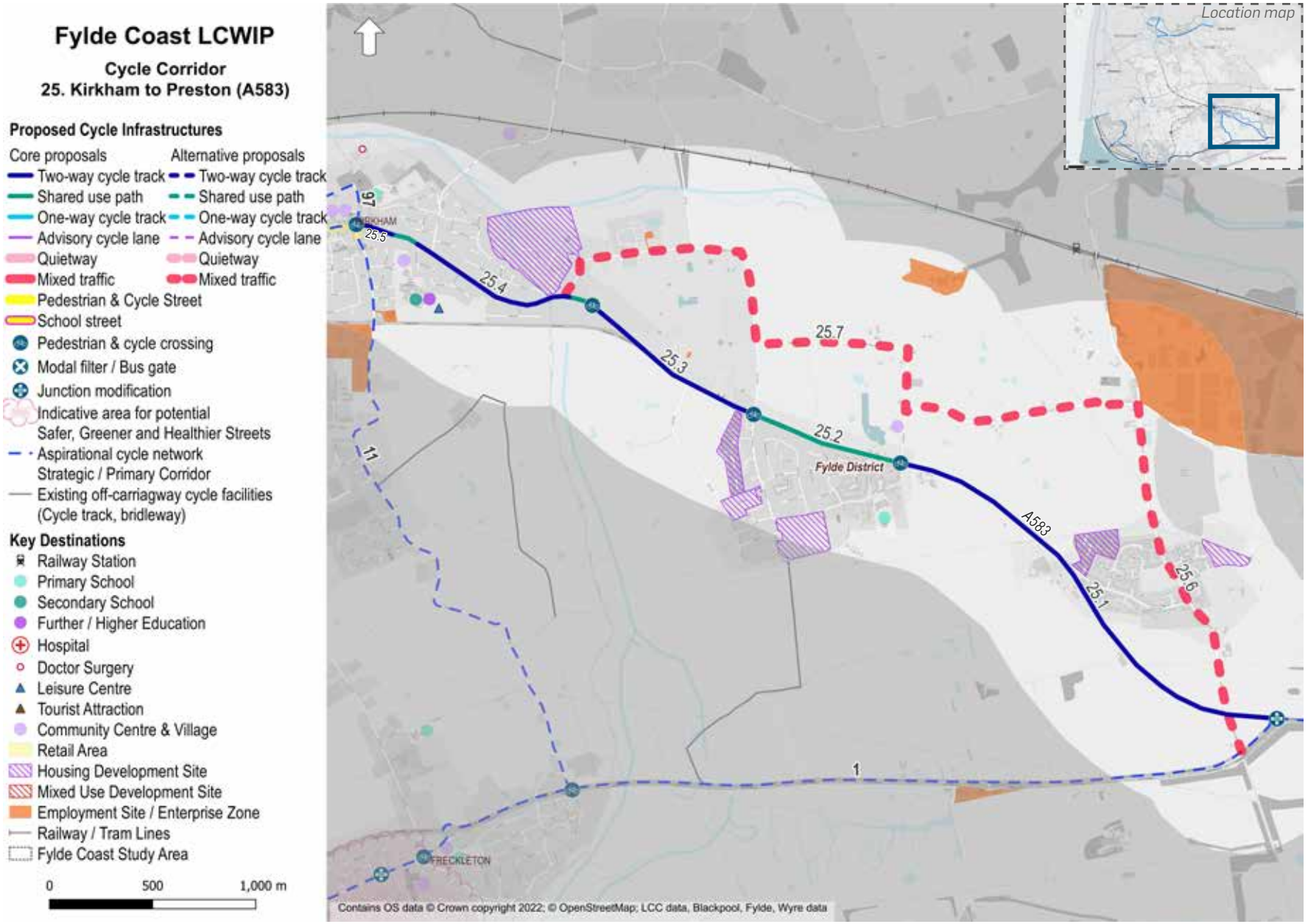


Figure 47. Indicative proposed cycle infrastructure, Cycle Corridor 25: Kirkham to Preston

Cycle Corridor 25: Kirkham to Preston

The primary cycle corridor links Kirkham, Newton and Clifton via Dowbridge (B5192) and Blackpool Road (A583) and extends for 5.3km. The corridor serves the commercial centre and planned development sites in Kirkham, Newton with Scales and Clifton. The primary alignment extends along Blackpool Road, a dual carriageway with high traffic flows and speeds. There are existing advisory cycle lanes, which are 1/20 and not attractive for less confident cyclists. An alternative alignment option, which also serves the Westinghouse Springfields, Salwick Works employment area, is proposed via sections of cycle corridor 47 - Kirkham to Preston (NCN 62), due to the hostile environment of Blackpool Road.

Table 14. Proposed indicative typology and high-level interventions along cycle corridor 25

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
25.1	Blackpool Road (A583)	Preston New Road to Vicarage Lane	2309	Segregated cycle track	Two-way cycle track proposed on the south side of the road by reallocating space from the carriageway and the verge. A minimum 2.0m verge is required for segregation between motorised traffic and cyclists. Intervention may require removal of one traffic lane. Additional lighting is proposed to improve personal safety. Improvements to the Blackpool Road / Preston New Road junction to simplify the movements, improve visibility and introduce signalised crossings for the proposed facilities, and at Blackpool Road / Vicarage Lane junction to integrate cycle crossings at the traffic signal.
25.2	Blackpool Road (A583)	Vicarage Lane to Bryning Lane	753	Shared-use path	Shared use path on the south side of the road by reallocating space from the carriageway and the verge. In future stages of scheme development, investigate the potential for segregation between cyclists and pedestrians. A minimum 1.0m verge is required for segregation between motorised traffic and cyclists. Reduce speed limit to 40mph and introduce additional street lighting to improve personal safety. Intervention may require removal of one traffic lane. Improvements at Blackpool Road / Vicarage Lane junction to integrate cycle crossings at the traffic signal.
25.3	Blackpool Road (A583)	Bryning Lane to Kirkham By-Pass	939	Segregated cycle track	Two-way cycle track proposed on the north side of the road by reallocating space from the carriageway and the verge (upgrade existing facilities). A minimum 1m verge is required for segregation between motorised traffic and cyclists. Intervention may require removal of one traffic lane. Reduce speed limit to 40mph and introduce additional lighting to improve personal safety. Improvements to Blackpool Road / New Hey Lane junction to integrate cycle crossings at the traffic lights and allow safe transition for cyclists between the facilities.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
25.4	Blackpool Road (A583)	Kirkham By-Pass to Carr Lane	961	Segregated cycle track	Two-way cycle track on the south side of the road by reallocating space from the carriageway (upgrade existing facilities). At the pinch point at the approach into Kirkham, segregation between pedestrians and cyclists may not be feasible and shared use path is proposed (to be investigated further in future stages of scheme development). Additional measures to include traffic calming to reduce vehicular speeds and a controlled crossing east of New Hey Lane to allow safe transition for cyclists between the facilities. Review of on-street parking would be required; may be permitted in bays on the north side of the road.
25.5	Preston Street (A583)	Carr Lane to Freckleton Street	317	Segregated cycle track	Two-way cycle track on the south side of the road by reallocating space from the carriageway and the verge. At the pinch point west of Carrwood Drive segregation between pedestrians and cyclists may not be feasible and shared use path is proposed (to be investigated further in future stages of scheme development). In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. On-street parking to be reviewed; parking may be permitted on the north side, where space allows, with bays at footway level. Additional measures to include 20mph speed limit (as part of a 20mph zone) with traffic calming measures, and controlled crossings at Preston Street / Church Street roundabout.
Alternative Alignment					
25.6	Lodge Lane - Clifton Lane	Blackpool Road to Church Lane	1928	Mixed traffic	Mixed traffic provision along the country lane (assumed traffic flows are low). Reduce speed limit to 30mph with traffic calming measures, introduce cycle logos, wayfinding posts and parking bays on both sides of the road.
25.7	Church Lane - New Hey Lane - Moor Hall Lane	Clifton Lane to Blackpool Road	3484	Mixed traffic	Mixed traffic provision along the country lane (assumed traffic flows are low). Introduce cycle logos, wayfinding posts and street lighting. Reduce speed limit to 30mph.

5.3.2.5. Cycle Corridor 12: Lytham to St Anne's (via High School)

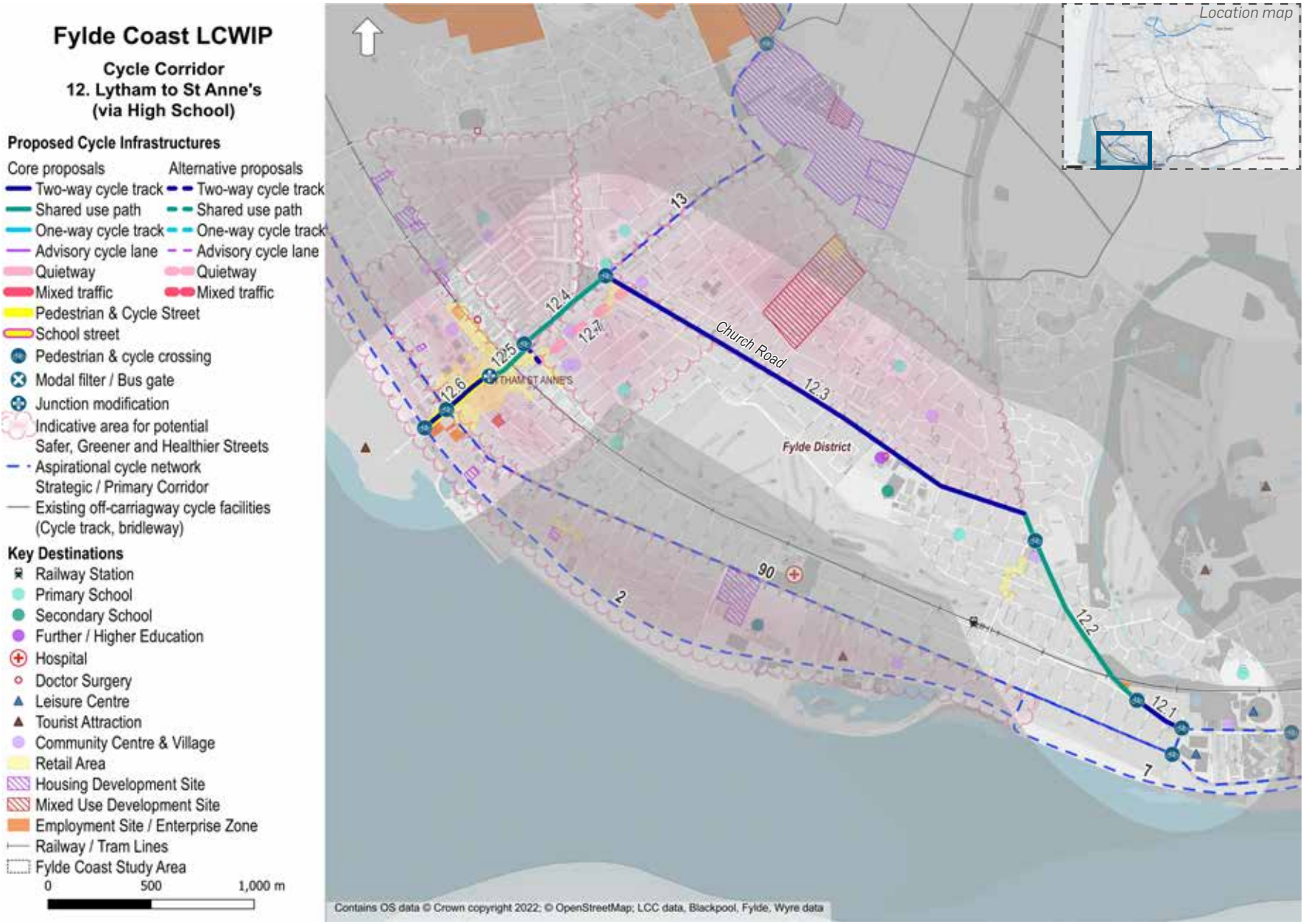


Figure 48. Indicative proposed cycle infrastructure, Cycle Corridor 12: Lytham to St Anne's (via High School)

Cycle Corridor 12: Lytham to St Anne's (via High School)

The primary cycle corridor connects Lytham and St Anne's via Blackpool Road on the B5261 and extends for 4.8km. The corridor can be accessed from Ansdell & Fairhaven Railway Station at the eastern end and St Anne's-on-the-Sea Railway Station at the western end. Development sites at Heyhouses Lane, Lytham St Anne's High School and the commercial centre of St Anne's are served by the corridor. The proposed corridor extends through residential areas north of the railway lines with high traffic flows and frequent on-street parking. An alternative alignment to the main corridor is proposed via residential areas to avoid potential geometric constraints along St Anne's Road (narrow carriageway and mature trees).

Table 15. Proposed indicative typology and high-level interventions along cycle corridor 12

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
12.1	Church Road	Fairlawn Road to Cambridge Road	274	Segregated cycle track	Two-way cycle track on the north side by reallocating space from the hatched median and the carriageway. Additional improvements to consider controlled crossings at Church Road / Fairlawn Road and Church Road / Cambridge Road junctions to accommodate safe transition between the proposed facilities.
12.2	Blackpool Road	Cambridge Road to Albany Road	1063	Shared-use path	Shared use path by reallocating space from the verge and the carriageway. The facility is proposed on the east side at the section east of Woodlands Road and on the west side at the section west of Woodlands Road. In future stages of scheme development, investigate the potential for segregation between cyclists and pedestrians, along with potential options to reduce the impact on the verge. A controlled crossing is proposed at the junction to accommodate the transition between the two sides of the road. Review of on-street parking would be required; may be permitted in bays on the west side of the road.
12.3	Albany Road - Church Road	Blackpool Road to St Anne's Road East	2343	Segregated cycle track	Two-way cycle track on the south side by reallocating space from the carriageway and the verge (trees to be retained). Segregation is required to provide safe a cycle facility to Lytham St Anne's High School as the traffic flows are high. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. This may require removal of on-street parking. Additional measures to include 20mph speed limit (as part of a 20mph zone). Potential area for a Safer, Greener and Healthier Streets scheme. Alternative proposal to consider a modal filter / bus gate to reduce vehicular flows.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
12.4	St Anne's Road East	Albany Road to St David's Road South	517	Shared-use path	Shared use path on the north side by reallocating space from the carriageway. In future stages of scheme development, investigate the potential for segregation between cyclists and pedestrians. Proposal may require relocating the on-street parking to the side roads. No kerb changes are proposed on the south side to retain the mature trees. Additional measures to include 20mph speed limit (as part of a 20mph zone), cycle crossings at Church Road / St Anne's Road E signalised junction and St Anne's Road E / The Crescent junction which would provide access to the railway station. Potential area for a Safer, Greener and Healthier Streets scheme.
12.5	The Crescent	St David's Road South to St Anne's Road West	245	Shared-use path	Shared use path on the north side by reallocating space from the carriageway. Segregation between users would be preferred, however the assumed pedestrian flows on the northern footway are low. Parking is proposed on the south side on raised bays at footway level. Additional measures to consider a controlled crossing at St Anne's Road E / The Crescent junction and junction modification at The Crescent / St Anne's Road W junction to improve the crossings and reduce the crossing distance.
12.6	St Anne's Road West	The Crescent to North Promenade	406	Segregated cycle track	Two-way cycle track as part of the public realm improvements of the commercial centre proposed by the St Anne's-by-the-Sea Masterplan. Bus gates or converting the section to a pedestrian and cycle street and enhanced public realm would help improve the access to the commercial centre and pedestrian environment. Potential area for a Safer, Greener and Healthier Streets scheme.
Alternative Alignment					
12.7	St Albans Road	Church Road to St David's Road South	548	Mixed traffic	Quietway through the residential area as an alternative to St Anne's Road East. Improvements to include additional modal filters with cycle bypasses to reduce vehicular flows, a 20mph speed limit (as part of a 20mph zone) and other traffic calming measures. Consider implementation of a Safer, Greener and Healthier Streets scheme.
12.8	St David's Road South	St Albans Road to The Crescent	114	Segregated cycle track	Two-way cycle track on the west side by reallocating space from the footway and the carriageway.

5.3.2.6. Cycle Corridor 13: St Anne's to Common Edge

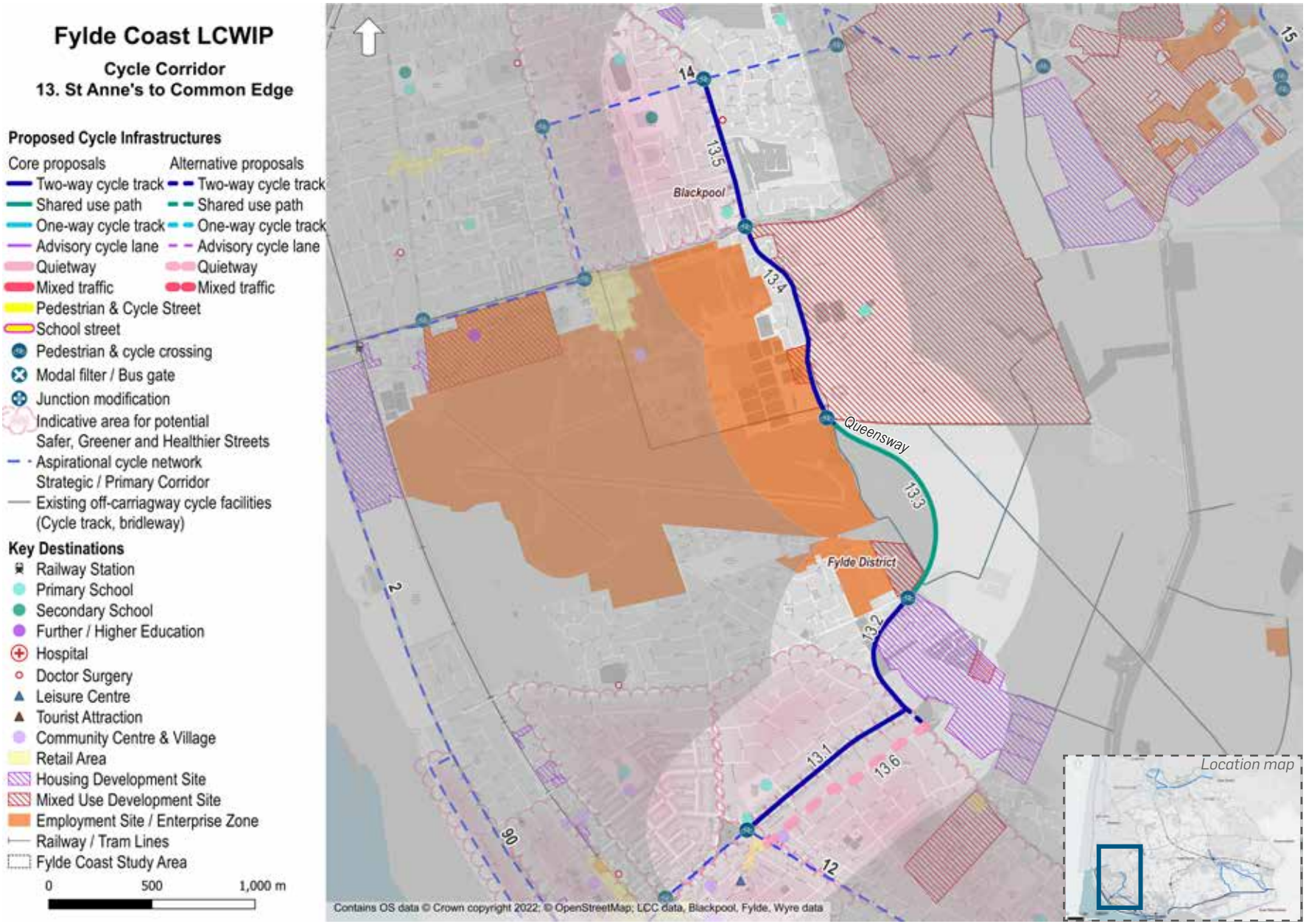


Figure 49. Indicative proposed cycle infrastructure, Cycle Corridor 13: St Anne's to Common Edge

Cycle Corridor 13: St Anne's to Common Edge

The primary cycle corridor connects St Anne's in Fylde and Common Edge in Blackpool via the B5233 and B5261 and extends for 4.6km. The corridor connects with employment hubs such as Blackpool Enterprise Zone, Snowdon Road Industrial Estate, Wildings Lane and Queensway, as well as strategic sites such as Great Marton Moss. An alternative alignment to the main corridor is proposed via residential areas due to geometric constraints at St Anne's Road (narrow carriageway for two-way traffic and segregated cycle facilities).

Table 16. Proposed indicative typology and high-level interventions along cycle corridor 13

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
13.1	St Anne's Road East	Church Road to Queensway	974	Segregated cycle track	Two-way cycle track on the north side by reallocating space from the carriageway. Consider a one-way system for St Anne's Road E - Headroomgate Road - Kilnhouse Lane operating clockwise, for opportunity to reallocate space from vehicular traffic for active travel facilities. Potential area for a Safer, Greener and Healthier Streets scheme. Additional measures to consider cycle crossings at Church Road / St Anne's Road E signalised junction and 20mph speed limit (as part of a 20mph zone).
13.2	Queensway	St Anne's Road East to Kilnhouse Lane	657	Segregated cycle track	Two-way cycle track on the west side by reallocating space from the carriageway. A retaining wall may be required at locations. Improve the existing crossing at Kilnhouse Lane to reduce the crossing distance.
13.3	Queensway	Kilnhouse Lane to Division Lane	1123	Shared-use path	Shared use path on the west side. Remove the segregation between pedestrians and cyclists along the existing facility (pedestrian flows are assumed to be low) to provide a wider corridor for both users. Trim the overgrown vegetation to increase the effective width and introduce a buffer between the path and vehicular traffic if space allows.
13.4	Common Edge Road	Division Lane to Progress Way	1106	Segregated cycle track	Two-way cycle track on the west side by reallocating space from the carriageway and the verge (improvements to the existing path). In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. Additional measures to consider new cycle crossings at Progress Way / Common Edge Road signalised junction. Integrate pedestrian and cycle improvements to the proposals for the new access to the Enterprise Zone via Common Edge Road.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
13.5	Common Edge Road	Progress Way to Highfield Road	719	Segregated cycle track	Two-way cycle track on the west side by reallocating space from the carriageway. Additional measures to consider new cycle crossings at Progress Way / Common Edge Road and Common Edge Road / Highfield Road signalised junctions. Review of on-street parking would be required; may be permitted in bays on the east side of the road.
				Alternative Alignment	
13.6	St Albans Road - Lowton Road	Church Road to Heyhouses Lane	988	Mixed traffic	Quietway through the residential area as an alternative to St Anne's Road East. Improvements to consider modal filters with cycle bypasses to reduce vehicular flows, a 20mph speed limit (as part of a 20mph zone) and other traffic calming measures. Potential area for a Safer, Greener and Healthier Streets scheme.
13.7	Heyhouses Lane	Lowton Road to St Anne's Road East	127	Segregated cycle track	Two-way cycle track on the west side by reallocating space from the verge. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered.

5.3.2.7. Cycle Corridor 20: A585 - Hambleton to Skippool

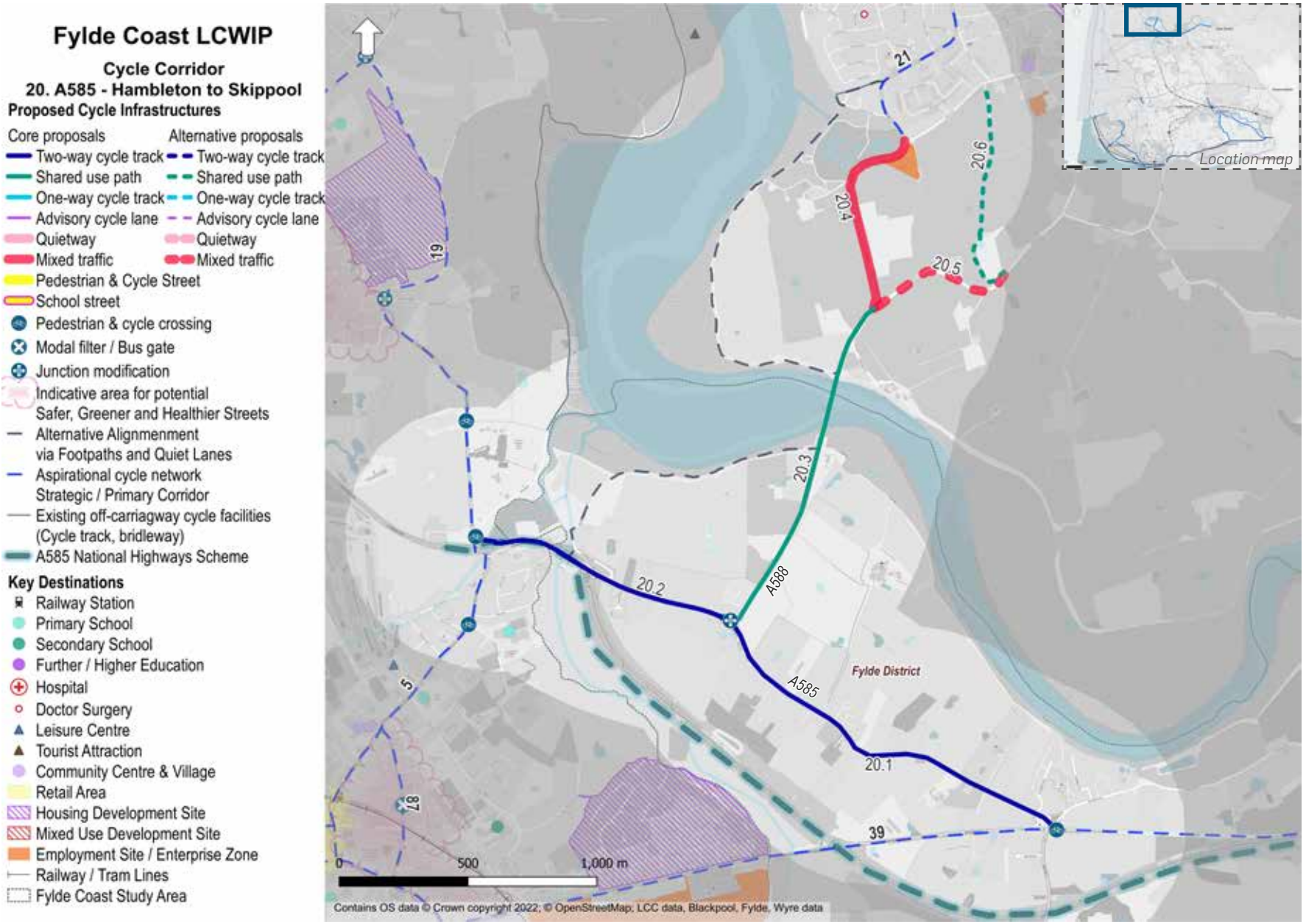


Figure 50. Indicative proposed cycle infrastructure, Cycle Corridor 20: A585 - Hambleton to Skippool

Cycle Corridor 20: A585 - Hambleton to Skippool

The primary cycle corridor connects Skippool and Hambleton (in Wyre) via Shard Lane and Shard Bridge (A588), with a spur heading east towards Little Singleton (in Fylde) along Mains Lane (A585). It extends for 4.9km, a large portion of which overlaps with National Highways' A585 Windy Harbour to Skippool Scheme (under construction). The corridor generally has high traffic flows and high speeds. Shard Bridge is the only connection across the River Wyre, therefore it is estimated to have high traffic flows and a high proportion of HGVs. The proposed corridor extends through both Fylde and Wyre districts. An alternative alignment to the main corridor is proposed via country lanes and off-carriageway paths to avoid potential geometric constraints along Shard Road.

Table 17. Proposed indicative typology and high-level interventions along cycle corridor 20

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
20.1	Mains Lane (A585)	Garstang New Road to Shard Road	1623	Segregated cycle track	Two-way cycle track on the north side by reallocating space from the carriageway and the verge. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. Additional measures to consider cycle crossings at Mains Lane / Garstang New Road junction and junction modification an Mains Lane / Shard Road junction to accommodate cycle crossings and reduce the crossing distance. Mains Lane is planned to be downgraded as part of the National Highways scheme.
20.2	Mains Lane (A585)	Shard Road to Skippool Road	1031	Segregated cycle track	Two-way cycle track on the north side by reallocating space from the carriageway and the verge. Western section of the proposal is part of the A585 Skippool to Windy Harbour Improvements (likely as a shared use path). In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. Additional measures to consider junction modification at Mains Lane / Shard Road junction and Mains Lane / Amounderness Way roundabout to accommodate cycle crossings and reduce the crossing distance. Mains Lane is planned to be downgraded as part of the National Highways scheme.
20.3	Shard Road (A588)	Mains Lane to Bull Park Lane	1409	Shared-use path	Shared use path on the west side by reallocating space from the carriageway (reduce traffic lane width). Segregation between pedestrians and cyclists is preferred, however the assumed pedestrian flows are low. In future stages of scheme development opportunity for segregation to be investigated further. Consider reduced speed limit to 30mph to improve road safety along the bridge. Improve access to the proposed shared use path at Mains Lane / Shard Road junction by integrating cycle crossings at the traffic signal.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
20.4	Shard Road (A588)	Bull Park Lane to Marsh Lane	802	Mixed traffic	Mixed traffic provision along the country lane due to geometric constraints. Proposal potentially not LTN 1/20 compliant due to the assumed high traffic flows. Alternative alignment is proposed for less confident cyclists. Reduce the speed limit to 30mph and introduce street lighting and traffic calming measures. In future stages of scheme development, investigate the potential for segregation.
				Alternative Alignment	
20.5	Bull Park Lane	Shard Road to footpath	585	Mixed traffic	Mixed traffic provision along the country lane (assumed traffic flows are low). Introduce cycle logos and street lighting. Reduce speed limit to 30mph.
20.6	Footpath	Bull Park Lane to Marsh Lane	878	Shared-use path	Upgrade existing footpath (PRoW) for a shared use path. Improvements would likely include widening, resurfacing, street lighting and new wayfinding posts to accommodate cyclists.

An alternative alignment between Hambleton and the A585 is proposed via footpaths and quiet lanes as part of the **Secondary Cycle Corridor 103: Hambleton to Skippool via coastal paths**. The alignment would require upgrade and resurfacing of the existing footpaths, added street lighting and wayfinding.

5.3.2.8. Cycle Corridor 39: Poulton to Great Eccleston (A585)

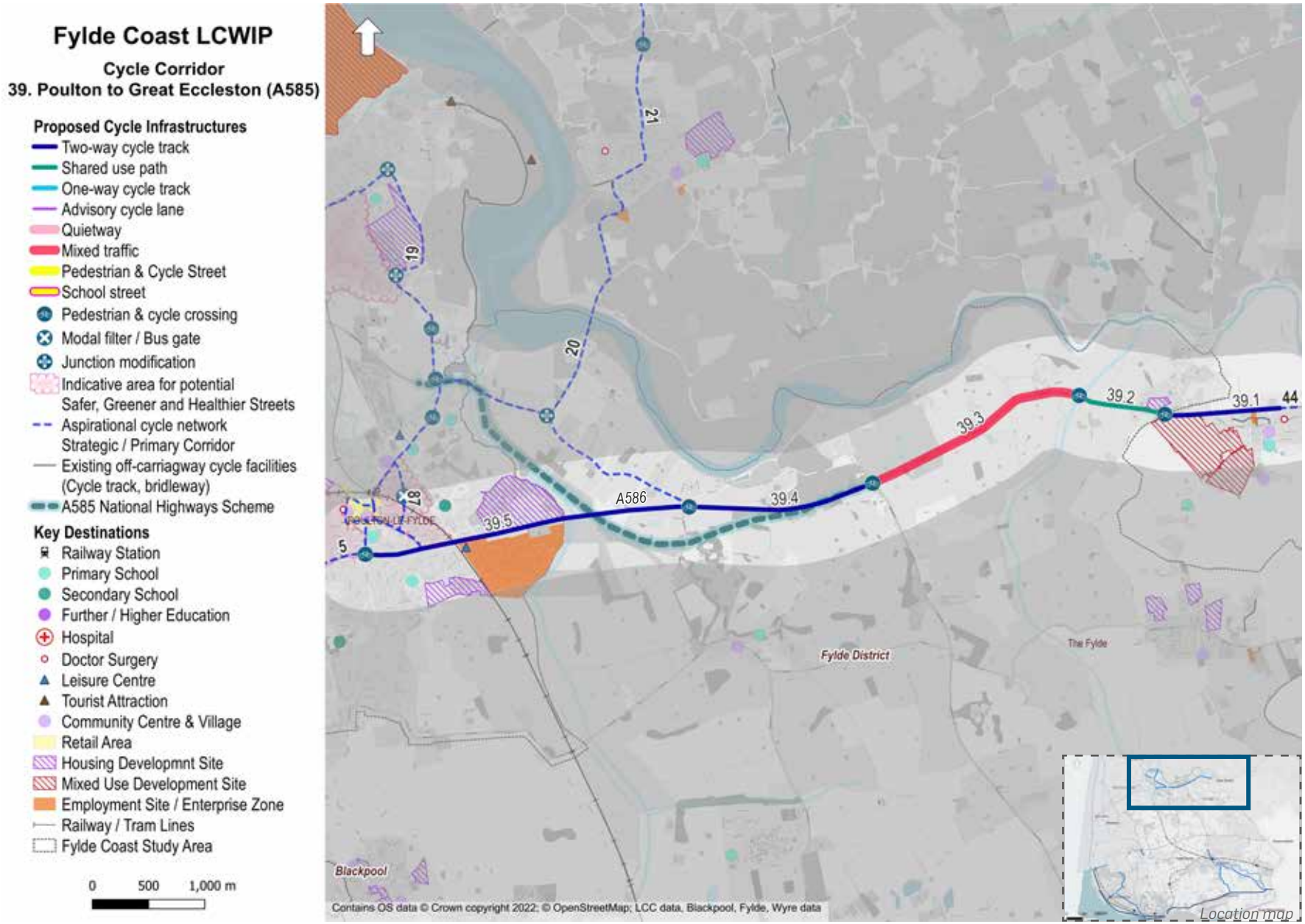


Figure 51. Indicative proposed cycle infrastructure, Cycle Corridor 39: Poulton to Great Eccleston (A585)

Cycle Corridor 39: Poulton to Great Eccleston (A585)

The primary cycle corridor links Poulton-le-Fylde, Little Singleton, Larbeck and Great Eccleston via Garstang Road and Garstang New Road (A585) as an east / west corridor through Fylde connecting area of Wyre, extending for 8.5km. The corridor serves Poulton Industrial Estate and development sites in Great Eccleston, Little Poulton and Oldfield Carr. It extends along a single carriageway, many sections of which appear to have limited public highway space. A new alignment of the A585 is proposed as part of National Highways' A585 Windy Harbour to Skippool Scheme (in construction) to improve highway capacity and accommodate increasing traffic flows. The scheme will downgrade or detrunk sections of the existing A585 alignment, which is anticipated to reduce traffic flows. A section of the existing Garstang New Road will be closed to through traffic, but access maintained for active travel.

Table 18. Proposed indicative typology and high-level interventions along cycle corridor 39

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
39.1	Garstang Road (A586)	Back Lane to Blackpool Old Road	1023	Segregated cycle track	Two-way cycle track on the south side (upgrade existing facilities) by reallocating space from the verge. Reduce speed limit to 40mph. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered.
39.2	Garstang Road (A586)	Blackpool Old Road to Thistleton Brook stream	788	Shared-use path	Shared use path on the north side by reallocating space from the verge and the carriageway (widen existing footpath). Segregation between pedestrians and cyclists is preferred, however the assumed pedestrian flows are low. In future stages of scheme development, opportunity for segregation to be investigated further along with the impact of verge removal, and options to reduce the impact on the verge to be considered. Reduce speed limit to 40mph. Additional measures include upgrading the uncontrolled crossing at Blackpool Old Road bus stop to a controlled crossing to allow safe transition for cyclists between the facilities, introducing an uncontrolled crossing at the end of the section and additional lighting to improve personal safety.
39.3	Garstang Road (A586)	Thistleton Brook stream to Fleetwood Road	2058	Mixed traffic	Mixed traffic provision due to lack of available space for segregated cycle facilities. Proposal likely not LTN 1/20 compliant due to the assumed high traffic flows and speeds. Additional measures to include 40mph speed limit and street lighting to improve road safety. Aspirational proposal: Investigate third party land acquisition to introduce a segregated cycle facility parallel to the carriageway.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
39.4	Garstang New Road (A585) / Garstang Road (A586)	Fleetwood Road to Main Dyke stream	2786	Segregated cycle track	Two-way cycle track on the north side by reallocating space from the carriageway and the verge. Eastern section is part of the on-going National Highways scheme, including a section of Garstang New Road east of Lodge Lane which is planned to be local access only. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. Additional measures to include 40mph speed limit with street lighting, and new controlled crossings at Fleetwood Road / Garstang New Road and Mains Lane / Garstang New Road junctions to accommodate cycle crossings.
39.5	Garstang Road East (A586)	Main Dyke stream to Hardhorn Road	1805	Segregated cycle track	Two-way cycle track on the north side by reallocating space from the carriageway and the verge (upgrade existing facilities). Reduce speed limit to 30mph and introduce controlled crossing at Mains Lane / Garstang Road East junction.

5.3.3. Wyre

The proposed cycle facility typologies across the strategic and primary cycle corridors in Wyre are illustrated in Figure 52. The proposed facilities reflect the design principles, local aspirations for cycling, and anticipated potential constraints along each route at this initial stage of option assessment. A summary and indicative examples of the various types of facilities are provided in Section 5.4 on page 157.

In Wyre, 15 cycle corridors were identified. They are primarily in the west of the district, with connections to the proposed cycle network in Blackpool and Fylde. A north / south corridor is also proposed in the east of the district, parallel to the railway lines, to provide a connection between Garstang and Preston and Lancaster. For three proposed cycle corridors alternative alignments are included in the proposals to be investigated further in the next stage of scheme development. Two of the proposed corridors extend through Fylde and were presented in the previous section.

- 5. Poulton-Le-Fylde to Blackpool *(the corridor is extending through Blackpool)*
  - alternative alignment via: sections of cycle corridor 87. Poulton Local
- 18. Fleetwood to Cleveleys
  - alternative alignment via: cycle corridor 89. Fleetwood Port
- 19. Cleveleys to Skippool via Thornton
- 20. A585 - Hambleton to Skippool (the corridor extends through Fylde. See proposals in the Fylde section page 104.)

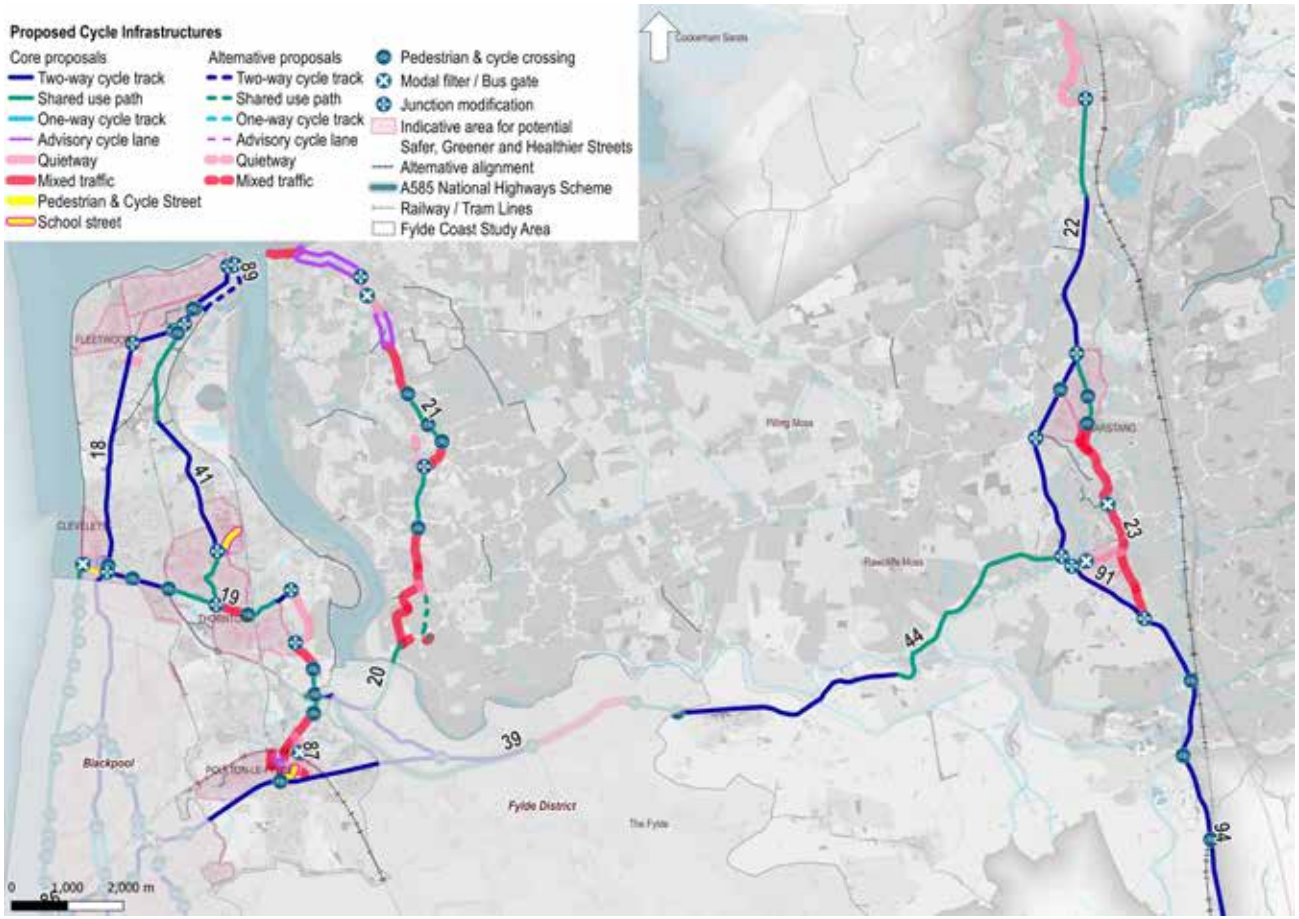


Figure 52. Indicative cycle typology map for the selected cycle corridors in Wyre

- 21. Knott-End-On-Sea to Hambleton via Stalmine
  - alternative alignment via: sections of cycle corridor 42. Great Eccleston to Hambleton
- 22. Forton to Garstang (A6)
- 23. Garstang to Catterall (B6430)
- 39. Poulton to Great Eccleston (A585) (the corridor extends through Fylde. See proposals in the Fylde section page 107.)
- 41. Fleetwood to Thornton (Fleetwood Road)
- 44. Great Eccleston to Catterall (A586)
- 80. Fleetwood to Knott-On-Sea ferry
- 91. A6 Garstang to Catterall
- 94. A6 Myerscough College to Preston

5.3.3.1. Cycle Corridor 5: Poulton-le-Fylde to Blackpool

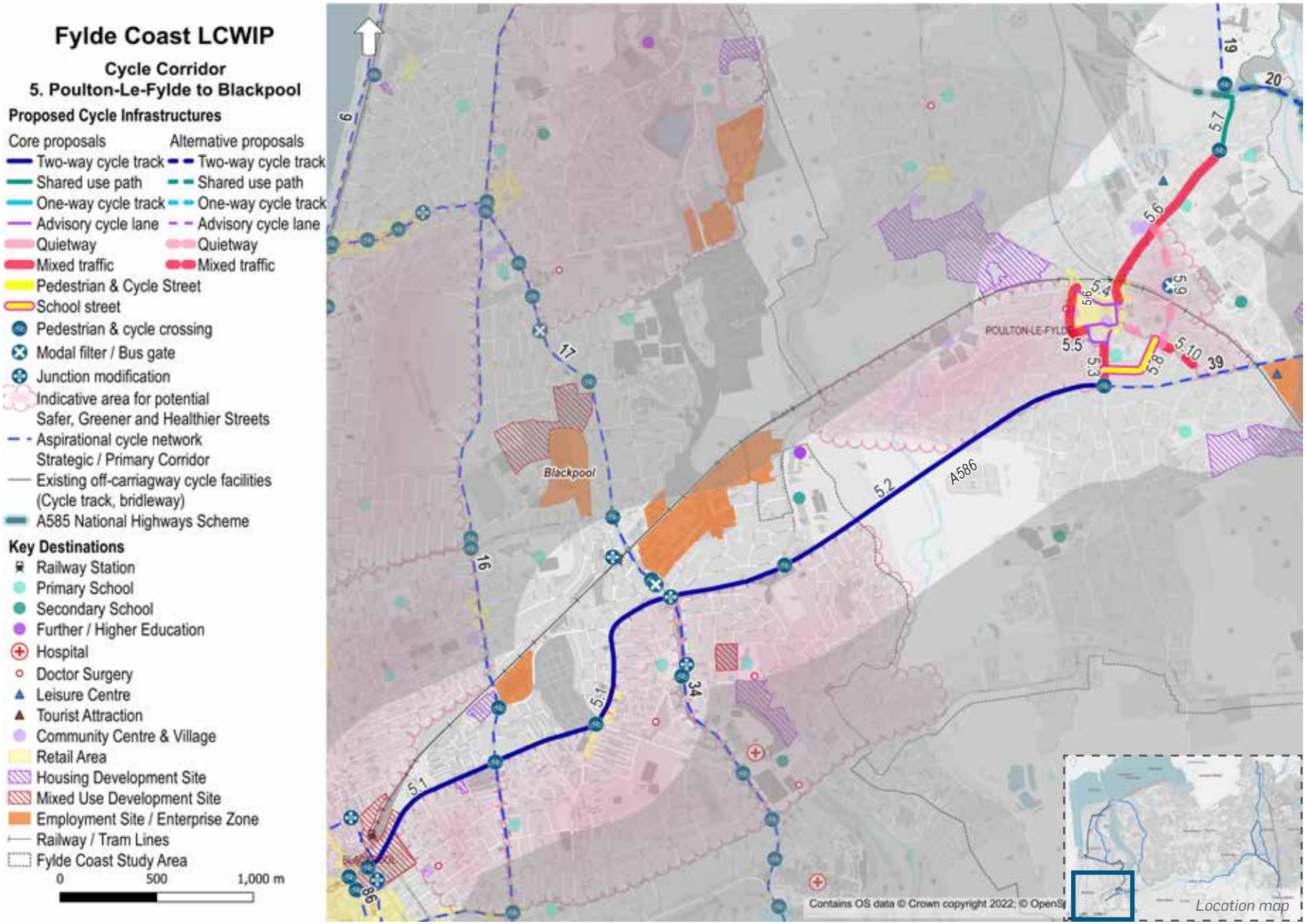


Figure 53. Indicative proposed cycle infrastructure, Cycle Corridor 5: Poulton-le-Fylde to Blackpool

Cycle Corridor 5: Poulton-le-Fylde to Blackpool

The strategic cycle corridor connects Blackpool Town Centre to Poulton-le-Fylde and Skippool in Wyre along the A586, extending approximately 7.4km. The corridor provides connections to schools such as the Blackpool Aspire Academy and the Blackpool Sixth Form College, Poulton St Chads CofE School and St John's Catholic Primary School and serves Blackpool North and Poulton-le-Fylde railway stations. The corridor primarily extends along a dual carriageway connecting Blackpool to Wyre district, which has high traffic flows and limited cycle provision. Sections within the town centre are very space constrained, therefore sections of cycle corridor 87 - Poulton Local are proposed as potential alternative alignments to the town centre links.

Table 19. Proposed indicative typology and high-level interventions along cycle corridor 5

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
5.1	Talbot Road (A586)	High Street to St Walburgas Road	2276	Segregated cycle track	Two-way cycle track on the north side by reallocating space from the carriageway and the hatched median (where available). Provide a buffer between the cycle facilities and the high vehicular flows. Controlled crossings to be introduced at Talbot Road / Devonshire Road junction and Poulton Road / St Walburgas Road roundabout. Review of on-street parking would be required; may be permitted in bays on the south side of the road.
5.2	Poulton Road (A586)	St Walburgas Road to Hardhorn Road	2540	Segregated cycle track	Two-way cycle track on the north side by reallocating space from the carriageway and the verge. Provide a buffer / verge between the cycle facilities and the high vehicular flows. Controlled crossings to be introduced at Poulton Road / Grange Road, Poulton Road / St Walburgas Road roundabouts and at Poulton Road / Blackpool Old Road, Poulton Road /Hardhorn Road junctions. Review of on-street parking would be required at locations; may be relocated at the side roads.
5.3	Hardhorn Road (A588)	Poulton Road to Wheatsheaf Wy	209	Mixed traffic	Mixed traffic provision due to geometric constraints (limited highway land between the buildings for segregated cycle facility). Proposal potentially not LTN 1/20 compliant due to the assumed high traffic flows, and alternative alignment is proposed for less confident cyclists, however it would be less direct to the town centre. Consider traffic calming measures to reinforce the existing 20mph speed limit. In future stages of scheme development, investigate the potential for segregation.
5.4	Hardhorn Road - Wheatsheaf Wy - Blackpool Old Road - Tithebarn Street - Chapel Street (A588)		802	Advisory cycle lanes	Advisory cycle lane along Wheatsheaf Wy, Blackpool Old Road, Hardhorn Road, Chapel Street and Tithebarn Street to provide cyclists delineated space with the flow of the traffic. At sections where the available carriageway width does not allow integration of cycle lanes, localised mixed traffic provision would be required. Proposal potentially not LTN 1/20 compliant due to the assumed high traffic flows, however an alternative alignment option is proposed. Consider traffic calming measures (horizontal deflection) to reinforce the existing 20mph speed limit. In future stages of scheme development, investigate the potential for segregation.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
5.5	Queensway	Wheatsheaf Wy to Tithebarn Street	319	Mixed traffic	Mixed traffic provision due to geometric constraints. Proposal potentially not LTN 1/20 compliant due to the assumed high traffic flows, and alternative alignment is proposed for less confident cyclists, however it would be less direct to the town centre. Consider traffic calming measures to reinforce the existing 20mph speed limit. In future stages of scheme development, investigate the potential for segregation.
5.6	Breck Road (A588)	Ball Street to Fouldrey Avenue	970	Mixed traffic	Mixed traffic provision due to geometric constraints. Proposal potentially not LTN 1/20 compliant due to the assumed high traffic flows, and alternative alignment is proposed for less confident cyclists, however it would be less direct to the town centre and railway station. Consider extending the existing 20mph speed limit (potentially as part of a 20mph zone) and traffic calming measures to reinforce the 20mph speed limit. In future stages of scheme development, investigate the potential for segregation.
5.7	Breck Road (A588)	Fouldrey Avenue to Amounderness Way	399	Shared use path	Shared use path on the west side by reallocating space from the verge. In future stages of scheme development, investigate the potential for segregation between cyclists and pedestrians, along with potential options to reduce the impact on the verge. Additional proposals to include 20mph speed limit (as part of a 20mph zone), and improved crossings at Fouldrey Av / Breck Road junction (to link to the school) and upgraded crossings at Breck Road / Amounderness Way / Skippool Road roundabout (National Highways A585 Windy Harbour to Skippool Scheme).
			Alternative Alignment		
5.8	Princess Avenue	Hardhorn Road to Higher Green	364	Mixed traffic	Introduce a school street to support access Poulton-le-Fylde St Chad's CoE Primary School. Discuss with school the potential to provide access via Princess Avenue.
5.9	Higher Green - Station Road	Chapel Street to Breck Road	865	Mixed traffic	Quietway along Station Road / Higher Green is proposed by introducing a modal filter / bus gate to reduce through vehicular movements and traffic flows. Additional measures to include 20mph speed limit (as part of a 20mph zone) and traffic calming measures (raised junctions). Potential area for a Safer, Greener and Healthier Streets scheme.
5.10	Lower Green	Station Road to Garstang Road East	269	Mixed traffic	Mixed traffic provision due to geometric constraints. Proposal potentially not LTN 1/20 compliant due to the assumed high traffic flows. Additional proposals to reduce the speed limit to 20mph (as part of a 20mph zone) with traffic calming measures. In future stages of scheme development, investigate the potential for segregation.

5.3.3.2. Cycle Corridor 18: Fleetwood to Cleveleys

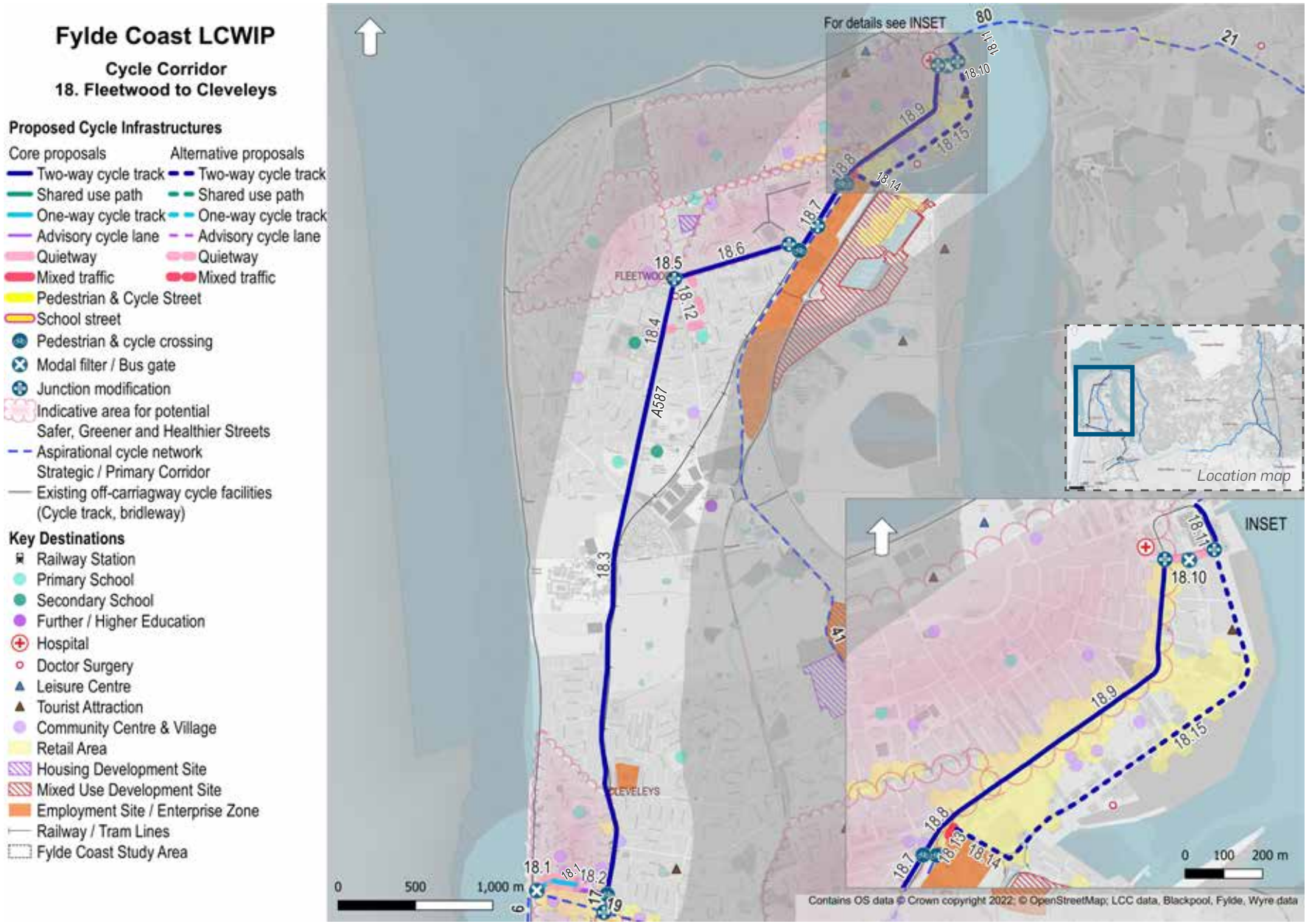


Figure 54. Indicative proposed cycle infrastructure, Cycle Corridor 18: Fleetwood to Cleveleys

Cycle Corridor 18: Fleetwood to Cleveleys

The strategic cycle corridor links Fleetwood, Rossall and Cleveleys via Broadway (A587) and extends for 7.4km. The corridor also provides an active travel link between Cleveleys town centre and Fleetwood promenade and can be easily accessed from the adjacent Blackpool Tramway along Broadway (A587). An alternative alignment is proposed via Dock Street (cycle corridor 89 - Fleetwood Port) avoiding the town centre and potential constraints for cycle improvements due to the tramway. The proposed corridor is primarily single carriageway with a narrow shared use path. Improvements to the existing path are proposed to increase the attractiveness of the cycle network and improve accessibility for all users.

Table 20. Proposed indicative typology and high-level interventions along cycle corridor 18

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
18.1	Rough Lea Road	South Promenade to Derby Road	123	Segregated cycle track	One-way cycle track along the western end of Rough Lea Road to permit westbound (contraflow) cycling. Eastbound cyclists to be mixed with traffic and buses. Propose a bus gate to reduce vehicular traffic and provide safer facilities.
18.2	Rough Lea Road	Derby Road to Rossall Road	351	Segregated cycle track	One-way cycle track east of the bus station for westbound cyclists. Eastbound cyclists to be mixed with traffic. Propose section of Rough Lea Road (between the bus station and the car park) as one-way eastbound, to reduce through movements in the area. Introduce advisory cycle lanes east of the car park (bi-directional traffic permitted) and remove the centre line to reduce vehicular speeds. Potential area for a Safer, Greener and Healthier Streets scheme.
18.3	Rossall Road - Broadway (A587)	Rough Lea Road to Larkholme Parade	3264	Segregated cycle track	Two-way cycle track on the east side (by the tram lines) by reallocating space from the carriageway and the verge. A verge is required for separation between traffic and cyclists. A 2.0m (minimum width) footway would be retained parallel to the cycle facility. Review on-street parking at the southern section and potential to provide parking bays at footway level on the west side.
18.4	Broadway (A587)	Larkholme Parade to West View Roundabout	717	Segregated cycle track	Two-way cycle track on the west side (on the approach to Fleetwood High School) by reallocating space from the carriageway and the verge. A verge is required for separation between traffic and cyclists. A 2.0m (minimum width) footway would be retained parallel to the cycle facility. Parking bays at footway level are proposed on the east side. Introduce a controlled crossing on the approach to the school to allow transition for cyclists between the two sides of the road.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
18.5	West View Roundabout		175	Segregated cycle track	Two-way cycle track around West View Roundabout with controlled crossings on every arm, except the section along the petrol station (between Hatfield Avenue and Fleetwood Road) due to space constraints. Alternative proposals: » Closure of 3 arms of the roundabout (Fleetwood Road, Grange Road, Beach Road) to simplify the junction, reduce number of the entries / exits and reallocate space for safer active travel facilities. » Convert the roundabout to a signalised junction with four main arms (Broadway, Chatsworth Avenue, Hatfield Avenue) and introduce pedestrian and cycle crossings on every arm. The remaining roads would be diverted to the main arms to exit the new junction. » Signalise the roundabout and introduce cycle crossings to the centre of the roundabout with exits to every direction (similar to Plymouth Road Roundabout)
18.6	Hatfield Avenue	West View Roundabout to Radcliffe Road	807	Segregated cycle track	Two-way cycle track on the north side by reallocating space from the carriageway (upgrade existing cycle facilities). Review on-street parking and potential for parking bays at footway level on the south side. Additional measures to include junction modification at Hatfield Avenue / Nelson Road junction to simplify the movements. Potential area for a Safer, Greener and Healthier Streets scheme.
18.7	Radcliffe Road	Peer Road to Elm Street	511	Segregated cycle track	Two-way cycle track on the east side (by the tram lines) by reallocating space from the carriageway. Consider extending the one-way system to the south (between Stanley Road Tram Stop and Peel Road) in order to reallocate carriageway space for the proposed cycle facility and to simplify the movements at the junctions. Review on-street parking and potential for parking bays at footway level on the west side of the road. Additional measures to consider a controlled crossing at Peel Road / Radcliffe Road junction and junction improvements at Stanley Road Tram Stop junction following the proposed modifications to the one-way system and to introduce safe pedestrian and cycle crossings. Potential area for a Safer, Greener and Healthier Streets scheme.
18.8	Lord Street	Elm Street to Poulton Street	183	Segregated cycle track	Two-way cycle track through the green area and existing pedestrian/cycle zone north of the tram lines. Widen the existing path to accommodate segregated pedestrian and cycle facilities and improve the accesses to the path by introducing a controlled crossing at Lofthouse Way / Radcliffe Road junction.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
18.9	Lord Street	Poulton Street to Pharos Place	882	Segregated cycle track	Two-way cycle track on the north side by reallocating space from on-street parking. Footway widening is proposed along the tram lines (similar width as at the tram stops) and accommodate a cycle facility at footway level, with a trapezoidal strip for segregation. Additional measures to include raising the parking bays to footway level on the south side, and introducing a cycle friendly system for the tram rails (such as rubber based protection) to mitigate the potential for cycle wheels to get stuck in the tram lines at the junctions. Aspirational proposal to consider potential for a bus / tram gate to reduce traffic flows through the commercial area, prioritise active travel and public transport, and improve road safety.
18.10	Pharos Place	North Albert Street to Queen's Terrace	135	Mixed traffic	Quietway along Pharos Place is proposed by introducing a bus / tram gate to reduce through vehicular movements and traffic flows. Additional measures to include junction modifications at North Albert Street and Queen's Terrace to introduce controlled crossings and reduce crossing distance.
18.11	Queen's Terrace	Pharos Place to Fleetwood Ferry	130	Segregated cycle track	Two-way cycle track on the east side by reallocating space from the carriageway. Proposal to provide access to Fleetwood - Knot-End-On-Sea ferry.
				Alternative Alignment	
18.12	Leybourne Avenue - Westfield Avenue	Broadway to Hatfield Avenue	604	Mixed traffic	Quietway along Leybourne Avenue - Westfield Avenue as an alternative to West View Roundabout. Consider modal filters to reduce through traffic movements.
18.13	Lofthouse Way	Radcliffe Road to Station Road	122	Mixed traffic	Mixed traffic provision along Lofthouse Lane to link the cycle facilities. Proposal potentially not LTN 1/20 compliant due to the assumed high traffic flows. Additional measures to include cycle bypasses at the junctions. In future stages of scheme development, investigate the potential for segregation.
18.14	Station Road	Dock Street to Lord Street	165	Segregated cycle track	Two-way cycle track on the north side by reallocating space from the carriageway and restricting on-street parking.
18.15	Queen's Terrace - Dock Street	Pharos Place to Station Road	1121	Segregated cycle track	Two-way cycle track along Queen's Terrace - Dock Street by reallocating space from the carriageway.

5.3.3.3. Cycle Corridor 19: Cleveleys to Skippool via Thornton

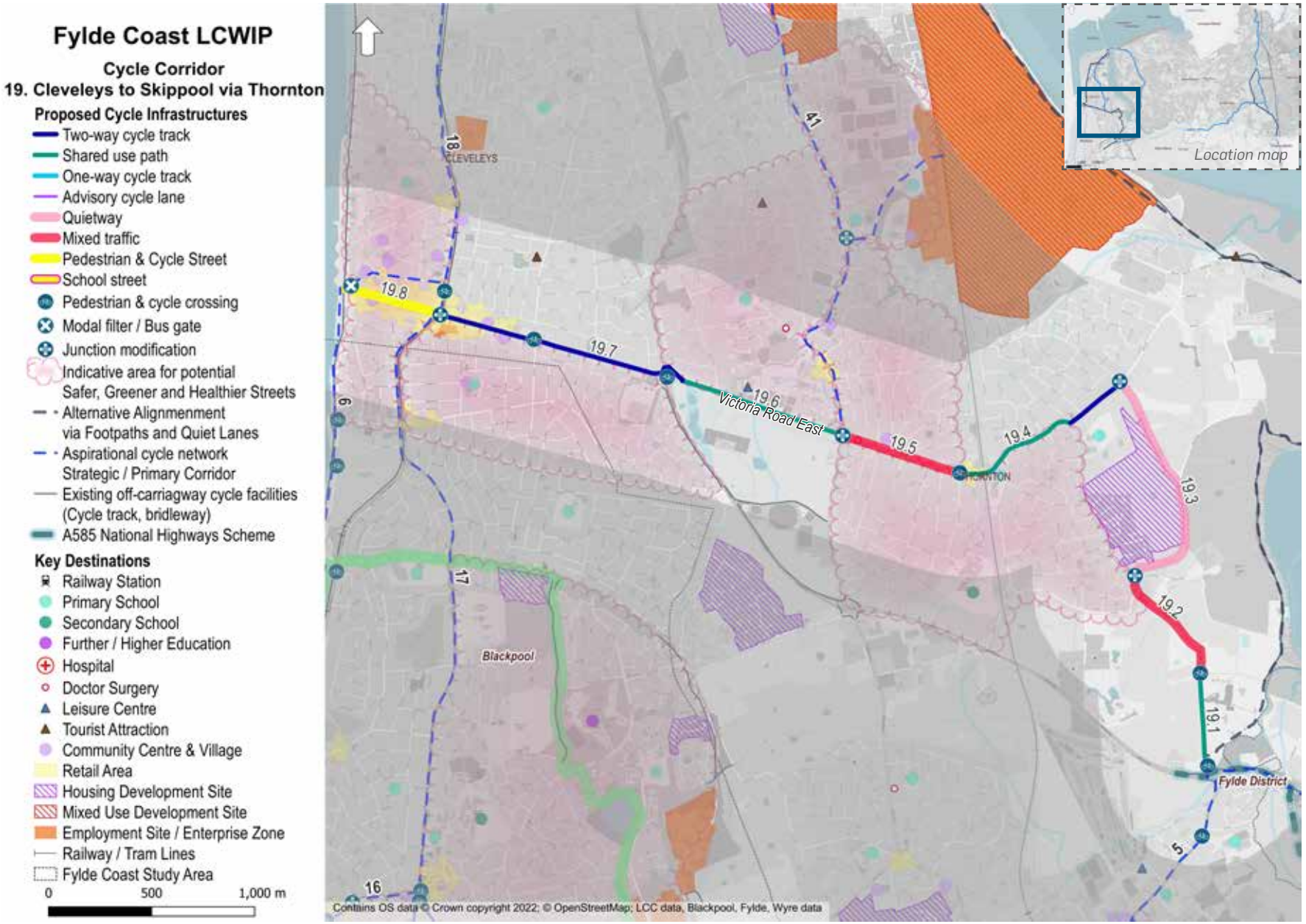


Figure 55. Indicative proposed cycle infrastructure, Cycle Corridor 19: Cleveleys to Skippool via Thornton

Cycle Corridor 19: Cleveleys to Skippool via Thornton

The strategic cycle corridor links Cleveleys, Thornton and Skippool via Victoria Road West and East, Station Road, Lamb Road and Skippool Road (B5412) and extends for 6.3km. The corridor also serves a development site in Little Thornton and Hillhouse Technology Enterprise Zone (which links through the local road network). The corridor consists of single carriageways with limited cycle provision, and the high traffic flows create a hostile environment for cycling.

Table 21. Proposed indicative typology and high-level interventions along cycle corridor 19

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
19.1	Skippool Road	Breck Road to footpath (Cricket Club)	442	Shared-use path	Shared use path on the east side by reallocating space from the carriageway and the verge. Segregation between pedestrians and cyclists is preferred, however the assumed pedestrian flows are low. In future stages of scheme development, opportunity for segregation to be investigated further. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. Additional measures to consider controlled crossing at Skippool Road / Amounderness Way roundabout to link with other proposed facilities and junction improvements at Skippool Road / Raikes Road to improve visibility.
19.2	Skippool Road	Footpath (Cricket Club) to Raikes Road	616	Mixed traffic	Mixed traffic provision due to geometric constraints. Proposal potentially not LTN 1/20 compliant due to the assumed moderate traffic flows. Aspirational proposal: Investigate third party land acquisition to introduce a segregated cycle facility parallel to the carriageway.
19.3	Raikes Road	Skippool Road to Stanah Road	1188	Mixed traffic	Quietway via the country lane. Introduce a 20mph speed limit, with additional traffic calming measures and permit cycling in both directions. Improve lighting along the section and introduce wayfinding posts.
19.4	Stanah Road - Station Road	Raikes Road to Lawsons Road	956	Segregated cycle track	Two-way cycle track on the north side by reallocating space from the verge and the carriageway. At the western end of the section the available space may not allow segregation between pedestrians and cyclists and a shared use path is proposed (to be investigated in future stages of scheme development). In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. Additional measures to include 20mph speed limit (as part of a 20mph zone) to allow reduced traffic lanes' width, junction improvements at Stanah Road / Raikes Road junction to improve visibility and the access to the proposed facility, and new pedestrian and cycle crossings at Station Road / Lawsons Road roundabout. Review of on-street parking would be required at locations; may be relocated at the side roads.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
19.5	Victoria Road East	Lawsons Road to Fleetwood Road North	586	Mixed traffic	Mixed traffic provision due to geometric constraints (on-street parking may need to be retained, which would not allow space for segregated cycle facilities). Proposal potentially not LTN 1/20 compliant due to the assumed high traffic flows. Alternative alignments through the residential area could be provided, however they are not direct. In future stages of scheme development, investigate the potential for segregation. Additional measures to include 20mph speed limit (as part of a 20mph zone). Potential area for a Safer, Greener and Healthier Streets scheme.
19.6	Victoria Road East	Fleetwood Road North to Amounderness Way	823	Shared-use path	Shared use path on the north side by reallocating space from the verge. Segregation between pedestrians and cyclists is preferred, however the assumed pedestrian flows are low. In future stages of scheme development, investigate the potential for segregation. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. Additional measures to include 20mph speed limit (as part of a 20mph zone).
19.7	Victoria Road West	Amounderness Way to Rossall Road	1286	Segregated cycle track	Two-way cycle track on the north side by reallocating space from the carriageway (hatched median) and the wide footway. On-street parking to be reviewed; potential to be retained on both sides of the road where space allows and a buffer between the cycle facility and the parking zone introduced. Additional measures to consider controlled crossings at Victoria Road West / Amounderness Way roundabout, Victoria Road West / North Drive signalised junction and improvements to Rossall Road / Victoria Road West junction.
19.8	Victoria Road West	Rossall Road to South Promenade	452	Segregated cycle track	Two-way cycle track as part of potential further public realm improvements of the commercial centre. Consider bus gates or a pedestrian and cycle street at the section and enhanced public realm to improve access to the commercial centre and the pedestrian environment. Potential area for a Safer, Greener and Healthier Streets scheme.

An alternative alignment between Stanah and Skippool is proposed via footpaths and quiet lanes as part of the **Secondary Cycle Corridor 71: River Wyre** route. The alignment would require upgrading and resurfacing of the existing footpaths, added street lighting and wayfinding.

5.3.3.4. Cycle Corridor 41: Fleetwood to Thornton (Fleetwood Road)

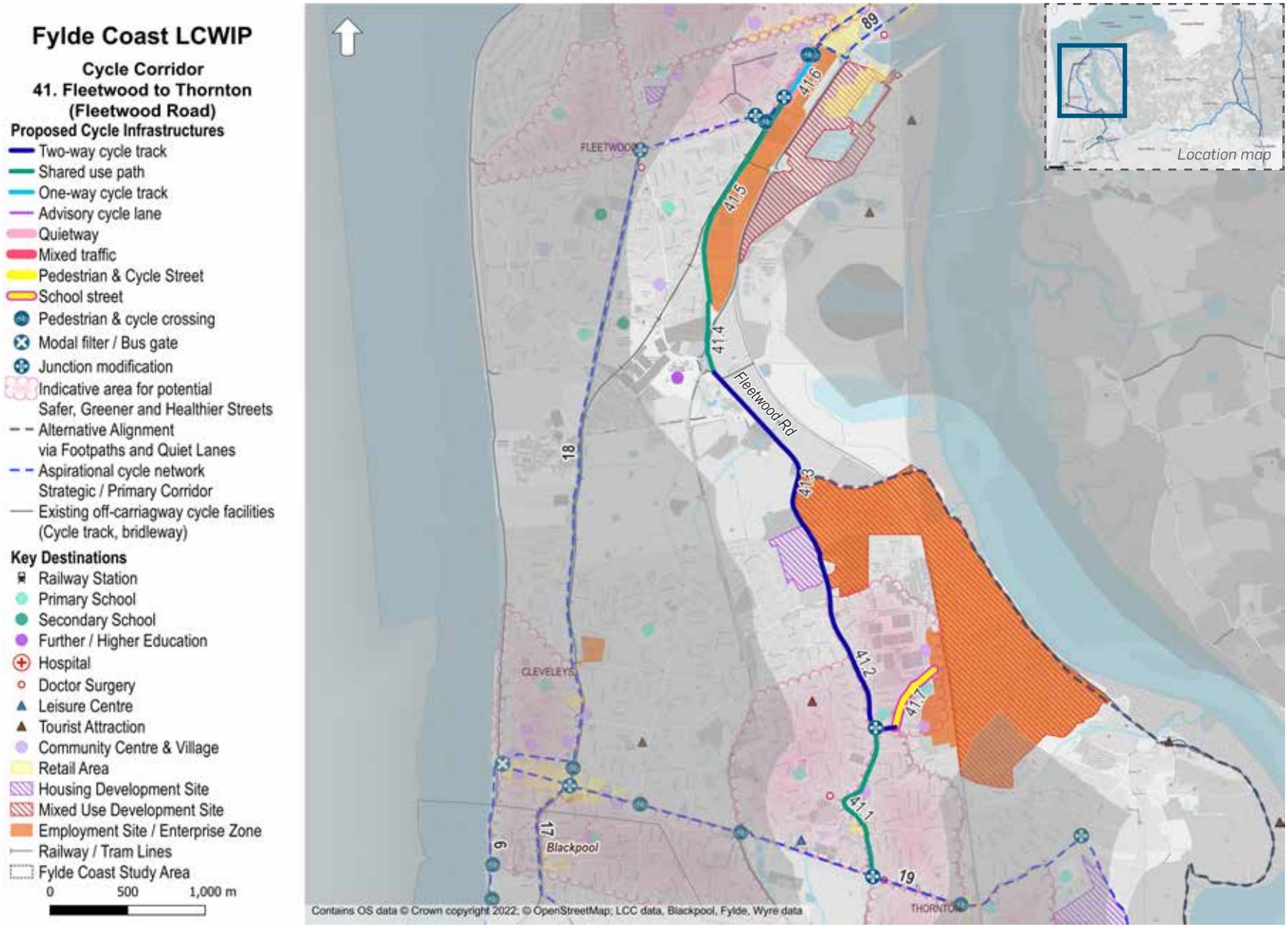


Figure 56. Indicative proposed cycle infrastructure, Cycle Corridor 41: Fleetwood to Thornton (Fleetwood Road)

Cycle Corridor 41: Fleetwood to Thornton (Fleetwood Road)

The primary cycle corridor links Fleetwood, Broadwater, Burn Naze, Trunnah and Thornton via Copse Road and Fleetwood Road (B5268). The corridor connects with the Hillhouse Technology Enterprise Zone in Thornton, the Red Marsh Industrial Estate and employment centres in Fleetwood, as well as schools and local commercial areas. It extends for 6.6km and provides another north / south corridor to the east of The Broadway (cycle corridor 18).

Table 22. Proposed indicative typology and high-level interventions along cycle corridor 41

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
41.1	Fleetwood Road North	Victoria Road East to Trunnah Road	1104	Shared-use path	Shared use path on the east side by reallocating space from the carriageway. Review on-street parking; parking may be permitted on the west side on parking bays at footway level or relocated to the side roads. Segregation would be preferred if pedestrian and cycle flows are high (to be investigated in future stages of scheme development).
41.2	Fleetwood Road North	Trunnah Road to Bourne Way	1014	Segregated cycle track	Two-way cycle track on the east side (and north side at Trunnah Road) by reallocating space from the carriageway and the wide footway. Review on-street parking; parking may be permitted where space allows on the west side at designated parking bays. Improvements to Trunnah Road / Fleetwood Road North junction to tidy the movements, tighten the approaches and introduce controlled crossings.
41.3	Fleetwood Road North	Bourne Way to Amounderness Way	1746	Segregated cycle track	Two-way cycle track on the east side by reallocating space from the carriageway and the verge (upgrade existing facilities at locations). Provide a buffer along the cycle facilities to separate it from the high vehicular traffic flows. Additional measures to include new and improved crossings at Fleetwood Road / Amounderness Way roundabout and wayfinding posts.
41.4	Amounderness Way roundabout	Fleetwood Road to Copse Road	463	Shared-use path	Shared use path along the off-carriageway route to bypass Fleetwood Road / Amounderness Way roundabout. In future stages of scheme development, investigate the potential for segregation between cyclists and pedestrians. Improvements to include vegetation removal to increase the path's effective width and improvements to existing controlled crossings to reduce the stagger and the waiting times.
41.5	Copse Road	Amounderness Way roundabout to Stanley Road tram stop	1454	Shared-use path	Shared use path proposed on the west side by widening the existing footpath. Assumed pedestrian flows are low, however if space allows, segregation should be provided.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
41.6	Copse Road	Stanley Road tram stop to Lofthouse Way	336	Segregated cycle track	One-way cycle track or advisory cycle lane for northbound (contraflow) cyclists along the northern section of Copse Road. Southbound cyclists to be mixed with traffic. Proposal potentially not LTN 1/20 compliant due to the assumed high traffic and HGV flows. Additional measures to include 20mph speed limit with traffic calming measures, a controlled crossing at Lofthouse Way / Copse Road junction and improvements at Stanley Road Tram Stop junction to introduce safe pedestrian and cycle crossings. Review of on-street parking may be required; parking to be permitted on the south side.
41.7	Heys Street	Trunnah Road to Red Marsh Drive	465	Mixed traffic	Introduce a school street to access Thornton Primary School. Discuss with Thornton - Cleveleys Red Marsh School and Great Arley School to provide access via Heys Street. Additional proposals to include traffic calming measures. Aspirational proposal: make Heys Street one way (northbound) for opportunity to reallocate space for segregated cycle facilities. Potential area for a Safer, Greener and Healthier Streets scheme.
An alternative alignment between the Hillhouse Technology Enterprise Zone and Stanah is proposed via footpaths and quiet lanes as part of the **Secondary Cycle Corridor 71: River Wyre route**. The alignment would require upgrading and resurfacing of the existing footpaths, added street lighting and wayfinding.					

5.3.3.5. Cycle Corridor 21: Knott-End-On-Sea to Hambleton via Stalmine

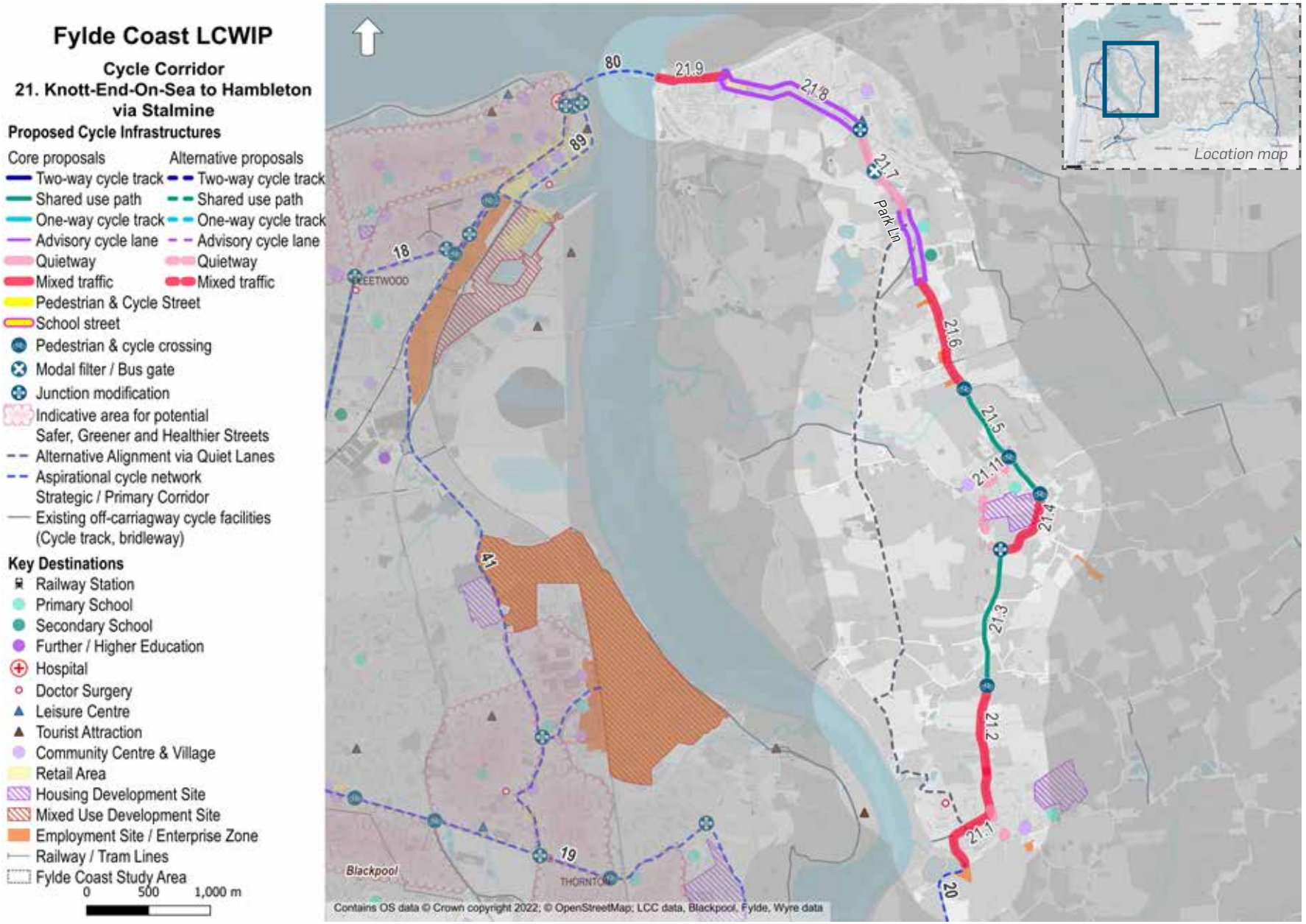


Figure 57. Indicative proposed cycle infrastructure, Cycle Corridor 21: Knott-End-On-Sea to Hambleton via Stalmine

Cycle Corridor 21: Knott-End-On-Sea to Hambleton via Stalmine

The primary cycle corridor links Knott-End-on-Sea, Preesall, Stalmine and Hambleton via the B5270, B5377 and B588 and extends for 8.5km. Key destinations along the corridor include South Stalmine development site and several schools. The proposed corridor extends primarily along rural roads with limited highway land. Alternative alignments to the main corridor are proposed via local road network due to geometric constraints at Shard Road and Mill Lane (rural road with limited highway land foe segregated cycle facilities).

Table 23. Proposed indicative typology and high-level interventions along cycle corridor 21

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
21.1	Great Meadow Lane - Broadpool Lane - Carr Lane	Marsh Lane to Sandy Lane	940	Mixed traffic	Mixed traffic provision at the country lane due to geometric constraints. Proposal potentially not LTN 1/20 compliant due to the assumed high traffic flows. Alternative alignment is proposed for less confident cyclists. Propose 20mph speed limit (as part of a 20mph zone) and introduce traffic calming measures. In future stages of scheme development, investigate the potential for segregation, which may require third party land.
21.2	Carr Lane	Sandy Lane to Sower Carr Lane	703	Mixed traffic	Mixed traffic provision at the country lane due to geometric constraints. Proposal potentially not LTN 1/20 compliant due to the assumed high traffic flows. Reduce the speed limit to 30mph and introduce street lighting and traffic calming measures. In future stages of scheme development, investigate the potential for segregation, which may require third party land.
21.3	Carr Lane	Sower Carr Lane to Carr End Lane	1122	Shared-use path	Shared use path on the west side by reallocating space from the carriageway and the verge (widening of the existing path). Reduce the speed limit to 40mph and introduce street lighting and traffic calming measures. Segregation between pedestrians and cyclists is preferred, however the pedestrian flows are assumed to be low. In future stages of scheme development opportunity for segregation would be investigated further. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. Additional measures to consider a new controlled crossing at Carr Lane / Sower Carr Lane junction for cyclists to access the proposed shared use path and junction modification at Carr Lane / Carr End Lane to reduce the crossing distance and introduce new controlled crossings.
21.4	Strickland's Lane	Carr End Lane to Moss Side Lane	625	Mixed traffic	Mixed traffic provision at the country lane due to geometric constraints. Proposal potentially not LTN 1/20 compliant due to the assumed high traffic flows. Alternative alignment is proposed for less confident cyclists. Introduce street lighting and traffic calming measures. In future stages of scheme development, investigate the potential for segregation.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
21.5	Mill Lane	Moss Side Lane to Moss House Lane	1060	Shared-use path	Shared use path on the west side by reallocating space from the carriageway and the verge. Proposal may require a retaining wall. Extend the 30mph speed limit to the north and introduce street lighting and traffic calming measures. Segregation between pedestrians and cyclists is preferred, however the pedestrian flows are assumed to be low. In future stages of scheme development the potential for segregation would be investigated further along with potential options to reduce the impact on the verge. Additional measures to consider new controlled crossings at Mill Lane / Moss Side Lane, Mill Lane / Smithy Lane and Hall Gate Lane / Moss House Lane junctions for cyclists to access the proposed shared use path along with junction modifications to reduce the crossing distance.
21.6	Hall Gate Lane	Moss House Lane to St Aidan's High School	952	Mixed traffic	Mixed traffic provision along the country lane due to geometric constraints. Proposal potentially not LTN 1/20 compliant due to the assumed high traffic flows. Reduce the speed limit to 30mph and introduce street lighting and traffic calming measures. In future stages of scheme development, investigate the potential for segregation, which may require third party land.
21.7	Dagger's Lane	St Aidan's High School to Dagger's Lane	1355	Mixed traffic	Quietway along Dagger's Lane to provide access to St Aidan's CoE High School. If feasible, introduce advisory cycle lanes south from the school entrance and a bus gate at Park Lane close to Fordstone Avenue to reduce vehicular movements. Consider traffic calming measures to reinforce the existing 20mph speed limit. Additional improvements to include tightening Sandy Lane / Park Lane junction to reduce the crossing distance, improve the visibility and introduce controlled crossings.
21.8	Sandy Lane - Lancaster Road	Park Lane to Esplanade	1255	Advisory cycle lanes	Advisory cycle lanes along Sandy Lane. The carriageway narrows at the section, not allowing physical segregation for cyclists (proposal potentially not LTN 1/20 compliant, depending on traffic flows). Additional measures to include 20mph speed limit with traffic calming measures (horizontal deflection), removal of the centre line and junction improvements with additional crossings at Sandy Lane / Park Lane junction. Proposal may require relocating on-street parking along the local commercial area to side roads.
21.9	Esplanade	Lancaster Road to Knott End ferry	527	Mixed traffic	Mixed traffic provision along the Esplanade to provide access to Fleetwood - Knot-End-On-Sea ferry. Introduce cycle logos and traffic calming measures. Aspirational proposal: Introduce off-carriageway pedestrian and cycle facility along the coast as part of the NCN Aspiration coastal route to Lancaster.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
Alternative Alignment					
21.10	Sandy Lane	Church Lane to Broadpool Lane	277	Mixed traffic	Quietway through the residential area. Introduce traffic calming measures and improve the junctions on the approaches to the section to reduce the crossing distance for pedestrians.
21.11	Carr End Lane - Lynwood Drive	Carr Lane to Mill Lane	990	Mixed traffic	Quietway through the residential area. Introduce traffic calming measures and improve the junctions on the approaches to the section to reduce the crossing distance for pedestrians.
An alternative alignment between Hambleton and Preesall is proposed via quiet lanes as part of the **Secondary Cycle Corridor 43: Knott-End-On-Sea to Hambleton (rural)**. The alignment would require speed limit reduction along with traffic calming measures, added street lighting and wayfinding.					

5.3.3.6. Cycle Corridor 44: Great Eccleston to Catterall (A586)

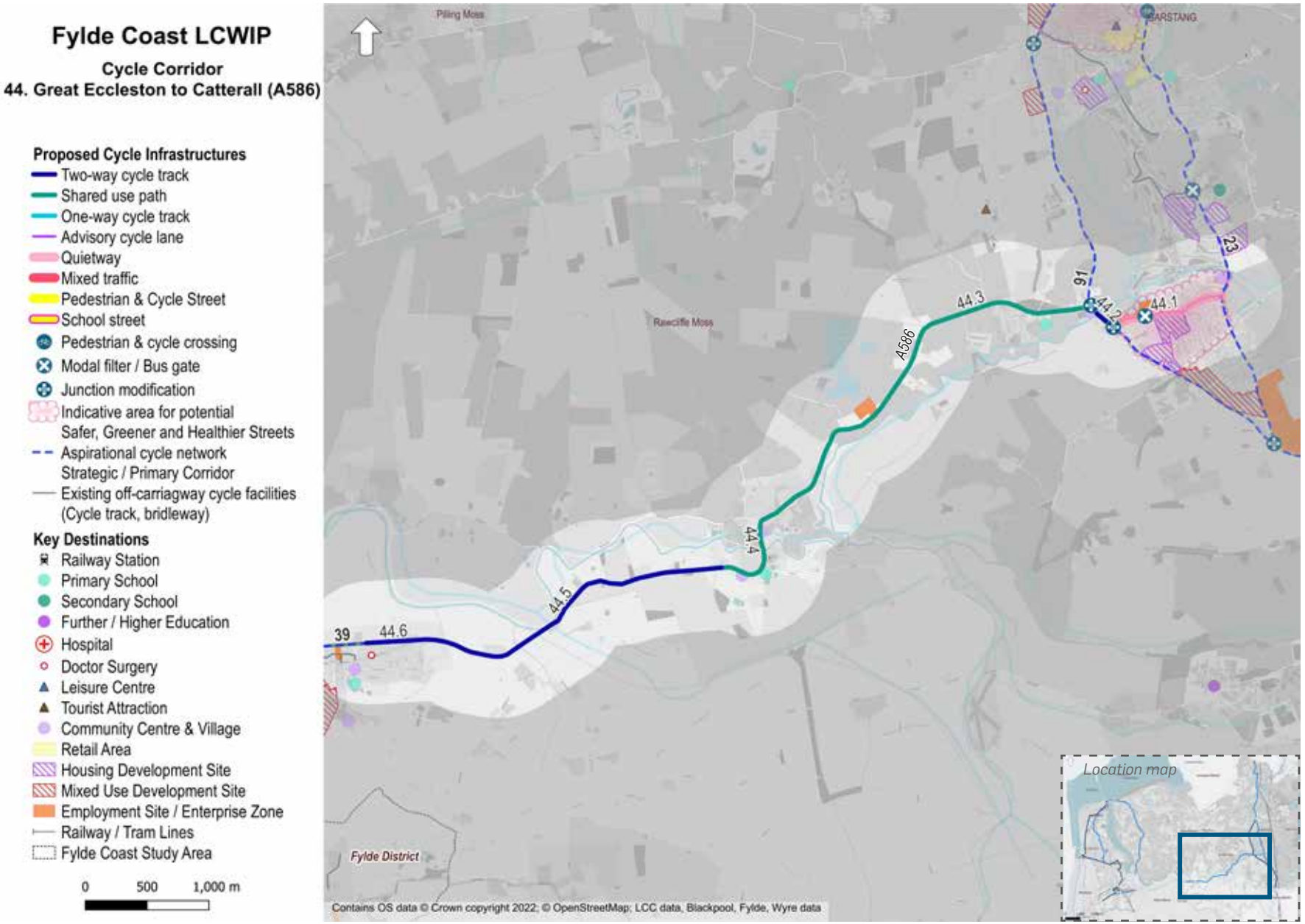


Figure 58. Indicative proposed cycle infrastructure, Cycle Corridor 44: Great Eccleston to Catterall (A586)

Cycle Corridor 44: Great Eccleston to Catterall (A586)

The primary cycle corridor links Great Eccleston, St Michaels on Wyre, Churchtown and Catterall via Blackpool Road (A586) as an east / west corridor through Wyre extending for 8.6km. The corridor provides connections to Riverside Industrial Park in Catterall and large development sites west of Great Eccleston and in Catterall.

Table 24. Proposed indicative typology and high-level interventions along cycle corridor 44

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
44.1	Catterall Gates Lane - Ten Yard Road	Garstang Road to A6	931	Mixed traffic	Quietway through the residential area. Improvements would include potential traffic calming measures, on-street parking bays and improvements to the existing modal filter to improve cycle access. Potential area for a Safer, Greener and Healthier Streets scheme.
44.2	A6	Ten Yard Road to The Avenue	257	Segregated cycle track	Two-way cycle track on the west side by reallocating space from the verge and the carriageway (upgrade existing facilities). Introduce a controlled crossing at Ten Yard Road / A6 junction along with junction tightening to link the proposed facilities with Catterall village.
44.3	The Avenue - Garstang Road (A586)	A6 to Mad Hunter bus stop	3035	Shared-use path	Shared use path on the south side by reallocating space from the carriageway and the verge (widening of the existing footway). Reduce speed limit to 40mph west of the village. Introduce street lighting to improve personal safety. Segregation between pedestrians and cyclists is preferred, however the assumed pedestrian flows are low. Investigate further the potential for segregation in future stages of scheme development along with the impact of the verge removal.
44.4	Garstang Road (A586)	Mad Hunter bus stop to Village Hall bus stop	1273	Shared-use path	Shared use path on the south side by reallocating space from the carriageway. In future stages of scheme development, investigate the potential for segregation between cyclists and pedestrians. Utilise the existing parallel footbridge over the River Wyre in St Michael's-on-Wyre village north of Hall Lane. Additional measures to include traffic calming through the village.
44.5	Garstang Road - Blackpool Road (A586)	Village Hall bus stop to Raikes Road	2693	Segregated cycle track	Two-way cycle track on the south side by reallocating space from the carriageway and the verge. A buffer / verge is required along the cycle facilities to separate cyclists from the high speed traffic. Reduce speed limit to 40mph and add street lighting to improve personal safety.
44.6	Garstang Road (A586)	Raikes Road to Back Lane	453	Segregated cycle track	Two-way cycle track on the south side by reallocating space from the carriageway and the verge (upgrade existing facilities at locations). A buffer / verge is required along the cycle facilities to separate cyclists from the high speed traffic. Reduce speed limit to 40mph and add street lighting to improve personal safety.

5.3.3.7. Cycle Corridor 91: A6 Garstang to Catterall

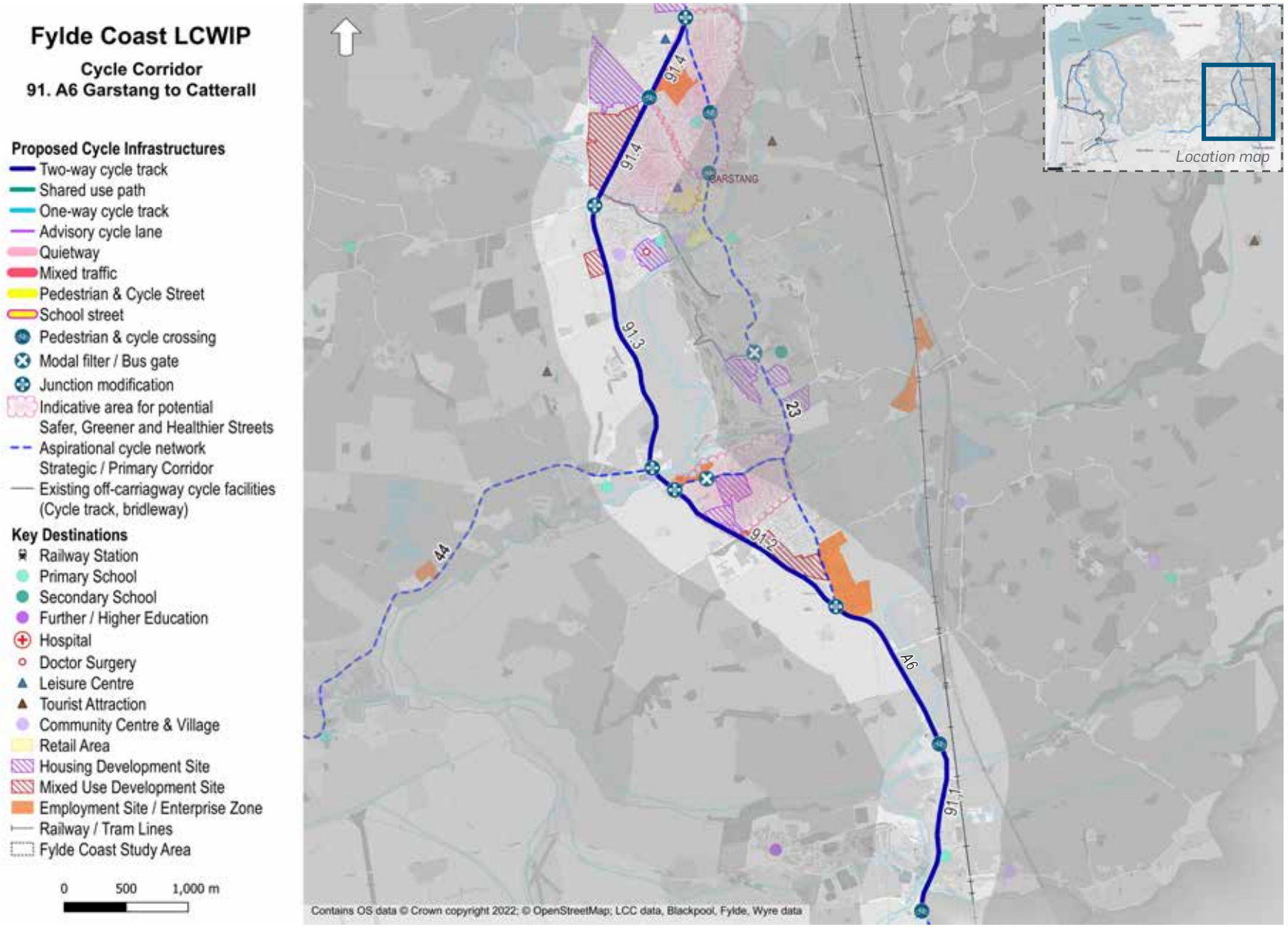


Figure 59. Indicative proposed cycle infrastructure, Cycle Corridor 91: A6 Garstang to Catterall

Cycle Corridor 91: A6 Garstang to Catterall

The strategic cycle corridor links Garstang, Churchtown, Catterall, and Bilsborrow via Preston Lancaster New Road (A6) providing a north / south active travel corridor to link to Preston extending for 8.6km. The corridor serves several large development sites in Catterall (Daniel Fold Farm, Joe Lane) and other sites along the west side of the A6 in Garstang. The corridor also provides links to several employment centres and to Myerscough College. Cycle facilities (advisory cycle lanes) are provided along the A6, however due to the high traffic flows and speeds, the existing cycle facilities are not attractive to most people.

Table 25. Proposed indicative typology and high-level interventions along cycle corridor 91

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
91.1	A6	St Michael's Road to Garstang Road	2835	Segregated cycle track	Two-way cycle track on the west side by reallocating space from the carriageway and the verge (upgrade existing facilities at locations). A buffer / verge is required along the cycle facilities to separate cyclists from the high speed traffic. Reduce speed limit to 40mph and introduce controlled crossings at the side roads.
91.2	A6	Garstang Road to The Avenue	1888	Segregated cycle track	Two-way cycle track on the west side by reallocating space from the carriageway and the verge (upgrade existing facilities at locations). A buffer / verge is required along the cycle facilities to separate cyclists from the high speed traffic. Reduce speed limit to 40mph and introduce controlled crossings at the side roads and at the A6 / Garstang Road, A6 / Ten Yard Road and A6 / The Avenue junctions along with junction modifications to tighten the turning movements and reduce the crossing distance.
91.3	A6	The Avenue to Moss Lane	2222	Segregated cycle track	Two-way cycle track on the west side by reallocating space from the carriageway and the verge (upgrade existing facilities at locations). A buffer / verge is required along the cycle facilities to separate cyclists from the high speed traffic. Reduce speed limit to 40mph and introduce controlled crossings at the side roads and at the A6 / The Avenue and A6 / Moss Lane junctions along with junction modifications to tighten the turning movements and reduce the crossing distance.
91.4	A6	Moss Lane to Lancaster Road	1686	Segregated cycle track	Two-way cycle track on the east side (so the proposed facilities would be more accessible to the residential area) by reallocating space from the carriageway and the verge (upgrade existing facilities at locations). A buffer / verge is required along the cycle facilities to separate cyclists from the high speed traffic. Reduce speed limit to 40mph and introduce controlled crossings at the side roads an at the A6 / Moss Lane, A6 / Croston Road and A6 / Lancaster Road junctions along with junction modifications to tighten the turning movements and reduce the crossing distance.

5.3.3.8. Cycle Corridor 94: A6 Myerscough College to Preston

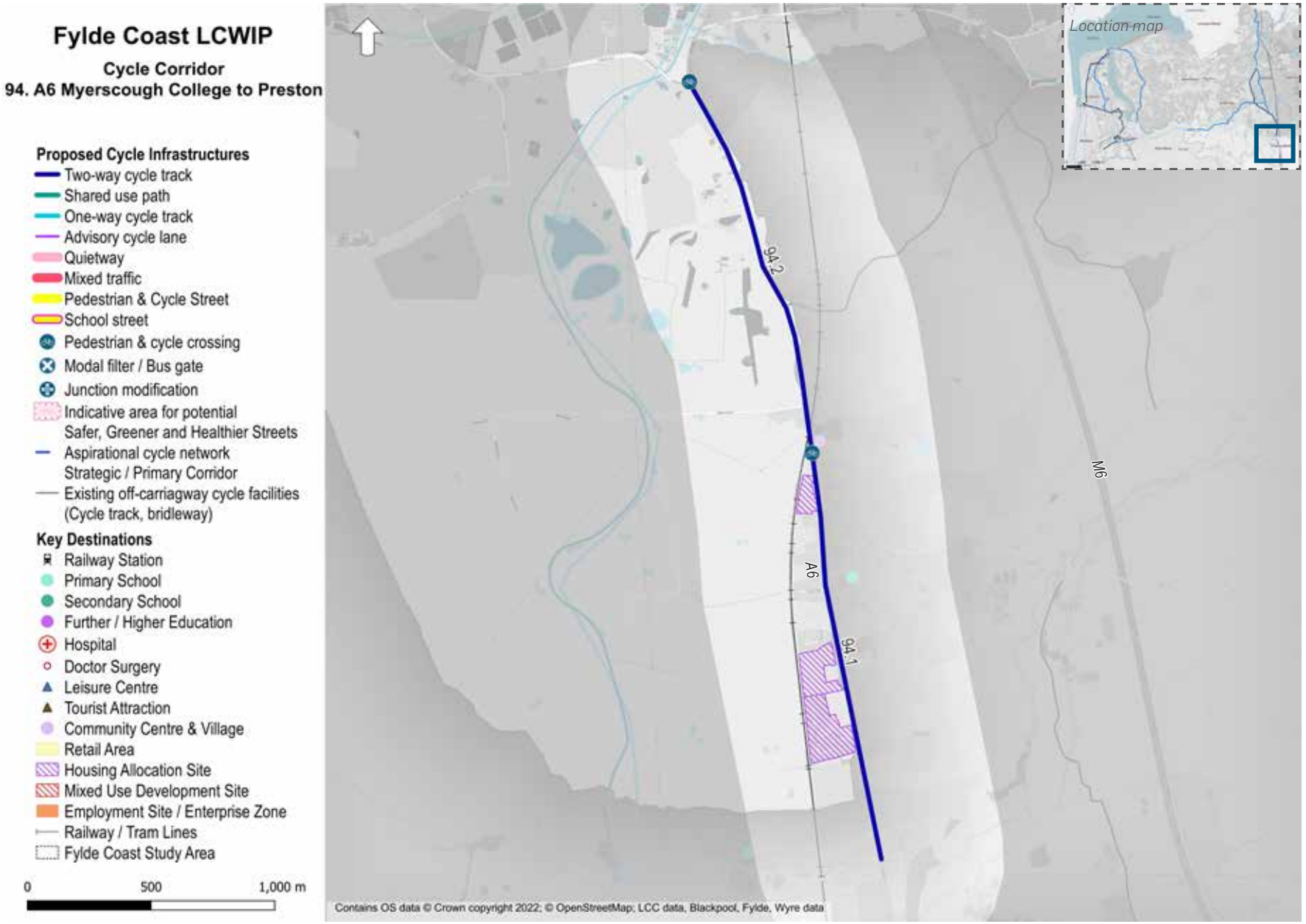


Figure 60. Indicative proposed cycle infrastructure, Cycle Corridor 94: A6 Myerscough College to Preston

Cycle Corridor 94: A6 Myerscough College to Preston

The proposed primary cycle corridor links Bilsborrow and Barton, Wyre and Newsham, Preston via Garstang Road (A6) providing a north / south active travel corridor to link to Preston extending for 3.3km. The corridor directly serves development sites on land off Garstang Road in Barton, provides a link to Myerscough College and is connected to Central Lancashire LCWIP aspirational cycle network. Cycle facilities (advisory cycle lanes) are provided along the A6, however due to the high traffic flows and speeds, the existing cycle facilities are not attractive to most people.

Table 26. Proposed indicative typology and high-level interventions along cycle corridor 94

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
94.1	A6	Station Lane to Long Croft	1669	Segregated cycle track	Two-way cycle track on the east side by reallocating space from the carriageway and the verge. A buffer / verge is required along the cycle facilities to separate cyclists from the high speed traffic. Introduce controlled crossings at the side roads and south of the railway lines to allow safe transition for cyclists between the facilities (link 94.2).
94.2	A6	Long Croft to St Michael's Road	1594	Segregated cycle track	Two-way cycle track on the west side by reallocating space from the carriageway and the verge (upgrade existing facilities at locations). A buffer / verge is required along the cycle facilities to separate cyclists from the high speed traffic. Introduce controlled crossing at St Michaels Road / Garstang Road junction to provide access to Myerscough College and the canal tow-path.

5.3.3.9. Cycle Corridor 22: Forton to Garstang (A6)

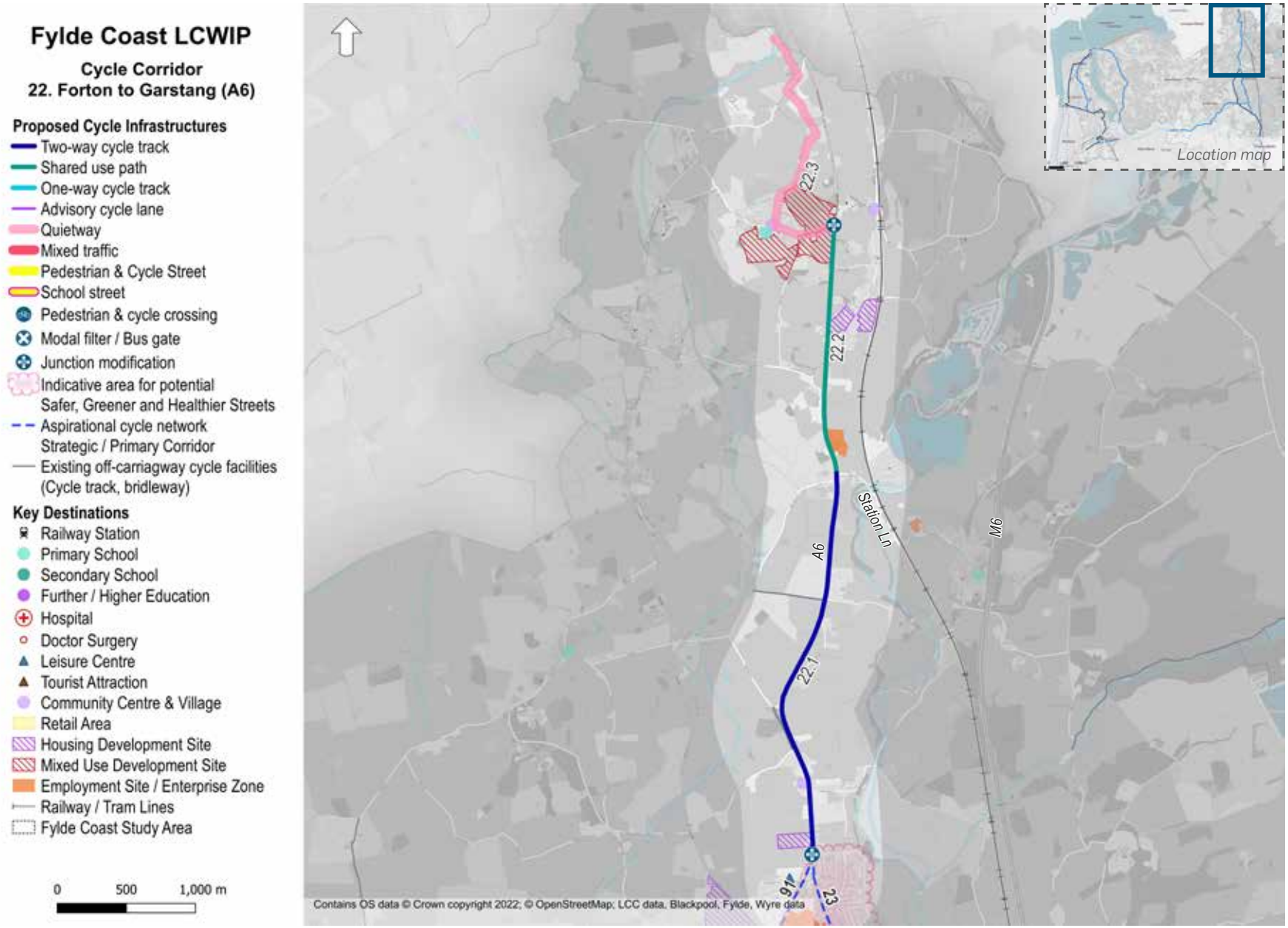


Figure 61. Indicative proposed cycle infrastructure, Cycle Corridor 22: Forton to Garstang (A6)

Cycle Corridor 22: Forton to Garstang (A6)

The primary cycle corridor links the Lancaster Canal, Forton, Cabus and Garstang via Preston Lancaster Road (A6) as a key north / south corridor. It provides a connection to Lancaster District and potential onward connectivity to the Lancaster LCWIP proposed network, which links to Lancaster University. It extends for 7km along the A6 and along country lanes.

Table 27. Proposed indicative typology and high-level interventions along cycle corridor 22

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
22.1	A6	Lancaster Road to Station Lane	2875	Segregated cycle track	Two-way cycle track on the east side by reallocating space from the carriageway (upgrade existing facilities). A buffer is required along the cycle facilities to separate cyclists from the high speed traffic. Reduce the speed limit to 40mph.
22.2	A6	Station Lane to School Lane	1818	Shared-use path	Shared use path on the east side by reallocating space from the carriageway. In future stages of scheme development, investigate the potential for segregation between cyclists and pedestrians. A buffer is required along the cycle facilities to separate cyclists from the high speed traffic. Reduce the speed limit to 40mph. Proposal may require third party land (to be investigated further in future stages of scheme development).
22.3	School Lane-Wallace Lane - Cockerham Road	School Lane to Lancaster Canal Towpath	2095	Mixed traffic	Quietway through the residential area. Consider extending the existing 20mph speed limit, traffic calming measures to reinforce low speeds, and street lighting. Additional measures to include junction tightening at School Lane / A6 junction to improve visibility and introduce controlled crossings to access the proposed facilities.

5.3.3.10. Cycle Corridor 23: Garstang to Catterall

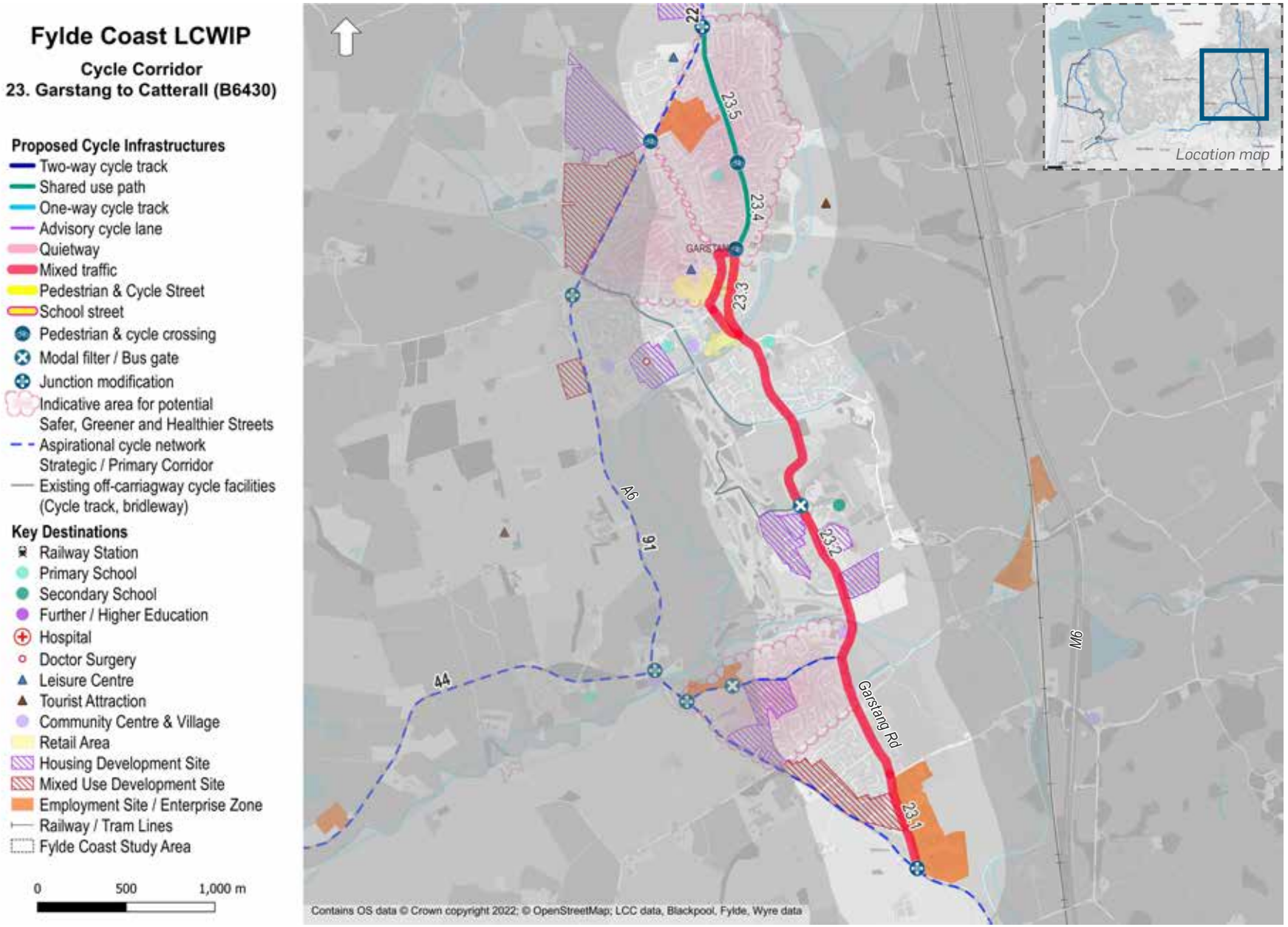


Figure 62. Indicative proposed cycle infrastructure, Cycle Corridor 23: Garstang to Catterall

Cycle Corridor 23: Garstang to Catterall

The primary cycle corridor links Garstang and Catterall via the B6430 and extends for 5km. The corridor serves several employment hubs including Green Lane West (Garstang) and Claughton Industrial Estate (Catterall) and is in close proximity to development sites in Bowgreave and Garstang. The B6430 is an alternative route to the A6 and has high traffic flows and constrained public highway.

Table 28. Proposed indicative typology and high-level interventions along cycle corridor 23

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
23.1	Garstang Road	A6 to Stubbins Lane	566	Mixed traffic	Mixed traffic provision due to geometric constraints. Proposal potentially not LTN 1/20 compliant due to the assumed high traffic flows and the high proportion of HGVs. Alternative alignment is proposed via the A6, however less direct to the town centre. In future stages of scheme development, investigate the potential for segregation, which may require third party land.
23.2	Preston Lancaster Old Road	Stubbins Lane to Park Hill Road	2781	Mixed traffic	Mixed traffic provision due to geometric constraints. Proposal potentially not LTN 1/20 compliant due to the assumed high traffic flows and the high proportion of HGVs. Alternative alignment is proposed via the A6, however less direct to the town centre. Additional measures to include weight restrictions to reduce HGV flows, potential bus gate at Garstang Community Academy to reduce through movements between Garstang and Catterall, and traffic calming measures. In future stages of scheme development, investigate the potential for segregation, which may require third party land.
23.3	Park Hill Road - Croston Road - High Street - Bridge Street		1143	Mixed traffic	Mixed traffic provision due to geometric constraints. Proposal potentially not LTN 1/20 compliant due to the assumed high traffic flows. Consider additional traffic calming measures to support the existing 20mph speed limit and enhance safety. Consider modal filter / bus gates to reduce traffic flows (potential for Safer, Greener and Healthier Streets scheme). In future stages of scheme development, investigate the potential for segregation.
23.4	High Street	Croston Road to Rivermead Drive	528	Shared-use path	Shared use path on the west side of the road by reallocating space from the carriageway. Segregation would be preferred if pedestrian and cycle flows are high (to be investigated in future stages of scheme development). Introduce 20mph speed limit (as part of a 20mph zone) and additional traffic calming measures. Introduce a controlled crossing at High Street / Croston Road roundabout to provide access to the path and at Garstang Community Primary School. Potential area for a Safer, Greener and Healthier Streets scheme.
23.5	Lancaster Road	Rivermead Drive to A6	798	Shared-use path	Shared use path on the east side of the road by reallocating space from the carriageway. Segregation would be preferred if pedestrian and cycle flows are high (to be investigated in future stages of scheme development). Introduce 20mph speed limit (as part of a 20mph zone), additional traffic calming measures and a priority crossing at Rivermead Drive to allow safe transition for pedestrians and cyclists between the facilities. Potential area for a Safer, Greener and Healthier Streets scheme.

5.3.4. Blackpool

The proposed cycle facility typologies across the strategic and primary cycle corridors in Blackpool are illustrated in Figure 63. The proposed facilities reflect the design principles, local aspirations for cycling, and anticipated potential constraints along each route at this initial stage of option assessment. A summary and indicative examples of the various types of facilities are provided in Section 5.4 on page 157.

In Blackpool, 9 cycle corridors were identified. They extend north-south along the Promenade and the town centre, providing connections to the local centres and to towns in Fylde and Wyre. For one proposed cycle corridor alternative alignment is included in the proposals to be investigated further in the next stage of scheme development. Two of the proposed corridors extend through the neighbouring districts and were presented in the previous sections.

- 6. Blackpool (coastal corridor)
- 86. Blackpool North Railway Station
- 5. Poulton-Le-Fylde to Blackpool (the corridor extends into Wyre. See proposals in the Wyre section page 111.)
- 17. Cleveleys to Layton Railway Station
- 34. Layton Railway Station to Blackpool Zoo and Marton
- 13. St Anne's to Common Edge (the corridor extends into Fylde. See proposals in the Fylde section page 101.)
- 14. Mereside to Squires Gate Railway Station and section of cycle corridor 54. Marton Moss to link the corridor via local road network instead of Progress Way (dual carriageway)
- 15. Mereside to Blackpool South Railway Station
- 16. Bispham to Marton

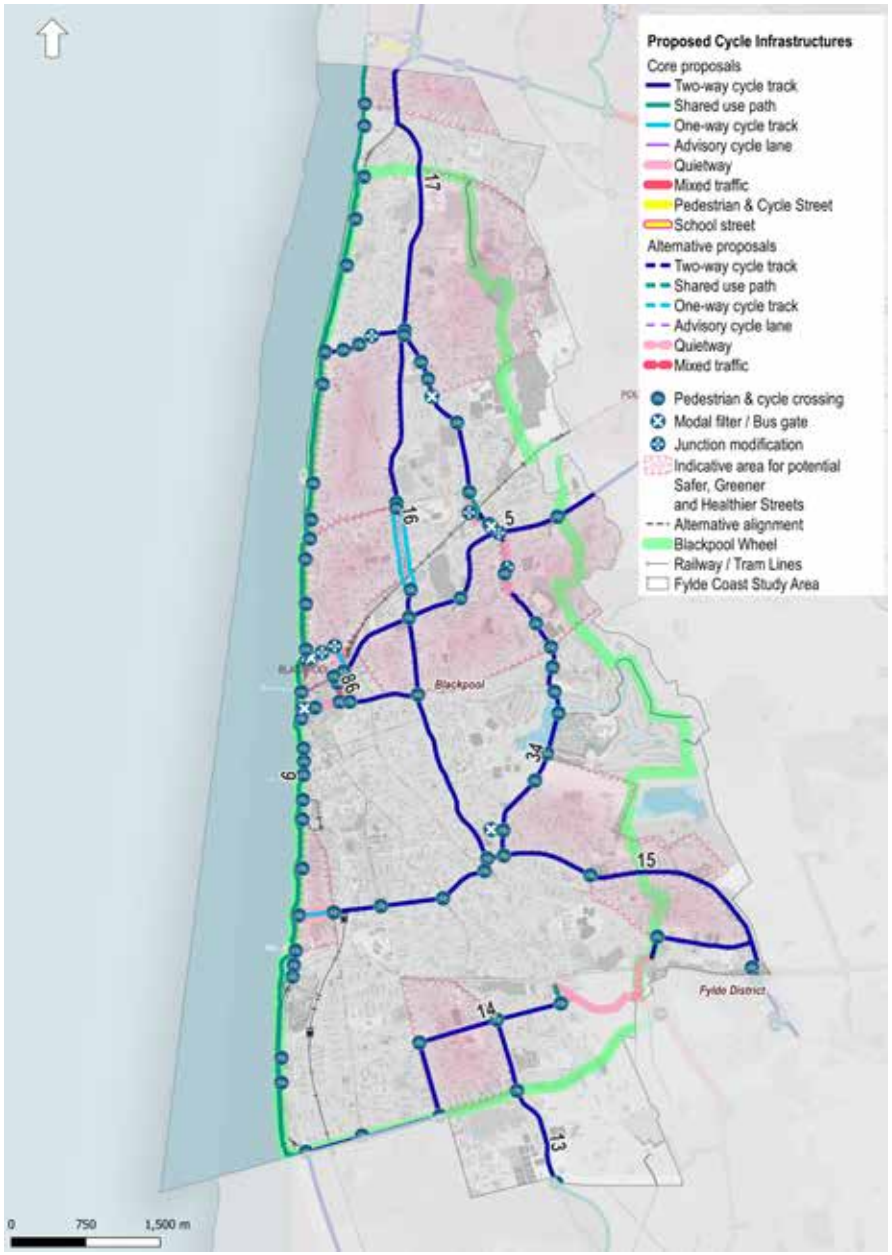


Figure 63. Indicative cycle typology map for the selected cycle corridors in Blackpool

5.3.4.1. Cycle Corridor 6: Blackpool (Coastal Corridor)

Figure 64. Indicative proposed cycle infrastructure, Cycle Corridor 6: Blackpool (Coastal Corridor)

Cycle Corridor 6: Blackpool (Coastal Corridor)

The strategic cycle corridor runs off-highway along Blackpool Promenade from Squires Gate to Cleveleys connecting Blackpool Pleasure Beach, and Blackpool town centre. It extends for 11.8km and a large portion is adjacent to the Blackpool Tramway, which has stops along the Promenade. Schools such as Norbreck Primary Academy along with the Blackpool South, Central and North Piers are served by the route, along with the commercial centre of the town and amusement/recreation destinations. Along the corridor, there is an existing wide off-carriageway facility along the coast which is shared with pedestrians. Pedestrian flows are high due to the tourist character of the area (particularly in the summer), making the facility less desirable for non-leisure cycle trips during peak pedestrian activity. The proposed interventions aim to improve the connectivity of the existing facility to key destinations and other proposed cycle corridors.

Table 29. Proposed indicative typology and high-level interventions along cycle corridor 6

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
6.1	Promenade path	Squires Gate Lane to Victoria Road West	11823	Shared-use path	Maintain the existing shared-use path (SUP) along the Promenade path. Localised interventions to the existing path may include wayfinding posts, improvements at transitions between SUP sections and the access ramps between differing levels, and de-cluttering the path by tidying of the street furniture to increase the effective width of the path. All existing crossings along the Promenade, Queen's Promenade and Princes Way are proposed to be upgraded to parallel and toucan crossings, along with improvements to signal timings and reduction of the stagger at the access ramps to the shared use path to improve cycle access. Introduce controlled crossings at Gynn Square roundabout, Banks Street, Anchorsholme Park, and Victoria Road W / Princes Way roundabout and improve the existing crossings at Squires Gate Lane and at Church Street to accommodate the proposed interventions for cycle corridors 14 and 86 (respectively). Additionally, interventions at the tramway are proposed at the crossing locations to provide a cycle friendly environment (such as rubber based protection) to mitigate the potential for cycle wheels to get caught in gaps between the tram tracks and road surfacing. Consideration should also be given to sand scour along the route, which can create on-going maintenance issues. Aspirational proposal to consider the potential for a segregated cycle facility along the path with either road markings or trapezoidal strips and cycle logos along the path to separate pedestrians and cyclists. Proposal would include mini zebras at key locations to facilitate pedestrians safely crossing the cycle track.

5.3.4.2. Cycle Corridor 86: Blackpool North Railway Station

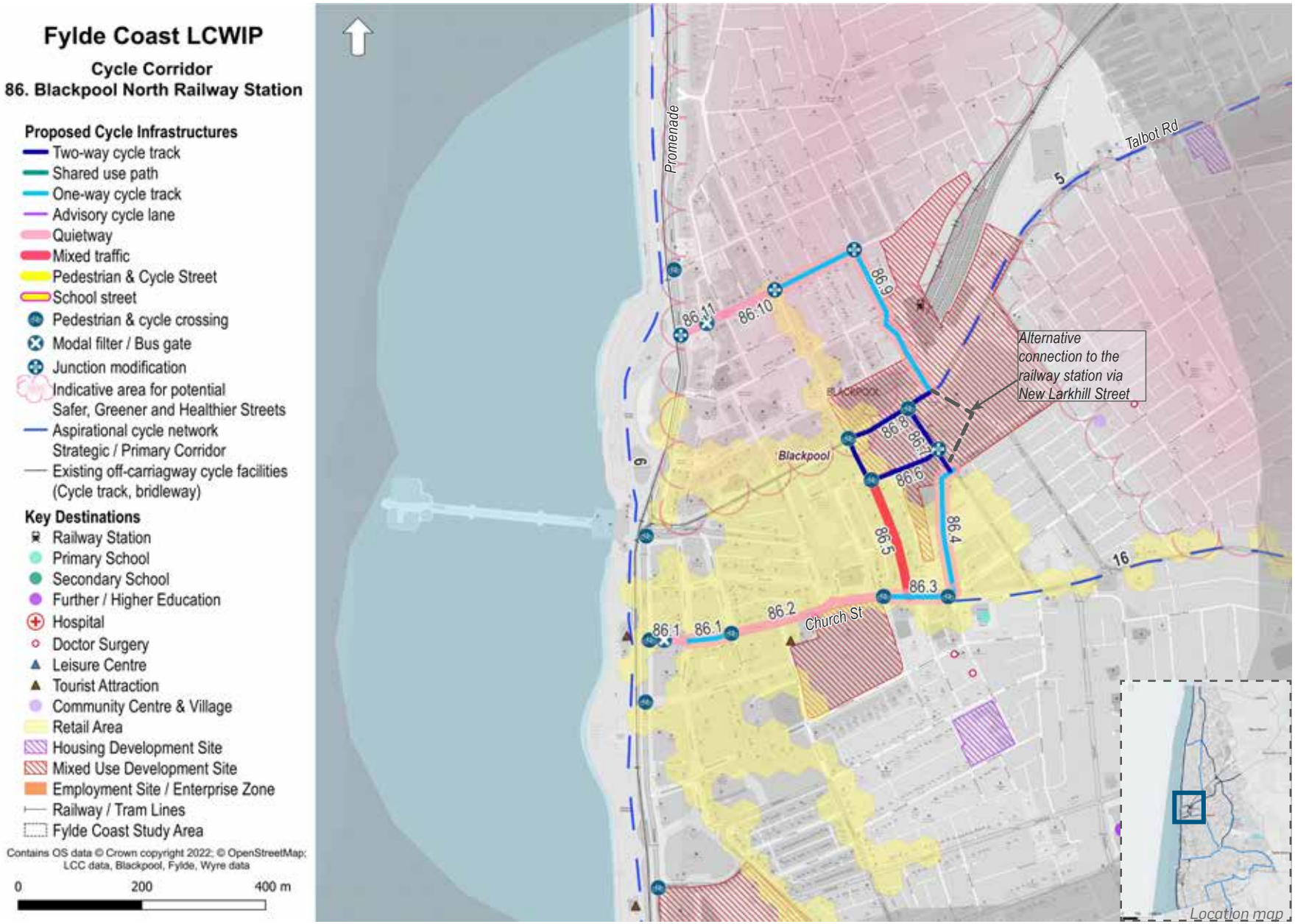


Figure 65. Indicative proposed cycle infrastructure, Cycle Corridor 86: Blackpool North Railway Station

Cycle Corridor 86: Blackpool North Railway Station

The strategic cycle corridor links retail areas within Blackpool town centre via Church Street, Topping Street, King Street, Talbot Road, High Street and Banks Street, providing direct access from the town centre to the Promenade and Blackpool Pleasure Beach. The corridor also serves Winter Gardens, Blackpool North Railway Station and the new tramway interchange under construction on Talbot Road. It extends along 1.9km of urban road network and provides connections to existing and proposed cycle links. There is currently limited segregation provided for cyclists along the corridor and the current traffic flows are high, making cycling inaccessible or unattractive for less confident cyclists.

Table 30. Proposed indicative typology and high-level interventions along cycle corridor 86

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
86.1	Church Street	Promenade to Corporation Street	142	Mixed traffic	Mixed traffic provision due to geometric constraints. Bi-directional cycling to be permitted at the eastern end of the section (which is one-way eastbound) with the inclusion of one-way cycle track along the existing wide footway. Proposal potentially LTN 1/20 compliant due to the bus and taxi gates. Consider extending the bus gate restrictions to be enforced all day. Additional measures to consider controlled crossings at the access points to allow safer transition between facilities and improved access to the Promenade Path and the Tramway and wayfinding posts to improve the legibility of the network.
86.2	Church Street	Corporation Street to Leopold Grove	257	Mixed traffic	Quietway through the commercial centre (existing pedestrian zone). Cyclists to be permitted in both directions and introduce wayfinding posts to improve the legibility of the network.
86.3	Church Street	Leopold Grove to King Street	117	Mixed traffic	One-way cycle track or advisory cycle lane for westbound cyclists to improve the continuity of the existing cycle network and mixed traffic provision for eastbound cyclists. Proposal potentially LTN 1/20 compliant due to the assumed low traffic flows. Additional measures to consider controlled crossings to provide improved connection to King Street, Caunce Street and Topping Street.
86.4	King Street	Church Street to Cookson Street	208	Segregated cycle track	One-way cycle track or advisory cycle lane through the commercial area permitting contraflow cycling. Southbound cyclists to be mixed with traffic. Additional measures to consider 20mph speed limit (as part of a town-wide 20mph limit), wayfinding posts and controlled crossing at the entrance of the car park.
86.5	Topping Street	Church Street to Deansgate	198	Mixed traffic	Mixed traffic provision for northbound cyclists through the commercial centre. Proposal potentially LTN 1/20 compliant due to assumed moderate traffic flows (subject to traffic survey). Eastbound cyclists and less confident cyclists able to use alternative route (via King Street). Introduce cycle logos and 20mph speed limit (as part of a town-wide 20mph limit).

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
86.6	Deansgate - Topping Street	Cookson Street to Talbot Road	200	Segregated cycle track	Two-way cycle track on the west and south side by reallocating space from the carriageway. Extend the one-way system along Topping Street (propose southbound direction) and remove one of the traffic lanes on Deansgate for opportunity to provide space for segregated cycle facilities. Additional measures to consider controlled crossings (with timings favouring cyclists) and early release traffic signals at the junctions along with modifications to tighten the approaches and accommodate the proposed changes and 20mph speed limit (as part of a town-wide 20mph limit). Proposal to be coordinated with Town Access Strategy aspirations.
86.7	Cookson Street	King Street to Talbot Road	121	Segregated cycle track	Two-way cycle track on the west side by reallocating space from the hatched median. Additional measures to consider controlled crossings (with timings favouring cyclists) and early release traffic signals at the junctions along with modifications to tighten the approaches and accommodate the proposed changes, and 20mph speed limit (as part of a town-wide 20mph limit). Proposal to be coordinated with Town Centre Quality Corridors study and Town Access Strategy aspirations. Alternative proposal to divert cyclists through the development (Central Business District) via New Larkhill Street, to provide a connection to the railway station.
86.8	Talbot Road	Topping Street to High Street	151	Segregated cycle track	Two-way cycle track on the north side by reallocating space from the carriageway (proposal in close proximity to tramway extension). Additional measures to consider controlled crossings (with timings favouring cyclists) and early release traffic signals at the junctions along with modifications to tighten the approaches and accommodate the proposed changes, and 20mph speed limit (as part of a town-wide 20mph limit).
86.9	High Street - Banks Street	Talbot Road to Dickson Road	407	Mixed traffic	Quietway and contraflow cycling (introduce cycle logos for bi-directional cycle access) to be permitted through the residential area to provide access to the railway station. Introduce 20mph speed limit (as part of a town-wide 20mph limit) with traffic calming, wayfinding posts and junction modifications to improve the access to the facilities. Potential for the Safer, Greener and Healthier Streets scheme with the addition of modal filters and/or localised vehicle access restrictions.
86.10	Banks Street	Dickson Road to General Street	88	Mixed traffic	Quietway and contraflow cycling to be permitted. Extend the one-way system as an opportunity to reduce traffic flows and tidy vehicular movements and introduce cycle logos for bi-directional cycle access. Introduce 20mph speed limit (as part of a town-wide 20mph limit) with traffic calming measures and cycle crossing at Dickson Road / Banks Street junction along with modifications to accommodate the proposed one-way system.
86.11	Banks Street	General Street to Promenade	75	Mixed traffic	Quietway by introducing a modal filter east of the car park entrance to reduce the traffic flows. Introduce 20mph speed limit (as part of a town-wide 20mph limit) and cycle crossing at Banks Street / Promenade junction to provide access to the Promenade path.

5.3.4.3. Cycle Corridor 17: Cleveleys to Blackpool

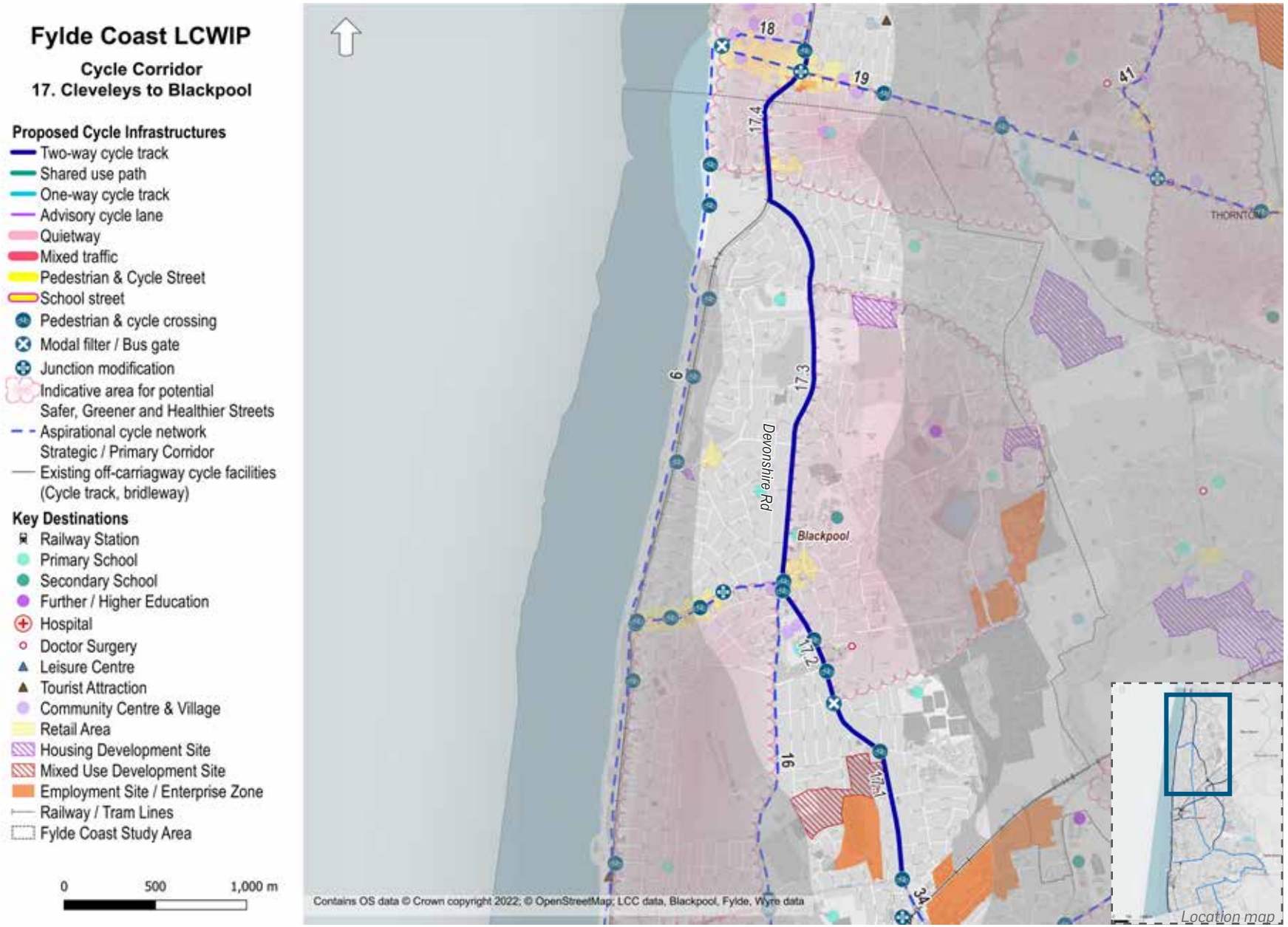


Figure 66. Indicative proposed cycle infrastructure, Cycle Corridor 17: Cleveleys to Blackpool

Cycle Corridor 17: Cleveleys to Blackpool

The primary cycle corridor, approximately 5km in length, links Cleveleys, Bispham and Greenlands via Bispham Road and Fleetwood Road (A587) . The corridor would provide connections to nearby primary and secondary schools as well as commercial destinations such as Cleveleys town centre. It is a north/south corridor parallel to the Promenade that directly links the residential areas and the commercial centres. It is primarily along a wide carriageway through the residential area and aims to improve the existing cycling provision in the area north of the town centre and provide a connection between Wyre residential areas and to Layton Railway Station.

Table 31. Proposed indicative typology and high-level interventions along cycle corridor 17

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
17.1	Bispham Road	Warbeck Hill Road to Moor Park Avenue	1078	Segregated cycle track	Two-way cycle track on the west side by reallocating space from the carriageway. Review of on-street parking would be required at locations; may be relocated to the side roads. Introduce cycle crossings at Warbreck Hill Road / Bispham Road roundabout and Bispham Road / Low Moor Road junction. Investigate options to provide access to the Department of Work and Pension and the development site via Bispham Road.
17.2	Bispham Road	Moor Park Avenue to Devonshire Road	684	Segregated cycle track	Two-way cycle track on the west side by reallocating space from the carriageway and the verge. Trees to be retained. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. Introduce controlled crossings at Moor Park Health and Leisure centre and Bispham Endowed CoE Primary School and improve the existing modal filter at Galway Avenue to accommodate the proposed cycle facilities and introduce cycle by-passes.
17.3	Devonshire Road	Bispham Road to Queen's Promenade	2324	Segregated cycle track	Two-way cycle track on the east side by reallocating space from the verge and the carriageway. Trees to be retained. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. Introduce cycle bypasses at Bispham Roundabout along with controlled crossings.
17.4	Fleetwood Road	Devonshire Road to Rough Lea Road	971	Segregated cycle track	Two-way cycle track on the east side (southbound direction) by reallocating space from the carriageway (reducing the traffic lanes from two to one or removing on-street parking).

5.3.4.4.Cycle Corridor 34: Layton Railway Station to Blackpool Zoo and Marton

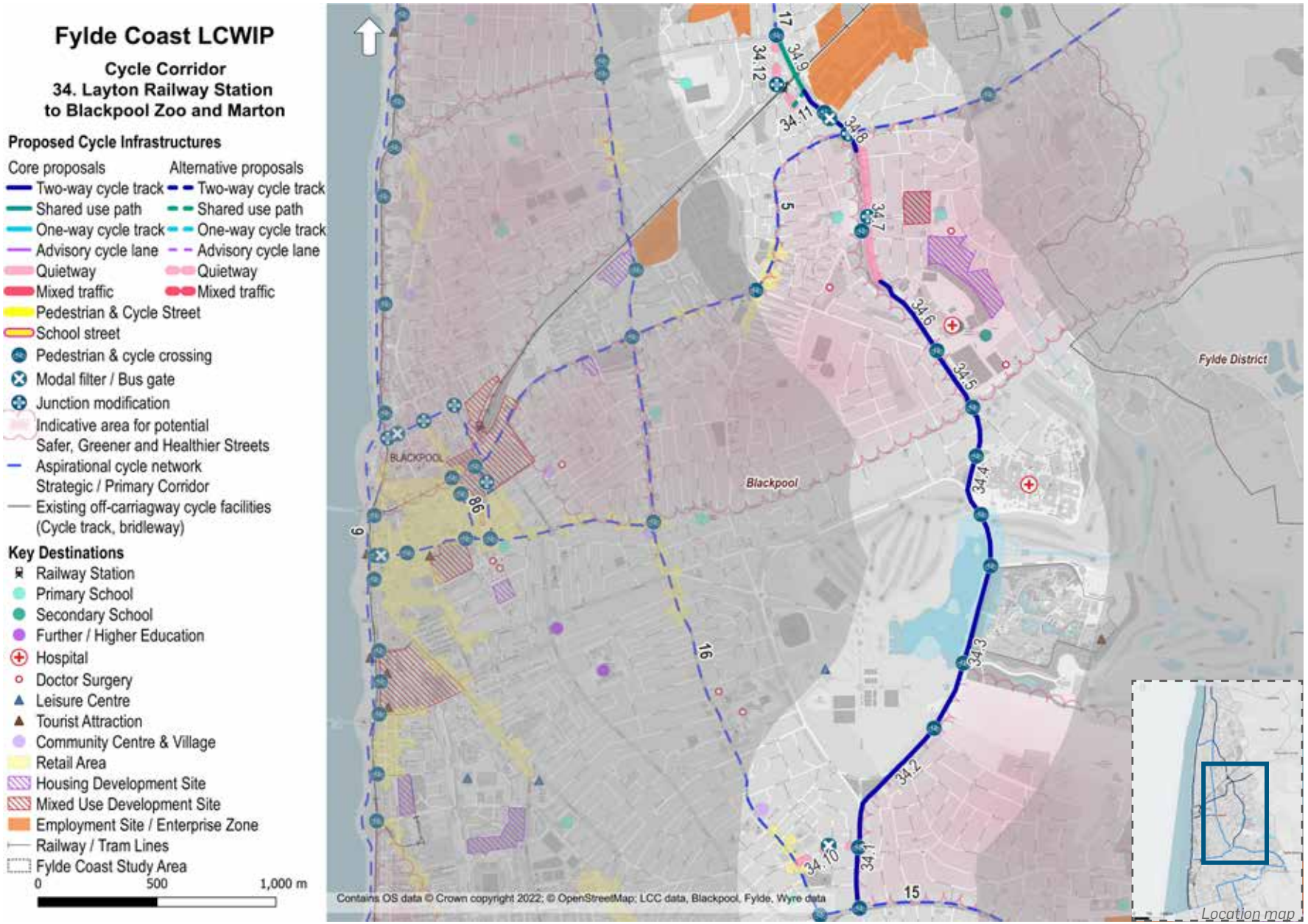


Figure 67. Indicative proposed cycle infrastructure, Cycle Corridor 34: Layton Railway Station to Blackpool Zoo and Marton

Cycle Corridor 34: Layton Railway Station to Blackpool Zoo and Marton

The strategic cycle corridor, approximately 4.2km in length, links Layton Railway Station to the residential areas to the south and Blackpool Zoo, Stanley Park and Blackpool Victoria Hospital via the A587 (St Walburgas Road and East Park Drive). The corridor would provide connections to nearby primary and secondary schools as well as leisure destinations and development sites. It is a north / south corridor that could serve both commuter and leisure trips in eastern Blackpool and was noted as a high priority by local officers.

Table 32. Proposed indicative typology and high-level interventions along cycle corridor 17

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
34.1	South Park Drive	Preston New Road to West Park Drive	442	Segregated cycle track	Two-way cycle track on the east side by reallocating space from the carriageway. Proposal may require traffic lane removal. Introduce cycle crossings at the traffic signals at Preston New Road / West Park Drive junction.
34.2	East Park Drive	West Park Drive to Lawson Road	439	Segregated cycle track	Two-way cycle track on the east side by reallocating space from the carriageway (hatched median). Improvements to the existing crossing at Lawsons Road. Review of on-street parking would be required at locations; may be relocated to the side roads and off-street facilities (e.g., park and zoo).
34.3	East Park Drive	Lawson Road to Woodside Drive	7234	Segregated cycle track	Two-way cycle track on the east side (existing facility). Improvements to the existing path to include widening by reallocating space from the verge (trees to be retained). Segregation between pedestrians and cyclists should be provided. Additional proposals to include improvements to the existing crossings to accommodate cyclists.
34.4	East Park Drive	Woodside Drive to Newton Drive	691	Segregated cycle track	Two-way cycle track on the east side by reallocating space from the carriageway and the verge (trees to be retained). Proposal may require traffic lane removal. Additional measures to include improvements at the existing crossings to accommodate cyclists and new controlled crossings at East Park Drive / Newton Drive roundabout.
34.5	St Walburgas Road	Newton Drive to Grange Road	306	Segregated cycle track	Two-way cycle track on the west side by reallocating space from the carriageway (hatched area). In future stages of scheme development, investigate the potential impact on traffic and cost of implementation the cycle facilities on the east side of the section for improved continuity of the network. Introduce controlled crossings at East Park Drive / Newton Drive and St Walburgas / Grange Road roundabouts.
34.6	St Walburgas Road	Grange Road to Rodwell Walk	386	Segregated cycle track	Two-way cycle track on the west side by reallocating space from the carriageway (hatched area) and widening of the path south of Rodwell Road.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
34.7	Rodwell Walk	St Walburgas Road to Poulton Road	563	Mixed traffic	Quietway along the residential road parallel to St Walburgas Road. Proposal likely LTN 1/20 complaint due to the assumed low traffic flows. Introduce 20mph speed limit (as part of a town-wide 20mph limit) and consider improvements at Fulwood Avenue / Rodwell Walk / St Walburgas Road junction to tighten the approaches, reduce the turning speeds and reduce the crossing distance for both pedestrians and cyclists. Additional improvements at the existing crossing of St Walburgas Road on the approach to Layton Primary School, to reduce the stagger.
34.8	Plymouth Road	Poulton Road to Benson Road	353	Segregated cycle track	Two-way cycle track by reallocating space from the carriageway. Proposal may require traffic lane removal. The facility is proposed on the west side at Plymouth Road roundabout up to Mowbray Drive and on the east side at the section north of Mowbray Drive. A controlled crossing is proposed at Plymouth Road / Mowbray Drive junction to accommodate the transition between the two sides of the road. Additional interventions at Plymouth Road roundabout to improve the legibility of the cycle facilities. Improvements at the existing modal filter at Oregon Avenue to accommodate the proposed cycle facilities and introduce cycle by passes to the residential area.
34.9	Plymouth Road	Benson Road to Warbeck Hill Road	263	Segregated cycle track	Shared use path on the west side of the road. Investigate the opportunity for wider facilities by reallocating space from the carriageway, which may require traffic lane removal.
				Alternative Alignment	
34.10	Preston Old Road	South Park Drive to Whitegate Drive	285	Mixed traffic	Quietway by introducing a modal filter east of Royal Avenue to reduce the traffic flows. Introduce 20mph speed limit (as part of a town-wide 20mph limit) and cycle crossing at South Park Drive / Preston Old Road Preston Old Road junction to provide access to the proposed facilities along South Park Drive.
34.11	Benson Road & Delaware Road	Plymouth Road to Depot Road	142	Shared-use path	Shared use path by reallocating space from the carriageway and the verge along Benson Road and quietway along Delaware Road to improve the access to the railway station. Introduce 20mph speed limit (as part of a town-wide 20mph limit).
34.12	Bispham Road	Plymouth Road to Layton Railway Station	189	Mixed traffic	Quietway to provide access to Layton Railway Station. Introduce 20mph speed limit (as part of a town-wide 20mph limit) and improve the entrance to the railway station car park by widening the footways, introducing cycle logos and wayfinding posts.

5.3.4.5. Cycle Corridor 14: Mereside to Squires Gate Railway Station

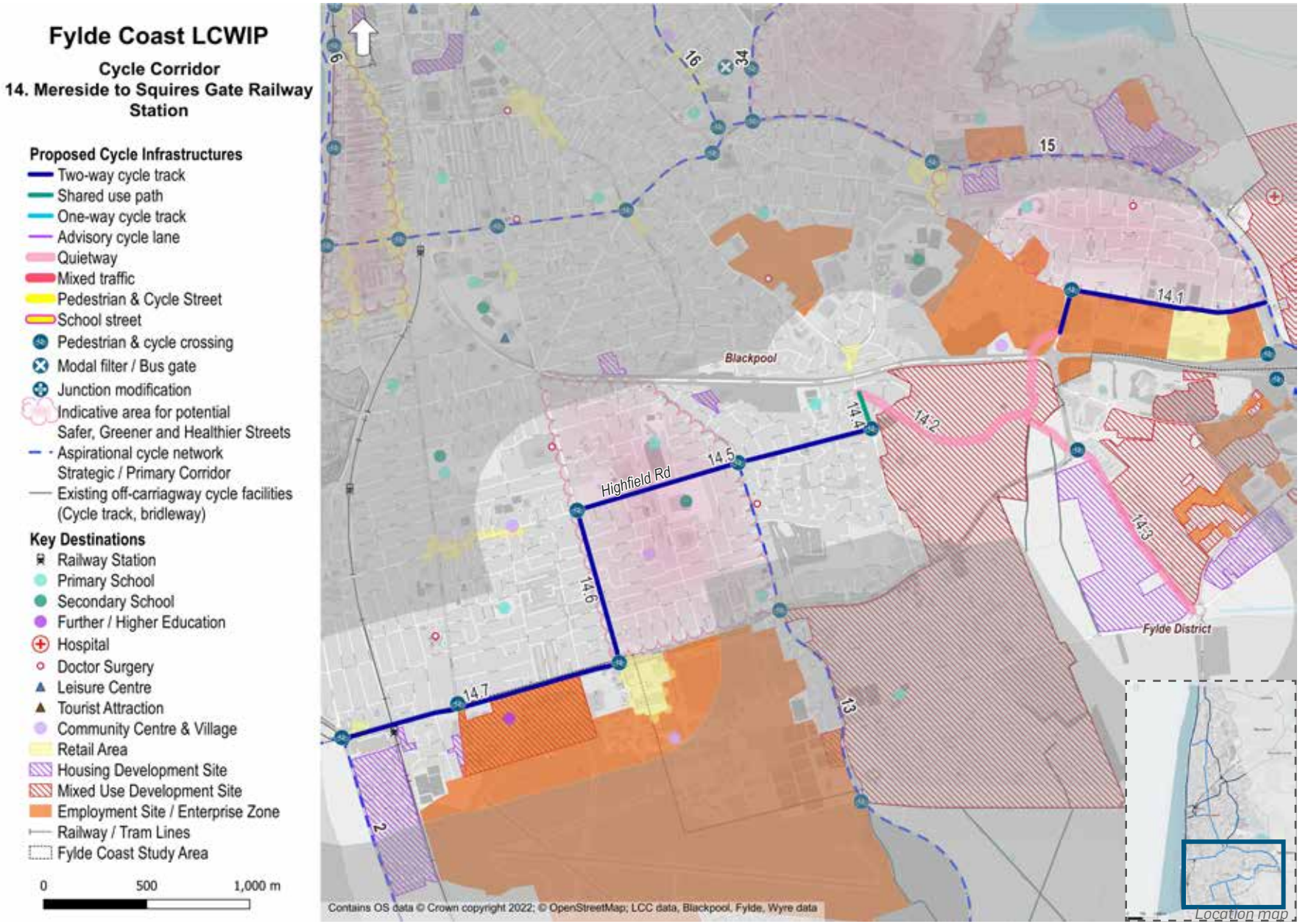


Figure 68. Indicative proposed cycle infrastructure, Cycle Corridor 14: Mereside to Squires Gate Railway Station

Cycle Corridor 14: Mereside to Squires Gate Railway Station

The primary cycle corridor connects Mereside Park with Squires Gate via Marton Moss Side and is approximately 6.9km long. It provides links to Blackpool Enterprise Zone, Clifton Retail Park, Highfield Leadership Academy, Hawes Side Academy and Marton Primary Academy and Nursery. The proposals utilise sections of cycle corridor 54 - Marton Moss. Squires Gate Lane has high traffic flows, a wide carriageway, and high traffic speeds, which creates a hostile environment for cyclists. At the eastern end of the route access to the residential areas and the new development is limited due to the severance created by Progress Way (dual carriageway with high traffic flows and speeds).

Table 33. Proposed indicative typology and high-level interventions along cycle corridor 14

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
14.1	Clifton Road - Ashworth Road	Preston New Road to Chapel Road	1169	Segregated cycle track	Two-way cycle track on the north side by reallocating space from the verge and the carriageway. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. Introduce cycle crossings at Clifton Road / Ashworth Road junction to provide safe transition between the facilities.
14.2	Chapel Road - Cropper Road North	Ashworth Road to Midgeland Road & Progress Way	1739	Mixed traffic	Quietway through the residential area. Reduce the speed limit to 20mph (as part of a 20mph zone) and introduce traffic calming measures and street lighting. Additional measures to consider cycle crossings at Progress Way roundabout to provide access to the development site east of Progress Way.
14.3	Cropper Road	Progress Way to School Road	958	Mixed traffic	Quietway through the residential area. Reduce the speed limit to 20mph (as part of a 20mph zone) and introduce traffic calming measures and street lighting. Additional measures to consider cycle crossings at Progress Way roundabout to provide access to the development site east of Progress Way.
14.4	Midgeland Road	Chapel Road to Highfield Road	184	Shared-use path	Shared use path on the east side by reallocating space from the carriageway. In future stages of scheme development, investigate the potential for segregation between cyclists and pedestrians. Additional measures to include converting the roundabout at Midgeland Road / Highfield Road to a priority junction for opportunity to reallocate space from the carriageway and introduce cycle crossing to link the proposed facilities.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
14.5	Highfield Road	Midgeland Road to St Anne's Road	1483	Segregated cycle track	Two-way cycle track on the north side by reallocating space from the verge. Additional measures to consider cycle crossings at the key junctions (Midgeland Road / Highfield Road, Common Edge Road / Highfield Road, St Anne's Road / Highfield Road) and on the approaches to the schools. Alternative proposal could consider mixed traffic provision with additional traffic calming measures (horizontal and vertical deflection and side road crossing treatments), 20mph speed limit and modal filters (e.g., bus gate and cycle bypass) that would restrict vehicle movements through the area. Potential area for a Safer, Greener and Healthier Streets scheme.
14.6	St Anne's Road	Highfield Road to Squires Gate Lane	767	Segregated cycle track	Two-way cycle track on the east side by reallocating space from the carriageway. Relocation of on-street parking to side roads may be required.
14.7	Squires Gate Lane	St Anne's Road to Clifton Drive North	1393	Segregated cycle track	Two-way cycle track on the north side by reallocating space from the carriageway and the verge. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. Additional measures to consider cycle crossings at St Anne's Road / Squires Gate Lane, Squires Gate Lane / Lytham Road and Squires Gate Lane / Promenade junctions and on the approach to the railway station.

5.3.4.6. Cycle Corridor 15: Mereside to Blackpool South Railway Station

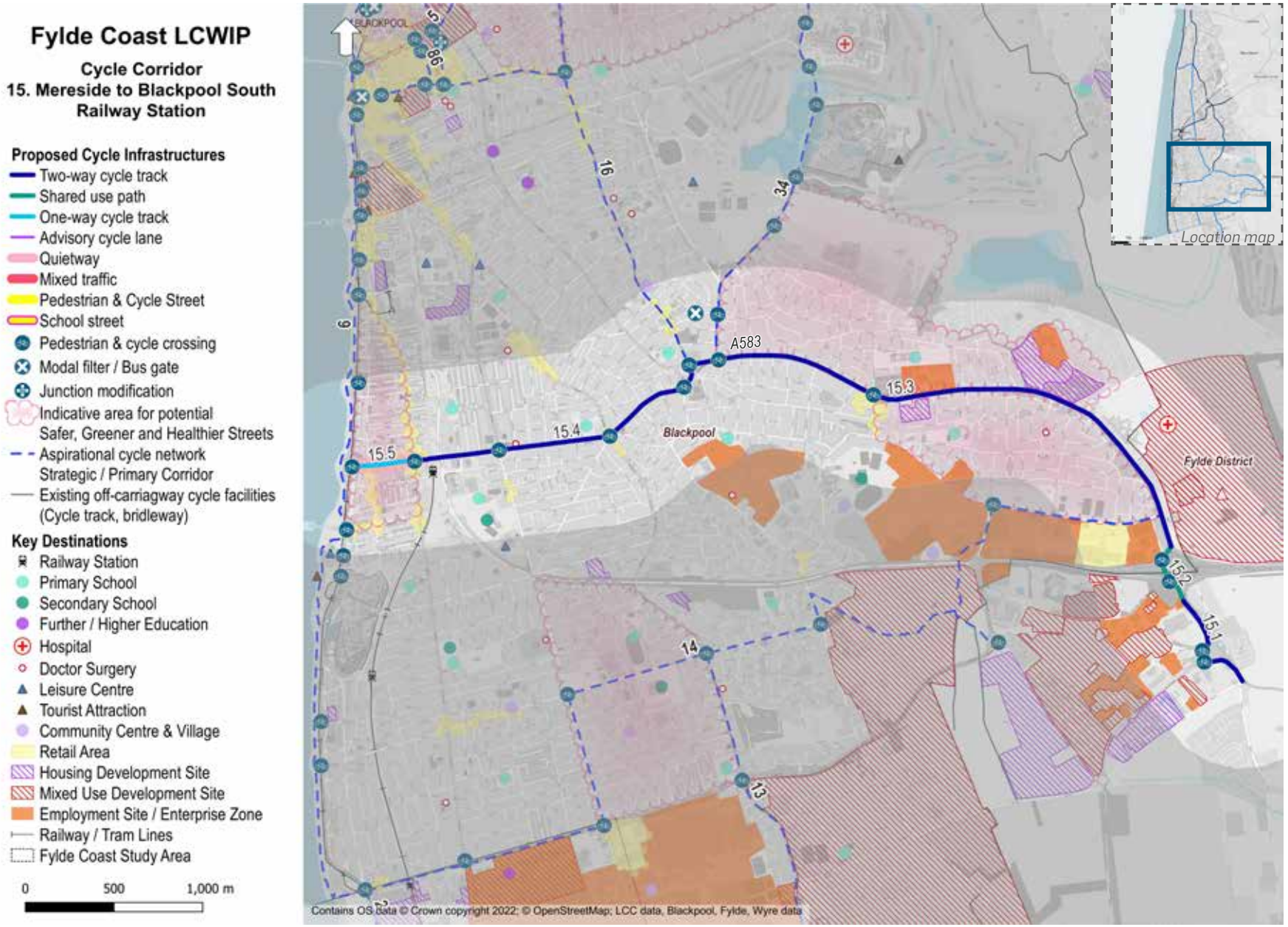


Figure 69. Indicative proposed cycle infrastructure, Cycle Corridor 15: Mereside to Blackpool South Railway Station

Cycle Corridor 15: Mereside to Blackpool South Railway Station

The primary cycle corridor links Mereside, Little Marton, Great Marton, Blackpool South Railway Station and the Promenade as an east/west active travel link between Whiteshill Business Park, Clifton Retail Park, and future development sites to Blackpool Town Centre, including Whyndyke Farm development. It extends for 6.3km along highways with high traffic flows and speeds. The junctions along the corridor have limited provisions for both pedestrians and cyclists. At the eastern end (along Preston New Road), a previous study identified the need for improvements for cyclists and set out proposals for new cycle infrastructures (see Figure 4 on page 26, Whyndyke Farm Development, S106).

Table 34. Proposed indicative typology and high-level interventions along cycle corridor 15

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
15.1	Preston New Road (A583)	Whitehill Road to M55 Interchange 4	643	Segregated cycle track	Two-way cycle track on the west side with a buffer to protect cyclists from vehicular traffic, by reallocating space from the carriageway. Introduce controlled crossings at Preston New Road / Lytham St Anne's Way roundabout to link with existing cycle facilitates.
15.2	M55 Interchange 4		358	Shared-use path	Shared use path on the west side of the roundabout to link the proposed facilities north and south of the M55. Assumed pedestrian flows are low, however if space allows, segregation should be provided. Introduce signal controlled crossings at slip lanes and reduce the speed limit at the slip lanes and the roundabout to 40mph along with warning signs for pedestrian/cycle presence. Add street lights to improve personal safety. Proposals to be discussed with National Highways. Coordinate with proposals for Whyndyke Farm development.
15.3	Preston New Road (A583)	M55 Interchange 4 to Waterloo Road	3242	Segregated cycle track	Two-way cycle track on the south side (upgrade existing facilities) by reallocating space from the carriageway (reduce traffic lane width) and the verge. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. Additional measures to consider new cycle crossings at Preston New Road / Cherry Tree Road and Preston New Road / Waterloo Road junctions.
15.4	Waterloo Road (A5073)	Preston New Road to Lytham Road	1758	Segregated cycle track	Two-way cycle track on the south side by reallocating space from the carriageway. Additional measures to consider new cycle crossings at Preston New Road / Waterloo Road and Ansdell Road / Waterloo Road junctions. Review of on-street parking may be required to relocate it at the side roads where the available space is limited.
15.5	Waterloo Road (A5073)	Lytham Road to Promenade	365	Segregated cycle track	One-way cycle track along the western end of Waterloo Road to permit eastbound (contraflow) cycling. Westbound cyclists to be mixed with traffic. Proposal would likely require reconfiguring existing angled on-street parking to parallel parking. Additional measures to include 20mph speed limit with traffic calming measures and cycle crossing at the Promenade, at Waterloo Road / Lytham Road roundabout and Waterloo Road / Vicarage Lane, Waterloo Road / St Anne's Road junctions. Potential area for a Safer, Greener and Healthier Streets scheme.

5.3.4.7. Cycle Corridor 16: Bispham to Marton

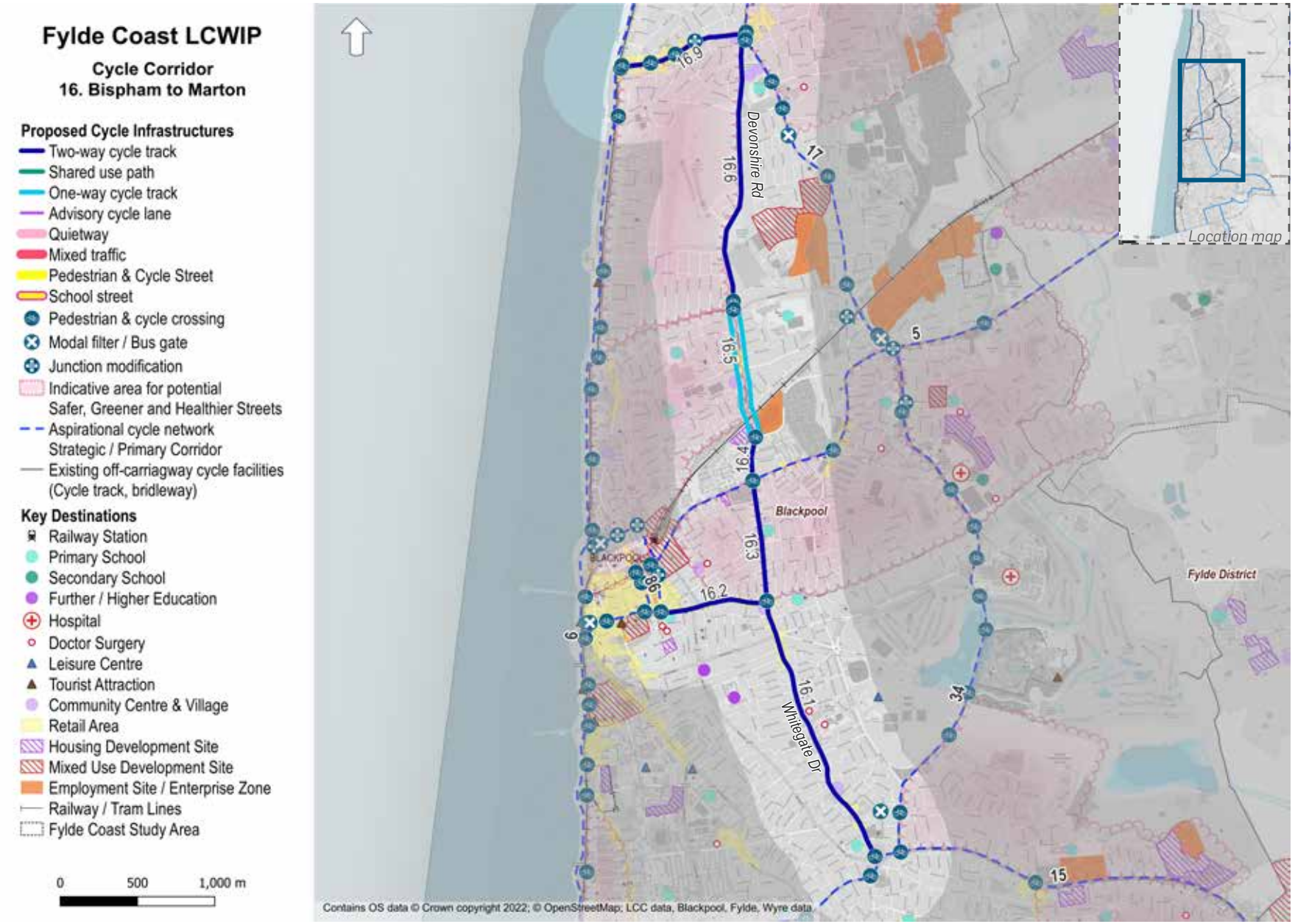


Figure 70. Indicative proposed cycle infrastructure, Cycle Corridor 16: Bispham to Marton

Cycle Corridor 16: Bispham to Marton

The primary cycle corridor links Blackpool town centre with Devonshire Square, and Great Marton Moss to the south via Church Street and Whitegate Drive (A583), Bispham to the north via Devonshire Road and the Promenade via Red bank Road. The 6.2km corridor is along a wide carriageway. The corridor would provide a north/south connection between the town centre and the residential areas as an alternative to the Promenade path.

Table 35. Proposed indicative typology and high-level interventions along cycle corridor 16

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
16.1	Whitegate Drive	Preston New Road to Church Street	1767	Segregated cycle track	Two-way cycle track on the east side by reallocating space from the carriageway. Introduce parking bays at footway level on the west side. Additional measures to consider cycle crossings at Whitegate Drive / Preston New Road and Whitegate Drive / Church Street junctions.
16.2	Church Street	Whitegate Drive to King Street	758	Segregated cycle track	Two-way cycle track on the north side by reallocating space from the carriageway. Introduce parking bays at footway level on the south side. Additional measures to consider cycle crossing at Whitegate Drive / Church Street junction.
16.3	Devonshire Road	Church Street to Talbot Road	848	Segregated cycle track	Two-way cycle track on the east side by reallocating space from the carriageway and the wide footway. Introduce cycle crossings at Devonshire Road / Church Street and Talbot Road / Devonshire Road junctions.
16.4	Devonshire Road	Talbot Road to Mansfield Road	274	Segregated cycle track	Two-way cycle track on the east side by reallocating space from the carriageway and the wide footway. Introduce controlled crossings at Talbot Road / Devonshire Road junction, Devonshire Road / Mansfield Road roundabout.
16.5	Devonshire Road	Mansfield Road to Warbeck Hill Road	825	Segregated cycle track	One-way cycle tracks on both sides of the road by reallocating space from the carriageway and the verge. Trees along the verge to be retained and proposed cycle facility would either run adjacent to the carriageway or adjacent to the existing footway. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. At sections a retaining wall may be required for the new facility. Review of on-street parking would be required at locations; may be relocated at the side roads.

Link ID	Road Name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
16.6	Devonshire Road	Warbeck Hill Road to Bispham Road	1747	Segregated cycle track	Two-way cycle track on the east side by reallocating space from the carriageway and the verge. Trees along the verge to be retained and proposed cycle facility would either run adjacent to the carriageway or adjacent to the existing footway. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. Improve the existing cycle by pass at the roundabouts north of Warbeck Hill Road and introduce controlled crossings. Review of on-street parking would be required at locations; may be proposed at bays on the west side.
16.8	Devonshire Road	Bispham Road to Red Bank Road	95	Segregated cycle track	Two-way cycle track on the east side by reallocating space from the carriageway and the verge. In future stages of scheme development, the potential need for verge removal to be reviewed in more detail and options to reduce the impact on the verge to be considered. Upgrade existing crossings on the approaches to the roundabout and the junctions to accommodate all cycle movements.
16.9	Red Bank Road	Devonshire Road to Queen's Promenade	866	Segregated cycle track	Two-way cycle track on the south side by reallocating space from the carriageway and the verge. Introduce parking bays at footway level on the western end of the section (along the retail area). Review of on-street parking would be required in some locations. Additional measures to consider upgrading existing crossings to accommodate cyclists. Proposals to tighten Sandhurst Avenue / Red Bank Road and Monpelier Avenue / Red Bank Road junctions to reduce crossing distance for pedestrians and improve public realm.

5.4 Examples of Cycle Infrastructure

The following pages provide examples of types of cycle facilities that could be considered in the Fylde Coast LCWIP proposals, as referenced in Section 5.3.

Segregated Cycle Lane / Cycle Track
Provides raised, physical separation between people cycling and motor vehicles, providing a more comfortable, more attractive, and safer facility for people cycling of all ages and abilities. A segregated cycle track can be one-way or two-way and can be used to accommodate contraflow cycling on one-way streets. Side road treatments are required to provide continuity of the facility and priority at junctions. (*Image: LCC*)

Lightly Segregated Cycle Lane
Provides some physical barrier from motor vehicles to improve comfort for people cycling. May be applicable where space constraints limit segregation options. Types of segregation could include kerbing, bollards (as shown above), planters, or armadillo humps / orcas. Side road treatments are required to provide continuity of the facility and priority at junctions.

Quiet Mixed Traffic Street / Quietway
Where traffic flows are light and speeds are low, people cycling are likely to be able to cycle on-carriageway without segregation. Traffic calming and/or traffic management measures may be required to reduce traffic speeds and/or flows to provide appropriate conditions for an inclusive and attractive facility.

Shared Use Path
Provides an off-carriageway facility shared with people walking. While segregated from motor vehicles, conflicts between people walking, wheeling and cycling may arise, depending on the relative flows of each. If space allows, light segregation may be considered to encourage separation of people walking and cycling (e.g., raised trapezoidal strip). Side road treatments are required to provide continuity of the facility and priority at junctions.

'Dutch-Style' Cycle Street Facilities
Seeks to prioritise people cycling over motor vehicles. Elements may include advisory cycle lanes to delineate space for people cycling, 20mph speed limit, and removal of the centre line to narrow the apparent space for motorists and prioritise the outside of the carriageway for people cycling. The design elements should make it understood that the streets are principally for cycling.

Pedestrian/Cycle Priority Street
Reduces vehicle dominance of the street and prioritises people walking, wheeling and cycling. Elements may include restricted motor vehicle access, materials/ markings to delineate space for different users, low traffic speeds, or features of a shared space environment.

Lower Traffic Speeds
Improves safety for all road users and fosters a more comfortable environment for walking, wheeling and cycling. Should be supported by traffic calming measures, as needed, to make the speed limit self-enforcing. An area-wide policy could be considered rather than on a street by street basis. (*Image: LCC)*

Greenway
Path away from the highway for active travel users. Typically along an undeveloped strip of land, such as a canal tow path, disused railway, or linear park.

Signal-Controlled Cycle Crossing / CYCLOPs Junction
Provides a controlled crossing, segregating cyclists from pedestrians as well as motor vehicles. A 'cycle optimised protected signals' ('CYCLOPS') junction separates people walking, cycling and wheeling from motor vehicles, reducing the risk of conflict between users. (*Image: LCC)*

Parallel Crossing
Provides priority for people walking, wheeling, and cycling at a crossing location, minimising the delay for people cycling, improving the directness of the route, maintaining separation from pedestrians, and connecting off-carriageway cycle facilities.

Toucan Crossing
Provides a controlled crossing for people walking, wheeling and cycling, improving user comfort and safety, reducing delay at busy streets where there are limited gaps in traffic, and connecting off-carriageway shared use facilities.

Safer, Greener and Healthier Streets
Residential (primarily) areas with features that increase the comfort, safety and accessibility of walking, wheeling and cycling; create space for community facilities; and reduce the dominance of cars resulting in improved safety, air quality and noise pollution to encourage more walking, cycling and social interactions.

Modal Filter
Supports a safer, more attractive environment for walking, wheeling and cycling by reducing motor vehicle traffic and permitting more direct, convenient access by foot or by cycle. Temporary or permanent highway features that may permit access by certain vehicles (e.g., emergency vehicles, buses, blue badge holders).

Bus Gate
A type of modal filter that allows buses (and /or other vehicles) to move through a road section but prohibits other motor vehicle traffic. It usually permits cycling and operates with ANPR cameras to enforce the access restrictions. Restrictions may be enforced during specific days or times of the day to reduce traffic volumes. (*Image: LCC)*

Bus Stop Bypass
Provides a continuous cycle facility around a bus stop, maintaining separation from the carriageway. The island should be wide enough to accommodate the bus stop and people waiting, boarding, and alighting. Pedestrian crossing points should be controlled if cycle traffic speed and flows are high. (*Image: LCC)*

Cycle Wayfinding
Improves the coherence of the cycle network, making it easier for people to navigate and encouraging more trips to be taken by cycle. Signage can also include indicative journey lengths or times. A consistent system should be applied county-wide.

School Street
Implements timed vehicle access restrictions during school arrival/dismissal times to encourage more pupils to walk and cycle to school and improve the safety, comfort, and attractiveness of these modes. School streets may be configured to permit access by certain vehicles.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STARBUCKS
BUCKS
Houndshill

6. Network Planning for Walking (Stage 4)

6.1 Introduction

This chapter summarises the development of the walking network for the Fylde Coast LCWIP, which is the key output for this stage of the study.

Development of the walking network included:

- Identifying key trip generators and areas with higher potential for walking activity.
- Identifying and classifying core walking zones (CWZs).
- Identifying the key routes within and providing access to the primary CWZs.
- Identifying potential types of walking infrastructure measures within the primary CWZs, for further consideration in future stages.

6.2 Core Walking Zone Development

6.2.1. Identification of Core Walking Zones

Development of the walking network for the Fylde Coast LCWIP focused on identification of 'core walking zones' (CWZs), as per the DfT's LCWIP technical guidance, which is illustrated in Figure 71. The CWZs represent nodes of relatively high pedestrian activity within the study area, typically consisting of several walking trip generators that are located close together – such as a high street, schools, or employment areas / business parks. CWZs are intended to enhance the pedestrian environment around, as well as from and to, these key trip generators. The CWZs play a significant role in promoting walking to key trip attractors, supporting the local economy, and achieving the LCWIP objective of encouraging more short, utility trips to be made on foot.

6.2.1.1. Centres

The CWZs were defined primarily around the centres designated in the Local Plans (see Section 4.5). These were selected as the key trip generators because they typically indicate nodes or clusters of different attractors (e.g., retail, services, community facilities, etc.) within the study area. The centres (e.g., town centres, district centres) typically encompass the high streets and areas with local commercial activity.

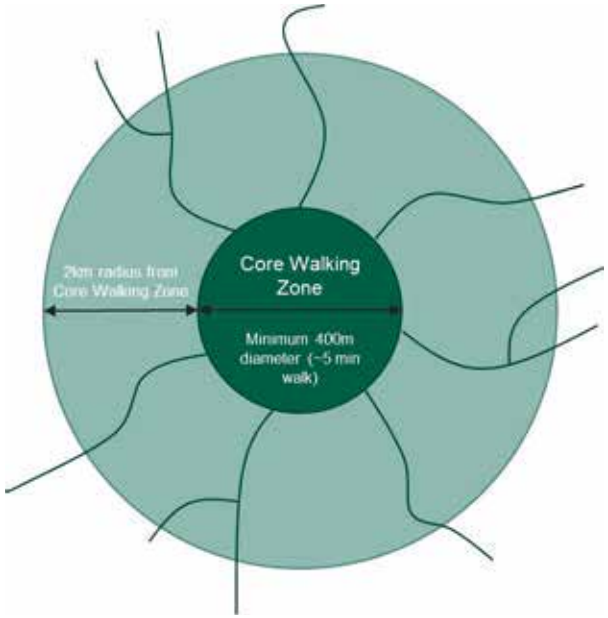


Figure 71. Process of identifying the walking network (DfT, LCWIP - Technical Guidance for Local Authorities)

The CWZs were defined by plotting 400m isochrones around the centres using GIS tools. This was in keeping with DfT guidance that a CWZ should be a minimum diameter of 400m (approximately a 5-minute walk). In instances where isochrones around neighbouring centres of the same typology (e.g., district centre, local centre, etc.) overlap, these were merged to create one CWZ.

6.2.1.2. Additional Data Review

To verify that the centres captured the key areas for potential walking trips, additional data was also reviewed.

Trip Attractor Clusters

As part of the data gathering process (see Sections 4.4 and 4.5), key trip attractors were identified and mapped, including:

- Town, district and local centres
- Educational facilities (primary schools, secondary schools and higher education facilities)
- Hospitals
- Doctor surgeries
- Leisure centres
- Tourist attractions
- Railway stations
- Retail areas
- Employment sites / enterprise zones
- Areas with high resident population and workplace density

The mapping of trip attractors indicated the locations of key clusters across the study area. These could then be classified based on the relative concentration or number of trip attractors, the classification of the centres in the area (e.g., town centre, district centre, etc.), and/or local officer input. These were qualitatively classified as:

- Strategic cluster - higher concentration of destinations

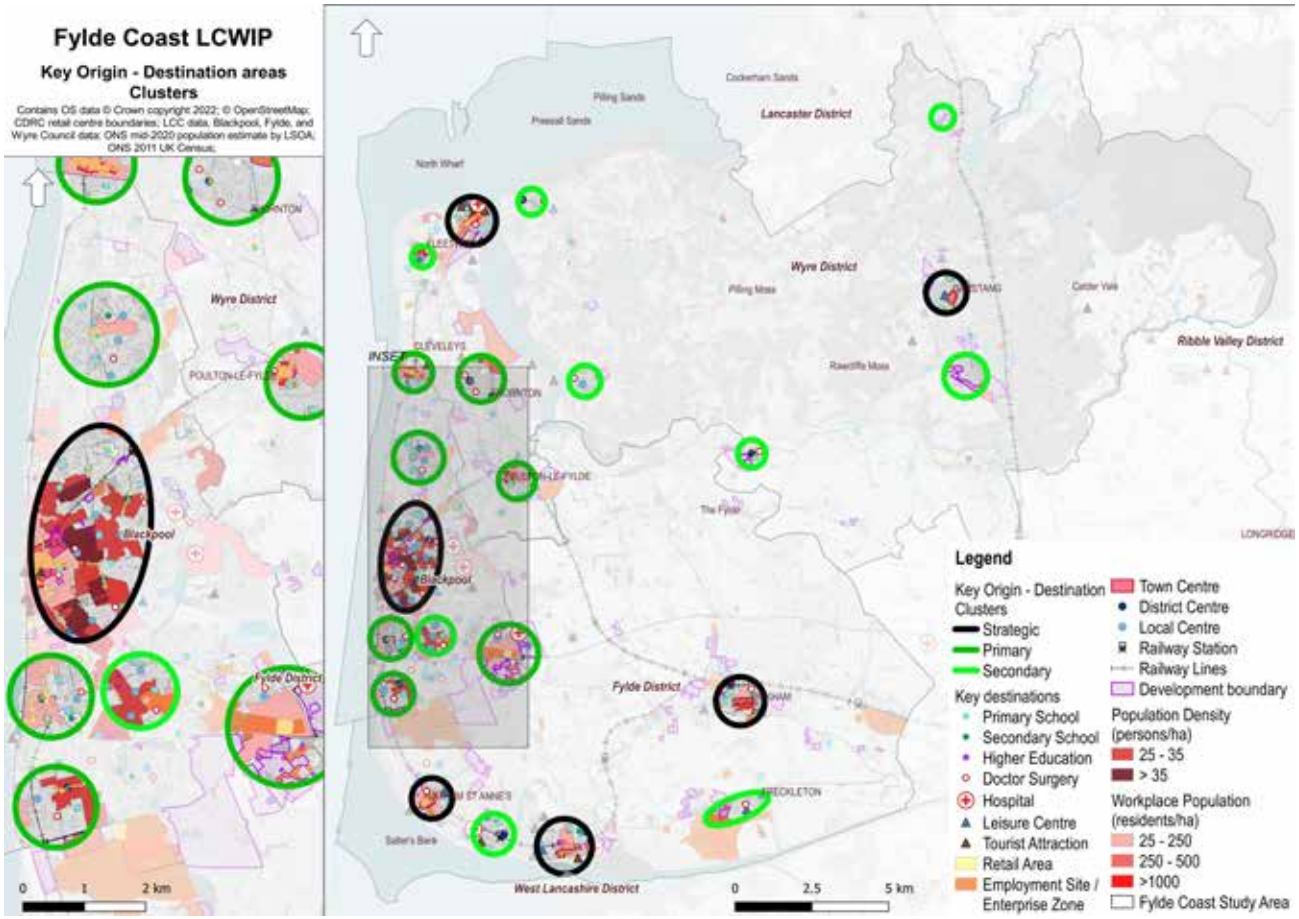


Figure 72. Identification and classification of trip attractor clusters

- Primary cluster - moderate concentration of destinations
- Secondary cluster - lower concentration

The output of this process is shown in Figure 72.

Data Heatmap

Additionally, a heatmap was created using the data gathering in Stage 2 (see Section 4) to illustrate areas of overlap. The data overlaid included:

» Population density
» Workplace population density
» Zero car/van availability
» Indices of multiple deprivation
» Development sites
» Key destinations/trip attractors (e.g., public transport facilities, schools, retail areas, employment areas, centres, leisure centres)
» Collisions involving pedestrians
» Early engagement results
» Public rights of way network
» Strava Metro data for walking trips
» Short commuter trips less than 2km

The output is a qualitative heatmap, shown in Figure 73, where the darker, more intense colour indicates greater potential or opportunity for short utility walking trips.

The heatmap was then overlaid with the clusters of trip attractors and the centres, as shown in Figure 74.

Based on this process, as well as feedback from the internal stakeholder workshop and project steering group, several additional CWZs were added to capture areas with potential trip generators not formally classified as a centre in the local plans. These included:

» Catterall
» Forton
» Inskip
» Stalmine

The process identified 62 potential CWZs in the Fylde Coast.

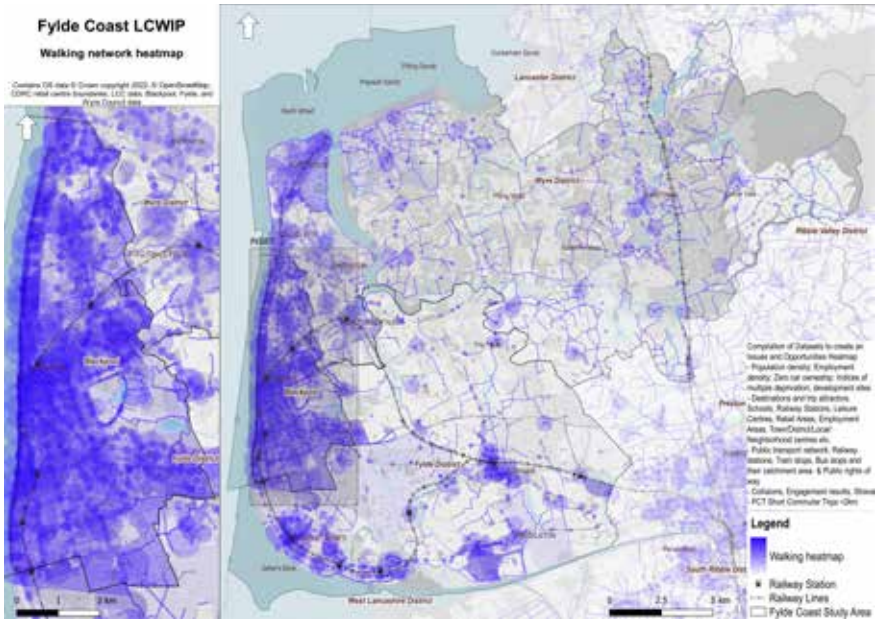
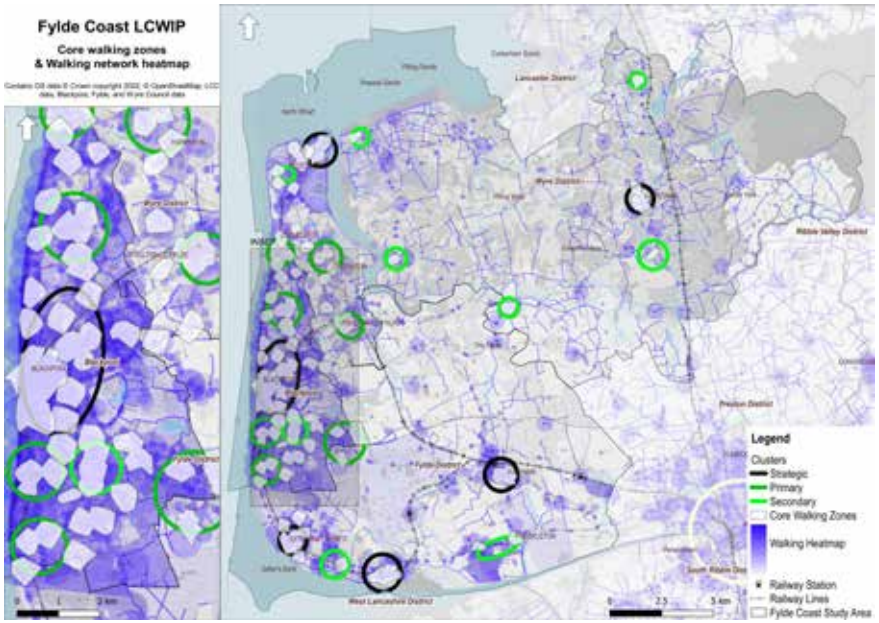


Figure 73. Qualitative 'heatmap' of data related to the potential for short, utility walking trips

Figure 74. Qualitative 'heatmap' overlaid with the trip attractor clusters and centres



6.2.2. CWZ Classification

The CWZs were classified broadly following the designation of the centres in the Local Plans:

» Primary CWZ: town centre
» Secondary CWZ: district centre
» Tertiary CWZ: local centre / neighbourhood centre

The town centres are the primary core walking zones, as they are key hubs of pedestrian activity with clusters of different destinations and serving multiple journey types (e.g., shopping, dining, employment, personal business, leisure/social, etc..). The town centres and high street areas also tend to be a more compact urban environment and have a higher population and job density, thus increasing the propensity for utility walking trips.

The primary CWZs were advanced for further review as part of the LCWIP, while the secondary and tertiary remain as part of the broader walking network, which is shown in Figure 75 and listed in Table 36 on the following page.

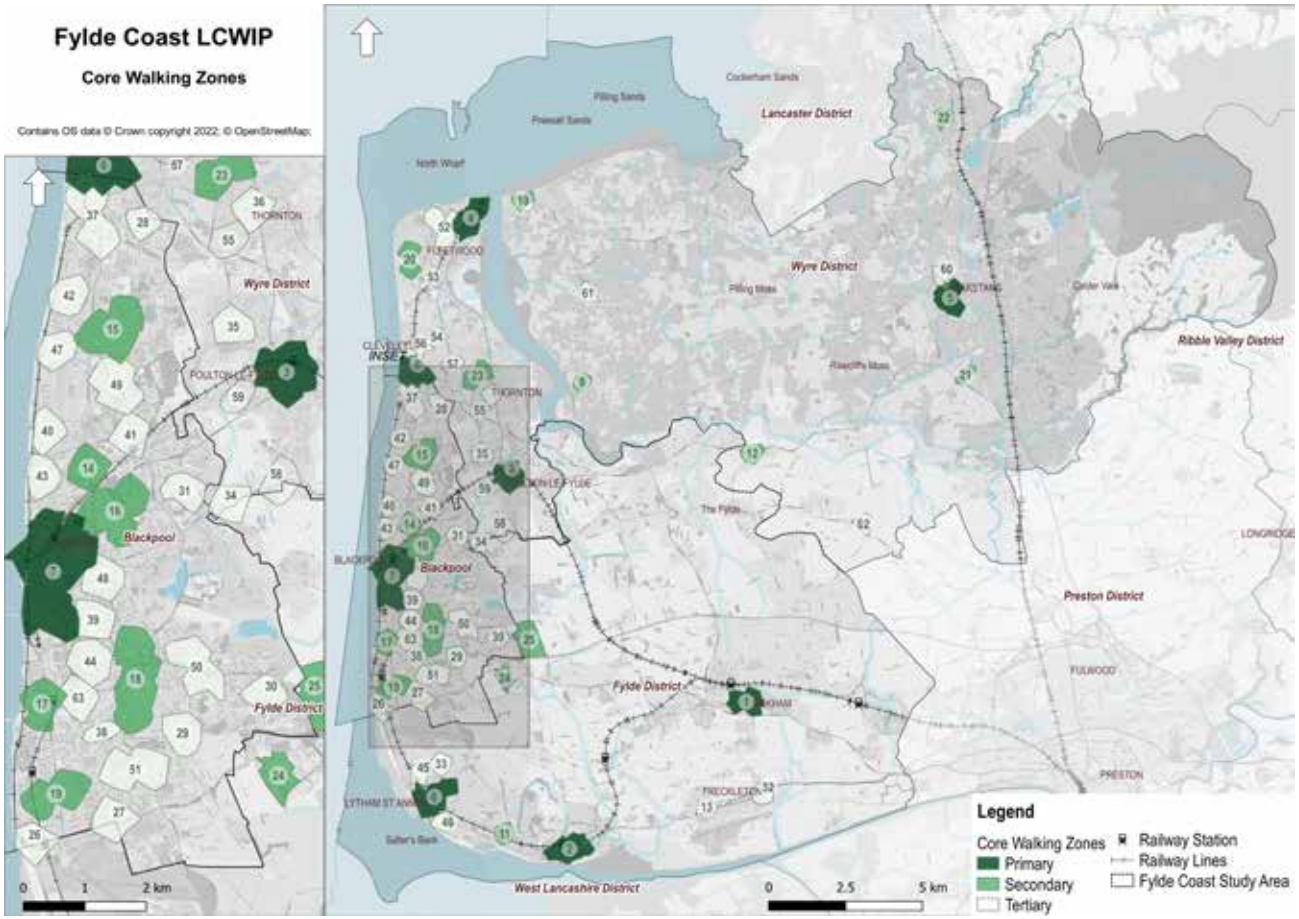


Figure 75. Network of potential CWZs in the Fylde Coast

Table 36. Summary of Core Walking Zones

Primary		
ID	Core Walking Zone	Area
1	Kirkham	Fylde
2	Lytham	Fylde
3	Poulton-Le-Fylde	Wyre
4	Fleetwood	Wyre
5	Garstang	Wyre
6	Cleveleys	Wyre
7	Blackpool[1]	Blackpool
8	St Anne's[2]	Fylde

Secondary		
ID	Core Walking Zone	Area
9	Broadpool Lane, Hambleton	Wyre
10	Knott End	Wyre
11	Ansdell	Fylde
12	Great Eccleston	Wyre
14	Devonshire Road	Blackpool
15	Little Bispham / Hastings Avenue / Ashfield Road / Brianwood Drive	Blackpool
16	Layton / Layton Road / Devonshire Road / Talbot Road / Foxdale Avenue	Blackpool
17	Waterloo Road / Lytham Road / Station Terrace	Blackpool
18	Vicarage Lane/Whitegate Drive/ Oxford Square/Hawes Side Lane	Blackpool
19	Highfield Road / Harrowside	Blackpool
20	Larkholme Parade / Chatsworth Avenue, Fleetwood	Wyre
21	Catterhall	Wyre
22	Forton	Wyre
23	Thornton (Lawsons Road, Marsh Mill)	Wyre
24	Whitehills, Cropper Road	Fylde
25	Whyndyke	Fylde
25	Whyndyke	Fylde

1 The core walking zone includes Blackpool town centre, Caunce Street local centre and Central Drive local centre.
2 The core walking zone includes St Anne's town centre and St Albans Road local centre.

Tertiary		
ID	Core Walking Zone	Area
13	Warton	Fylde
26	Squires Gate Lane/Clifton Drive (Starr Gate)	Blackpool
27	Squires Gate Lane/St Anne's Rd (Halfway House)	Blackpool
28	East Pines Drive	Blackpool
29	Vicarage Lane/Cherry Tree Rd (Welcome Junction)	Blackpool
30	Langdale Place	Blackpool
31	The Grange/Bathurst Ave	Blackpool
32	Freckleton	Fylde
33	Headroomgate Road	Fylde
34	Normoss Road, Poulton	Wyre
35	Castle Gardens, Poulton	Wyre
36	Victoria Road East, Thornton	Wyre
37	Fleetwood Road/Anchorsholme Lane East	Blackpool
38	Watson Road	Blackpool
39	Westmorland Avenue/Park Road	Blackpool
40	Holmfield Road	Blackpool
41	Bispham Road/Warbreck Hill Rd	Blackpool
42	Norbreck Road	Blackpool
43	Dickson Road	Blackpool
44	Ansdell Road/Bloomfield Road	Blackpool
45	St Davids Road North	Fylde
46	Alexandria Drive	Fylde
47	Bispham (Red Bank Road)	Blackpool
48	Whitegate Drive	Blackpool

Tertiary		
ID	Core Walking Zone	Area
49	Bispham Rd/Low Moor Rd (Squirrel Junction)/Moor Park Avenue	Blackpool
50	Cherry Tree Road North / Preston Old Road	Blackpool
51	Common Edge Road / Highfield Road / Acre Gate	Blackpool
52	Broadway/Poulton Road/ Hatfield Road/Highbury Ave/ Manor Road/Poulton Road	Wyre
53	Broadwater, Fleetwood	Wyre
54	North Drive, Cleveleys	Wyre
55	Beechwood Drive, Thornton	Wyre
56	Rossall Road (North), Cleveleys	Wyre
57	Linden Avenue, Thornton	Wyre
58	Highcross Road, Poulton	Wyre
59	Blackpool Old Road, Poulton	Wyre
60	Croston Road, Garstang	Wyre
61	Stalmine	Wyre
62	Inskip	Wyre
63	St Anne's Road / Waterloo Road	Blackpool

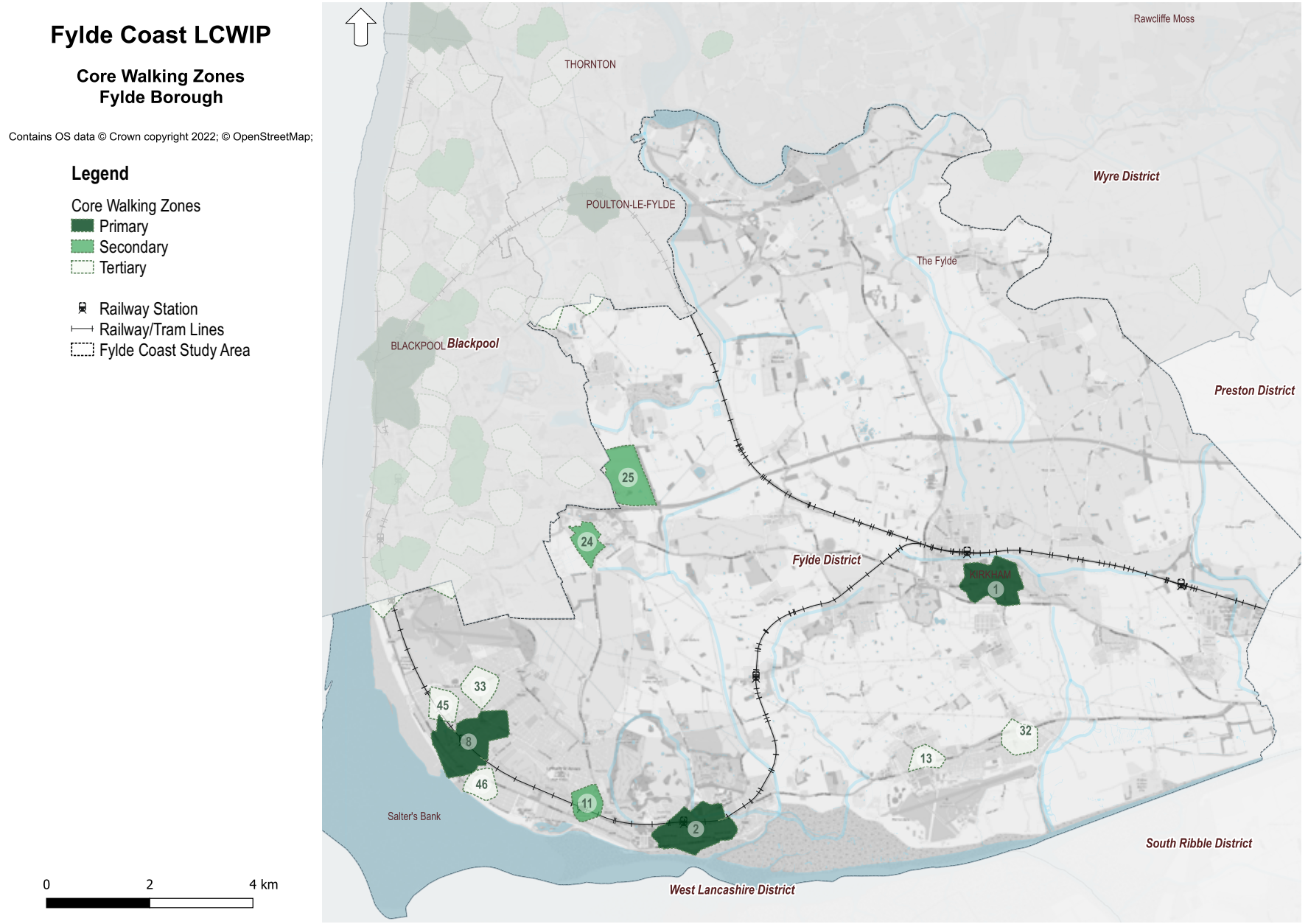


Figure 76. Network of potential CWZs in Fylde

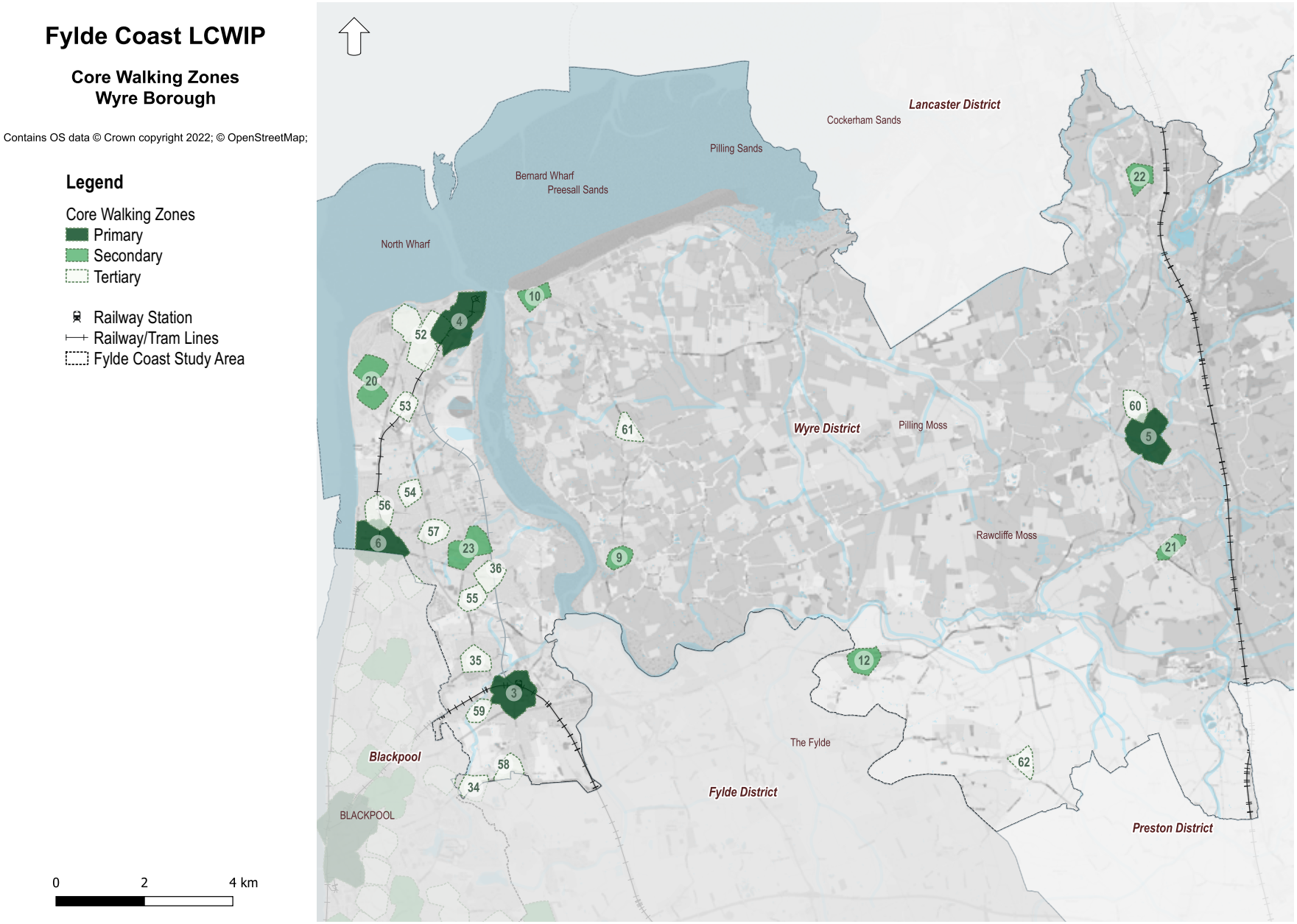


Figure 77. Network of potential CWZs in Wyre

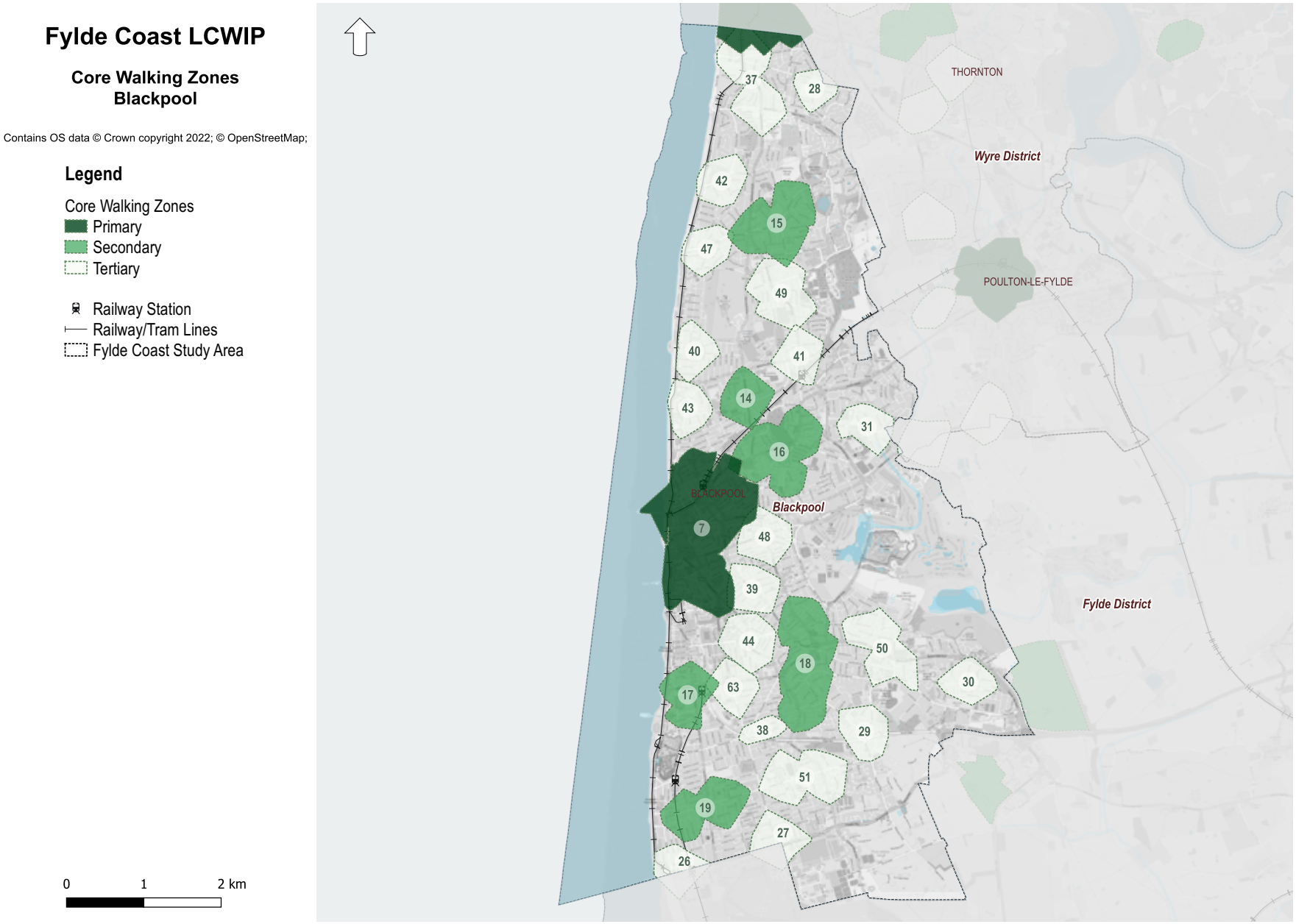


Figure 78. Network of potential CWZs in Blackpool

In total, there were eight primary CWZs which were selected for further consideration as part of the LCWIP. These are illustrated in Figure 79 and include:

» Kirkham town centre (ID #1)
» Lytham town centre (ID #2)
» Poulton-le-Fylde town centre (ID #3)
» Fleetwood town centre (ID #4)
» Garstang town centre (ID #5)
» Cleveleys town centre (ID #6)
» Blackpool town centre (ID #7)
» St. Anne's town centre (ID #8)

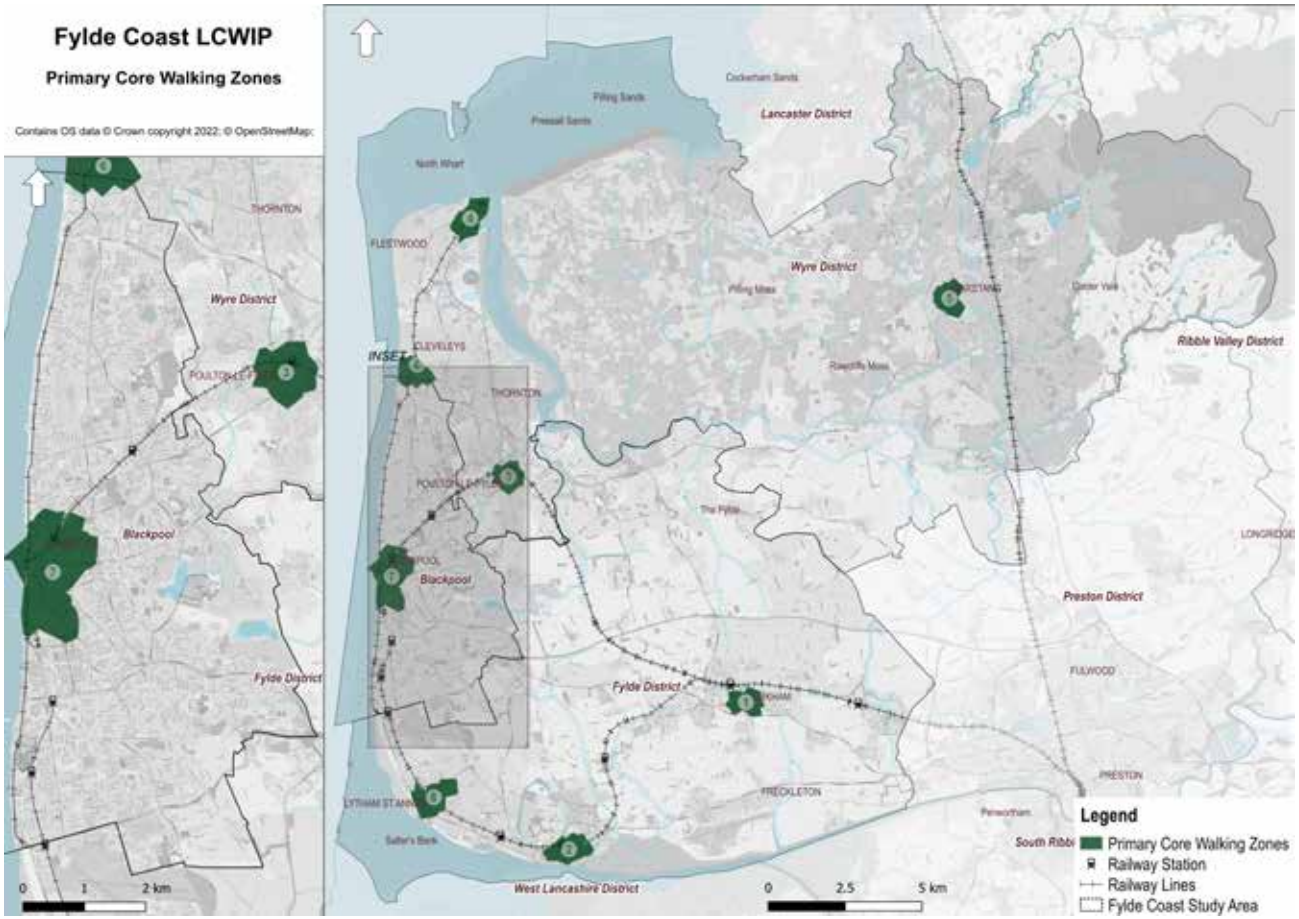


Figure 79. Primary CWZs in the Fylde Coast

6.2.3. Identification of Walking Routes

For each of the primary CWZs, key walking routes were identified based on the layout of the street network and the location of trip attractors. The walking routes aimed to capture the main 'funnel' routes which provide access to the CWZs. 'Funnels' may be created by severance issues, such as bridges, waterways, or railways, or by the layout of the street network, which channel pedestrian flows (and potentially other modes) to a few network links to access the CWZ.

As per DfT LCWIP guidance, key walking routes were identified up to 2km from the centroid of the CWZs.

The walking routes were classified as primary or secondary. Primary routes were defined as providing direct access to high street / retail frontage, schools, or railway stations. Secondary consisted of the remaining key walking routes.

6.3 Primary Core Walking Zones and Potential Improvements

6.3.1. Introduction

The following pages present each of the primary CWZs and their key walking routes.

6.3.1.1. Indicative potential interventions

For each CWZ, a list of key issues and potential types of walking infrastructure improvements are provided. The proposed measures are high level and indicate potential interventions for consideration in the next stage of scheme development. The proposed measures are intended to characterise the area and potential opportunities to improve the quality of the walking environment, including attractiveness, comfort, directness, safety, and coherence.

The proposed interventions are based on desktop review only[1]. The project steering group provided general information to the project team on potential issues and constraints.

6.3.1.2. Next steps for further development

Significant further work will be needed on each CWZ to assess existing issues and the feasibility of proposed interventions. Audits of the CWZs (e.g., using the Walking Route Audit Tool, Active Travel England (ATE) tools) are suggested in future stages to better understand the existing conditions, issues, and constraints and the improvements which are required.

All proposed interventions would be subject to additional assessments and feasibility design to refine and develop the initial proposals and review constraints, potential impacts, and potential alternatives. This is likely to require additional surveys (e.g., traffic, topographic, utilities, parking, environmental) and further assessment/engagement including reviewing land ownership information and stakeholder and public consultation.

As proposed interventions are advanced, design stages should utilise the latest best practice design guidance and standards available at the time, such as:

» Manual for Streets 1 & 2[2]
» Inclusive Mobility (DFT, 2022)

In the next stages of the LCWIP development a prioritisation exercise will need to be undertaken to identify the potential interventions / schemes that may have greater benefit for users and potential quick wins to enhance the pedestrian environment in the short term.

6.3.1.3. Section outline

The CWZs are presented / grouped by geographic area:

» Fylde:
  – Kirkham town centre (ID #1)
  – Lytham town centre (ID #2)
  – St. Anne's town centre (ID #8)
» Wyre
  – Poulton-le-Fylde town centre (ID #3)
  – Fleetwood town centre (ID #4)
  – Cleveleys town centre (ID #6)
  – Garstang town centre (ID #5)
» Blackpool
  – Blackpool town centre (ID #7)

A summary and indicative examples of the various types of walking infrastructure are provided in Section 6.4 on page 191.

1 The LCWIP team undertook a site visit in August 2022 to cycle along sections of the identified cycle network. The area visited included several of the CWZs; however, no audits were undertaken. The primary purpose of the site visit was for the team to understand the character of the area and potential major issues, constraints and opportunities that are not easy to identify during desktop analysis.

2 At the time of development of this LCWIP report, a revised Manual for Streets is in development by DfT.

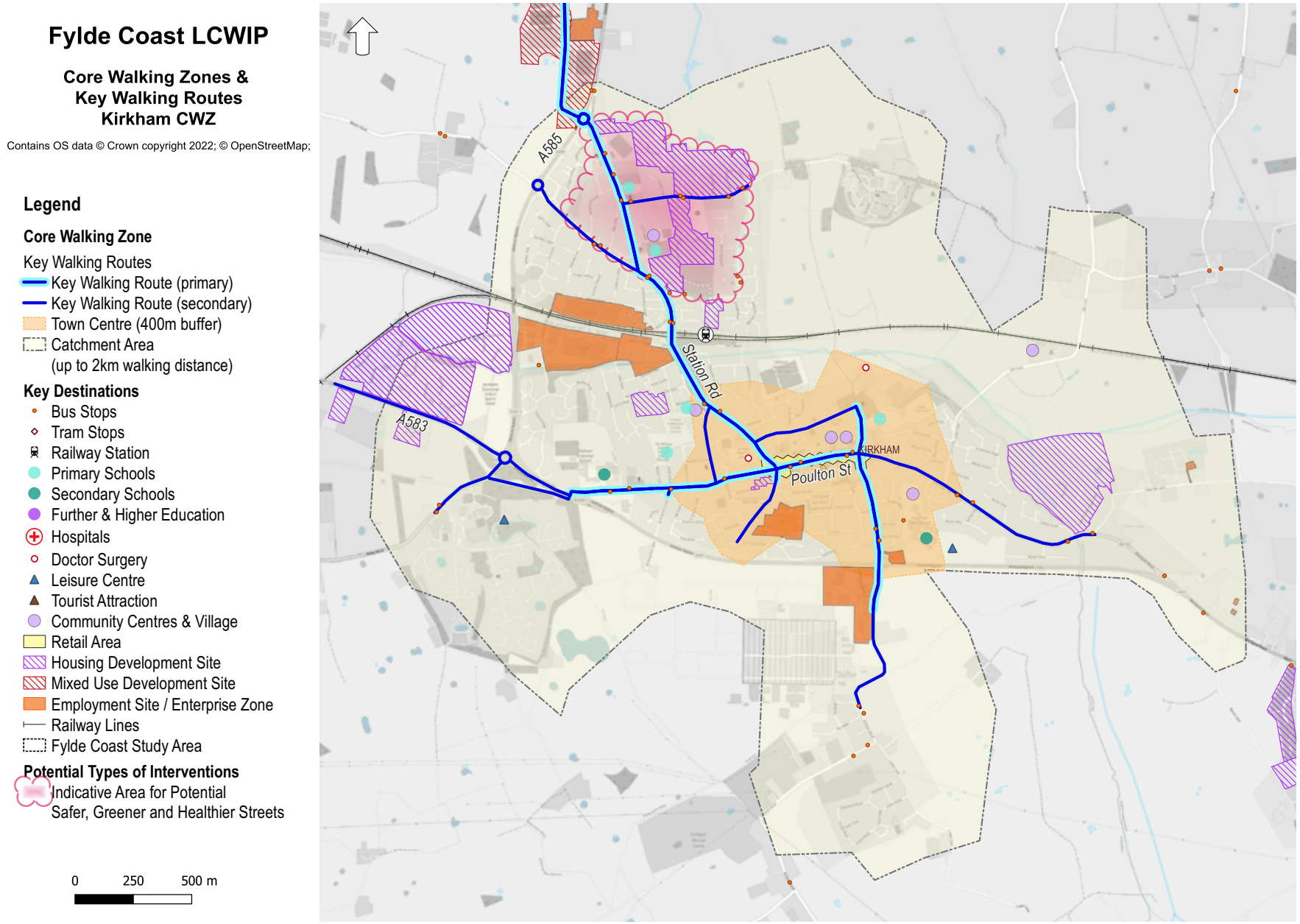


Figure 80. Kirkham town centre (CWZ 1)

6.3.2. Kirkham Town Centre (CWZ 1)

This CWZ is centred around the town centre along Poulton Street (B5192). Within the CWZ there are several employment areas, including Progress Business Area, Kirkham Trading Park, Andrea House and Crossroads Business Centre. Also within the zone are Kirkham Pear Tree School, Kirkham St Michael's CofE Primary School, Kirkham and Wesham Primary School, Kirkham Library, and Carr Hill High School. Other destinations and settlements within 2km of the town centre include Wesham to the north-west; Kirkham and Wesham Railway Station; a number of educational facilities (Medlar with Wesham CofE Primary School, St Joseph's Catholic Primary School, The Willows Catholic Primary School and Kirkham Grammar School); several employment sites; and several large development areas.

Figure 81. Kirkham town centre (Poulton Street at Freckleton Street, facing west)

6.3.2.1. Potential Key Issues

- Major severance between Kirkham and Wesham caused by the railway line.
- High street area (Poulton St / B5192) dominated by vehicle traffic and on-street parking.
- Footway parking on several key walking routes.
- Kirkham Bypass (A583) and A585 are major roads creating severance issues and potential barriers to pedestrian connectivity to the west and south. This includes Ribby Leisure Village (Fylde's largest holiday park), from which it is difficult to access Kirkham except by car.

6.3.2.2. Potential Opportunities and Walking Infrastructure Interventions

- Investigate potential need for traffic calming measures to support existing 20mph speed limits.
- Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic, prioritise pedestrian movement and support the new Highway Code.

Figure 82. Footway parking on Fleetwood Road

- Review / prohibit footway parking to allow sufficient space for pedestrians, including wheel chair users, prams, etc.
- Consider strategies to reduce car dominance along Poulton Street, such as reallocating space from on-street parking to introduce kerb build-outs to support informal crossing opportunities or parklets to widen the public realm.
- Review potential need for controlled crossings of the A583 and A585 to mitigate severance and link existing residential areas and new development to the town centre.
- Review desire lines and potential need for additional crossing points, particularly along the key walking routes within the CWZ and linking to other key destinations.
- Review accessibility throughout the CWZ and provide appropriate tactile paving, drop kerbs, etc..
- Consider potential safer, greener and healthier streets measures or bus gate on Fleetwood Road to reduce traffic flows near the schools and prioritise the road as a sustainable travel corridor.
- Consider a network of mobility hubs at the railway station and across the CWZ to encourage uptake of active travel modes and support place-making.
- Investigate opportunities for 'school streets' and other measures to improve road safety and encourage walking and cycling to school, such as at Kirkham and Wesham Primary School (Nelson Street).
- Review / improve accessibility at bus stops.
- Incorporate improvements for cycle corridors 11 and 25, which traverse the CWZ.

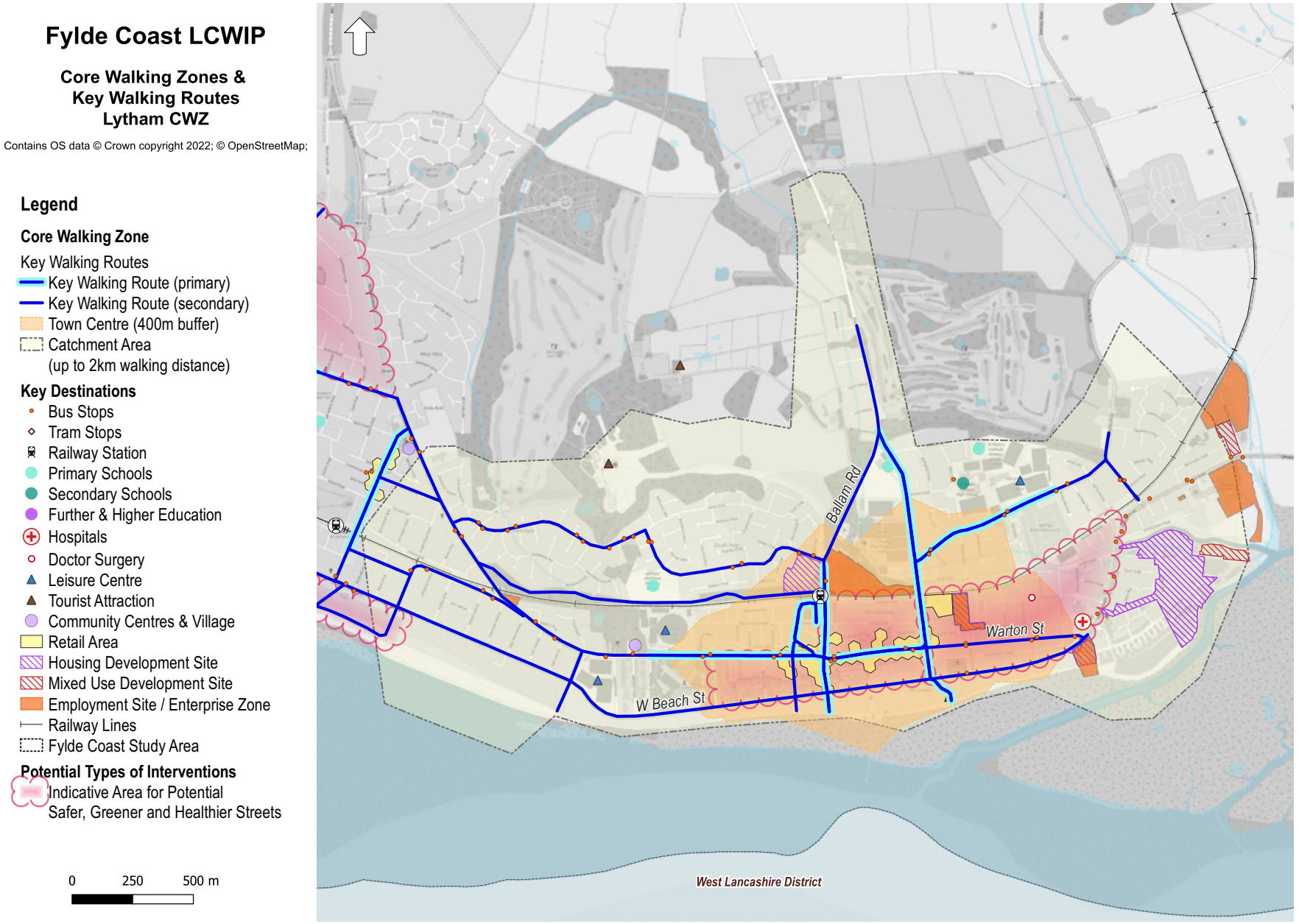


Figure 83. Lytham town centre (CWZ 2)

6.3.3. Lytham Town Centre (CWZ 2)

The Lytham town centre CWZ is focused around the Clifton Street area and its shopping, dining, and other services and amenities. Also within the CWZ is Lytham Railway Station and employment hubs such as the Axa/Aegon offices on Ballam Road and the Westcliffe Centre on North Warton Street.

Other destinations within 2km of the CWZ include Lytham CofE Voluntary Aided Primary School, Lytham Hall Park Primary School, St Peters Catholic Primary School, St Bede's Catholic High School, and Lytham Sports Centre. Ansdell & Fairhaven Railway Station is just to the west, approximately 2km walking distance from the CWZ's centre. There are several moderately sized development sites within the CWZ itself or within 2km walking distance.

Figure 84. Lytham town centre (Clifton Street at Park Street, facing west)

6.3.3.1. Potential Key Issues

- Severance caused by the railway line between the town centre and north Lytham, which has large residential areas, several schools, and an employment area.
- Areas of Clifton Street and town centre feel dominated by vehicular traffic, due in part to high vehicular flows, buses, and on-street parking.
- Connectivity between the town centre and the sea front.
- Conflicts between pedestrians and cyclists along coastal path at peak times.

6.3.3.2. Potential Opportunities and Walking Infrastructure Interventions

- Investigate potential need for traffic calming measures to support existing 20mph speed limits.
- Consider extending the existing 20mph speed limit in the town centre to include Park View Road and West/Central/East Beach.
- Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic, supporting the new Highway Code and prioritise pedestrian movement.
- Consider strategies to reduce car dominance along Clifton Street and in the town centre, such as reallocating space from on-street parking to introduce kerb buildouts to support informal crossing opportunities or parklets to widen the public realm.
- Consider potential for bus gates and/or time of day vehicle restrictions on sections of Clifton Street to reduce vehicle traffic through the core of the town centre.
- Consider potential opportunities for safer, greener and healthier streets, such as between the sea front and town centre, and other areas around the town centre core.
- Consider a network of mobility hubs at the railway station and across the CWZ to encourage uptake of active travel modes and support place-making.
- Review desire lines and potential need for additional or improved crossings, particularly along the key walking routes within the CWZ and linking to other key destinations (e.g., schools to the north east of the CWZ and the sea front).
- Review accessibility throughout the CWZ and provide appropriate tactile paving, drop kerbs, etc..
- Investigate opportunities for 'school streets' and other measures to improve road safety and encourage walking and cycling to school, such as at St Peter's Catholic Primary School / St. Bede's Catholic High School (Talbot Street).
- Review existing wayfinding and consider potential updating, such as providing totems.
- Consider a more direct active travel route across the recreation ground to link schools in the north east to residential areas to the west (South Park area).
- Enhance continuity of the north/south route through the town centre via Park Street / Clifton Square / Dicconson Terrace.
- Review / prohibit footway parking to allow sufficient space for pedestrians, including wheel chair users, prams, etc.
- Review / improve accessibility at bus stops.
- Incorporate improvements for cycle corridors 1, 2 and 12, which traverse the CWZ.

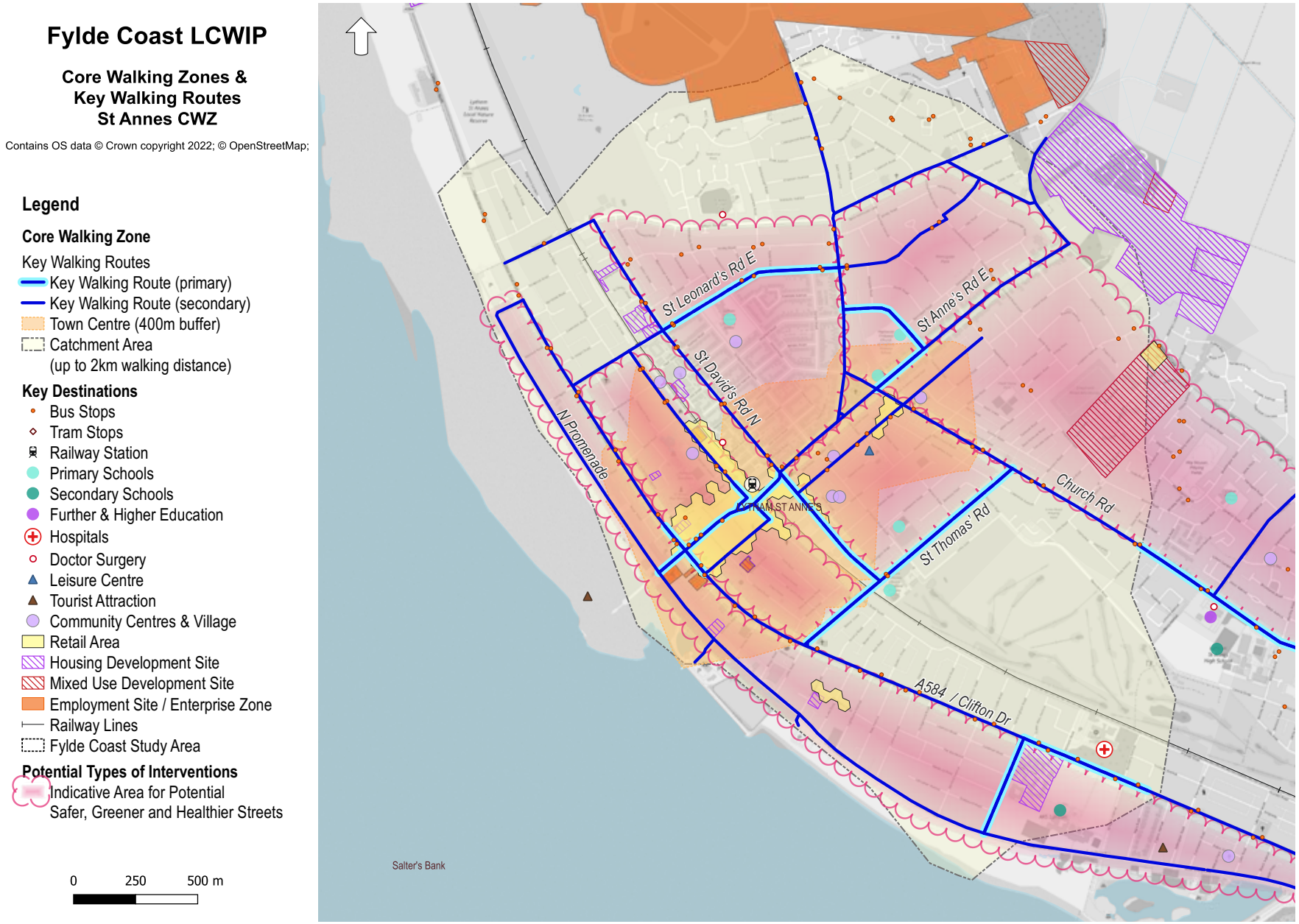


Figure 85. St. Anne's town centre (CWZ 8)

6.3.4. St. Anne's Town Centre (CWZ 8)

The St. Anne's town centre CWZ is focused around the St. Anne's Road West / The Crescent area between the railway and sea front. The CWZ includes St. Anne's-on-Sea Railway Station, shopping, dining, tourist/leisure attractions at the sea front, and other services and amenities.

Other key destinations in the area include St Thomas CofE Primary School, Our Lady Star of the Sea Catholic Primary School, Mayfield Primary School, Heyhouses Endowed CofE Primary School, AKS Lytham and Clifton Hospital. There are also large development sites to the north east.

6.3.4.1. Potential Key Issues

» Severance caused by the railway line, which separates the core of the town centre from residential areas and other destinations to the north east.

Figure 86. St. Anne's town centre (St. Anne's Road West at Orchard Road, facing east)

» Connectivity between the town centre and the sea front.
» Connectivity between the railway station and the town centre.
» Car dominance along the main roads through the CWZ.
» Conflicts between pedestrians and cyclists along the Promenade / coastal path at peak times.

6.3.4.2. Potential Opportunities and Walking Infrastructure Interventions

» Investigate potential need for traffic calming measures to support existing 20mph speed limits.
» Consider extending the existing 20mph speed limit in the town centre to include St. Anne's Road East, Church Road, and other key walking routes.
» Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic, support the new Highway Code and prioritise pedestrian movement.
» Consider potential pedestrianisation of the St. Anne's Road West, such as time of day access restrictions for general traffic / bus gate, to reduce vehicle dominance in the main high street area and better link the sea front and retail area (see St. Anne's-on-the-Sea Masterplan proposals).
» Consider modifications to the junction of the Crescent / St. David's Road to improve access for pedestrians and reduce car dominance, such as tightening the junction (reduce kerb radii) and widening the footways / public realm, bus gate, and/or vehicle turn movement restrictions to reduce vehicle traffic.
» Consider public realm improvements to improve connectivity and natural wayfinding between the railway station and main retail area (see St. Anne's-on-the-Sea Masterplan proposals).
» Consider potential opportunities for safer, greener and healthier streets, such as between the sea front and town centre and residential areas east of the railway.
» Consider a network of mobility hubs at the railway station and across the CWZ to encourage uptake of active travel modes and support place-making.
» Review desire lines and potential need for additional or improved crossings, particularly along the key walking routes within the CWZ and linking to other key destinations (e.g., Lytham St. Anne's High School at Worsley Road / Albany Road junction).
» Review accessibility throughout the CWZ and provide appropriate tactile paving, drop kerbs, etc..
» Investigate opportunities for 'school streets' and other measures to improve road safety and encourage walking and cycling to school, such as the primary schools in residential neighbourhoods east of the railway or Lytham St. Anne's High School (Worsley Road).
» Review existing wayfinding and consider potential updating, such as providing totems.
» Review / improve accessibility at bus stops.
» Review / prohibit footway parking to allow sufficient space for pedestrians, including wheel chair users, prams, etc.
» Incorporate improvements for cycle corridors 2, 12 and 13, which traverse the CWZ.

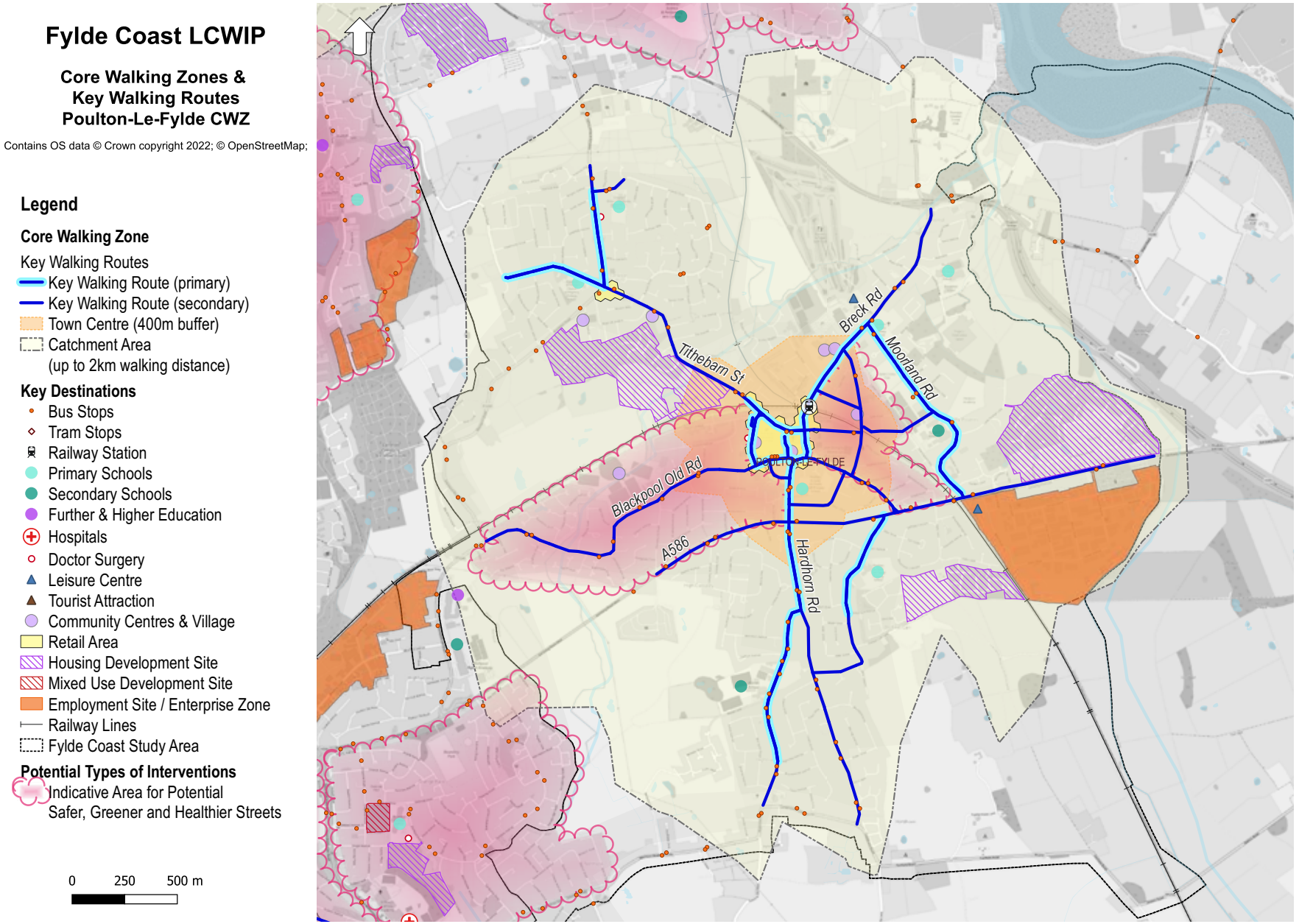


Figure 87. Poulton-le-Fylde town centre (CWZ 3)

6.3.5. Poulton-le-Fylde Town Centre (CWZ 3)

The Poulton-le-Fylde town centre CWZ is focused around the central square bound by Queensway, Blackpool Old Road, Chapel Street, and Ball Street / Tithebarn Street. The area includes the Teanlowe Shopping Centre and retail, dining, and other services and amenities. Other destinations within the CWZ include the railway station, St Chad's CofE Primary School, Wyre Council Civic Centre, Poulton Youth & Community Centre and Poulton Guide Headquarters.

Other key destinations within 2km of the CWZ include educational facilities such as: Baines School, Carleton Green Community Primary, Carleton St Hilda's CofE Primary, Hodgson Academy, Poulton-le-Fylde Carr Head Primary, Poulton-le-Fylde The Breck Primary and St John's Catholic School. There are also large development sites east and west of the CWZ.

Figure 88. Poulton-le-Fylde town centre (Market Pl at Old Blackpool Road, facing south)

6.3.5.1. Potential Key Issues

- Severance caused by the railway line, which separates the CWZ from residential areas and other destinations to the north.
- The A586 (Garstang Road) is a busy road which can create a barrier and severance issue for walking trips.
- Narrow streets within the CWZ, which constrain potential options for improvements.
- Partial, one-way gyratory system around the town centre, parts of which are two-lane and can contribute to a feeling of car dominance.

6.3.5.2. Potential Opportunities and Walking Infrastructure Interventions

- Investigate potential need for traffic calming measures to support existing 20mph speed limits.
- Consider extending the existing 20mph speed limit in the town centre to include Breck Road, Station Road, Higher/Lower Green, Hardhorn Road and other key walking routes.
- Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic, supporting the new Highway Code and prioritise pedestrian movement.
- Investigate potential to reduce carriageway width in the one-way sections to a single lane (where currently two lanes) to widen the footways.
- Declutter the footways in the town centre to provide unobstructed walking facilities.
- Consider potential opportunities for safer, greener and healthier streets measures to reduce through vehicle traffic and prioritise/ encourage active travel, such as the residential areas east and west of the town centre.
- Consider a network of mobility hubs at the railway station and across the CWZ to encourage uptake of active travel modes and support place-making.
- Review desire lines and potential need for additional or improved crossings, particularly along the key walking routes within the CWZ and linking to other key destinations.
- Review accessibility throughout the CWZ and provide appropriate tactile paving, drop kerbs, etc.
- Investigate opportunities for 'school streets' and other measures to improve road safety and encourage walking and cycling to school, such as St Chad's CofE Primary School (via Princess Avenue).
- Review existing wayfinding and consider potential updating, such as providing totems.
- Review / improve accessibility at bus stops.
- Review / prohibit footway parking to allow sufficient space for pedestrians, including wheel chair users, prams, etc.
- Investigate potential new off-line footpath alignments or upgrades to provide active travel corridors as alternatives to busy main roads to access key destinations (e.g., disused railway line to link to Thornton (subject to separate study on potential re-use of the line).
- Incorporate improvements for cycle corridors 5 and 39, which traverse the CWZ.

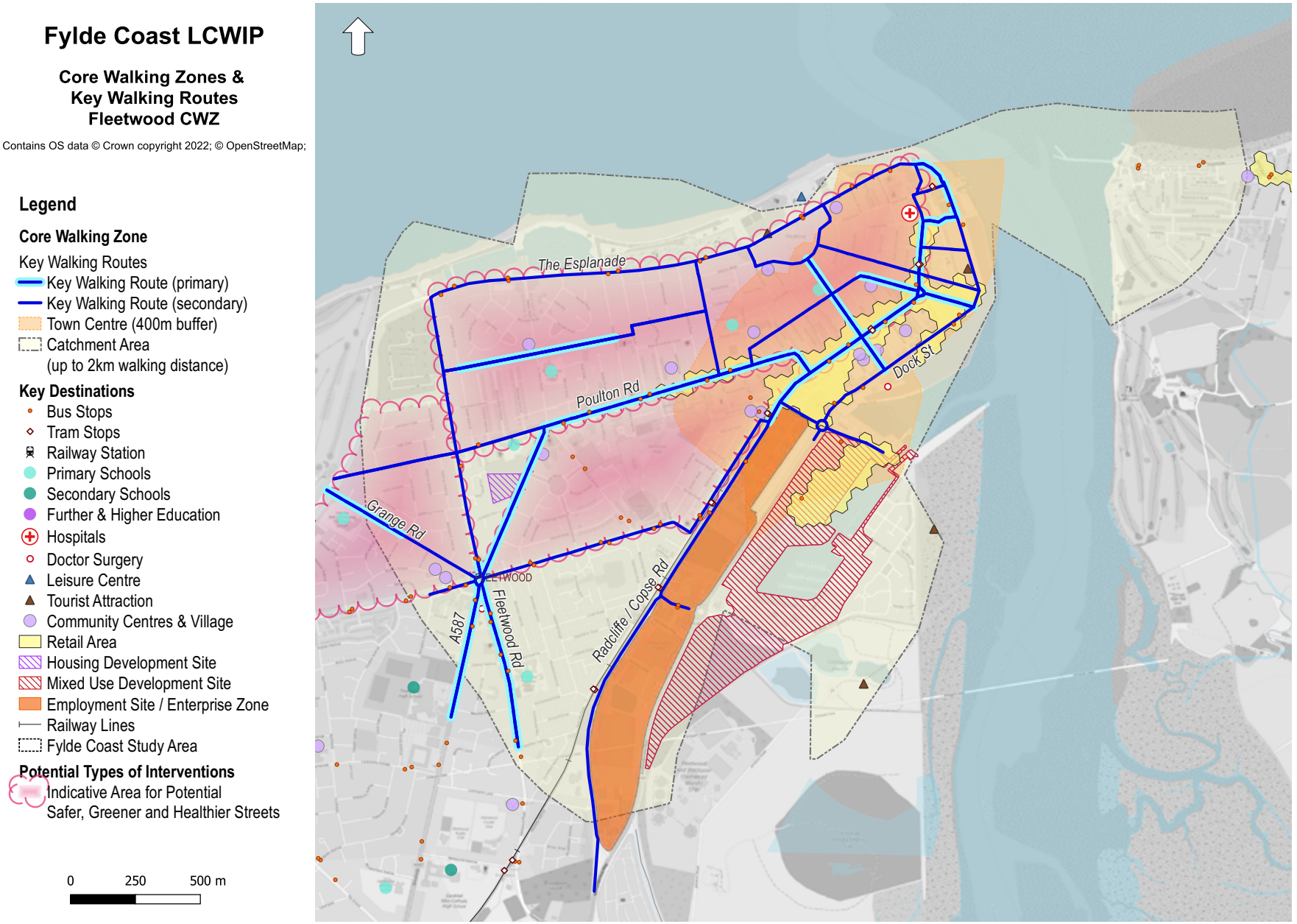


Figure 89. Fleetwood town centre (CWZ 4)

6.3.6. Fleetwood Town Centre (CWZ 4)

The Fleetwood town centre CWZ is focused around the Lord Street corridor, which includes shopping, dining, and other services and amenities. Other destinations within the CWZ include the ferry terminal, Blackpool tramway stops, Fleetwood Hospital, St Mary's Catholic Primary School, Fleetwood Chaucer Community Primary School, and the Copse Road employment site.

Within 2km of the CWZ, other destinations include the sea front, Tourist Information Centre on the Esplanade, the Freeport Outlet Village, the Fleetwood Museum and educational facilities such as Fleetwood Flakefleet Primary School, Shakespeare Primary School and St Wulstan's & St Edmund's Catholic Primary School & Nursery. There is also a moderate size development site south east of the CWZ.

6.3.6.1. Potential Key Issues

- Wide carriageway along the sea front (Dock St / Queen's Ter), creating longer crossings and encouraging higher traffic speeds.
- Relatively high number of pedestrians collisions along Lord Street corridor (8 in last 5 years).
- General street clutter, lack of greenery / 'harsh' character of streetscape, potential to refresh footways / public realm.

Figure 90. Fleetwood town centre (Lord Street at Poulton Street, facing north)

- Extensive on-street parking contributes to a car-dominant environment.
- Severance created by the tramway, particularly to the south of the CWZ where it operates in a separate right-of-way.

6.3.6.2. Potential Opportunities and Walking Infrastructure Interventions

- Investigate potential need for traffic calming measures to support existing 20mph speed limits.
- Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic, supporting the new Highway Code and prioritise pedestrian movement.
- Consider kerb buildouts to recess on-street parking, widen the public realm, and improve visibility at informal crossing points.
- Consider opportunities to reallocate road space, declutter, and refresh and soften the public realm, such as plantings (e.g., street trees), parklets, cycle parking, places to rest (seating), shelter, removing guardrail / unnecessary street furniture and resurfacing.
- Consider interventions at Albert Square, Adelaide Street and Victoria Street to enhance pedestrian priority, improve access to Fleetwood Market, and improve the public realm, such as changes to vehicle circulation (e.g., one-way, access restrictions, restricting turn movements), carriageway narrowing, and use of materials to differentiate space for pedestrians and vehicles.
- Consider a tram/bus gate (e.g., timed access restrictions) on Lord Street to reduce general vehicle traffic.
- Consider a network of mobility hubs across the CWZ to encourage uptake of active travel modes, link to ferry and tram services, and support place-making.
- Consider potential opportunities for safer, greener and healthier streets measures to reduce through vehicle traffic and prioritise/ encourage active travel, such as the residential areas west and north of the town centre.
- Review desire lines and potential need for additional or improved crossings, particularly along the key walking routes within the CWZ and linking to other key destinations.
- Improve connectivity across Dock Street to link to the town centre with the sea front and potential future development.
- Review the Broadway / Fleetwood Road / Hatfield Avenue seven-arm roundabout and consider options to simplify and improve safety for pedestrian crossings, such as closing some arms of the junction and introducing controlled crossings.
- Review accessibility throughout the CWZ and provide appropriate tactile paving, drop kerbs, etc..
- Investigate opportunities for 'school streets' and other measures to improve road safety and encourage walking and cycling to school, such as St Mary's Catholic Primary School (via London Street).
- Review existing wayfinding and consider potential updating, such as providing totems.
- Review / improve accessibility at bus/tram stops.
- Review accessibility at crossings of the tram way. If needed, introduce a pedestrian-friendly system for the tram rails (such as rubber based protection) to provide a level surface and improve accessibility for all users.
- Review / prohibit footway parking to allow sufficient space for pedestrians, including wheel chair users, prams, etc.
- Incorporate improvements for cycle corridors 18 and 41, which traverse the CWZ.

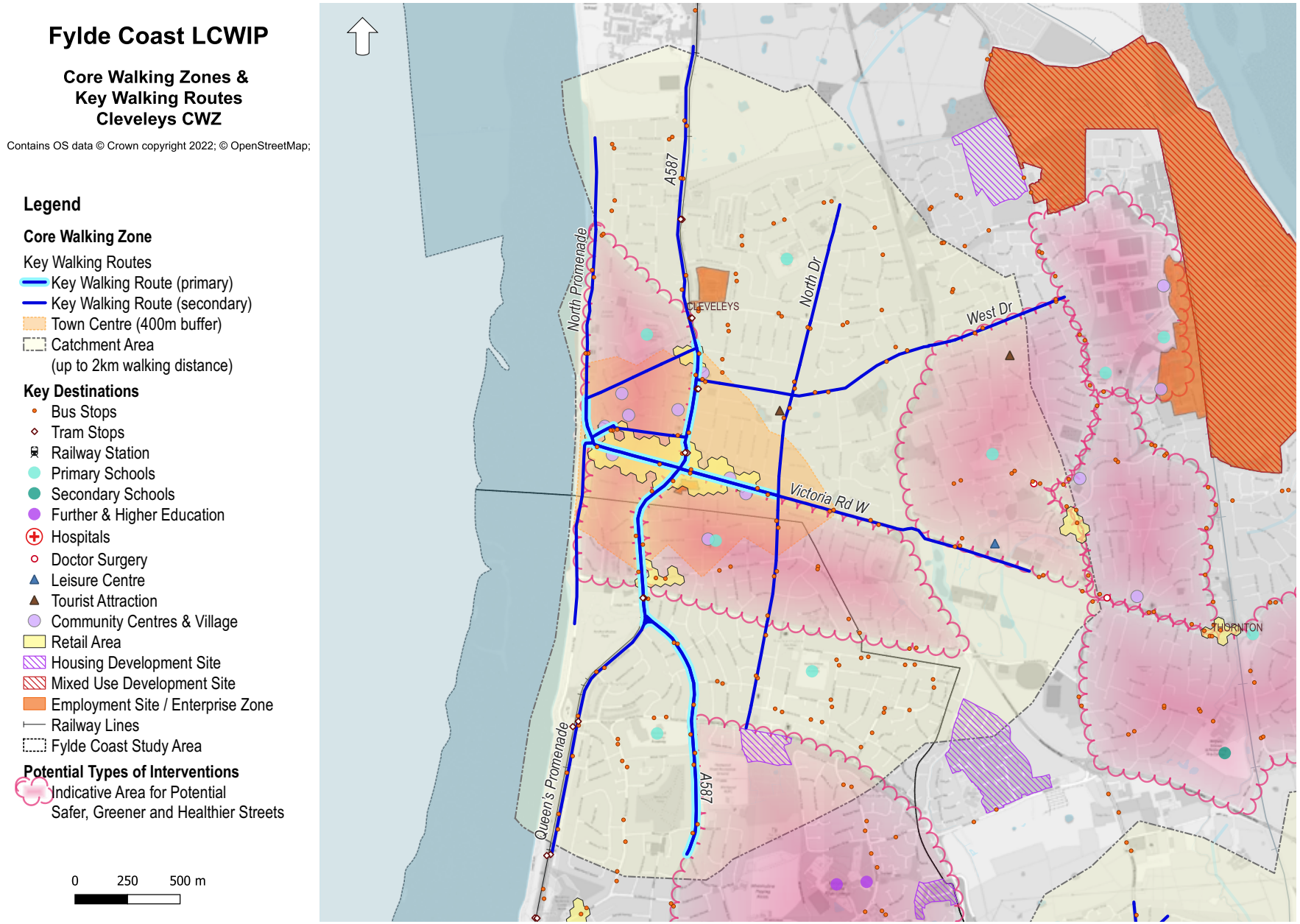


Figure 91. Cleveleys town centre (CWZ 6)

6.3.7. Cleveleys Town Centre (CWZ 6)

The Cleveleys town centre CWZ is focused around the Victoria Road West corridor, which includes shopping, dining, and other services and amenities. Other destinations within 2km of the CWZ include the sea front, Blackpool tramway stops, Cleveleys bus station, an employment hub on St George's Lane, and several primary schools - Anchorsholme Primary Academy, Manor Beach Primary School, Norbreck Primary Academy, Northfold Community Primary School, and Royles Brook Primary School.

Figure 92. Cleveleys town centre (Victoria Road West near Cleveleys Avenue, facing east)

6.3.7.1. Potential Key Issues

- Severance along the A587 (dual carriageway with tram in central reserve, high flows), making east/west movement more difficult.
- Amounderness Way (A585) also creates severance issues for east/west movement, dividing the local street network.
- Existing footway surface quality and accessibility.

6.3.7.2. Potential Opportunities and Walking Infrastructure Interventions

- Investigate potential need for traffic calming measures to support existing 20mph speed limits.
- Consider extending the existing 20mph speed limit in the town centre to Victoria Road West (or a portion thereof) and the residential neighbourhoods south of Victoria Road West.
- Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic, supporting the new Highway Code and prioritise pedestrian movement.
- Consider pedestrianisation (e.g., bus gate or time of day access restrictions) of Victoria Road West, west of the A587.
- Consider opportunities to declutter, refresh and soften the public realm, such as plantings (e.g., street trees), parklets, cycle parking, places to rest (seating), shelter, removing guardrail / unnecessary street furniture and resurfacing.
- Consider potential opportunities for safer, greener and healthier streets measures to reduce through vehicle traffic and prioritise/ encourage active travel, such as the residential areas north and south of the town centre.
- Consider a network of mobility hubs across the CWZ to encourage uptake of active travel modes, support first/last mile connections to the bus station and tram stops, and support place-making.
- Review desire lines and potential need for additional or improved crossings, particularly along the key walking routes within the CWZ and linking to other key destinations (e.g. tram stops on A587). Consider additional permeability across the tramway. Review the junction of A587/Victoria Road West (4 pedestrian collisions in last 5 years) to improve pedestrian provision.
- Review accessibility throughout the CWZ and provide appropriate tactile paving, drop kerbs, etc.
- Investigate opportunities for 'school streets' and other measures to improve road safety and encourage walking and cycling to school, such as Manor Beach Primary School (via Manor Drive).
- Review existing wayfinding and consider potential updating, such as providing totems.
- Review / improve accessibility at bus and tram stops.
- Review / prohibit footway parking to allow sufficient space for pedestrians, including wheel chair users, prams, etc.
- Incorporate improvements for cycle corridors 6, 17, 18 and 19, which traverse the CWZ.

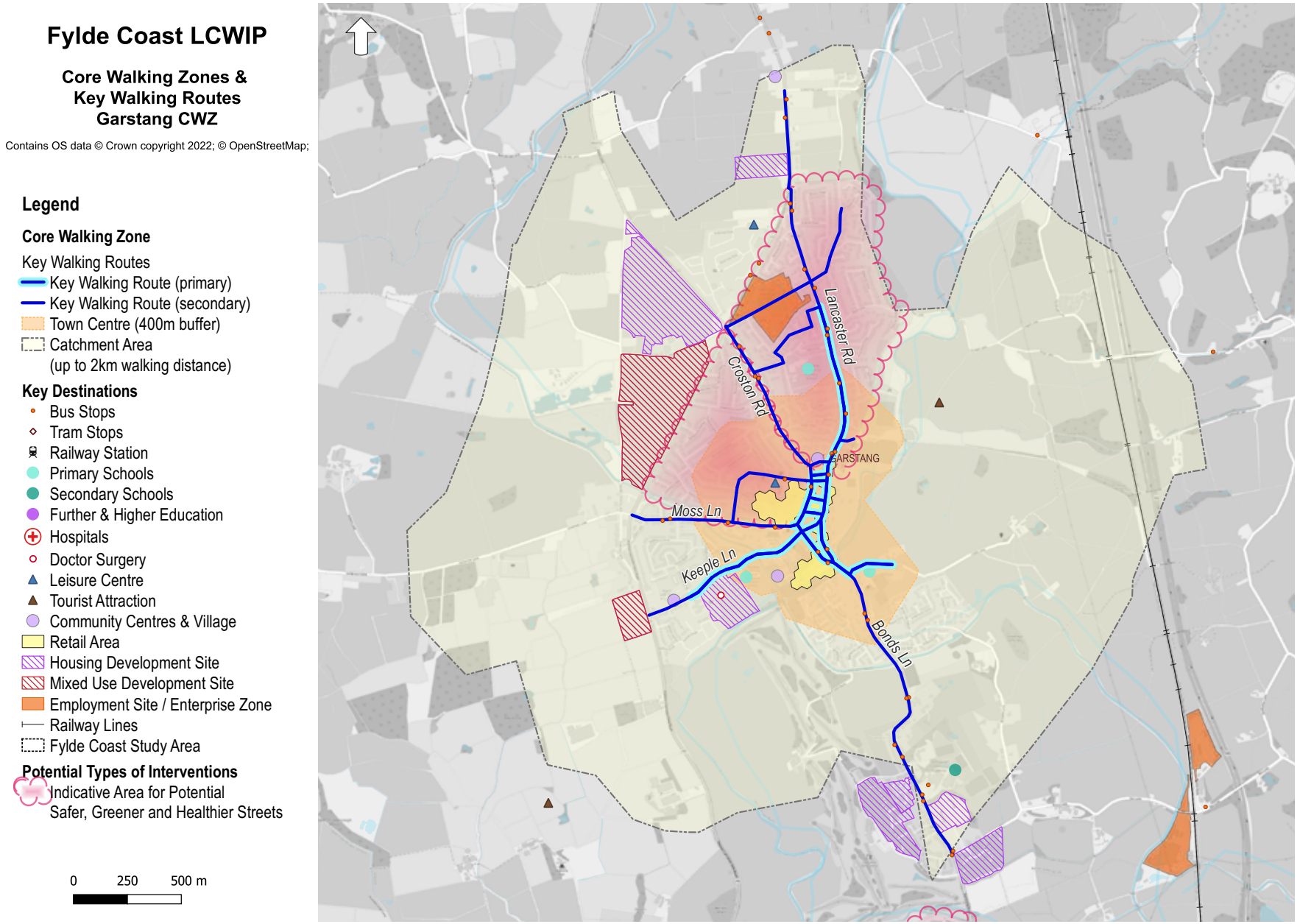


Figure 93. Garstang town centre (CWZ 5)

6.3.8. Garstang Town Centre (CWZ 5)

The Garstang town centre CWZ is focused around the Park Hill Road / High Street one-way system, which includes shopping, dining, and other services and amenities. Several schools are also within the CWZ (St Thomas CofE Primary School, St Mary and Michael Catholic Primary School), as well as Garstang Leisure Centre

Other destinations within 2km of the CWZ include Garstang Community Primary School, Garstang Scouts and Guides, Garstang Medical Practice, Garstang Community Academy, Leachfield Industrial Estate and Acresfield Health Club & Spa. There is also a large development area west of the CWZ.

Figure 94. Garstang town centre (High Street, facing north)

6.3.8.1. Potential Key Issues

- Severance caused by the Lancaster Canal, which traverses the west side of the CWZ.
- Narrow streets within the CWZ, which constrain potential options for improvements.
- B6430 high vehicular flows with minimal provision for pedestrians .

6.3.8.2. Potential Opportunities and Walking Infrastructure Interventions

- Investigate potential need for traffic calming measures to support existing 20mph speed limits.
- Consider extending the existing 20mph speed limit in the town centre to include the main links / key walking routes to/from the town centre - Croston Road, High Street (B6430), and Moss Lane.
- Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic, supporting the new Highway Code and prioritise pedestrian movement.
- Consider a bus gate or time of day vehicle access restrictions on High Street to reduce vehicle traffic and speeds and prioritise pedestrian movement.
- Investigate potential to mitigate areas with narrow footways by widening the footway and narrowing carriageway where possible.
- Consider potential opportunities for safer, greener and healthier streets measures to reduce through vehicle traffic and prioritise/ encourage active travel, such as the residential areas west and north of the town centre.
- Consider a network of mobility hubs across the CWZ to encourage uptake of active travel modes for local trips and support place-making.
- Review desire lines and potential need for additional or improved crossings, particularly along the key walking routes within the CWZ and linking to other key destinations.
- Review accessibility throughout the CWZ and provide appropriate tactile paving, drop kerbs, etc..
- Investigate the potential for a pedestrian bridge parallel to the existing bridge over the canal on Moss Lane to accommodate pedestrian movement.
- Investigate opportunities for 'school streets' and other measures to improve road safety and encourage walking and cycling to school, such as Garstang Community Primary School (via Oak Road).
- Review existing wayfinding and consider potential updating, such as providing totems.
- Review / improve accessibility at bus stops.
- Review / prohibit footway parking to allow sufficient space for pedestrians, including wheel chair users, prams, etc.
- Improve the canal tow-path as a leisure corridor through the town and improve access to the path to be accessible to all.
- Incorporate improvements for cycle corridors 23, 44 and 91, which traverse the CWZ.

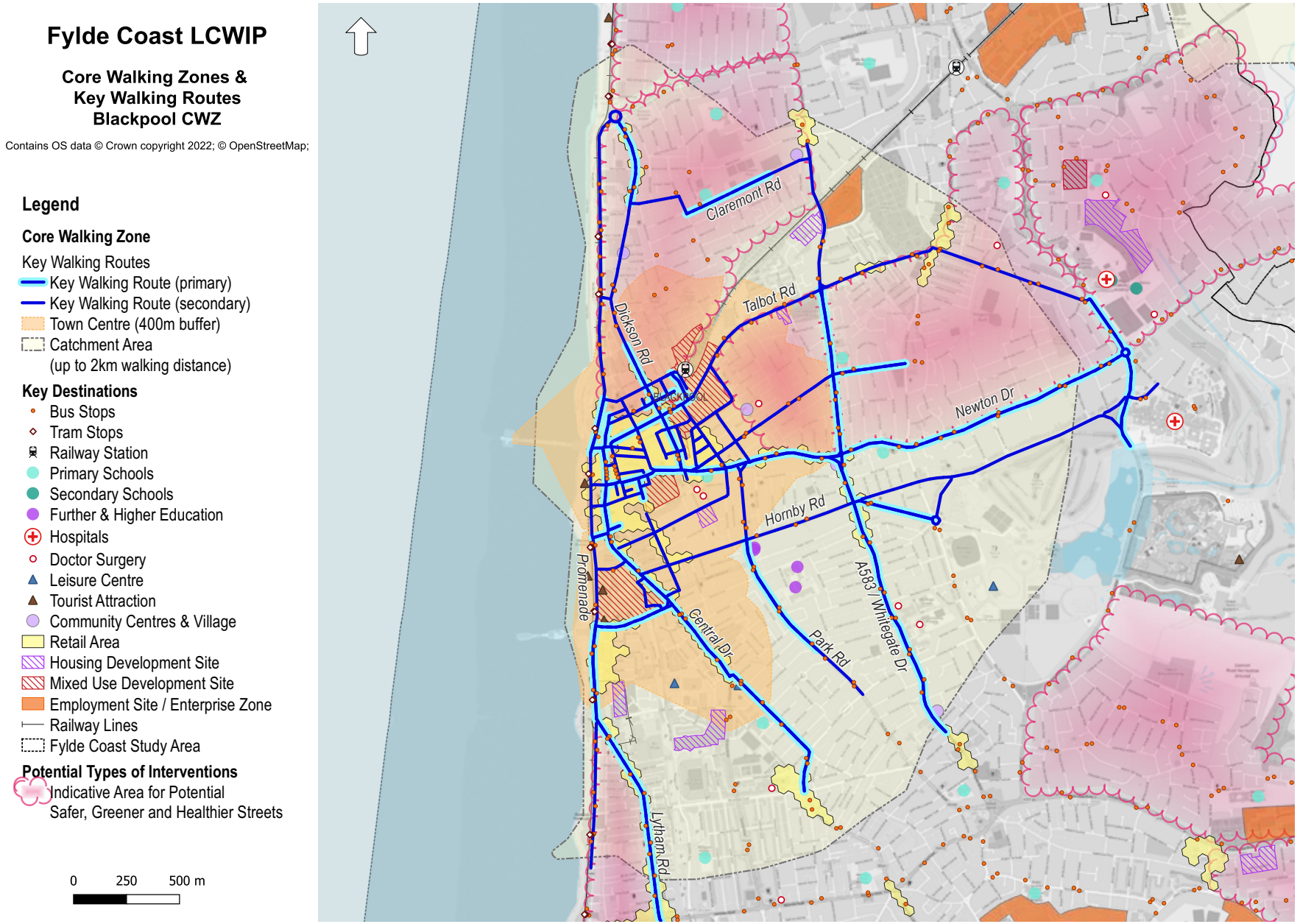


Figure 95. Blackpool town centre (CWZ 7)

6.3.9. Blackpool Town Centre (CWZ 7)

The Blackpool town centre CWZ is a large area encompassing the main retail, tourism, and leisure attractions of North Blackpool and the Promenade / sea front. Public transport facilities include Blackpool North railway station and the Blackpool Tramway.

Given the size of the CWZ, the main focus for improvements would be on the town centre itself. However, as per DfT guidance, other destinations within 2km of the CWZ were also noted. These include educational facilities such as: Blackpool Gateway Academy, Devonshire Primary Academy, Holy Family Catholic Primary School, St Kentigern's Catholic Primary School, Revoe Learning Academy, and Westminster Primary Academy. Also within the CWZ buffer are two leisure centres, a major employment site (Burton's Biscuits), and several housing development sites. The CWZ also includes several strategic sites of the local plan (the central business district (CBD), Winter Gardens, and the Leisure Quarter).

Figure 96. Blackpool town centre (Church Street near Abingdon Road, facing east)

6.3.9.1. Potential Key Issues

- Severance created by the railway line to the north east of the CWZ.
- High traffic flows along the Promenade.
- High concentration of activities and trip attractors, including many tourist attractions with seasonal / high fluctuations in demand.
- Complicated network with mix of one-ways and pedestrianised streets.
- Relatively high concentration of pedestrian collisions in the town centre area.
- Amongst the most deprived areas in England.[1]
- Conflict between pedestrians and cyclists along the Promenade on existing shared facilities.
- Lack of greenery / 'harsh' character of streetscape.
- Perception of car usage and parking being linked to economic prosperity.
- Anti-social behaviour in the town centre area.

6.3.9.2. Potential Opportunities and Walking Infrastructure Interventions

- Consider expanding the existing pedestrianised area of the town centre. Improve compliance with vehicle restrictions in existing pedestrian zones.
- Investigate potential for a 20mph speed limit across the town centre, along with associated traffic calming measures.
- Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic supporting the new Highway Code and prioritise pedestrian movement.
- Consider opportunities to reallocate road space, declutter, and refresh and soften the public realm, such as plantings (e.g., street trees), parklets, cycle parking, places to rest (seating), shelter, removing guardrail / unnecessary street furniture and resurfacing. Reallocate space from on-street parking to reduce car-dominance and traffic flows.
- Review desire lines and potential need for additional or improved crossings, particularly along the key walking routes within the CWZ and linking to other key destinations.
- Provide additional crossings along the Promenade.
- Consider kerb buildouts to recess on-street parking, widen the public realm, and improve visibility at informal crossing points.

1 Indices of multiple deprivation

- Consider potential opportunities for measures to reduce through vehicle traffic and prioritise/ encourage active travel. There is high potential to create 'quiet routes' for active travel and safer, greener and healthier streets (SGHS) within the dense urban street network of Blackpool.
- Consider a network for mobility hubs at the railway stations and across the CWZ to encourage uptake of active travel modes and support placemaking.
- Investigate opportunities for 'school streets' and other measures to improve road safety and encourage walking and cycling to school. The existing street network would likely support closure of access points on local streets during school arrival/dismissal times.
- Review / improve access to bus and tram stops.
- Review / prohibit footway parking to allow sufficient space for pedestrians, including wheel chair users, prams, etc.
- Review existing wayfinding and consider potential updating, such as providing totems or incorporating public art.
- Provide segregated cycle facilities. Incorporate improvements for cycle corridors 5, 6, 16, 17 and 86, which traverse the CWZ.

6.4 Examples of Pedestrian Infrastructure

The following pages provide examples of types of infrastructure that could be considered in the Fylde Coast LCWIP proposals to improve facilities for people walking, as referenced in Section 6.3.

Uncontrolled Crossing
Provide tactile paving and dropped kerbs at side roads and crossing points following the desire lines where the visibility is good and traffic speeds and flows are appropriate to facilitate pedestrian crossings. A refuge island can be provided if the carriageway width allows, enabling a crossing to be made in stages.

Zebra or Parallel Crossing
Provide priority for people walking, wheeling and cycling at a crossing location, minimising the delay for non-motorised users and improving the directness of the route.

Signalised Crossing
Provides a controlled crossing for people walking and wheeling, improving user comfort and safety, reducing delay for non-motorised users at busy streets where there are limited gaps in traffic, and connecting off-carriageway facilities. (*Image: LCC)*

Raised Table (Side Road Entry Treatment)
Reinforces the Highway Code 2022 update by enhancing priority for people walking and wheeling and making the side road crossing easier and more convenient by maintaining the continuity of the route at footway level. It indicates pedestrian activity, encourages lower traffic speeds, and more driver attention. Variations also referred to as a continuous footway, blended crossing or Copenhagen crossing, as shown above.

Raised Junction
Similar to the raised table, a raised junction reinforces the updated Highway Code (2022) by enhancing priority for the most vulnerable road users, encourages motorists to reduce speeds at a junction, and also provides uncontrolled crossing facilities at all arms of a junction. Proposal to also consider tightening the junction.

One-way System
Reallocates space from the carriageway to footways, public realm, cycle facilities and/or parking. Reduces conflicts at junctions.

Raised Loading/Parking Pad
Reallocates carriageway space to the footway, providing a wider, more comfortable pedestrian environment. The pads may be used for servicing or parking as needed, but allow a more flexible use of space to better accommodate pedestrians and narrow the carriageway.

Review On-street Parking
Ensures footway width is maintained to accommodate wheelchair users, mobility scooters, or prams. Supports a more attractive, accessible and safer walking and wheeling environment; allows safer and easier informal crossings; and improves visibility.

Pedestrian Priority Street
Reduces vehicle dominance of the street and prioritises people walking, wheeling and cycling. Features may include a raised carriageway to provide a more flexible space for all users, distinct materials to delineate space for different users, low traffic speeds, and/or vehicle access restrictions. (*Image: LCC)*

Safer, Greener and Healthier Streets
Residential (primarily) areas with features that increase the comfort, safety and accessibility of walking, wheeling and cycling; create space for community facilities; and reduce the dominance of cars resulting in improved safety, air quality and noise pollution to encourage more walking, cycling and social interactions.

Wayfinding System
Improves the coherence of the walking network, making it easier for people to navigate through the area and encouraging more trips to be taken on foot. A consistent system should be applied town/area-wide.

Modal Filter
Supports a safer, more attractive environment for walking, wheeling and cycling by reducing motor vehicle traffic and permitting more direct, convenient access by foot or by cycle. Modal filters may be configured to permit access by certain vehicles (e.g., emergency vehicles, buses, blue badge holders). (*Image: LCC)*

Places to Rest
A component of 'Healthy Streets' principles, more specific and localised public realm improvements providing a pedestrian friendly environment with places to sit and rest, shelter opportunities, planters and planting offering shade and enhanced public realm.

School Street
Implements timed vehicle access restrictions during school arrival/dismissal times to encourage more pupils to walk and cycle to school and improve the safety, comfort, and attractiveness of these modes. School streets may be configured to permit access by certain vehicles.

Lower Speed Limit
Improves safety for all road users and fosters a more comfortable environment for walking, wheeling and cycling. It should be supported by traffic calming measures, as needed, to make the speed limit self-enforcing. An area-wide policy could be considered rather than changes on a street by street basis.

7. Next Steps

7.1 Next Steps

The Fylde Coast LCWIP sets out a long-term strategy for the future active travel network including potential infrastructure to improve conditions for people walking, wheeling and cycling and support a shift from car journeys to sustainable modes. Development of the LCWIP is the first step in the process to support future investment in active travel.

Stages 1 - 4, summarised in this report, developed initial preferred networks for cycling, walking and wheeling within the Fylde Coast study area, with the focus on identifying strategic/primary corridors for cycling and primary core walking zones.

Further steps in the LCWIP development process are anticipated to include:

Prioritisation (stage 5)

Develop a process (e.g., multi-criteria assessment framework (MCAF)) to prioritise the cycle corridors and CWZs and their potential cycling and walking infrastructure measures. This could include information from the data gathering stage (e.g., potential demand), stakeholder feedback and support, alignment with other policies, timescale, cost, existing condition, or other factors.

This stage may also include:

» Continued stakeholder engagement to obtain feedback and input on the LCWIP outputs.
» Audits of the prioritised areas (e.g., using the walking route assessment tool (WRAT), route selection tool (RST), Active Travel England tools) to better understand existing conditions, issues, opportunities, constraints and compliance of potential interventions with best practice design guidance.
» Review and refinement of the initial concepts for potential improvements outlined in stages 3 (Section 5.3) and 4 (Section 6.3), as needed, based on further engagement feedback and information from the audits.

Integration and Application (stage 6)

Integrate the LCWIP into other local planning and transport policies, strategies, and delivery plans. The LCWIP report should be used to support the case for further stages of design, assessment, stakeholder engagement and secure funding to progress interventions for the corridors and areas identified.

As funding becomes available (e.g., Active Travel Fund, Levelling-Up Fund), advance LCWIP proposals through the scheme development and delivery process, including feasibility and preliminary design, detailed design, and implementation.

The LCWIP should be viewed as a 'living document' and reviewed and updated periodically to reflect evolving needs and opportunities. This could be in response to significant changes in local circumstances, such as the publication of new policies or strategies. Additional active travel opportunities may also be identified and incorporated into the LCWIP in response to major new development sites and as walking and cycling networks mature and expand.

8. Appendix

Summary of Cycle Network

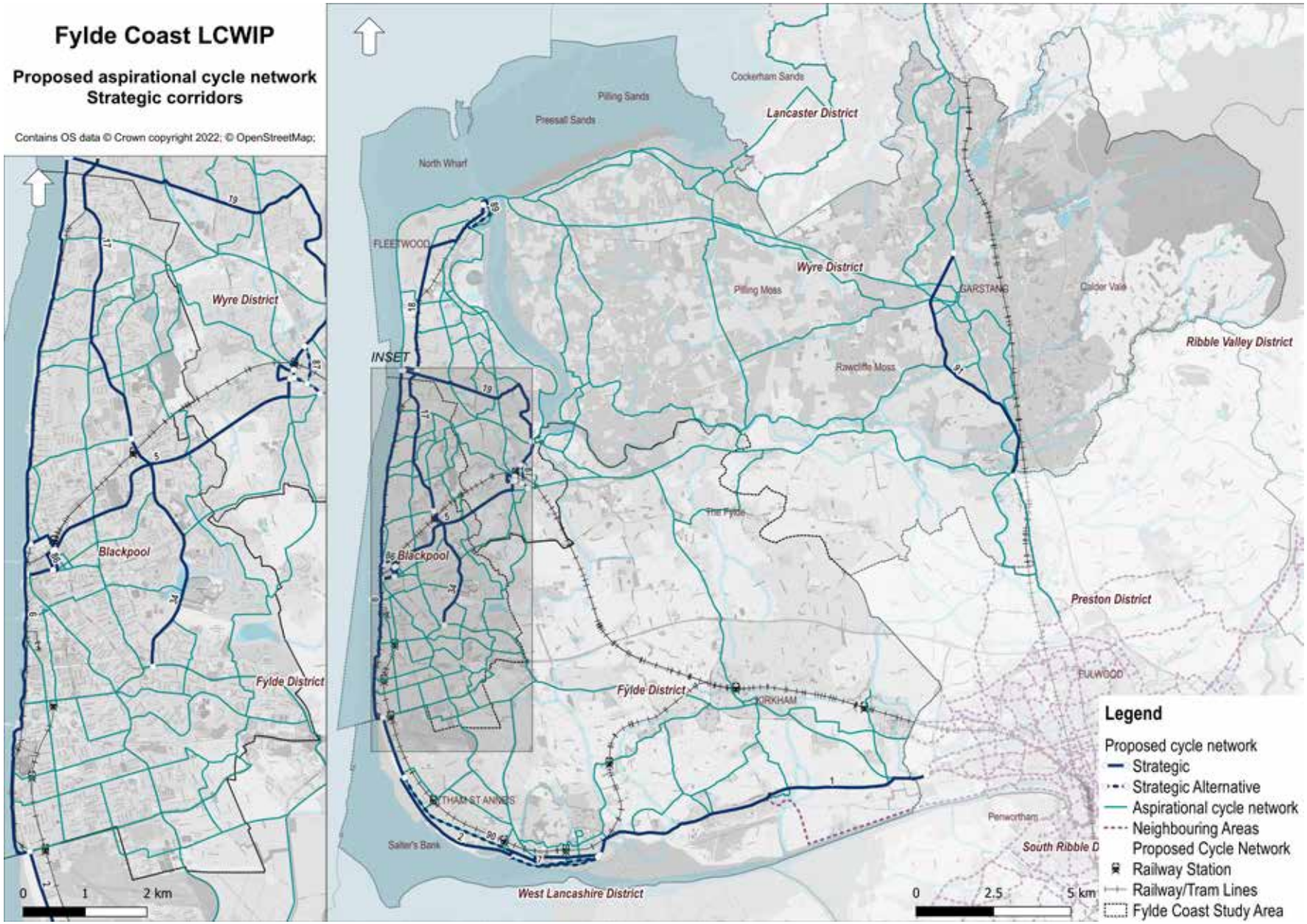


Figure 97. Summary of strategic cycle corridors

Table 37. Summary of strategic cycle corridors

Strategic			
ID	Cycle Corridor	Length (m)	Area
1	Preston to Lytham via Freckleton (Coastal)	11512	Fylde
2	Lytham to St Anne's (Coastal)	9863	Fylde
5	Poulton-Le-Fylde to Blackpool	7357	Wyre / Blackpool
6	Blackpool (coastal - path)	11823	Blackpool
17	Cleveleys to Layton Railway Station	5003	Blackpool
18	Fleetwood to Cleveleys	7430	Wyre
19	Cleveleys to Skippool via Thornton	6348	Wyre
34	Layton Railway Station to Blackpool Zoo and Marton	4190	Blackpool
86	Blackpool North Railway Station	1862	Blackpool
91	A6 Garstang to Catterall	8631	Wyre
7	Lytham (coastal - path)*	3166	Fylde
87	Poulton Local*	1134	Wyre
89	Fleetwood port*	1397	Wyre
90	Beach Road Clifton Drive - Lytham to St Anne's*	7281	Fylde

* Routes with the asterisk (*) indicate an alternative alignment to the main corridor

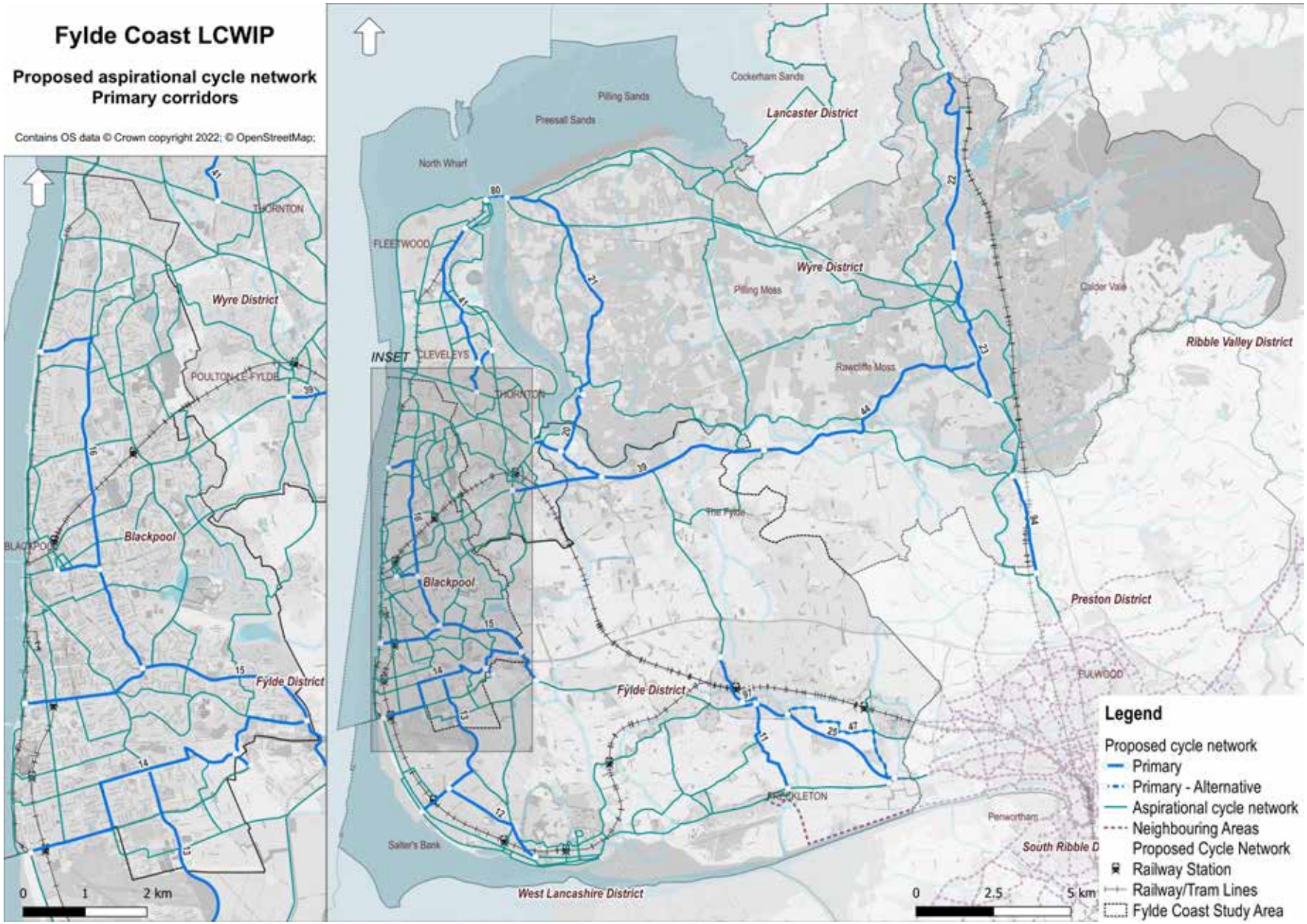


Figure 98. Summary of primary cycle corridors

Table 38. Summary of primary cycle corridors

Primary			
ID	Cycle Corridor	Length (m)	Area
11	Kirkham to Freckleton	5527	Fylde
12	Lytham to St Anne's (via High School)	4848	Fylde
13	St Anne's to Common Edge	4566	Fylde / Blackpool
14	Mereside to Squires Gate RS	6742	Blackpool
15	Mereside to Blackpool South RS	6350	Blackpool
16	Bispham to Marton	7185	Blackpool
20	A585 - Hambleton to Skippool	4865	Wyre / Fylde
21	Knott-End-On-Sea to Hambleton via Stalmine	8542	Wyre
22	Forton to Garstang (A6)	6789	Wyre
23	Garstang to Catterall (B6430)	5156	Wyre
25	Kirkham to Preston (A583)	5278	Fylde
39	Poulton to Great Eccleston (A585)	8459	Wyre / Fylde
41	Fleetwood to Thornton (Fleetwood Road)	6694	Wyre
44	Great Eccleston to Catterall (A586)	8639	Wyre
94	A6 Myerscough College to Preston	3263	Wyre

Primary			
ID	Cycle Corridor	Length (m)	Area
47	Kirkham to Preston (NCN)*	5412	Fylde
80	Fleetwood to Knott-On-Sea ferry*	707	Wyre
97	Church Street*	664	Fylde

* Routes with the asterisk (*) indicate an alternative alignment to the main corridor

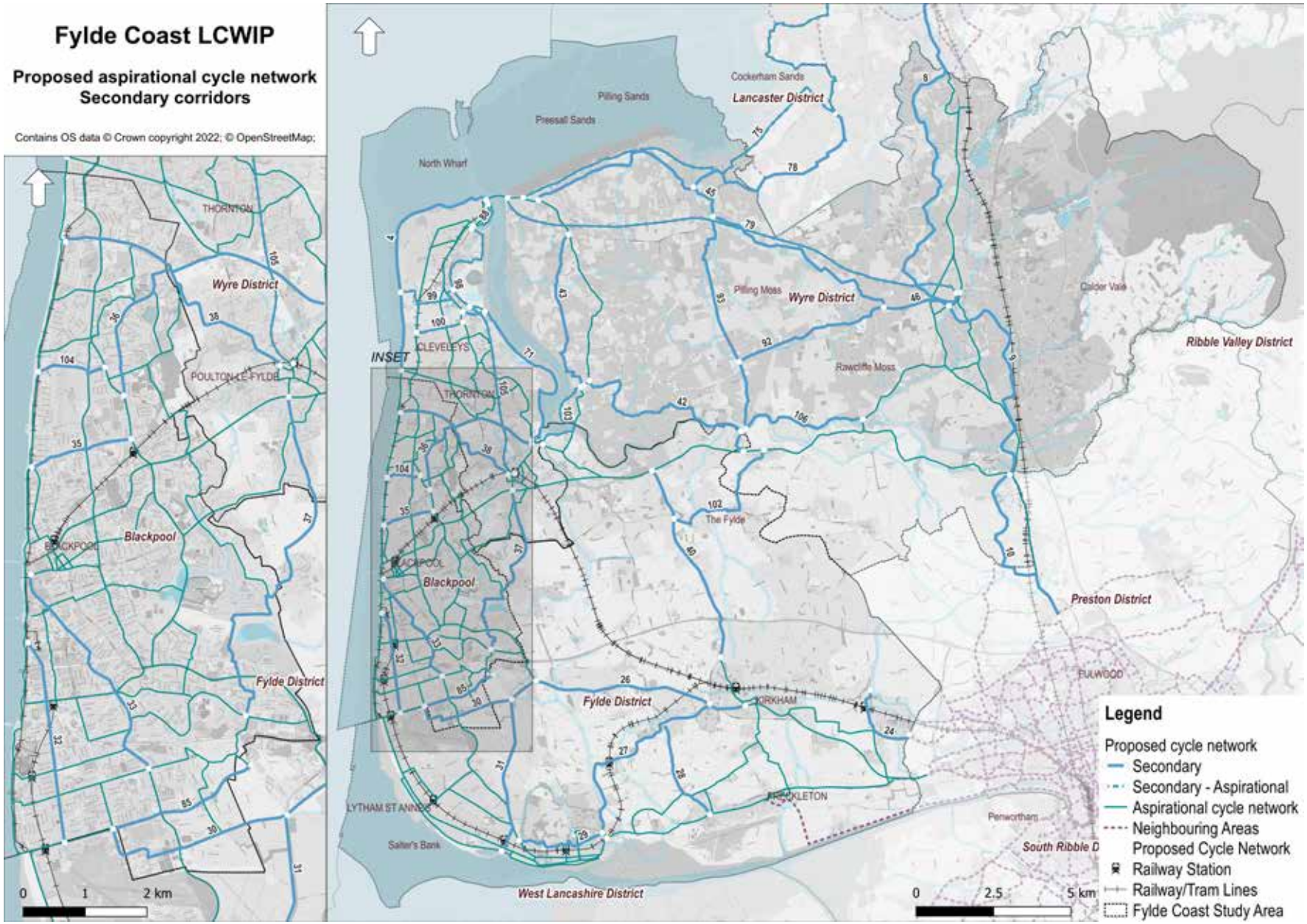


Figure 99. Summary of secondary cycle corridors

Table 39. Summary of secondary cycle corridors

Secondary			
ID	Cycle Corridor	Length (m)	Area
4	Cleveleys to Fleetwood (coastal - path)	7906	Wyre
8	Galgate to Garstang (Canal)	12919	Wyre
9	Garstang to Myerscough College (Canal)	8202	Wyre
10	Wyre to Preston (Canal)	6534	Wyre
24	Salwick Railway Station to Guild Wheel	2744	Fylde
26	Kirkham to Merton (A583)	7050	Fylde
27	Lytham to Kirkham via Moss Side	7036	Fylde
28	Freckleton to Wrea Green	3562	Fylde
29	Lytham to Ansdell	3416	Fylde
30	Mereside to Great Marton Moss	4377	Fylde / Blackpool
31	Marton to St Anne's (rural)	5194	Fylde
32	Squires Gate to Manchester Square (Lytham Road)	3322	Blackpool
33	Blackpool to Common Edge	4022	Blackpool
35	Layton Railway Station to Gynn Square	1699	Blackpool
36	Skippool to Layton Railway Station via Blackpool College	5397	Wyre / Blackpool
37	Poulton-Le-Fylde to Mereside	6698	Wyre / Blackpool

Secondary			
ID	Cycle Corridor	Length (m)	Area
38	Poulton-Le-Fylde to Anchorsholme Park	4643	Wyre / Blackpool
40	A585 - Kirkham to Garstang New Road	6695	Fylde
42	Great Eccleston to Hambleton	7823	Wyre
43	Knott-End-On-Sea to Hambleton (rural)	5716	Wyre
45	Knott-End-On-Sea to Pilling	7618	Wyre
46	Garstang to Pilling	9731	Wyre
71	River Wyre route	6898	Wyre
78	NCN Aspiration coastal route to Lancaster	7275	Wyre
85	Squires Gate - Progress Way	2548	Blackpool
92	Garstang to Great Eccleston	7655	Wyre
93	Great Eccleston to Pilling	5296	Wyre
102	Great Eccleston To Thistleton	4932	Wyre / Fylde
104	Bispham to Promenade	1192	Blackpool
106	Rawcliffe Road	4418	Wyre
75	NCN Aspiration coastal route (path) to Lancaster*	21192	Wyre
79	Old railway lines - Knott-on-Sea to Garstang*	15407	Wyre

Secondary			
ID	Cycle Corridor	Length (m)	Area
88	Fleetwood port (coastal path)*	1302	Wyre
98	Fleetwood Loop - River Wyre*	4369	Wyre
99	Fleetwood Loop - Rossal Lane*	2580	Wyre
100	Fleetwood Loop - College Farm*	1624	Wyre
103	Hambleton to Skippool via coastal paths*	3434	Wyre / Fylde
105	Old railway lines*	5864	Wyre

* Routes with the asterisk (*) indicate an aspirational alignment

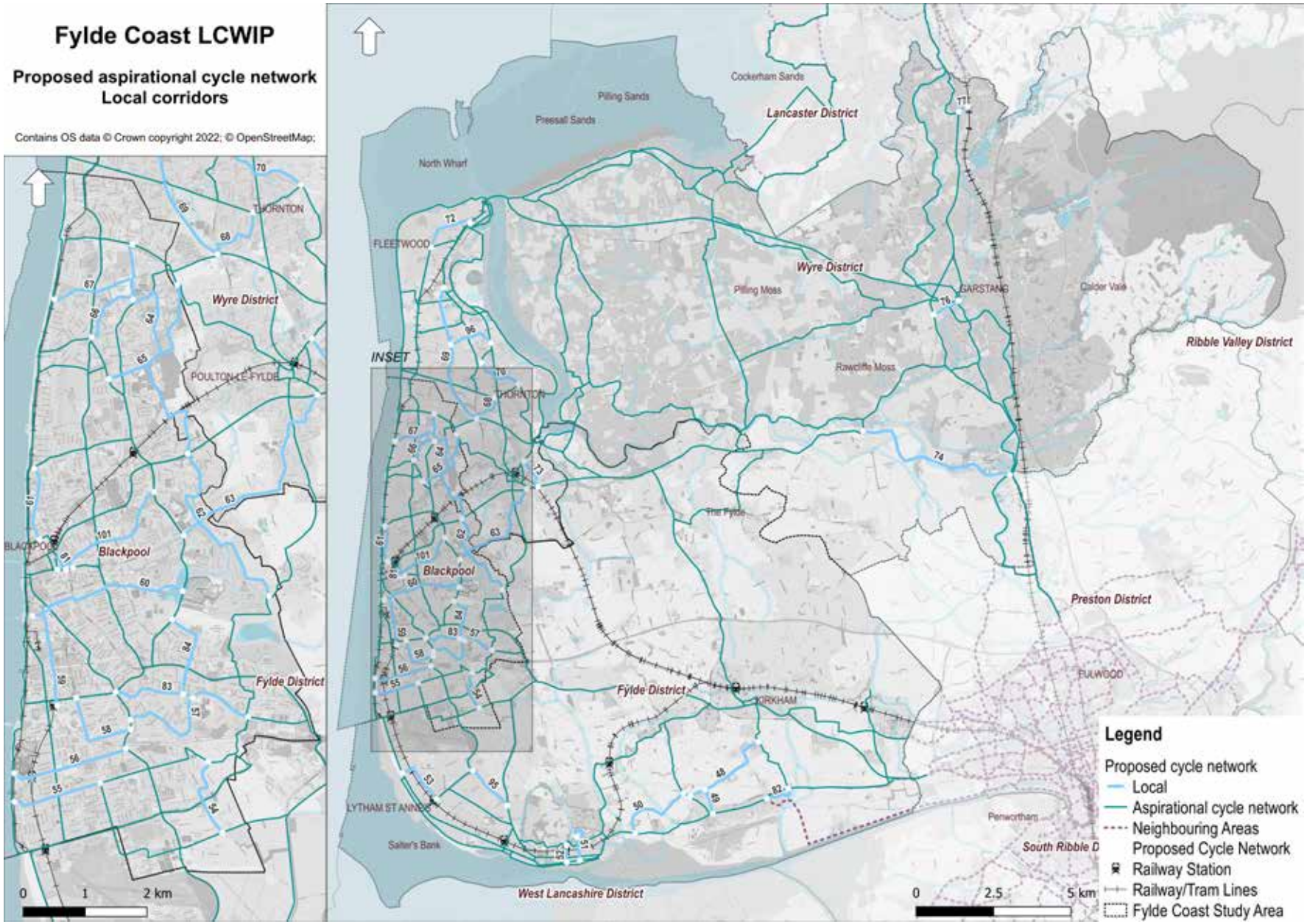


Figure 100. Summary of local cycle corridors

Table 40. Summary of local cycle corridors

Local			
ID	Cycle Corridor	Length (m)	Area
48	Helical Technology (NCN)	3112	Fylde
49	Freckleton	818	Fylde
50	Fylde (NCN)	2600	Fylde
51	Queen Elizabeth II Park (Lytham)	1546	Fylde
52	Lytham (connector)	547	Fylde
53	St Anne's-on-the-sea RS	1657	Fylde
54	Marton Moss	1414	Blackpool
55	Highfield Academy	1487	Blackpool
56	Blackpool Pleasure Beach RS	2072	Blackpool
57	Cherry Tree Road	2750	Blackpool
58	Southshore Academy	1427	Blackpool
59	Seasiders Way	1687	Blackpool
60	Stanley Park	2759	Blackpool
61	North Shore	1206	Blackpool
62	Heron's Reach Golf Course	3392	Blackpool
63	Poulton-Le-Fylde to St Mary's	3658	Wyre
64	Blackpool & Fylde College	4723	Blackpool
65	Moor Park	2267	Blackpool
66	Bispham	1136	Blackpool
67	Whiteholme playing fields	1367	Blackpool
68	Thornton (Art College)	1157	Wyre
69	Amounderness Way	4656	Wyre
70	Thornton	1579	Wyre
72	Fleetwood	1728	Wyre

Local			
ID	Cycle Corridor	Length (m)	Area
73	Little Poulton	1053	Wyre
74	Myerscough College	5722	Wyre
76	Garstang (connector)	935	Wyre
77	Forton (connector)	420	Wyre
81	A586	626	Blackpool
82	Freckleton local	1088	Fylde
83	Penrose Avenue	1335	Blackpool
84	Link to Blackpool Zoo/ Stanley Park	1518	Blackpool
95	Heyhouse Lane	1601	Fylde
96	Bourne Way Thornton	1542	Wyre
101	Caunce Street	2178	Blackpool

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