

REPORT FROM: NEIGHBOURHOOD SERVICES MANAGER

TO: EXECUTIVE

DATE: 20 AUGUST 2015

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**EAST LANCASHIRE HIGHWAYS AND TRANSPORT MASTERPLAN:
UPDATE**

PURPOSE OF REPORT

To update members on the latest position regarding the various elements of the Masterplan.

RECOMMENDATIONS

- (1) That the report be noted.
- (2) That the County Council be advised of any concerns that this Council has with the progress made.

REASON FOR RECOMMENDATIONS

- (1) To ensure that Pendle's aspirations are met as far as possible regarding the East Lancashire Highways and Transport Masterplan.

BACKGROUND

1. A report was submitted to the Executive on 14 November 2013.
2. The relevant minute reads:

"The Head of Central and Regeneration Services submitted a report advising of the County Council's consultation on the draft East Lancashire Transport Masterplan. The Masterplan was subject to a six-week public consultation exercise which would close on 6 December, 2013.

It set out various options for a future transport strategy for Blackburn with Darwen, Burnley, Hyndburn, Pendle, Ribble Valley and Rossendale to 2026 and beyond.

The consultation document covered three strands:

Connecting East Lancashire
Travel in East Lancashire
Local Travel

The key areas for consideration within Pendle focused around the Colne and Skipton Railway Line and the A56 Colne to Foulridge Bypass. The County Council had acknowledged that Colne was relatively isolated on the rail network. Therefore, the Masterplan indicated that the County Council would commission a Rail Connectivity Study with a particular focus on enhancing connectivity between East Lancashire and Manchester.

With regard to the A56 Colne to Foulridge Bypass the outcome of a study to see whether a bypass was still the most appropriate solution to the traffic problems in Colne was attached to the consultation. The County Council had indicated that their preferred option was the "Brown Option". It was acknowledged that further work was required to develop this option and take it forward as part of the Major Transport Schemes Programme.

RESOLVED

- (1) That the draft East Lancashire Highways and Transport Masterplan issued for consultation by Lancashire County Council be noted.
- (2) That the draft response to the questionnaire on the Masterplan, as shown at Appendix A attached to the report, be endorsed.
- (3) That the Chief Executive, in consultation with the Leader, be granted delegated authority to agree a detailed response, subject to the response being circulated to Members of the Executive, before submission to the County Council on the issues for Pendle.
- (4) That Council be recommended to endorse the County Council's preferred option (the "Brown Route") for the Colne to Foulridge Bypass as the Council's preferred option.

REASON

To ensure that the Council's views on the East Lancashire Transport Masterplan are submitted as part of the current consultation exercise.

3. The letter at Appendix 1 was sent to the County Council.
4. Updates are set out below.

COLNE TO FOULRIDGE BYPASS

5. Set out below is the Executive Summary from the County Council's report to Cabinet on 9 July 2015.

"The M65 to Yorkshire Corridor study was commissioned by Lancashire County Council to investigate whether a bypass remains an appropriate solution to Colne's current congestion and to accommodating potential development proposals that could put more traffic on the local network. The results of the study have been published as part of the East Lancashire Highways and Transport Masterplan ('the Masterplan').

Public consultation response during the preparation of the Masterplan supported further detailed study to update traffic evidence and draw up detailed design proposals for options to resolve Colne's congestion problems. Included as part of this study is the prospect for improvements along the North Valley to increase capacity in the absence of a bypass, as well as detailed consideration of all possible routes for an A56 Colne to Foulridge bypass.

Jacobs UK Ltd were commissioned to undertake the first stage of this work, to collect, analyse and report on up to date information on traffic movements along the main corridors that feed the A6068 in the North Valley.

The purpose of the preliminary report produced as part of the Jacobs commission, presented at Appendix A, has been to identify and quantify specific traffic movements, with the following key aims:

- To establish the origins and destinations of external trips that route through Colne (ie through traffic) to identify the main traffic desire lines / traffic corridors;
- To use a corridor based analysis methodology to determine which routes/corridors traffic is using (either internal to Colne or external to external movements).
- To provide an assessment of minor routes to the north of Colne to identify the extent to which they are used as rat-runs to avoid town centre congestion.

The report provides a summary of the data collection exercise undertaken, including the type of data collected and its intended purpose. The report then outlines how this data has been processed and incorporated into a suitable analysis to provide a preliminary interpretation of the road side interviews (RSI).

Based on this preliminary analysis, Jacobs conclude that the volumes and proportions of through traffic indicates that the two major through movements both make significant contributions to Colne's traffic problems. Their report acknowledges that further detailed traffic modelling work will be required to identify and take forward proposals to satisfactorily accommodate these movements.

Their report goes on to explain that, based on current traffic levels it is not possible at this stage to categorically state that any one specific corridor should be the primary focus of such work as opposed to further investigation that considers all movements.

At the time the East Lancashire Highways and Transport Masterplan was approved, a commitment was given to publish initial findings of this detailed survey work, particularly with regard to more strategic traffic of the sort that would be served by a bypass road of Colne and Foulridge.

This report proposes work to continue to identify options to relieve congestion in and around Colne, to include the development design and appraisal of physical improvements to relieve congestion in the town centre to include consideration of:

- the potential for further improvements online along the A6068 corridor;
- what options exist to support the movement of vehicles east-west through the town and
- in light of these considerations, whether a case continues for a bypass of Colne to the north west of the town, providing a link between the M65 and the A56 (a Colne–Foulridge Bypass or similar route).

Once this work has concluded, the County Council will be in a position to publish and consult on its findings with a view to developing a scheme of works and business case for funding.

Recommendation

- (i) To publish the Colne Traffic Study Preliminary Report and, based on its findings,
- (ii) To authorise officers to continue this traffic study, to develop, design and appraise potential solutions to relieve congestion in the town."

6. Appendix 2 to this report is the County Council's Stakeholder Briefing dated July 2015.
7. The next steps for the County Council (over the next three or four months) are:
 - complete the Route Management Strategy along North Valley;
 - convene a series of Options Workshops of stakeholders; and
 - develop a detailed traffic model.

BURNLEY/PENDLE GROWTH CORRIDOR

8. Appendix 3 (Stakeholder Briefing and Plan) relates to the proposed improvements to M65 Junction 12.
9. A similar scheme for M65 Junction 13 is being designed and costed at present.
10. There is also available (as part of the overall programme) £250,000 available for sustainable transport works in Pendle.

One proposal at present is that this is used to improve the public realm in the centre of Brierfield and improve the public transport (bus/walking/rail) access to Northlight (Brierfield Mill). Various options for this have been sketched out.

EAST LANCASHIRE ACCESSIBILITY STUDY

11. This is ongoing. The study will focus on travel between the main towns and employment areas, but will include travel to education and for leisure. It will also consider how public transport can best serve rural and remote areas of East Lancashire. In line with future funding requirements, the study will focus on where the greatest benefits can be achieved by enhancing accessibility.

Particular questions to be answered by the study include:

- How can public transport best benefit from the Colne to Foulridge Bypass?
- Is there merit to a bus scheme that would provide links around Burnley and Pendle districts in a way similar to Pennine Reach and that would link into both Pennine Reach and the Witch Way?
- How can Community Transport best evolve to meet the diverse transport needs of East Lancashire?
- What benefit would improving Burnley Rose Grove rail station and the interchange with Manchester Road bring?
- Colne bus station is not considered fit for purpose and the railway station is distant to it and very basic. If rail services improved to Colne, what would be needed to support interchange?
- Are improvements needed to other major bus facilities?
- Again, if rail services are enhanced, what could be done to improve rail station viability across East Lancashire and the links to bus and cycle networks?
- Is there any need for extra rail stations?

- What is the best way for public transport to support the rural economy and the residents of and visitors to our rural areas?
- Are there alternatives to traditional public transport for rural areas?
- Similarly, how do we best serve our remote towns and villages?

EAST LANCASHIRE RAIL CONNECTIVITY STUDY

12. The Stage 3: Conditional Output Statement was published in April 2015.

Extracts from the Shortlisted Options are at Appendix 4.

THE LANCASHIRE STRATEGIC TRANSPORT PROSPECTUS

13. Pendle's consultation response to this new document is at Appendix 5.

Regarding the reinstatement of the Colne to Skipton railway line, the last paragraphs in Appendices 4 and 5 refer.

IMPLICATIONS

Policy: None arising directly from the report.

Financial: The Executive agreed in February 2015 to carry forward £270k of that year's reduced prudential borrowing to provide resources in support of the Lancashire Growth Deal.

Legal: Pendle's financial contribution will be the subject of a legal agreement.

Risk Management: None identified.

Health and Safety: The works will improve the safety of pedestrians and cyclists and should reduce accidents.

Sustainability: As above.

Community Safety: As above.

Equality and Diversity: As above.

APPENDICES

Appendix 1: Letter sent to Lancashire County Council.

Appendix 2: County Council's Stakeholder Briefing dated July 2015.

Appendix 3: Proposed improvements to M65 Junction 12.

Appendix 4: Extracts from the Rail Improvements Shortlisted Options.

Appendix 5: Pendle's consultation response to the Lancashire Prospectus.

LIST OF BACKGROUND PAPERS

None.



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Chief Executive and Directors

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Date: 5th December 2013
Our Ref: SB/TT
Your Ref:
Ask for: Stephen Barnes
Direct line: 01282 661602

Dear Jo,

**East Lancashire Transport Masterplan
Response to Consultation**

Pendle Borough Council is grateful for the opportunity to comment on the Draft East Lancashire Transport Masterplan. We hope that, despite the tight timetable in which the consultation is taking place, you are able to take these comments on board in producing the final Masterplan.

On a general note, a number of studies are suggested in the Masterplan. Whilst we acknowledge the focus on individual areas within East Lancashire, we hope that these studies also take a strategic view of the road and rail network in the area with a focus on improving transport connectivity overall. It is clear to us that there is real potential for economic growth in East Lancashire and, from what we can gather, there is real business interest in the Masterplan proposals if this needs to be harnessed.

The Draft Masterplan acknowledges the key role that Pendle can play in the economic growth of Lancashire, and in particular, East Lancashire. We agree that there is a need to improve the physical connectivity of Pendle and East Lancashire to central Lancashire and beyond. Similarly, given Pendle's geography, we also believe that there are significant economic development opportunities through better connectivity to Yorkshire.

On specific matters within the consultation, we have the following comments:

- **Colne-Foulridge Bypass** - we welcome the completion of the 'M65 to Yorkshire Corridor Study' and note particularly the County Council's preference for 'the Brown Option' for the Colne-Foulridge Bypass. Pendle Council's Executive has considered this matter and has recommended to Full Council that the 'Brown Option' should be supported.

It is undoubtedly the case that there is a need to deal with the growing levels of congestion at the end of the M65 at Colne. Combined with the real potential for economic growth that a Colne-Foulridge Bypass would create by linking the growth corridor on the M65 to West Craven – home of some world-class advanced manufacturing companies. There is a compelling case for the development and implementation of the Bypass at the earliest opportunity.

Whilst acknowledging the need for the Colne-Foulridge Bypass, this should always be considered as the first phase of improved connectivity to the Yorkshire Region. Accepting that funding is limited we would, nevertheless, suggest that consideration be given to a second phase improvement between Foulridge-A59/Skipton (possibly in conjunction with North Yorkshire County Council). This may not be affordable within the life of the Masterplan but it is something we believe is necessary.

- ***Burnley/Pendle Growth Corridor Study*** – Also on the theme of creating opportunities for economic growth, we welcome the County Council's proposals to undertake a Burnley/Pendle Growth Corridor Study and look forward to our involvement in this study. There are clearly opportunities for economic growth along the M65 between Junctions 8 and 13 that can be exploited and it is vital that we are able to develop the right transport infrastructure to facilitate that growth.

Recent re-phasing and the installation of traffic lights at J10 in Burnley has shown significant reductions in queuing traffic, particularly at peak times. In determining the scope of the Study, we would like to suggest that it also considers similar improvements at Motorway junction 13 that lead onto the A6068 (Barrowford to Padiham Bypass) and A682 (to Nelson town centre and to Gisburn via Barrowford). Standing traffic on the eastbound M65 carriageway is now a real safety issue and can only get worse given recent planning permissions. Such a scheme, which would also provide a much needed pedestrian crossing facility, is supported by Lancashire Constabulary.

- ***East Lancashire Accessibility Study*** – we understand the complementary nature of the East Lancashire Accessibility Study to the major transport network improvements proposed in the report. In view of this, we support the work on the East Lancashire Accessibility Study and in particular the improvement to and coordination of bus, rail and cycling networks and facilities.
- ***Rail Connectivity Study*** –

The single track line from Gannow to Colne means that Brierfield, Nelson & Colne stations are relatively isolated in railway terms. Add to this that the route at the western end into Blackpool South is also single track and this, combined, provides an unreliable and inflexible service which provides an unacceptable level of performance to customers.

Given the reported news that journeys on the Blackburn to Manchester Victoria route have now been delayed by many months we urge an urgent review of how services can be 'connected' to provide efficient transfer facilities at Rose Grove for Pendle passengers wishing to take full advantage of the new Todmorden Curve.

We would also request that the West<>East Blackpool-Colne & North<>South Clitheroe-Manchester routes be looked at as a whole with the possibilities of "L" shape routing, ie Colne-Manchester be considered.

It is accepted that railways are very much part of the nation's future. The planned introduction of HS2 will increase this further and Pendle Council continues to support the campaign for the re-opening of our existing trans-Pennine route (with twin track and electrification) on the largely untouched track bed between Colne and Skipton.

This will provide extra capacity between East Lancashire and North and West Yorkshire for both passenger and freight traffic, as this new link should be seen as a strategic route between west coast and east coast main lines, and beyond.

This would link in to the already-electrified Aire Valley line and the aspirations to electrify the line between Preston and Hebden Bridge via Gannow.

I do hope you are able to take these comments into consideration in the final Masterplan.

Yours sincerely,



Cllr Joe Cooney
Leader of Pendle Borough Council



Stephen Barnes
Chief Executive

Colne Traffic Study Preliminary Report

July-2015

Following consultation on Lancashire County Council's draft Highways and Transport Masterplan for East Lancashire in 2013, Lancashire County Council committed to investigate options to improve congestion problems in Colne.

The masterplan, one of five covering Lancashire, proposed carrying out a number of pieces of detailed work to identify problems, gaps and opportunities affecting roads and public transport, to make sure that the area can grow and prosper in future without causing gridlock on the roads.

One of the key outcomes of the consultation was a commitment to take an open approach to investigate a long term solution to Colne's traffic problems, with the first step being to commission a traffic study to gain an up to date understanding of traffic movements in and around the town.

Following traffic studies carried out in autumn last year by Jacobs UK Ltd on behalf of the county council, an initial report has now been published, giving an initial, detailed, look at current traffic on the main roads in and around Colne.

Among the report's findings on traffic travelling into Colne are that:

- Around half this traffic ends its journey in the town, with the other half passing through to reach other destinations
- Of the traffic passing through the town, most of it travels along the key north–west routes and east–west routes, a trend that is seen throughout the day:
 - Traffic between the M65/A56 west of Colne and A6068 east of Colne represents approximately 46% of all through traffic in a day and
 - Traffic between the M65/A56 west of Colne and A56 north of Colne represent approximately 43% of all through traffic in a day.
- Just over 60% of traffic moving across the county boundary with Yorkshire uses the A6068 east of Colne.
- No impact was seen on traffic flows during the surveys as a result of road works on the M65 during July – December 2014.

These findings show that there is no clear case, based on existing traffic, to build a north-south bypass in preference to a more local solution that could potentially serve both Colne traffic and west-east 'through' traffic.

The county council will therefore now consider options for relieving congestion in and around Colne including:

- The potential for further improvements to the existing A6068 corridor.

- What could be done to make it easier for traffic to travel east-west through the town and
- If no alternative can be found, whether there is still a case for a bypass of Colne to the north west of the town, providing a link between the M65 and the A56 (a Colne-Foulridge Bypass or similar route).

Once this work has been completed, the county council will hold a full public consultation on the possible options that have been developed.

You can see the full report, including a summary report to the county council's cabinet member for highways and transport, here:

<http://council.lancashire.gov.uk/ieDecisionDetails.aspx?ID=7061>.

Burnley Pendle Growth Corridor - M65 J12 improvements

August 2015

Lancashire County Council is due to carry out improvements to junction 12 of the M65, and adjacent roads, beginning in August 2015 and we're writing to let you know more about our plans.

The scheme forms one element of an extensive 3-year programme of work being carried out as part of what is currently known as the Burnley Pendle Growth Corridor Investment Programme, which itself is part of the £250m Growth Deal secured from government by the Lancashire Enterprise Partnership.

The Burnley Pendle Growth Corridor will support economic growth in East Lancashire by reducing congestion, improving the reliability of travel times and increasing sustainable travel options. Improving the transport infrastructure will create the conditions for businesses to thrive.

The investment programme comprises improvements to junctions and nearby local roads between junction 6 of the M65 at Whitebirk and junction 14 at Colne. The estimated cost of the whole programme is £13.8m, with £8m due to be provided through the Growth Deal and the remaining £5.8m being met by local contributions from Lancashire County Council, district councils, and European and Regional Growth Funding (ERDF).

The work at J12, estimated to cost £1.4m, is due to start on Monday 17 August as a result of a decision recently agreed by Lancashire County Council to provide £250,000 upfront to allow work to start on site to take advantage of lower traffic levels during the summer.

What will the work involve?

In order to create extra traffic capacity the roundabout approaches will be widened and signalised. The number of traffic lanes will be increased to three at some sections of the roundabout and a new shared footway/cycleway will be created towards the south of the roundabout with safer crossing points.

At the Kenyon Road/Churchill Way junction the existing mini-roundabout will be removed and replaced by a signalised junction. This will allow traffic from Kenyon Road to emerge more easily.

Modifications will be made at the 'B&Q' roundabout (Churchill Way and A682) to increase traffic flow by creating a dedicated lane for traffic exiting from the motorway roundabout onto Churchill Way. A new pedestrian crossing refuge will be installed on Colne Road near the bus stop opposite Linedred Lane. A new shared footway/cycleway will be constructed on Linedred Lane and link to the roundabout.

Some improvement works such as tactile crossing points and footway widening will be introduced at the Churchill Way/Colne Road/Manchester Road roundabout.

At the junction of Colne Road/Railway Street/Halifax Road the traffic signals will be upgraded and safer crossing points will be introduced.

Traffic will be managed to minimise disruption by doing work which affects traffic lanes outside peak times wherever possible. Work which can only be completed by closing traffic lanes, such as resurfacing, will be done during the evening and overnight.

The work is due to take approximately 22 weeks, due for completion around the end of January 2016.

Traffic management

We're aware that this is a busy junction, and traffic will be managed to minimise disruption by doing work which affects traffic lanes outside peak times wherever possible. Work which can only be completed by closing traffic lanes, such as resurfacing, will be done during the evening and overnight.

We're conscious that work will be ongoing at the same time to replace the central barrier on the section of the M65 maintained by Lancashire County Council from junction 10 (Burnley) and junction 14 (Colne), and for the need to ensure traffic management for the two schemes is coordinated to avoid causing unacceptable delays to people's journeys.

An important element of traffic management for the M65 barrier work is that existing capacity, with two lanes of running traffic, will be maintained by using the hard shoulder, with a 50mph speed limit to be enforced by average speed cameras. As a result we anticipate that following an initial period while drivers adjust to the work taking place, traffic should flow quite evenly on the motorway, with delays to journeys being relatively minimal.

Further Information

Should you require any further information regarding the scheme please contact us using the details below:

Email: enquiries@lancashire.gov.uk

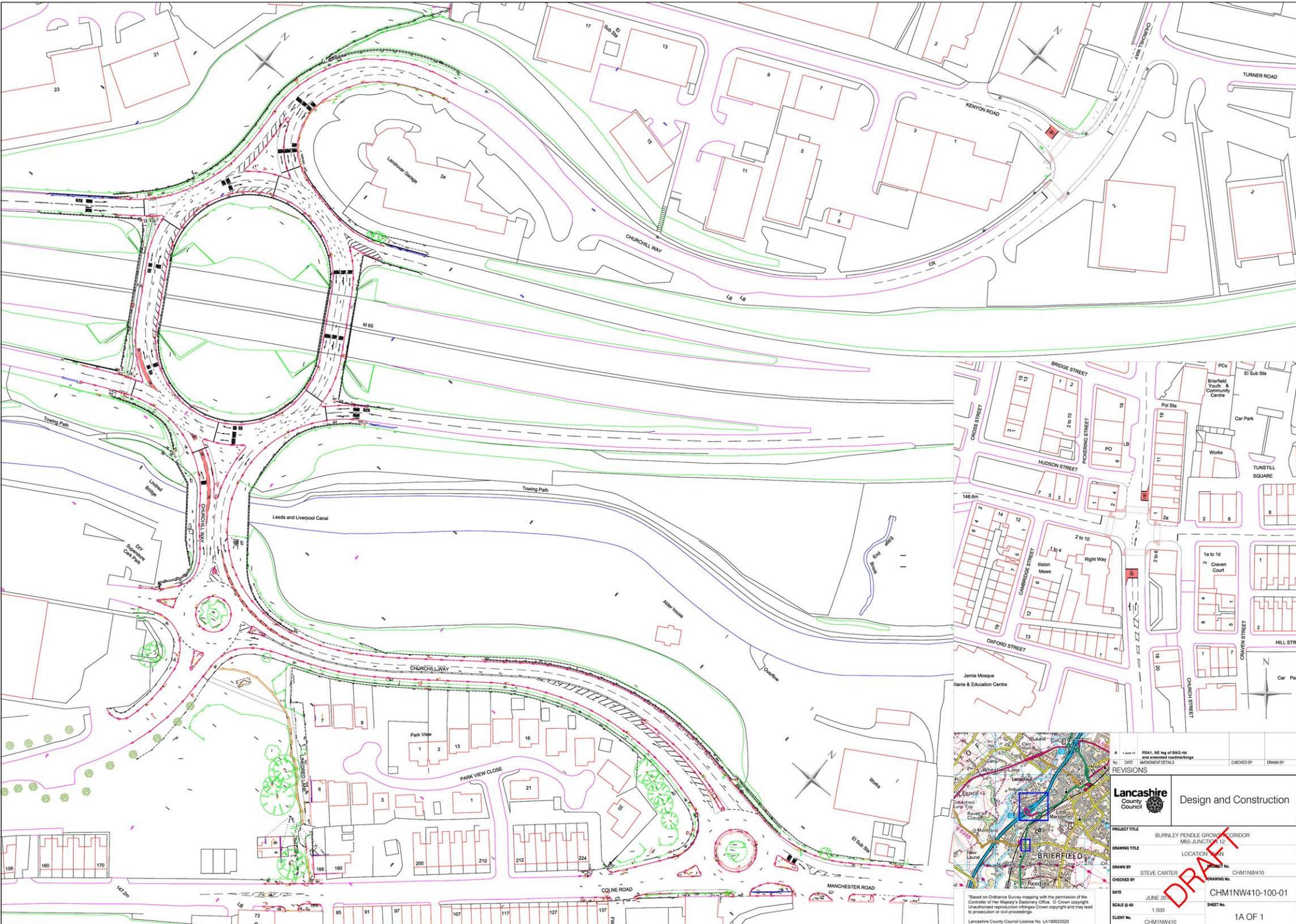
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<p>A 1 June 18 No. DATE REVISIONS</p>		<p>RS&I, NE leg of B&O rd and amended roadmarkings</p>	<p>CHECKED BY DRAWN BY</p>
<p>Lancashire County Council</p>		<p>Design and Construction</p>	
<p>PROJECT TITLE BURNLEY PENDLE GROWTH CORRIDOR</p>		<p>MS JUNCTION 12</p>	
<p>DRAWING TITLE LOCATION PLAN</p>		<p>DRAWING NO. CHM1NW410</p>	
<p>DRAWN BY STEVE CARTER</p>		<p>CHECKED BY CHM1NW410-100-01</p>	
<p>DATE JUNE 20</p>		<p>SHEET NO. 1A OF 1</p>	
<p>SCALE @ A0 1:500</p>		<p>CLIENT NO. CHM1NW410</p>	

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(c) Electrification of the line between Preston and Colne / Leeds (including the newly reinstated Todmorden Curve).

As discussed previously there are significant benefits from the electrification of rail lines.

The electrification of the rail line between Preston and Colne / Leeds would be delivered in conjunction with the North's wider rail electrification programme and enable the following services to utilise modern rolling stock powered by overhead electric lines:

- Blackpool North – York;
- Preston – Colne; and
- Blackburn – Manchester (via the Todmorden Curve).

This option has been shortlisted as it scored significantly against all objectives, with the exception of the passenger facilities and capacity objectives. This option scored particularly well in the option appraisal as it directly benefits two train services operating through the core study area, namely the Blackpool South to Colne service and the Blackpool North to York service.

The Stage 1 Report identified reliability of services within the study area as an issue. The Blackpool South to Colne service offered the lowest PPM in the core study area, at 82.9% between January 2013 and January 2014, and the Blackpool North to York service offered the second lowest PPM, at 85.3% between January 2013 and January 2014. Both services were significantly below Network Rail's target of 92.5%.

There is also potential for significant journey time savings to be realised between key core study area stations and Colne / Leeds through the introduction of electric rolling stock. These journey time savings will in turn generate additional demand for the rail network due to the increasing competitiveness of rail travel compared with alternative modes of transport.

There are significant deliverability issues associated with rail electrification schemes, in particular there are significant engineering constraints to be overcome in terms of track layout, topography and overhead structures. There is also likely to be significant disruption to rail passengers as a result of the engineering works.

The Report of the North of England Electrification Task Force (Northern Sparks, March 2015) also prioritised the full Calder Valley line between Leeds and Manchester (via Bradford and Brighouse) and Preston as the highest scoring Tier 1 scheme. The Northern Sparks report recommends that more detailed business cases are developed for Tier 1 schemes with a view to including them in the work programme for Control Period 6 (2019 - 2024).

It should be noted that the branch line between Burnley and Colne has been identified as a Tier 2 scheme and as such it is expected this scheme would be developed for funding post Control Period 6 (2024).

The capital cost of implementing the option is likely to be greater than £50 million. Figure 6-A illustrates the location of the shortlisted option as well as existing rail electrification schemes.

(d) Journey time improvements on the Copy Pit line (the section between Todmorden and Burnley).

Journey time improvements on the rail network can be realised through a range of interventions, for example removing line speed restrictions, improving signalling technology or reducing the number of stops required on a service.

Journey time improvements on the Copy Pit line between Todmorden and Burnley Manchester Road will benefit the Blackpool North to York service. It will also benefit the new Blackburn to Manchester (via Burnley) service which is due to come into operation in May 2015.

This option has been shortlisted as it has scored well against the journey times Conditional Outputs. Journey time improvements to the Copy Pit line will allow the reduction of journey times between key core study area stations and Central Manchester, Halifax, Bradford and Leeds.

It is also expected that there would be slight improvements to the performance of the services operating on the Copy Pit line.

There are significant deliverability issues associated with this option, in particular there are significant engineering constraints to be overcome in terms of track layout, topography and overhead structures. There is also likely to be significant disruption to rail passengers as a result of the engineering works. Recent improvement works undertaken on this section of the line (to the Holme Tunnel) required complete closure of the section between Todmorden and Burnley and a bus replacement service to be put into operation.

The capital cost of implementing this option is likely to be between £5 million and £50 million.

Figure 6-A illustrates the location of the shortlisted option.

(h) Improve service frequency between East Lancashire and Leeds.

As outlined previously, improving the rail service frequency has a wide range of potential transport benefits to both rail passengers and the TOC's.

This option has been shortlisted as it has scored well against all of the connectivity Conditional Outputs and consequently there are significant levels of potential transport benefits to be realised from its implementation.

There are significant deliverability issues associated with this option, in particular the availability of rolling stock. As identified previously there is a limited supply of diesel powered rolling stock. In the short term, diesel powered units could be sourced through a cascade system. Longer term, electric powered rolling stock could be sourced in tandem with electrification of the rail lines in East Lancashire.

There are not expected to be any capital costs associated with the implementation of this option as additional rolling stock would be leased from ROSCOS, as such the costs of this option would be attributed to the annual operational costs of the TOC rather than capital costs.

In order to achieve the Conditional Outputs that would enhance connectivity between East Lancashire and Leeds, service frequency on the existing Calder Valley line needs to be improved.

If future economic circumstances dictate that connectivity between East Lancashire and Leeds should be further enhanced to the point where capacity on the Calder Valley line becomes a constraining factor, consideration of alternative options between Burnley and Leeds may become necessary. Any alternative options would need to demonstrate that they would deliver value for money.

**The Lancashire Strategic Transport Prospectus:
Lancashire as Part of an Interconnected North
Consultation Response from Pendle Borough Council**

East/West Connectivity

Pendle supports the concept of a strategic connectivity study in the corridor Central Lancashire to North Yorkshire and the Leeds City Region.

Road

Pendle has long supported the need for measures to reduce congestion in Colne and to provide a modern road network linked to North and West Yorkshire. In particular, the lobbying for the construction of the Colne to Foulridge Bypass.

The recent publication of the Colne Traffic Study Preliminary Report highlights the need for urgent road improvement/construction measures to reduce congestion at the end of the M65 in Colne and to provide better connectivity eastwards.

Rail

1. The prospectus (under the heading “Lancashire’s Local Strategic Priorities: Connecting Lancashire to City Region Networks” mentions the “most welcome development” of the inclusion of the Calder Valley route for electrification in Control Period 6 (2019 to 2024).

Pendle is most concerned that the Transport Secretary has announced recently that this work has been cancelled.

2. The Rail Connectivity Study has recommended improvements to the Rose Grove to Colne line.

Pendle believes that these should be prioritised as:

- better rolling stock;
- a passing loop to allow increased frequency;
- a twin track; and
- electrification.

3. Pendle supports the ongoing Colne to Skipton Conditional Outputs Working Group looking at the possibility of reinstatement of the Colne to Skipton line.

It believes that this is not a local transport issue but a strategic one to be taken forward by Rail North/Transport for the North.

PA
31 July 2015