

REPORT FROM: NEIGHBOURHOOD SERVICES MANAGER

TO: POLICY AND RESOURCES COMMITTEE

DATE: 19 MARCH 2019

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

UPDATE ON REGIONAL AND LOCAL TRANSPORT ISSUES

PURPOSE OF REPORT

To apprise the Committee of the latest developments concerning rail and road issues in and around Pendle.

RECOMMENDATIONS

- (1) That the report be noted.
- (2) That a meeting be convened with Lancashire County Council, North Yorkshire County Council and Craven District Council to discuss trans-Pennine road and rail connectivity issues.
- (3) That Lancashire County Council be requested to commission the development of Scheme Business Cases for the Colne to Foulridge/A56 Bypass proposals in accordance with the new Major Road Network Investment Planning Guidance.
- (4) That the Department for Transport be urged to progress the second stage investigation into the viability of reinstating the Colne to Skipton railway line.
- (5) That a representative from Transport for the North be invited to meet with members of this Committee.

REASONS FOR RECOMMENDATIONS

- (1) To keep members updated on the latest position regarding the publication of national and sub-regional documents and Lancashire County Council's proposals.

PROLOGUE

1. Apologies for the length of this report, but there are a lot of interesting (potentially exciting?) transport issues affecting Pendle at present.

2. There have been several transport/connectivity reports to the (former) Executive committee between May 2017 and March 2018 concerning Department for Transport, Highways England, and Transport for the North consultation documents and the Cushman and Wakefield SYSTRA Trans-Pennine East-West Connectivity economic study and report.
3. This report attempts to round up all the salient points in one document for reference going forward.

THE ROLE OF TRANSPORT IN STIMULATING ECONOMIC DEVELOPMENT

4. Set out below is an extract from the report to the Executive meeting on 25 May 2017:

“13. The Executive Summary in the report by LCC’s Director of Economic Development to the **Lancashire Enterprise Partnership Limited Board** meeting on 28 March 2017 reads:

‘This report updates the Board on the conclusions of the East-West Connectivity Economic Study commissioned through Transport for Lancashire on behalf of the LEP, in conjunction with partners in North and West Yorkshire. The purpose of the analysis is to provide an independent economic review of the potential economic benefits that might arise from enhanced connectivity between Lancashire and North and West Yorkshire, with a view to developing a strategic economic narrative to support the case for potential investment and intervention in road/rail based connectivity linking these three functional economies.’

14. The key Conclusions in the report to the LEP are:

- There is likely to be a significant level of net additional economic benefit from wider economic impacts attributable to enhanced East-West transport connectivity across the Corridor;
- Investment in both road and rail will be beneficial considering the wider economic impacts identified. In terms of distribution, investment in highways spreads the benefits across the study area, while rail provides significant benefits at key ‘nodes’ (those larger town and city centres with a rail service);
- This distribution is intuitive given the nature of the road and rail networks, but the fact that the scale of benefits from rail is similar to that from road is noteworthy, as the rail network is relatively limited in the Corridor, suggesting there is ‘more bang’ in terms of wider economic impacts from a limited number of opportunities to improve rail travel. This is perhaps reflective of the very poor quality of rail services in East Lancashire at present, which presents a large opportunity for transformational change;
- Subject to LEP Board approval, there is much in this analysis which can be used to support the SEP refresh, including the opportunity to develop an enhanced vision for East Lancashire within a deeper understanding of Lancashire's wider East-West economic and connectivity relationships with neighbouring areas.

15. The report was accepted by the LEP Board.”

5. Appendix A to this report is a presentation to the Pendle Vision Board meeting in January 2019: **Creating the Conditions for Growth**.

BACKGROUND REGIONAL ISSUES DOCUMENTS

6. Minute 6 of the Executive meeting on 25 May 2017 reads:

“East-West Connectivity Study

The Neighbourhood Services Manager submitted a report on the history of the East-West connectivity issues at Pendle including previous studies and Pendle and Lancashire County Council’s current scheme proposals.

The report also provided details of a study report by Cushman and Wakefield and SYSTRA (formerly JMP) dated March, 2017. The study was commissioned by the Lancashire Enterprise Partnership together with the West Yorkshire Combined Authority and the York, North Yorkshire and East Riding LEP. Its purpose was to explore the potential economic benefits that might arise across the North of England from enhanced connectivity between Lancashire and North and West Yorkshire.

RESOLVED

- (1) That the report be noted.
- (2) That a meeting be sought with Lancashire County Council and Lancashire Enterprise Partnership to discuss both road and rail options and in particular how the Colne Congestion Relief proposals could be developed.

REASON

To keep members updated in light of the publication of the report and the recent resolutions at Pendle and County Hall.”

(This has been overtaken by events and the meeting has not taken place.)

Highways England’s Review of the Strategic Road Network (SRN): Pendle’s Consultation Response

7. “Whilst Pendle Borough Council welcomes the opportunity to comment on Highways England’s Initial Report, a number of the questions are clearly targeted at users of the SRN or those affected by for, for example businesses and residents living in close proximity to SRN routes. The Council has therefore chosen to submit a general response focused on those issues that are of relevant and priority to the Borough Council in terms of connectivity, reducing congestion and supporting economic development.
8. The Council has long been very concerned about the obvious gap in the SRN between East Lancashire and Yorkshire (a view shared by our colleagues over the border).
9. Given the Department for Transport has recently embarked on a consultation on proposals for the creation of a Major Road Network, the outcome of this consultation and proposed MRN will need to be known and understood to achieve the coherent approach to defining both networks desired. The Council will be submitting a separate response to the MRN consultation.
10. A related concern is that the section of M65 each of Junction 10 at Burnley to Junction 14 at Colne is not currently part of the SRN and therefore does not benefit from coverage by Highways England’s Traffic Officer Service. (There have been a number of accidents on this stretch of road in recent months.)

11. Regarding Strategic Studies, the Council notes that Highways England has been working with Transport for the North on a North of England Wider Transport Connectivity Study. Our particular interest in this will be the outcome of any infrastructure proposals (road and rail) in the Central Pennines corridor.”

Department for Transport’s Proposals for the Creation of a Major Road Network (MRN): Pendle’s Consultation Response

12. “A. HIGH LEVEL RESPONSE

- (i) A report on the consultation document was submitted to the 7 February 2018 meeting of the Council’s Executive Committee. It was resolved inter alia:
- “That the Indicative Major Road Network be supported.
 - That the Department for Transport be urged to consider implementation of the Colne and A56 Bypass schemes at the earliest opportunity.
 - That the Chief Executive be authorised to formulate a detailed consultation response to the DfT in conjunction with the Leader of the Council and the Executive member for Neighbourhood Services”
- (ii) Regarding the Colne and A56 bypass scheme, an extract from the report to the Executive is appended to this response letter.

B. DETAILED RESPONSE

- (iii) A response to the DfT’s 16 questions is also appended to this letter. Please note in particular the response to Question 15 (regarding trans-Pennine road improvements).

This Council firmly believes that the Eligibility and Environment Assessment criteria must consider the economic development benefits brought about by better transport connectivity.”

[Regarding A and B, please see APPENDIX B to this report.]

Transport for the North (TfN) Strategic Transport Plan (STP): Pendle’s Consultation Response

13. “The detailed response is attached to this response letter.

In summary:

1. The Council urges Transport for the North (TfN) to endorse Pendle’s (and Lancashire County Council’s) views on the Department for Transport’s Strategic Road Network review and the Major Road Network proposals and associated improvements (A56 Villages Bypass) as set out in the attachment.
2. The Council welcomes the study into the reinstatement of the Colne to Skipton rail line.
3. Subject to the study indicating that there is a good case for this reinstatement, the Council requests that TfN promotes development of the project through the Guide to Rail Investment Projects (GRIP) process.

4. The Council requests that TfN considers commissioning a study into improvements to the East Lancashire to Central Lancashire railway line as set out in the attachment.”

[Regarding 2, 3 and 4, please see APPENDIX C to this report.]

POSITION STATEMENTS ON REGIONAL ISSUES

14. Firstly, a reminder of road and rail terminology.
15. The SRN (motorways and principal A roads) constitutes only 2 per cent of the road network but carries one-third of all road traffic in England and almost half of all freight traffic. The second Road Investment Strategy (RIS2) covers the period 2020 to 2025.
16. The MRN sits between the SRN and the Local Road Network (LRN) and will comprise approximately 2 per cent of the total road network. It is to be reviewed every five years in line with the RIS cycle.
17. Network Rail’s Investment Strategy Control Period 6 (CP6) runs from 2019 to 2024.
18. DfT’s Rail Network Enhancements Pipeline comprises five stages: Determine, Develop, Design, Deliver, Deploy.

(This complements the Guide to Rail Investment Process: GRIP.)

Strategic Road Network (SRN)

19. A decision on this is currently at Ministerial level.

It would involve resource implications for Highways England.

(NB: Pendle’s response is fully supported by Lancashire County Council.)

Major Road Network (MRN)

20. The Final MRN was announced in January 2019 and is at APPENDIX D to this report.

The major change for us (regarding trans-Pennine connectivity) is that the A59 Skipton to Harrogate route has been included (this was not the case on the Indicative MRN).

21. This A6068 Colne to Cross Hills route is confirmed as not being part of the MRN.

Major Road Network (MRN) Investment Planning Guidance

22. This was published in February 2019. Relevant extracts are at APPENDIX E to this report.

(Apologies for the size of the Appendix but it is important to understand the process and timescales.)

Reinstatement of the Colne to Skipton Railway Line

23. On 25 January 2019 the Transport Secretary, Chris Grayling, announced that a DfT report had found that this proposal is technically possible at a cost of approximately £400 million.

(The report has not been released to the public.)

The Transport Secretary also announced a second stage investigation into whether demand for freight traffic on the route would make it commercially viable before any commitment to progress the scheme to the next “Develop” stage of the Rail Networks Enhancement Pipeline.

The work is being carried out by DfT and their consultant Steer, working closely with TfN.

On 7 March 2019 the Parliamentary Under-Secretary (DfT) Baroness Sugg advised that no decisions had been made yet on the scope and timescales for this work.

Transport for the North (TfN) Strategic Transport Plan (STP)

24. Firstly, an extract from the STP:

“Our Vision: A thriving North of England, where world class transport supports sustainable economic growth, excellent quality of life and improved opportunities for all.

About Transport for the North

We are England’s first Sub-National Transport Body, representing 20 transport authority members from across the North. With statutory status, we have the mandate to advise the Government on the transport priorities required to drive inclusive, sustainable economic growth across the North.

The Role of Transport for the North

Our work complements that of existing local transport authorities, and our powers are devolved down from central government, rather than up from local government.

Our role is to add value, ensuring that funding and strategic decisions about transport in the North are informed by our local knowledge, expertise and needs.

The Strategic Transport Plan

The Strategic Transport Plan outlines the need for investment in transport across the North and identifies the priority areas for improved connectivity. Working together, with elected politicians, business leaders, and listening to feedback from our public consultation, we have outlined our vision for the future.

The objectives of the Strategic Transport Plan are:

- Transforming economic performance
- Increasing efficiency, reliability integration, and resilience in the transport system
- Improving inclusivity, health, and access to opportunities for all
- Promoting and enhancing the built, historic, and natural environment.”

25. The STP was published in February 2019 along with the Initial Investment Programme.

The Composition and Explanation of the Tables and relevant extracts from the Tables are set out below:

The initial Investment Programme identifies the interventions that TfN believes will address the current challenges on the transport network, future proofing for where transport demand

is envisaged, and where the interventions will stimulate inclusive, sustainable, transformational economic growth.

The Investment Programme should be seen as a series of interventions rather than specific schemes as, given its long-term nature, the exact solutions will inevitably change over time.

Table 1

Table 1 includes interventions or packages of interventions that have been announced prior to the publication of the Strategic Transport Plan, including those which have received approval, have a confirmed funding stream, and are in the process of delivery. It includes schemes on the North's Strategic Road Network progressing through the current Road Investment Strategy 1 programme.

Table 2 and Table 3

The remainder of the Investment Programme consists of a broad range of multimodal measures, from the relatively small to the very large scale. These interventions will contribute in different ways towards delivery of the pan-Northern objectives of the Strategic Transport Plan, but collectively as packages of interventions they are crucial to its delivery across all parts of the North.

Table 2 includes those interventions which are currently in development by Network Rail and Highways England which TfN considers are needed and supports a start to be made on their delivery before 2027.

Table 3 sets out the interventions additional to those in Table 2 which TfN's evidence demonstrates **could and should have a start made on their delivery before 2027**. It includes the early phases of the Northern Powerhouse Rail programme.

TfN will seek for the interventions in Tables 2 and 3 to be included in the Rail Network Enhancements Pipeline and the Road Investment Strategy where appropriate, along with other transport investment programmes.

The year 2027 has been chosen as an initial point within the Investment Programme to reflect when HS2 is due to be completed to Crewe, and when HS2 services will commence running to stations across the North West, marking a significant change to the North's transport network. As the Investment Programme is refreshed, further milestones will be selected to match similar significant changes to the North's transport network.

Almost all of the interventions in Tables 2 and 3 have a scheme-specific business case prepared, setting out the benefits and costs of each, alongside their anticipated social and environmental benefits.

A broad range for the cost of delivering these interventions, based on today's prices, has been presented:

- Low (<£100 million)
- Medium (£100 – <£500 million)
- High (£500 million +)

Many of the interventions have complementary locally-led schemes that are crucial to support the "whole journey". TfN's Partners will continue to make the case for local transport investment to support the Investment Programme, which is vital to ensure that new areas of

housing are linked effectively to jobs, and to ensure that all of the North's people and businesses have access to future economic opportunities.

Table 4

Table 4 sets out the later phases of the Northern Powerhouse Rail programme and also includes further interventions where TfN's evidence suggests there may be a case for delivery during the lifetime of the Strategic Transport Plan. Considerable technical work has taken place to understand the levels of benefits associated with the interventions in Table 4. Work on this is continuing and will help to prioritise these interventions further.

TfN will seek funding to continue to develop its evidence base and Analytical Framework to examine the case for these interventions and to help develop the robust business case each intervention will need for it to be added to the pipeline.

In addition to the interventions set out in Table 4, TfN recognises the need for ongoing investment in smaller schemes throughout the life of the Strategic Transport Plan, including for rail and local transport, and road maintenance.

For the rail network to achieve the minimum standards and the ambition in the Long Term Rail Strategy, future versions of this Investment Programme will also promote the delivery of smaller schemes that collectively have substantial benefits and are critical for the delivery and operation of a safe, reliable rail network. Working with Network Rail, discretionary funding for the ongoing rail improvements across the North should be provided for packages such as:

- Journey time improvements.
- Incremental enhancements related to renewals.
- Freight schemes
- Station schemes, to improve passenger flows.
- Performance and resilience schemes.

There will also be a need to invest in existing and new stations to ensure that the North moves towards a fully accessible rail network as quickly as possible. How local rail stations are managed can also aid integration and will be a key part of future Northern rail franchises.

For the Major Road Network, to support the objective for a resilient and reliable transport system, funding will be sought to provide for critical maintenance on the network, working with Highways England and Local Transport and Highway Authorities.

Delivering the Investment Programme will need to work alongside investment in the local transport network required to support growth and the "whole journey" as set out in the Strategic Transport Plan. The case for local transport investment in the North is compelling and will be further stimulated and supported by the pan-Northern infrastructure that TfN is promoting. This will require a level of cooperation between numerous partners in a new way of collaborative working to achieve joint goals and ambitions.

The interventions within the Investment Programme will be reviewed regularly to ensure alignment with the Strategic Transport Plan, returns on investment, value for money, deliverability and to take account of opportunities for funding, both public and private, that may become available.

Extract from Table 3

Why?	What?			How		Where	
Outcome	Intervention	Description	Mode	Development Stage	Cost	Strategic Development Corridor Coverage	Sphere of Influence
Enhancing East-West strategic connections across the North to support UK competitiveness	Skipton-Colne	Route re-instatement to improve connectivity between East Lancashire and North/ West Yorkshire	Rail	Determine	M	Central Pennines	Lancashire North Yorkshire

Extracts from Table 4

Why?	What?	How?
Outcome	Potential Interventions	Next Steps
Strategic Development Corridors		
East East-West strategic connections across the North to support UK competitiveness	<ul style="list-style-type: none"> • Tyne Valley Line (route upgrade and journey time improvements) • Roses Line (journey time and capacity improvements) • Preston to York and Sheffield (journey time improvements) • York to East Coast (journey time improvements) • York to Hull (service improvements) • A69 climbing lanes and junction improvements • A66 to A1(M) link road • M62 Junctions 5 to 10 • M65 Junctions 2 to 6 • Central Pennines M6 to A1(M) capacity and journey time improvements (potential options include M65 improvements, a new/upgraded route between the M65 and Skipton/A629/A650, A59 improvements, A671 improvements (M65 to A59), a new/upgraded route between Skipton/Harrogate and the A1, Shipley Eastern pinch point improvements and Leeds North West Quadrant improvements) • A59 Harrogate to York improvements • A1237 York Northern Outer Ring Road Phase 2 • A64 Crambeck to Scarborough improvements • A1079 York to Hull improvements • M62 Junctions 30 to 33 • Southern Pennines East – West highway connectivity to potential new HS2 station (potentially including new/upgraded route around the North of Barnsley and 	

Why?	What?	How?
Outcome	Potential Interventions	Next Steps
Strategic Development Corridors		
	<p>Doncaster Districts or along the A6195/A635 corridor, A1 to A19 and A19 to M18 links and A1 to M1 link in South Wakefield, comprising A1 to HS2 link from Redhouse and M1 to HS2 link)</p> <ul style="list-style-type: none"> • Trans Pennine Tunnel and wider connectivity improvements, including M1 to M18 link • M18 Junctions 2 to 5 (and online improvements to M18 Junction 2) 	
Improve connectivity and resilience around the Lancashire economic clusters	<ul style="list-style-type: none"> • Liverpool to Preston (journey time and service improvements) • Burnley to Manchester (journey time and service improvements) • Rossendale to Manchester public transport connectivity • East Lancashire Line (journey time and capacity improvements) • Colne to Accrington (journey time and service improvements) • Blackburn to Manchester Victoria (journey time improvements) • A59 corridor improvements (Liverpool to Preston) • M58/M6 interchange • A56 corridor improvements (M65 to M66) • M6 Junction 25 slip roads 	

DISCUSSION ON REGIONAL ISSUES

Strategic Road Network

26. There is nothing further to add at present.

Major Road Network

27. It can be seen from APPENDIX D that the DfT considers that the A56 and A59 forms an important trans-Pennine road link between Central Lancashire, North Manchester and East Lancashire to North Yorkshire (and to Teeside via A1(M1)).

The two routes from the M65 are:

- (a) from Junction 8 A6068/A671/A59 (bypassing Whalley and Clitheroe) to Broughton; and
- (b) from Junction 14 A6068/A56 to Broughton.

Regarding (a), there might be a case for a Simonstone/Read Bypass partly along the former Rosegrove to Great Harwood railway line.

Regarding (b), there might be a case for a Colne/Foulridge or A56 Villages Bypass adjacent to the line of the former Colne to Skipton railway line.

28. The Major Road Investment Planning Guidance at APPENDIX E includes MRN Objectives and Eligibility Criteria (pages 31 and 32). These should be read in the context of possible improvements to routes (a) and (b).
29. Please also refer to the Discussion on the (TfN) STP in paragraph 25, Table 4.

Transport for the North Strategic Transport Plan

30. It can be seen from paragraph 13 that Pendle's "Wish List" comprised:
 - (a) A56 Villages Bypass;
 - (b) Colne to Skipton rail reinstatement; and
 - (c) East Lancashire rail line improvements.

(More details are in APPENDIX C.)

Regarding (a), please see paragraph 25, Table 4. Clearly there is a lot of further work necessary to develop any road improvement proposals in these corridors.

The Major Road Network Planning Guidance (paragraph 22) is also very relevant.

Regarding (b), please see paragraph 25, Table 3.

Regarding (c), please see paragraph 25, Table 4. As with (a) above, a lot of further work is required to firm up any possible schemes.

LOCAL ISSUES

North Valley, Colne, Route Management Strategy

31. A review of the traffic signals operations has been undertaken by LCC and their consultant Jacobs with some fine-tuning MOVA (Microprocessor Optimised Vehicle Activation) validation. A linking strategy has been proposed, which is under review. A priority list of interventions will be developed within a budget of £1 million funded from LCC's Integrated Transport Fund.

The scheme (to be completed in 2019) will better manage queuing, reduce delay, improve road safety and air quality.

M65 Growth Corridor Junction 13 Nelson Signalisation (South East Roundabout)

32. The scheme (part of the Hyndburn/Burnley/Pendle M65 Growth Corridor Project) will complete the signalisation of the two roundabouts at Junction 13 and "future proof" the junction to cater for any new developments in the area and for national traffic growth. The scheme is being reviewed at present and will cost of the order of £1.7 million, funded from the DfT's National Productivity Investment Fund.

M65 Growth Corridor Sustainable Transport Links in Brierfield

33. Also as part of the M65 Growth Corridor project (Sustainable Transport Links), £440,000 is available for a scheme in the centre of Brierfield.

The scheme will include renewal of the (elderly) traffic signals at the junction of Burnley Road, Halifax Road, Colne Road and Railway Street. This should improve traffic flow, thereby reducing air pollution and provide better crossing facilities for pedestrian and cyclists.

Public realm improvements will be carried out to the footways on Colne Road and (hopefully) carriageway and footway improvements on Bridge Street (one of the public transport gateways to Northlight). Signage will be upgraded.

The Chief Executive is meeting the County Council's Cabinet Member for Highways and Transport and the County Council's Executive Director for Growth, Environment, Transport and Community Services on 18 March 2019 to discuss this.

(NB: Separate talks are being held with Network Rail about repainting the pedestrian railway bridge at the end of Bridge Street.)

Problems on the Colne Line Rail Service

34. Minute 62 of the Full Council meeting on 5 December 2018 reads:

"The Colne Line

It was moved by Councillor A. R. Greaves and seconded by Councillor D. E. Lord –

Pendle Council notes the problems, including both severe inconveniences for all passengers and alarm and distress for vulnerable persons, when trains from Preston are terminated (often without notice) at Burnley Central or further back down the line, instead of continuing to Brierfield, Nelson and Colne leaving passengers to provide themselves with onward travel.

It notes that this has frequently happened into the evening and late at night and continues to do so, placing vulnerable passengers in an unacceptable and potentially dangerous situation.

It resolves to demand that Arriva Northern Rail take responsibility for providing transport for passengers to their destination; that staff are on hand at the station where the train terminates to provide help, assistance and security; and to request the Government (which is responsible for supervising the Northern franchise) to insist that these things are done.

It further resolves to seek a meeting with the senior management of Arriva Northern Rail to discuss this and the other problems affecting services on the Colne line and in particular services to and from Brierfield, Nelson and Colne.

RESOLVED

Upon being put to the vote the motion was **CARRIED.**"

35. This meeting, with Northern Rail and Group Leaders, will take place on 19 March 2019.

CONCLUSIONS

36. Pendle needs to engage as soon as possible with Lancashire County Council, North Yorkshire County Council, Craven District Council, the Department for Transport, and Transport for the North.

37. There is a pressing need to update the previous feasibility studies into the construction of the Colne to Foulridge/A56 Villages Bypasses.

38. Scheme Business Cases should be developed in line with the guidelines in the Investment Planning Guidance for the Major Road Network Programmes (Appendix E, pages 33 and 34 refer).

39. Set out below is an extract from the report to the Executive meeting on 25 May 2017:

“COLNE CONGESTION RELIEF PROPOSALS

6. There is £1.7m in the County Council’s capital budget (Local Transport Plan funding) to deliver what is now called the “Colne Congestion Relief” project.

This is in three parts:

- (i) implement the North Valley Route Management Strategy (NVRMS);
- (ii) build up a detailed traffic model for the Colne area; and
- (iii) develop the business case for the Colne–Foulridge Bypass.”

40. At the County Council’s Cabinet meeting on 18 May 2018, the following change was made to the Highways and Transport Capital Programme:

Table 9 – previously approved projects that could be re-purposed

Project Name	Total value of the remaining budget (£m)	Proposed value to be re-purposed (£m)	Justification	Anticipated first call on future Integrated Transport Blocks
North Valley Road	1.700	1.286	The original scope of this scheme has been revised and this has reduced the budget required from £1.7 million to £1 million, of which £580k will be funded by the NPIF direct grant award of £4.655 million. Therefore a reduced allocation of £0.414 million is required from the previously approved allocation leaving £1.286 million available to repurpose.	N/A

41. The lack of clarity on the timescales for progressing work on the feasibility studies into the reinstatements of the Colne to Skipton rail line is of concern. Particularly in view of the TfN’s Investment Programme – please see page 7 of this report.

42. In the past, the reinstatement of the rail line from Colne to Skipton and the construction of an A56 Villages Bypass were perhaps viewed as competing schemes. They may in fact be complementary.

IMPLICATIONS

Policy: As set out in the report.

Financial: As set out in the report.

Legal: None arising directly from the report.

Risk Management: None arising directly from the report.

Health and Safety: None arising directly from the report.

Sustainability: None arising directly from the report.

Community Safety: None arising directly from the report.

Equality and Diversity: None arising directly from the report.

APPENDICES

Appendix A: Presentation to Pendle Vision Board in January 2019.

Appendix B: Pendle's Consultation Response to DfT's Proposals for the Creation of an MRN.

Appendix C: TfN STP Response.

Appendix D: Final MRN.

Appendix E: Extracts from the Department for Transport's Investment Planning Guidance for the Major Road Network: "Moving Britain Ahead".

LIST OF BACKGROUND PAPERS

Report to the Executive on 25 May 2017: East-West Connectivity Study.

Report to the Executive on 14 December 2017: Transport for the North.

Report to the Special Budget Executive on 7 February 2018: Proposals for the Creation of a Major Road Network.

Report to the Executive on 15 March 2018: Transport for the North (TfN) Strategic Transport Plan: Draft for Public Consultation.