

**REPORT FROM: NEIGHBOURHOOD SERVICES MANAGER**

**TO: EXECUTIVE**

**DATE: 17 MARCH 2016**

**Report Author: Peter Atkinson**  
**Tel. No: 661063**  
**E-mail: peter.atkinson@pendle.gov.uk**

**LANCASHIRE COUNTY COUNCIL EAST LANCASHIRE HIGHWAYS AND  
TRANSPORT MASTERPLAN: UPDATE AND EAST-WEST TRANSPORT  
CONNECTIVITY DEVELOPMENTS**

**PURPOSE OF REPORT**

To update members on the latest position regarding the various elements of the Masterplan and to suggest that a meeting be held with Lancashire County Council and authorities in North Yorkshire.

**RECOMMENDATIONS**

- (1) That the report be noted.
- (2) That a member-level meeting be sought between Pendle Borough Council, Craven District Council, Lancashire County Council and North Yorkshire County Council, principally to consider trans-pennine connectivity issues.

**REASONS FOR RECOMMENDATIONS**

- (1) To ensure that Pendle's aspirations are met as far as possible regarding the East Lancashire Highways and Transport Masterplan.
- (2) To consider the "bigger picture" trans-pennine transport issues.

**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. An update report (which was noted by the Executive) was submitted to the 20 August 2015 meeting.
5. Further updates are set out below.

## **COLNE TRAFFIC STUDY AND COLNE TO FOULDRIDGE BYPASS**

6. The County Council’s Stakeholder Briefing (July 2015) is at Appendix 2. (Please note the link to the full Jacob’s report.)
7. As reported in August, the next steps for the County Council are:
  - to complete the North Valley Route Management Strategy (NVRMS);
  - to convene a series of Options Workshops for stakeholders;
  - to develop a detailed traffic model for Colne and environs; and
  - to reassess the case for the Colne to Foulridge Bypass or other bypass options.
8. The current NVRMS (which is being developed) is at Appendix 3.

9. The County Council has £1.7m in its capital programme for these projects.

### **HYNDBURN/BURNLEY/PENDLE M65 GROWTH CORRIDOR**

10. Appendix 4 is Lancashire County Council's Stakeholder Briefing Note for M65 Junction 12.
11. These works are now nearing completion.

(NB: This project includes upgrading the old traffic signal installation in the centre of Brierfield. This will be done as part of the public realm works (see below).)

12. Appendix 5 is the Lancashire County Council Stakeholder Briefing Note (and plan) for M65 Junction 13. These works have just commenced.

(NB: This is essentially Phase 1 of the scheme – the northern (busiest) roundabout. Phase 2 (the southern roundabout) will follow when funds permit.)

### **PUBLIC REALM WORKS IN BRIERFIELD**

13. As part of the Growth Corridor programme, £500,000 has been set aside for "Sustainable Transport Links" across the three boroughs.
14. Following an appraisal and cost-benefit exercise, £250,000 has been allocated to Burnley town centre and £250,000 to Brierfield town centre (which is in effect the public transport gateway to Northlight).
15. County Council and Pendle officers are discussing options at present. It is hoped that a scheme can cover Colne Road (from Railway Street to Bridge Street) and Bridge Street itself. High quality surface materials will be used to complement the improvement works carried out recently on Burnley Road, Railway Street and Sackville Street. The works are scheduled to commence in August 2016.
16. Network Rail owns the bridge over the railway between Bridge Street and Glen Way and has been approached about its refurbishment.

### **EAST LANCASHIRE ACCESSIBILITY STUDY**

17. This is still ongoing but progress is somewhat slow. 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 a potential 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?

18. The study has now effectively turned into three strands of work:

- a community transport review;
- a review of countywide accessibility; and
- a review of bus subsidisation.

## **SUBSIDISED BUS SERVICES IN PENDLE**

19. Councillors will be well aware of the County Council's savings decision to cease the subsidy of bus services with effect from 1 April 2016 or as soon as practicable following the service of notices.

This will impact on 113 bus route services across Lancashire with the possible termination of these routes by operators. Ten routes in Pendle are affected.

20. LCC is currently consulting with community transport operators and town and parish councils to determine the most effective and efficient transport solutions for local communities in need.
21. LCC has established a Cabinet Working Group on Buses to recommend where a reduced budget could be used to try to maintain services in areas where there is likely to be a significant need.
22. At the time this report was drafted, the latest information was that the following services (in addition to the Barnoldswick town circular) will be saved, albeit with some amendments:
- 7 (Clitheroe–Waddington–Chatburn–Nelson);
  - 65 (Nelson–Fence–Higham–Padiham–Burnley);
  - 95 (Burnley–Nelson–Colne–Boundary Mill); and
  - 180/X80 (Skipton–Barnoldswick–Gisburn–Clitheroe–Whalley–Preston).

NB: There will be some new numbered services for Carr Hall, Nelson, and Chatburn Park Drive, Brierfield.

23. These cuts may have a very minor impact in Pendle on the transfer of bus passenger shelters to town and parish councils.

## CYCLING

24. The Masterplan states:

“Cycling in particular has the potential to offer options for the short journeys but also for longer journeys to work and education and for leisure.

In general, cycling is an option for journey times of less than 30 minutes. The geography and weather of East Lancashire may not make cycling such an obvious choice as in flatter, drier areas, but cycling is cheap and convenient. There is also the advantage that the facilities provided for commuters to cycle will be used by leisure cyclists looking to improve their health.

Although there is a lot of work being done to improve and extend cycling facilities, the cycling network in East Lancashire is far from complete and does not provide adequate links between housing, towns and employment. It also doesn't necessarily give good access to visitors.

Short journeys in the local community, to school, to the shops or just to enjoy being out and about, are key to local economies and to health and well-being. But beyond that, any journey involving public transport will involve local travel, even if that local travel is simply walking to the bus stop.

Public transport is likely to become ever more important in the future and linking to it will be a key consideration in both urban and rural areas. Local travel will increasingly include getting to public transport hubs and that will mean providing options for cyclists to store a bike or take it with them for later in the journey.

Ensuring cycle facilities at train and bus stations are easily accessible and secure will encourage more people to use a mixture of bike, bus and train to complete their journeys. However, this will not happen unless cycle storage is secure, buses and trains connect well and cyclists and their cycles are catered for on trains and buses.

What we will do next:

For cycling to become a widespread choice for travel, particularly for commuting, we need to make sure that there is a good cycle network serving key centres and destinations in East Lancashire, that it is well maintained and well known.

The **East Lancashire Strategic Cycle Network** will build on work done under the Cycling in Lancashire Action Plan and the Cycle Pennine Lancashire initiatives. However, one of the first priorities will be to establish just what a 'good' cycle network looks like for all sorts of users.

Different cyclists have very different needs, from fit and confident enthusiasts happy to cycle anywhere, to the less fit and confident cyclists who want dedicated facilities and to know that routes are safe. Different journeys also have different requirements – commuters generally want a quick, convenient journey, whilst leisure riders are likely to be more interested in a more scenic route.

There is a lot of local knowledge that can inform the development of the network and there has already been substantial investment from a number of sources. Taking forward our ambition to have a coherent East Lancashire cycle network that can be used by all will therefore involve working with partners from both the public and private sectors.

The network will also provide some of the enhanced links to public transport that will be needed in the future. The East Lancashire Accessibility Study has already been mentioned. Interchange between cycling and public transport will form part of that study and so the output will inform the future development of the cycle network.”

25. Please note also the Pendle Cycle Legacy Strategy report elsewhere on the agenda.

## **COLNE TO SKIPTON RAILWAY (REOPENING) STUDY**

26. Lancashire County Council chairs a meeting which is held approximately quarterly. It includes representatives from:

- North Yorkshire County Council;
- Craven District Council;
- Pendle Borough Council;
- SELRAP;
- Transport for Greater Manchester;
- West Yorkshire Combined Authority;
- Department for Transport; and
- Northern Rail.

27. On 15 January 2016 the final draft of the Conditional Output Statement was produced. The Executive Summary is at Appendix 6.

This document will be submitted to Rail North/Transport for the North with a view to securing funding to commission a study to provide detailed analysis and the development of options.

## **EAST LANCASHIRE RAIL CONNECTIVITY STUDY AND OTHER RAIL DEVELOPMENTS**

28. The report to the Executive in August 2015 included the Stage 3 Conditional Output Statement and extracts from the Shortlisted Options.

The report was due to be considered by the Leader of Lancashire County Council on 10 March 2016.

Regarding the Rose Grove to Colne line, Pendle's view was that improvements should be prioritised as:

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

29. LCC advises that (based on a recent scheme at Darwen) a passing loop would cost in the region of £15m – including substantial signalling costs.

This would improve service reliability and allow two trains per hour to operate each way.

30. The new Arriva Rail North (ARN) franchise has been let for nine years commencing 1 April 2016 (with a possible one year extension). The main features are:

- all Pacer trains will be taken out of service by October 2019 – these units have been the backbone of the Preston to Colne service since their introduction in the 1980s;
- all remaining 15xx units will be thoroughly modernised and fitted with free Wi-Fi and customer information systems. (It is too early to say what units will be deployed on the Preston to Colne service);
- the Blackpool to York via Burnley Manchester Road and Leeds service will form part of the Northern Connect group of high quality regional express services. These services will be operated either by the new CAF units or upgraded 158s;

- additional Sunday services will be operated between Preston and Colne to offer a year-round hourly service;
  - there will be significant investment in stations through the £38m Station Improvement Fund (no specific details yet);
  - there is also significant uplift in funding for Community Rail Partnerships (CRPs) with £500,000 per annum (index-linked) mandated to support the 19 Northern CRPs including the four that make up Community Rail Lancashire;
  - in addition, there is a further £600,000 per annum to support additional Community Rail activity; and
  - the work of CRPs will be overseen by ComREG (Community Rail Executive Group). This will be chaired by ARN and made up of key stakeholders including Rail North.
31. The August report noted that the Transport Secretary had frozen the proposal to electrify the Calder Valley route in the Network Rail Central Period 6 (2019 to 2024). This decision has now been reversed.

## TRANSPORT FOR THE NORTH

32. In November 2015 the Government issued its Autumn report on Transport for the North Transport Strategy titled “One Agenda, One Economy, One North”.

The report is in seven parts:

Part 1: Introduction: an ambitious vision.

“In March 2015, Government, the Northern city regions and Local Enterprise Partnerships, working together and with Highways England, Network Rail and HS2 Limited as the Transport for the North (TfN) Partnership Board, published our first report on the Northern Transport Strategy, the Northern Powerhouse: *One Agenda, One Economy, One North*. It set out an ambitious, joined up vision for the North and its 15 million people.”

Part 2: This progress report.

“In March 2015, Northern Powerhouse: One Agenda, One Economy, One North set out a vision for each element of the Northern Transport Strategy, covering railways, highways, freight and logistics, airports, smart and integrated travel, and local connectivity.”

Part 3: Transforming rail connectivity.

“The growth of the knowledge economy in the Northern Powerhouse will create many more jobs in our city centres. Rail is ideally suited to moving large numbers of people quickly and easily to and from these new jobs, and to enabling quick business-to-business travel.”

Part 4: Transforming road connectivity.

“Roads are central to the functioning of the northern economy, and a less congested, more continuous and more reliable strategic road network is crucial to building a Northern Powerhouse.”

Part 5: Smart and integrated travel.

“We are working towards a world class transport network that is supported by a ticketing system that makes it simple and easy to travel across the North by bus, tram, metro and rail. The benefits of this to the passenger will be further enhanced by readily available travel information (including real-time information) and simplified fares.”

## Part 6: A comprehensive Northern Transport Strategy.

“The Northern Transport Strategy takes a comprehensive approach to improving transport in the North. As well as plans for transforming connectivity by rail and road, and implementing smart and integrated travel, the March 2015 report set out plans for freight and logistics, international connectivity and strategic local connectivity. We are making real progress in each of these areas alongside the ambitious programme of work on rail, roads and smart ticketing.”

## Part 7: Developing TfN.

“In March 2015 we committed to develop TfN to become a representative body for the whole of the North of England that can speak with one voice to Government on the region’s transport investment priorities, and develop its relationship with Rail North.”

### 33. Regarding rail, the report concentrates on connectivity between seven “cities”:

- Liverpool;
- Manchester;
- Manchester Airport;
- Leeds;
- Sheffield;
- Hull; and
- Newcastle.

### 34. On 7 March 2006, Transport for the North published a report proposing improvements to connections and services between the seven cities involving two new lines and further upgrades to two routes.

The project has been dubbed “High Speed 3”.

### 35. Regarding roads, the report refers to the Highways England proposals.

## **HIGHWAYS ENGLAND**

### 36. In September 2015 Highways England (replacing the Highways Agency) produced its Delivery Plan 2015–2020.

Highways England “Driving Forward” states its role is to operate, maintain and modernise the strategic road network in the interests of customers.

Its Strategic Business Plan is in response to the Government’s Road Investment Strategy.

It is structured around five strategic outcomes:

- supporting economic growth;
- a safe and serviceable network;
- a more free-flowing network;
- an improved environment; and
- an accessible and integrated network.

### 37. The Plan contains a £2.8 billion programme which includes over 30 major schemes in the North of England with a further seven to be prepared for delivering in the period 2020–2025.



38. The Plan includes six major Feasibility Studies. One of these is:
- Trans-Pennine Routes – a package of schemes between Manchester and Sheffield which will improve journey times between these two key cities in the north of England. These schemes will also address a number of safety concerns on the route and alleviate the impact of traffic in Mottram.
39. The interim report (January 2016) states that there is a “clear strategic case” for a £6bn cross-pennine part-tunnelled road corridor between Manchester and Sheffield, possibly with a parallel rail link.

## **ROAD LINKS BETWEEN PENDLE AND NORTH (AND WEST) YORKSHIRE**

40. At its meeting on 24 February 2016, North Yorkshire County Council approved a report on the Local Transport Plan 2016–45.

Extracts from the report are set out below:

**Background:** “The County Council as Local Transport Authority for North Yorkshire has a statutory duty to have and maintain a Local Transport Plan. The current Local Transport Plan (LTP3) runs until 31 March 2016. It is therefore necessary for the County Council to renew the LTP prior to this date.”

**Consultation Responses:** “Both Craven District Council and Harrogate Borough Council comment on the need for the Local Transport Plan to more clearly recognise their wider linkages with the Leeds City Region and Lancashire...The County Council are also currently working closely with Lancashire County Council to seek improvements to cross Pennine connectivity.”

**Strategic Transport – Improving East-West Connectivity:** “As with much of the North of England, north-south links in North Yorkshire are good. In contrast, our east-west links are relatively poor... Improvements to east-west links will help to boost the economic performance of these areas by improving access to businesses, unlocking housing growth and enabling them to be accessed easier from other areas of the Country.”

“In addition to the improvements on the A59 between Harrogate and Skipton, we will explore options for improving links from Skipton and South Craven to Lancashire along the A59, A56 and A6068 corridors.”

“We are strongly supportive of improvements to the Trans Pennine rail network that provides key links between the County and the major city regions across the North of England.”

“2030–2045 – Longer term aspirations to improve east-west connectivity in the County include the following:

- Significantly improve Cross Pennine Connectivity between Craven and East Lancashire, including the potential reopening of the Skipton–Colne Railway.”

41. Regarding paragraph 40 above and referring back to paragraphs 38 and 39, it is interesting to note that the combined traffic flow in the A59/A56/A6068 corridor exceeds that in the Manchester to Sheffield corridor.

## **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: North Valley Road Route Management Strategy (East and West).

Appendix 4: Proposed Improvements to M65 Junction 12 dated August 2015.

Appendix 5: Proposed Improvements to M65 Junction 13 dated February 2016.

Appendix 6: Burnley–Colne–Skipton Railway: Conditional Outputs Statement (Executive Summary).

## **LIST OF BACKGROUND PAPERS**

None.



Jo Turton  
Acting Chief Executive  
Lancashire County Council  
County Hall, Fishergate  
PO Box 78  
PRESTON  
PR1 8XJ

**Chief Executive and Directors**

**Nelson Town Hall, Market Street,  
Nelson, Lancashire, BB9 7LG**

Telephone: (01282) 661661  
Minicom: (01282) 618392  
Fax: (01282) 601601  
Date: 5<sup>th</sup> 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 is 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.

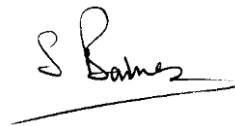
This would link in to the already-electrified Aire Valley line and the aspirations to electrify the line between Preston and Hebden Bridge via Gannow.

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.

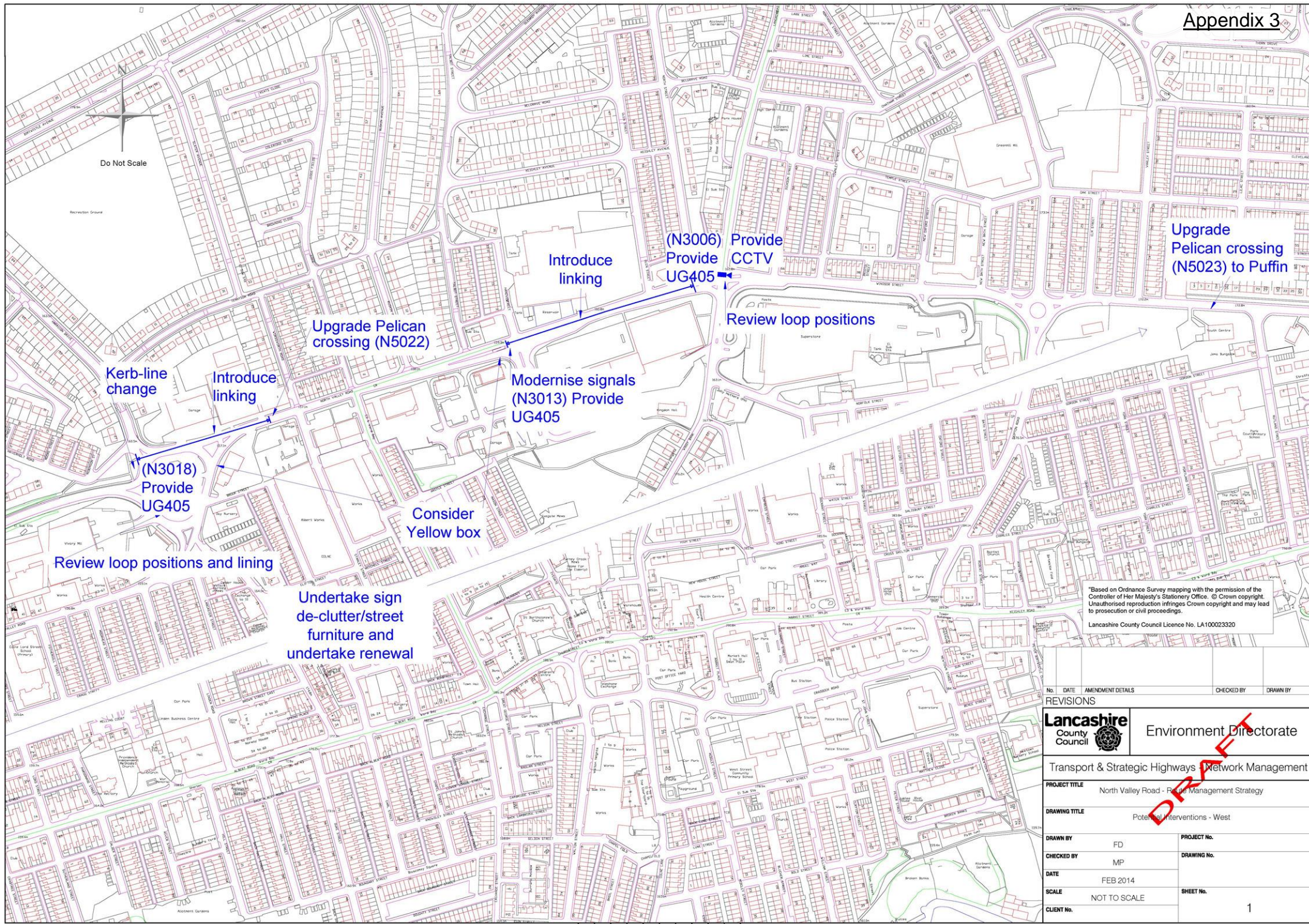
- What could be done to make it easier for traffic to travel east-west through the town and
- If no alternative can be found, whether there is still a case for a bypass of Colne to the north west of the town, providing a link between the M65 and the A56 (a Colne-Foulridge Bypass or similar route).

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:

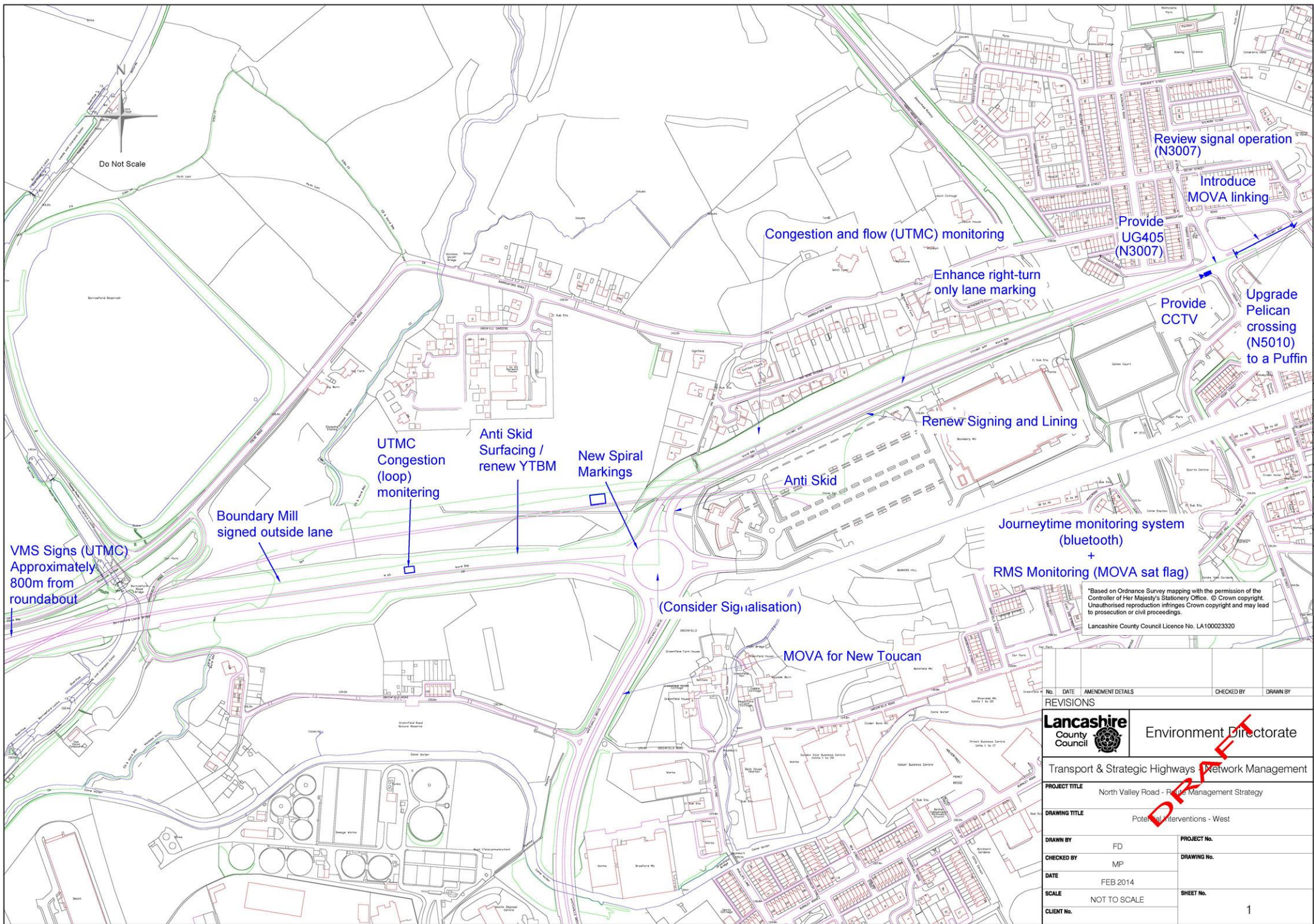
<http://council.lancashire.gov.uk/ieDecisionDetails.aspx?ID=7061>.






No.		DATE	AMENDMENT DETAILS	CHECKED BY	DRAWN BY
REVISIONS					
<b>Lancashire</b> County Council			<b>Environment Directorate</b>		
					
Transport & Strategic Highways Network Management					
PROJECT TITLE		North Valley Road - Future Management Strategy			
DRAWING TITLE		Potential Interventions - West			
DRAWN BY		FD		PROJECT No.	
CHECKED BY		MP		DRAWING No.	
DATE		FEB 2014			
SCALE		NOT TO SCALE		SHEET No.	
CLIENT No.				1	





\*Based on Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.  
Lancashire County Council Licence No. LA100023320

No.		DATE		AMENDMENT DETAILS		CHECKED BY		DRAWN BY	
REVISIONS									
<b>Lancashire</b> County Council						Environment Directorate			
Transport & Strategic Highways Network Management									
PROJECT TITLE				North Valley Road - Road Management Strategy					
DRAWING TITLE				Potential Interventions - West					
DRAWN BY				FD		PROJECT No.			
CHECKED BY				MP		DRAWING No.			
DATE				FEB 2014					
SCALE				NOT TO SCALE		SHEET No.			
CLIENT No.						1			



## **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](mailto:enquiries@lancashire.gov.uk)

**Telephone:** 0300 123 6701

**Minicom:** 01254 220 666

**SMS:** 07860 031 265 (Monday - Friday 9am to 5pm)

**Fax:** 01772 536 199

**Address:** Lancashire County Council  
PO Box 78 County Hall  
Fishergate  
Preston  
Lancashire



## Hyndburn Burnley Pendle Growth Corridor - M65 J13 improvements February 2016

Lancashire County Council is due to carry out improvements to junction 13 of the M65, and adjacent roads, beginning in February and we're writing to let you know more about our plans.

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

The Hyndburn 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 £12m, with £8m due to be provided through the Growth Deal and the remaining £4m being met by local contributions from Lancashire County Council, district councils, and European and Regional Growth Funding (ERDF).

The work at J13, estimated to cost £1.5m, is due to start on Monday 22 February and is due for completion in early 2017.

The scheme will create better access to a number of local development sites such as Barrowford Business Park, as well as improved connections to Nelson and Colne College, Nelson town centre, and the A682 traffic corridor.

### What will the work involve?

The work will involve creating extra capacity for traffic by modifying the layout of the two roundabouts with up to four traffic lanes in places. Traffic signals will also be added to the roundabout on the west side of the motorway.

There will also be other minor works in the vicinity to improve capacity for traffic and provide safer pedestrian and cycle access.

### 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.

Work currently underway at J12 of the M65 as part of the Growth Corridor programme is due for completion in the coming weeks.

### Further Information

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

**Email:** enquiries@lancashire.gov.uk

**Telephone:** 0300 123 6701

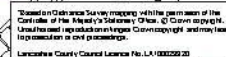
**Minicom:** 01254 220 666

**SMS:** 07860 031 265 (Monday - Friday 9am to 5pm)

**Fax:** 01772 536 199

**Address:** Lancashire County Council  
PO Box 78 County Hall  
Fishergate  
Preston  
Lancashire  
PR1 8XJ







## Burnley – Colne – Skipton railway: Conditional Outputs Statement

### Executive Summary

The purpose of this document is to consider what transport purposes a potential rail link between Burnley, Colne and Skipton could potentially serve, in order to place such a scheme in the correct context in transport terms. These purposes are the “conditional outputs” that it might be expected to deliver. An attempt has also been made to prioritise the conditional outputs, particularly those relating to passenger transport. The intention is that, on this basis, future work can focus not only on one specific scheme, but can weigh up the effectiveness of alternative schemes in delivering the conditional outputs identified, including via business-case appraisals for differing schemes. It is also recommended that future work should explore further the value of delivering these conditional outputs – in other words, the scale of benefits that might be expected from providing the types of connectivity that could be delivered either by a rail link between East Lancashire and West Yorkshire via Colne and Skipton or, possibly, by one or more alternative schemes.

The purpose of this document is not to attempt to estimate the likely usage of any such rail link, and therefore no demand forecasting has been carried-out, only comparison of potential passenger flow strengths and consideration of likely future freight markets. As such, it makes no comment on the viability or feasibility of a Burnley – Colne – Skipton railway, nor indeed that of any other option to deliver some or all of the conditional outputs identified.

The conditional outputs cover both passenger and freight connectivity, and have reference to existing strategy documents, such as those produced by local authorities in Lancashire, North Yorkshire, Greater Manchester and the Leeds City Region, as well as Rail North and Transport For The North, plus Network Rail. The development of a prioritised set of conditional outputs as summarised in this report is, in this way, intended to be consistent with the objectives of those bodies.

The passenger connectivity conditional outputs have been analysed by reference to the Rail North Long-Term Rail Strategy “Interconnected Matrix” towns and cities, with the addition of:

- Manchester Airport, reflecting its strategic importance;
- Nelson-Colne, reflecting its importance as a population and employment centre with differing connectivity needs and issues from Burnley; and
- Skipton-Keighley, reflecting similar factors to Nelson-Colne, capturing the population and economy of the Aire Valley corridor.

The development and prioritisation of conditional outputs has regard to what the proposed rail route might deliver to the links between locations in that matrix, in terms of:

- Improved journey times (focusing on the target of rail journeys faster than off-peak car journeys);
- Providing direct connections where current none exists (or reducing interchange); and
- Providing additional opportunities to travelling (i.e. reducing effective service headways, focusing on the target of two opportunities to travel per hour).

These elements have then been scored and weighted by reference to a measure of the potential scale of each flow identified as potentially in scope.

The following passenger linkages were identified as priority conditional outputs relevant to the proposed rail link (note that the location pairs are non-directional – purely as a convention, locations to the west and south appear in the left-hand columns and those to the east and north to the right):

*Very high priority:*

Location (W/S)	Location (E/N)
Blackburn	Leeds
Blackburn	Skipton-Keighley
Bolton	Bradford
Bolton	Leeds
Bolton	Skipton-Keighley
Burnley	Leeds
Burnley	Skipton-Keighley
Manchester	Skipton-Keighley
Nelson-Colne	Bradford
Nelson-Colne	Leeds
Nelson-Colne	Skipton-Keighley
Preston	Leeds
Preston	Skipton-Keighley

*High priority:*

Location (W/S)	Location (E/N)
Blackburn	Bradford
Blackburn	Sheffield
Blackburn	Wakefield
Blackpool	Leeds
Blackpool	Skipton-Keighley
Bolton	Hull
Bolton	Wakefield
Burnley	Bradford
Burnley	Sheffield
Burnley	Wakefield
Manchester Airport	Skipton-Keighley
Nelson-Colne	Sheffield
Nelson-Colne	Wakefield
Nelson-Colne	York
Preston	Bradford
Preston	Hull
Preston	Wakefield
Wigan	Skipton-Keighley

Because of the different nature of passenger and freight movements, less attempt has been made at specificity in relation to freight in terms of specific origins and destinations; the critical factors identified as conditional outputs for freight are trans-Pennine paths for trains which:

- Are attractive in transit-time terms – enabling for example travel from a west-coast port such as Liverpool to an east-coast port such as Immingham/Hull/Tees Port within four hours;
- Allow economic train tonnages and lengths;
- Accommodate the maximum current freight loading-gauge (W12) – enabling the carriage of 9'6" containers; and
- Are resilient and reliable.

It is considered reasonable to suppose that a Burnley – Colne – Skipton railway could potentially provide two such paths per standard daytime hour, if supported by the relevant infrastructure capacity and capability on the rest of the network, and this is therefore the relevant conditional output.

While this report is only intended as one part of the strategic case for improved linkages along the Burnley – Colne – Skipton corridor, it is clear that the conditional outputs that it has identified underline the very wide variety of transport linkages to which it could potentially be relevant – in other words, the variety of the transport 'questions' to which improved rail connectivity might potentially be one answer. This does not mean necessarily that there is a strong case, either strategically or economically, for specifically providing a rail link between Colne and Skipton, but rather that when considering the case for doing so, options relevant to all of the conditional outputs should be considered. The conditional outputs identified in this report include:



- Strategic passenger connectivity: improved rail journey times and additional direct journey opportunities on critical east-west linkages which have been identified by local authorities and Rail North as priorities;
- Passenger connectivity to/from Airedale and to/from East Lancashire: radically better access from the Keighley/Skipton corridor towards Lancashire and Greater Manchester (including its airport), and from the Burnley/Nelson/Colne conurbation towards the economic hubs of West Yorkshire;
- Strategic freight: the imperative of providing robust and attractive east-west trans-Pennine freight paths on which the North's economy depends, while not compromising the ability of the passenger rail network to grow in line with the strategies of stakeholders.

- alongside the additional bonus of providing enhanced local connectivity directly between East Lancashire and Airedale. This being the case, it is clear that further consideration of the case for a through rail link on the Gannow Junction – Burnley Central – Colne – Skipton – Airedale corridor needs to take place in the context of strategic transport planning, in order to ensure that all of the conditional outputs identified in this report are considered. This in turn means that such a proposed rail link should be considered alongside other options to fulfil those conditional outputs, as opposed to purely considering the case for a railway from Colne to Skipton in isolation.

It is recommended that further work be carried out to:

- Understand better the scale of economic, social and environmental benefits that could be captured by delivering the passenger and freight connectivity improvements that the conditional outputs imply, including the strategic linkages identified – in the context of wider strategic work, in particular that of Transport For The North;
- Generate options, costed at an outline level, that would deliver the prioritised conditional outputs, in line with that economic work;
- Appraise the business cases for the options identified in line with current WebTAG standards – this would include generating demand and revenue forecasts covering both passenger and freight usage, and would be expected to have regard to technical issues such as the operating implications on the wider rail network.