

Lancashire County Council

Executive Scrutiny Committee

Tuesday, 4th February, 2014 at 2.00 pm in Cabinet Room 'D' - The Henry Bolingbroke Room, County Hall, Preston

Agenda

Part 1 (Open to Press and Public)

No. Item

1. **Apologies**
2. **Disclosure of Pecuniary and Non-pecuniary Interests**

Members are asked to consider any Pecuniary or Non-pecuniary Interests they may have to disclose to the meeting in relation to matters under consideration on the Agenda.
3. **Minutes of the Meeting held on 21 January 2014** (Pages 1 - 4)
4. **Reports for decision by Cabinet** (Pages 5 - 6)
 - (a) **Money Matters - Update on the County Council's Financial Position for 2013/14** (Pages 7 - 20)
 - (b) **The County Council's Budget 2014/15** (Pages 21 - 100)
 - (c) **Treasury Management Policy and Strategy 2014/15** (Pages 101 - 132)
 - (d) **Approval of the East Lancashire Highways and Transport Masterplan** (Pages 133 - 426)
5. **Forthcoming Individual Cabinet Member Key Decisions** (Pages 427 - 428)
 - (a) **The Use of Court Experts in Care Proceedings for Children and Young People** (Pages 429 - 432)
 - (b) **Our Lady & St Gerard's RC Primary School: Proposal to Make Alteration to the Age Range of the School by Adding a Maintained Nursery** (Pages 433 - 456)

- (c) **Outcome of Consultation on the Implementation of the first phase of the restructure of Overnight Break Service for Children with Disabilities** (Pages 457 - 500)
- (d) **Review of Home to Mainstream School Transport Policy** (Pages 501 - 548)
6. **Response of the Budget Scrutiny Working Group** (Pages 549 - 550)
7. **Urgent Business**
An item of urgent business may only be considered under this heading where, by reason of special circumstances to be recorded in the Minutes, the Chair of the meeting is of the opinion that the item should be considered at the meeting as a matter of urgency. Wherever possible, the Chief Executive should be given advance warning of any Member's intention to raise a matter under this heading.
8. **Date of Next Meeting**
The next meeting of the Executive Scrutiny Committee will be held on Tuesday 4 March at 2pm at the County Hall, Preston
9. **Exclusion of the Press and Public**
The Committee is asked to consider whether, under Section 100A(4) of the Local Government Act, 1972, it considers that the public should be excluded from the meeting during consideration of the following items of business on the grounds that there would be a likely disclosure of exempt information as defined in the appropriate paragraph of Part 1 of Schedule 12A to the Local Government Act, 1972, as indicated against the heading to the item.

Part II (Not open to Press and Public)

10. **Provision of Traffic Signal Maintenance - Contract Award** (Pages 551 - 554)
(Not for Publication – Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.)

I M Fisher
County Secretary and Solicitor

County Hall
Preston

Agenda Item 3

Lancashire County Council

Executive Scrutiny Committee

Minutes of the Meeting held on Tuesday, 21st January, 2014 at 2.00 pm in Cabinet Room 'D' - The Henry Bolingbroke Room, County Hall, Preston

Present:

County Councillor Bill Winlow (Chair)

County Councillors

A Atkinson	S Holgate
Mrs S Charles	Mrs L Oades
D Clifford	J Oakes
B Dawson	D O'Toole
G Driver	N Penney
M Green	

1. Apologies

None.

2. Disclosure of Pecuniary and Non-pecuniary Interests

There were no interests declared.

3. Minutes of the Meeting held on 7 January 2014

Resolved : That the minutes of the meeting held on 7 January 2014 be confirmed and signed by the Chair.

4. Reports for decision by Cabinet

The Committee considered the following reports to be presented for decision by the Cabinet on 24 January.

a. Proposal to Introduce 0300 Telephone Numbers for Lancashire County Council Services

The Committee received an update report on proposals to replace existing 0845 telephone numbers with 0300 numbers by 31 March 2014. It was proposed that there would be a single implementation date of 27 March 2014, when all new 0300 numbers would be introduced. It was confirmed that the existing 0845 numbers would continue to operate alongside the new number to ensure that no

one trying to contact the council using the old number would be unable to do so, and that this would be at no cost to the council.

A communication strategy had been developed, at a cost of £6,000. The principle method of communication would be through messages on the telephony system itself. Existing materials and displays will be updated on a phased basis. It was agreed that, as part of the implementation, consideration would be given to ensuring that there were no excessive or confusing automated menus for people ringing in to negotiate.

The Committee noted the report and confirmed the recommendations to Cabinet without modification or amendment.

Resolved: That the recommendations to be presented to Cabinet be confirmed without amendment or modification.

b. **Voluntary Redundancy**

The Committee received a report setting out the proposed voluntary redundancy (VR) arrangements for the period up until 2018. The Committee noted the calculations and financial assessment set out in the report. It was reported that feedback from staff conferences was that staff wanted to be fully informed about the scale of the issues facing the authority and the likely impact, and that it was therefore considered appropriate and important to be open about the VR proposals and numbers.

The proposal outlined was that the current VR arrangement should remain in place until 31 March 2014. Following that the following terms would apply:

- 1 April 2014 to 31 March 2015, a multiplier of 1.6
- 1 April 2015 to 31 March 2016, a multiplier of 1.4
- 1 April 2016 to 31 March 2018, statutory minimum, no multiplier and a maximum of £450 per week for each week used in the calculation.

It was confirmed that, as long as there were sufficient people taking voluntary redundancy, there would be no compulsory redundancies within the period to March 2016. The commitment to supporting staff both staying with and leaving the authority was set out, and welcomed by the committee. The importance of maintaining and developing the right skills for the authority in the future was emphasised. The committee noted the report and confirmed the recommendations to Cabinet without modification or amendment.

Resolved: That the recommendations to be presented to Cabinet be confirmed without amendment or modification.

5. **Urgent Business**

There was no urgent business.

6. Date of Next Meeting

It was confirmed that the next meeting of the Committee would be held at 2pm on Tuesday 4 February 2014 at the County Hall, Preston.

7. Exclusion of Press and Public

Resolved: That the press and members of the public be excluded from the meeting during consideration of the following items of business on the grounds that there would be a likely disclosure of exempt information as defined in the relevant paragraphs of Part 1 of Schedule 12a to the Local Government Act 1972 as set out in the reports. It was considered that in all the circumstances the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

8. One Connect Limited

(Exempt information as defined in paragraphs 3 and 5 of Part 1 of Schedule 12a to the Local Government Act 1972. It was considered that in all the circumstances of the case the public interest in maintaining the exemption outweighed the public interest in disclosing the information).

The meeting was adjourned for a short period to allow consideration of the report. On the resumption of the meeting, the Committee considered a report setting out recent developments in relation to One Connect Limited.

Resolved: That the recommendations to be presented to the Cabinet be confirmed without amendment or modification.

9. Recommendations of the Cabinet Working Group on Household Waste Recycling Centres

(Exempt information as defined in paragraphs 3 and 4 of Part 1 of Schedule 12a to the Local Government Act 1972. It was considered that in all the circumstances of the case the public interest in maintaining the exemption outweighed the public interest in disclosing the information).

The committee considered a report setting out the recommendations of the Cabinet Working Group on Household Waste Recycling Centres.

Resolved: That the recommendations to be presented to the Cabinet be confirmed without amendment or modification.

I M Fisher
County Secretary and Solicitor

County Hall
Preston

Agenda Item 4

Executive Scrutiny Committee

Meeting to be held on Tuesday 4 February 2014

Electoral Division affected: None

Cabinet Reports for Decision

Contact for further information:

Josh Mynott, (01772) 534580, Office of the Chief Executive,

josh.mynott@lancashire.gov.uk

Executive Summary

The Committee is invited to consider any decision making reports being presented to Cabinet on 6 February 2014.

Recommendation

That the Committee scrutinise any reports for decision by Cabinet on 6 February 2014 and make recommendations to Cabinet as appropriate.

Background and Advice

The Cabinet on 6 February 2014 will receive the decision making reports listed on the agenda cover sheet.

The committee is invited to consider any reports submitted to Cabinet for decision, and to comment as appropriate.

Any recommendations made by the Committee will be reported to Cabinet on 6 February.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

Implications are as set out in the reports to Cabinet.

**Local Government (Access to Information) Act 1985
List of Background Papers**

Paper	Date	Contact/Directorate/Tel
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N/A

Reason for inclusion in Part II, if appropriate

N/A

Cabinet - 6 February 2014

Report of the County Treasurer

Electoral Division affected:

All

Money Matters - Update on the County Council's Financial Position for 2013/14 (Appendix 'A' refers)

Contact for further information:

Gill Kilpatrick, (01772) 534715, County Treasurer's Department,
gill.kilpatrick@lancashire.gov.uk

George Graham, (01772) 538102, County Treasurer's Department,
george.graham@lancashire.gov.uk

Executive Summary

In order to maintain overall strategic control of the County Council's finances, the Cabinet receives regular Money Matters reports. The purpose of these is to

- Highlight the high risk financial issues facing the County Council, both in the current and future financial years, together with any action which may be required;
- Set out the Council's likely financial position at the end of the financial year and;
- Assess any impact on the Council's overall financial outlook.

The report set out at Appendix 'A' is the third budget monitoring report for 2013/14, and reflects the position as at 31 December 2013. As such, this is an important point in the financial year, as limited time remains to take corrective action.

The key headlines of this are:

- A potential overspend on the revenue budget of £2.4m representing an overall improvement in position of £1.9m since the last report to Cabinet, this is offset by the availability of additional one-off resources from the government in 2013/14 of £5.8m, giving a net position of an underspend of £3.4m. In accordance with Cabinet's previous decisions, £0.7m of this will be transferred to the Council's Hardship Claims reserve with the balance of £2.7m added to the downsizing reserve.
- The capital investment programme is on track to deliver 82% of spending in 2013/14.
- A forecast position at the end of the year of £36m on the Council's County Fund and £47.9m on the Council's Downsizing reserve.

Recommendation

Cabinet is asked to:

- (i) Note the forecast position for the 2013/14 revenue budget and capital investment programme;
- (ii) Approve that £1.8m relating to unrealised commitments that are no longer required that are held on the Council's balance sheet be transferred into the Downsizing reserve;
- (iii) Note the forecast position on the Council's County Fund Balance and Downsizing Reserve.

Background and Advice

See Appendix 'A'.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

The County Council's overall approach to risk management continues to be to manage exposure to risk by the most appropriate means. This report is part of the risk management framework designed to manage future risks.

List of Background Papers

Paper	Date	Contact/Directorate/Tel
Directorate monitoring reports	December 2013	George Graham, County Treasurers' Department (01772) 538107

Reason for inclusion in Part II, if appropriate

N/A

Appendix 'A'

Money Matters - Update on the County Council's Financial Position for 2013/14

1. Introduction

This report provides an update for Cabinet on the County Council's current financial position. The report is in four parts:

Section A – Sets out the forecast end of year position for the 2013/14 revenue budget.

Section B – Sets out progress on the Capital Investment Programme.

Section C – Sets out the impact of the current monitoring position on the County Council's reserves.

Section D – Sets out the conclusion.

2. Summary of the Financial Position

This report provides Cabinet with a view on the Council's current financial performance and the anticipated position at the year end. The forecast is based on information to the end of December 2013 and shows in summary:

For the Revenue Budget

- A forecast overspend on the revenue budget of £2.4m representing an overall improvement in position of £1.9m since the last report to Cabinet. This is offset by the availability of additional one-off resources from the government in 2013/14 of £5.8m, giving a net position of an underspend of £3.4m. In accordance with Cabinet's previous decisions, £0.7m of this will be transferred to the Council's Hardship Claims reserve with the balance of £2.7m added to the downsizing reserve.
- It is anticipated that a range of small underspends within services will emerge over the final quarter of 2013/14, and it is therefore anticipated that the final position for the year will be improved.

For the Capital Investment Programme

- Forecast capital spending in year of £165.3m which is 81.8% of the programme.
- Estimated slippage in total to future years of £36.7m.

For Reserves and Balances

- A forecast position at the end of the year of £36m on the Council's County Fund and £47.9m on the Council's Downsizing reserve.

3. Section A - The 2013/14 Revenue Budget

3.1 In February 2013 the County Council approved a revenue budget of £776.343m, the forecast position at the end of the year, based on information at 31 December 2013 is set out below:

Budget Area	Cash Limit	Forecast End of Year Position	-under/over spend	
	£m	£m	£m	%
Adult Services, Health and Wellbeing Directorate	340.897	342.160	1.263	0.4
Children and Young People	160.095	160.519	0.424	0.3
Environment	185.690	181.462	-4.228	-2.3
Office of the Chief Executive	21.449	21.784	0.335	1.5
County Treasurer	4.979	4.556	-0.422	-8.5
Strategic Partnership	18.470	23.855	5.385	29.2
Corporate	15.123	16.843	1.720	11.4
Lancashire County Commercial Group (LCCG)	0.963	0.204	-0.759	-78.8
Hardship Claims	0.750	0.050	-0.700	-93.3
Investment proposals	14.250	14.250	-	-
Contribution from Strategic Investment reserve	-10.000	-10.000	-	-
Contribution from reserves	-5.000	-5.000	-	-
Council Tax Freeze Grant 2013/14	-3.672	-4.281	-0.609	-16.6
Capital Financing	32.349	32.349	-	-
Budget Requirement	776.343	778.751	2.409	0.3

The key issues emerging are as follows:

3.2 Adult Services, Health and Wellbeing Directorate

The directorate is forecasting an overspend of £1.3m which is unchanged since the position last reported to Cabinet.

The main factors affecting the forecast position are:

Personal Social Care and Mental Health Services

There remain significant pressures in respect of Physical Disability and Learning Disability Services with estimated overspends of £3.6m and £1.2m respectively. The pressures are a result of a growth in demand, both in terms of the overall number of service users supported, which have increased over the year to date, but also the increasing complexity of individuals now being supported which is reflected in increasing average care package costs in these areas. The overspends are, in part, offset by a predicted underspend of £0.9m on Older People services, largely as a result of actively reducing the number of new admissions to residential care.

The forecast £3.6m overspend on Physical Disabilities is of most concern as it represents some 13% of the budget for this area and is primarily the result of a forecast overspend on direct payments. There has been an increase in cost of direct payments in the region of 7% over the year to date. This reflects a combination of increasing numbers of individuals supported and an increase in the average costs. The increase is significantly above the level of increase expected through standard demographic indicators. In addition there is increased pressure on the domiciliary care budget with individuals transferring from commissioned domiciliary care to direct payments with numbers of cases and average costs increasing in the year to date. The overspend has been subject to a review to fully understand the causes and plans are in place to take short and medium term corrective action to reduce the financial impact in the current and future years.

The pressure resulting from the increasing numbers and complexity of Learning Disability service users and increased demand for residential care within Mental Health Services continues to be a significant issue. Whilst the impact of budget growth allocated to meet demographic increases and budgets being re-aligned across services has reduced the in-year pressure in both those areas, the forecast overspend on learning disability services is exacerbated by the further net additional cost of Ordinary Residence changes and implementation of the Winterbourne Concordat whereby all current NHS and Joint funded hospital placements had to be reviewed by 1 June 2013 with plans to be put in place to move anyone who is inappropriately in hospital to community-based support, funded, at least in part, by LCC as quickly as possible, and no later than 1 June 2014. These areas will be subject to detailed review during 2014/15, and are an area of risk within the 2014/15 budget.

Review activity continues to be focused on mitigating the impact of demographic growth across all demand led service areas with the reablement service being expanded and starting to deliver additional savings in line with the current financial strategy. A dedicated review team is in place for Learning Disability services relating to the planned re-modelling work of supported living services and is delivering efficiency savings as is the shared lives service which continues to expand and deliver net savings in the cost of support, which is helping to offset some of the overspend identified above on Physical and Learning disability services.

In addition, the planned reduction in the number of social workers and review, Assessment and Support Officers (RASO's) is heavily dependent on a number of other actions expected to reduce workloads and increase productivity. Some of these, including the implementation of the FACE assessment and resource allocation system and replacement for the Integrated Social Services Information System (ISSIS) have been delayed and therefore it is unlikely that the budgeted savings will be achieved in full by the end of 2013/14. The net impact is forecast overspend on this area of around £1m in 2013/14 with the saving now planned to be delivered in 2014/15.

Commissioning and Resources

These services are forecast to under spend by £2.9m, largely due to savings forecast to be achieved across a number of previously grant-funded or non-statutory areas of service through a combination of service reviews and identified scope for planned under spending to manage the Directorate's overall budget position given the significant pressure on the demand led budget areas.

All the services delivered or commissioned by the Directorate have been critically reviewed earlier in the year and this and has provided a basis for identifying areas for additional savings and also focusing activity on those areas which have the biggest influence on reducing the impact of increasing demand going forward to ensure that the directorate is well placed to respond to future financial challenges.

Public Health

Whilst the overall Public Health position is forecast as being in line with budget, there is expected to be an underspend against the Public Health grant in the region of £3m. As per the requirements of the grant, this underspend will be carried over to the next financial year as part of a ring-fenced public health reserve. The same conditions of use that apply to the grant will continue to apply to this reserve. However, work remains ongoing to ensure that public health activity undertaken by the Council is appropriately identified and charged to the public health budget.

Given the context of Public Health services newly transferring over to the local authority, with services transferring to the County Council from three different PCTs, work is progressing to develop a clear commissioning strategy designed to deliver a county-wide service to meet the overall outcomes required of Public Health. This has led to delays in the commissioning of services resulting in this non recurrent forecast underspend.

3.3 Directorate for Children and Young People

The Directorate is currently forecasting an over spend of £0.424m against its cash limit compared to an overspend of £4.299m in the last Cabinet monitoring. A change in forecast position of £3.875m.

Since the significant over spend was identified earlier in the year a number of actions to reduce the impact of demand for social care services have been implemented by the Directorate. These have started to take effect and have resulted in a much

reduced overspend position. In addition some emerging under spends can be reflected in the monitoring position.

The main factors producing the change in forecast position are:

Increases in budget pressure

- An increase in the forecast cost on Children's Social Care of £1.141m due to increases in demand.

These areas of pressures are offset by underspending in the following areas:

- £0.800m pay costs set aside within the revenue budget to fund the impact of the pay and grading harmonisation relating to Soulbury grades. A decision by the Employment Committee on 7 October 2013 not to continue the harmonisation process means that this funding is no longer required and is available to help the Directorate manage its overall budget position;
- Allocation of £1.330m from the Public Health budget for services provided by the Directorate which includes early Support, Children's Centre and Domestic Abuse.

The implementation of the Directorate Action Plan to manage the overall financial position has resulted in:

- £1.048m reduced expenditure in the areas of Early Years, Early intervention and Lancashire Break Time as a result of reviews undertaken to minimise expenditure without seriously impacting upon beneficial outcomes;
- Improved income forecast from traded services with schools amounting to £0.456m;
- A large number of smaller savings resulting from management actions to reduce spending which total an additional £2.320m of savings.

3.4 The Environment Directorate

The forecast year end position is an underspend of £4.228m which represents an improved position of £2.310m since the last report to Cabinet.

The main factors for the improved position are:

Transport and Environment Services

The forecast saving in relation to concessionary travel has increased by £0.800m as a result of more accurate numbers of travel passengers. This is reflected in the 2014/15 budget.

The Lancashire Partnership for Road Safety underspend of £0.230m due to an agreed reduction in the Council's level of contribution. Back office efficiencies in the

operation of the Partnership has meant all partners have benefited from a reduction in running costs. This has also been reflected in the 2014/15 budget.

The forecast expenditure in relation to bus contracts has also reduced due to a fall in the number of passengers on subsidised routes resulting in a further under spend of £0.150m.

Strategy and Policy Services

The underspend in relation to waste services has increased by £1.040m due to a number of factors, including increased waste diversion rates as a result of more opportunities to avoid landfill by using alternative markets for the waste we receive. In addition, reduced transport costs are forecast due to the more efficient movement of waste. For example the Council is now transporting waste directly to our waste processing plant in Thornton rather than via waste transfer station in the Blackpool area. There has been an increase in the performance deductions on the PFI contract and less recycling credits being provided to third sector organisations than expected.

3.5 The Office of the Chief Executive

The Office of the Chief Executive is forecasting an overspend of £0.335m which represents an improvement in the position since that last reported to Cabinet of £0.160m.

The reason for the reduction in forecast overspend is, in the main, due to a reduced forecast of the cost of appointing an interim Chief Executive due to the Chief Executive's post becoming vacant.

3.6 The County Treasurer's Directorate

The County Treasurer's Directorate is forecast to underspend by £0.422m which reflects an improved position since the last report to Cabinet of £0.103m which is largely as a result of holding vacant posts within the Directorate ahead of delivering the 2014/15 budget savings.

3.7 The Strategic Partnership budget

The Strategic Partner budget is forecast to overspend by £5.4m which represents a slight increase in overspend since the last report to Cabinet of £0.4m. Of this £2m relates to loss of income and £3.4m relating to lower than anticipated procurement savings on revenue expenditure.

3.8 Lancashire County Commercial Group

The Lancashire County Commercial group is currently reporting an underspend of £0.759m compared to £0.202m previously reported to Cabinet. This reflects an overall reduction in costs whilst maintaining income.

3.9 The Corporate budget

An overspend of £1.720m is being reported on corporately held budgets which represents a £3.7m change since the position last reported to cabinet. The key issues that have caused this change are::

- Unrealised property related savings giving an overspend of £2m, plans are in place to realise these savings in 2014/15 but there will be an overspend in this financial year.
- Unrealised savings of £1.9m in respect of the redesign of the Council's Operating Model, plans are in place to deliver the majority of this saving in 2014/15 however a pressure will remain of £0.5m which is incorporated within the 2014/15 budget set out elsewhere on Cabinet's agenda.

3.10 Other budgets

The level of grant for the 2013/14 Council Tax freeze is greater than forecast realising an underspend of £0.609m.

Based on activity in the year to date it is forecast that the budget set aside for Council tax Hardship claims will underspend by £0.700m in 2013/14. Cabinet approved at its meeting on 5th December 2013 that the underspend on Hardship Claims in 2013/14 should be transferred into an earmarked reserve to be available to support expenditure in future years.

3.11 Capital financing costs

The budget for capital financing costs is forecast to break even at the end of the year, this reflects a reduction in underspend from the position last reported to Cabinet of £1.2m. The change in forecast reflects a restructuring of the Council's debt portfolio to mitigate falling interest rates and protect the level of interest income the council will receive in future periods.

4. Section B - The 2013/14 Capital Investment Programme

In February 2013 the Council agreed a capital investment programme of £172.912m. Adjusting for slippage from 2012/13 and new approvals the 2013/14 programme is currently £202.069m. Within the new approvals figure is an amount anticipated to be spent on the Heysham to M6 link road in 2013/14 following confirmation from the Department of Transport of grant funding.

	£m
Original Programme	172.912
Variation from 2012/13	4.201
New Approvals	24.956
Programme 2013/14	202.069

The forecast position by Directorate is shown in the table below:

	Approved Programme	Forecast End of Year Position as at September	Forecast End of Year Position as at December	Change in Forecast since previous report	
	£m	£m	£m	£m	%
Adult Services and Health and Wellbeing	6.018	3.474	3.009	-0.465	-13.3
Children and Young People	74.358	61.716	61.061	-0.655	-10.6
Environment	75.817	50.258	64.625	14.367	28.6
Corporate	39.687	36.743	32.174	-4.569	-12.4
LCCG	6.189	5.215	4.530	-0.685	-13.1
Total	202.069	157.406	165.399	7.993	5.1

The forecast shows that the anticipated expenditure in the year is £7.991m more than forecast in the last report to Cabinet. This includes the effect of the addition of the Heysham M6 link road and the expenditure being incurred at Leyland St Mary's RC Technology College following the fire damage. After adjusting for these projects, the forecast spend on the remaining programme is estimated to be £11.110m less than previously reported. Some of the key reasons for the change are:

4.1 Adult Services, Health and Wellbeing

- The expenditure on Libraries Regeneration is less than anticipated by £0.339m as a result of issues at Bolton- Le- Sands including the need to accommodate bats on the site and a review of the requirements for the meeting room and a review of the sites that will be subject to minor works under the Programme.

4.2 Directorate for Children and Young People

- The forecast now includes £2.9m of expenditure to be incurred on Leyland St Mary's Technology College following a major Fire which will be funded through an insurance claim.
- There is now forecast to be a reduction in expenditure on the schools capital pot of £2.087m. This is principally due to slippage on the scheme at Weeton Primary as a consequence of the start of the scheme being delayed due to protracted negotiations with the Ministry of Defence £0.780m, complexities around the refurbishment causing delay at Fleetwood Chaucer, and a delayed start at Morecambe Great Wood.

- Spending on Children's residential redesign is £0.950m lower than expected as there was a delay in determining which design schemes were to be taken forwards.
- Expenditure on the Youth Zones is lower than anticipated due to on-going lease and private sector negotiations at two sites.

4.3 Environment Directorate

- The forecast includes an increase of £16.3m in expenditure on the Heysham to M6 link road following receipt of the grant approval from the Department of Transport.
- £1.5m has slipped into future years on the Local Transport Plan priority projects. The projects have been delayed as work is being undertaken with partners to determine the most appropriate design and programming to fit in with other projects.
- £1m has slipped to 2014/15 on the 2013/14 Bridges programme, which has experienced delays as a result of co-ordinating work with external partners.

4.4 Corporate

- The payments schedule for the ISSIS and resolution replacement system now shows that spend in year is £2.9 m less than anticipated due to delays in the implementation of the new systems.
- The expenditure on Growing Places is £1.9m lower than previously expected. This is principally the result of a delayed start date on the Blackburn Cathedral Quarter project due to contract negotiations with various funders.

4.5 Lancashire County Commercial Group

- It is anticipated that there will be slippage of £0.637m on the vehicle replacement programme

5. Section C – Impact on reserves

Previous reports to Cabinet have identified additional one off resources from government in 2013/14 of £5.8m made up as follows:

	£m
LACSEG refund	3.6
Additional New Homes Bonus	1.4
Council Tax Support schemes – transition grant	0.8
	<u>5.8</u>

Cabinet agreed that this additional one-off funding be transferred into the Council's downsizing reserve subject to the year-end position being break even or underspend. The current monitoring position identifies an overspend of £2.409m of which £0.700m is committed to being transferred to the Hardship Claims reserve, therefore £2.691m is available to transfer into the downsizing reserve.

The following further one-off resources have been identified in 2013/14 as being available for release from the Council's earmarked reserves:

	£m
Release from CYP DFM reserve	0.90
Release from Carbon Tax provision	0.60
Available for release from the Equal Pay reserve	0.60
Amounts available for release from the Strategic Investment reserve:	
Young Peoples' transport	2.25
Changing Places	0.50
Available for release from the Performance Reward Grant reserve	<u>1.00</u>
Additional one-off resources	5.85

Cabinet agreed that the cost of the introduction of the Living Wage in 2013/14 of £0.173m be met from resources released from earmarked reserves and the remaining balance of £5.677m be transferred into the Council's downsizing reserve.

In addition to the resources identified above, the ongoing review of the Council's balance sheet has identified unrealised commitments from the procurement system relating to previous financial years that are no longer required to be met. This results in resource being available for release of £1.8m. It is recommended that this resource be transferred in to the Council's Downsizing reserve.

The Council has approved a number of voluntary redundancies in 2013/14 and with the potential cases awaiting approval, as at the end of December the cost of these is forecast to be £4.7m by year end. This cost reduces the balance available in the Voluntary Severance reserve to £3.2m which at this point in the year is considered adequate to meet any further demand in 2013/14.

There is no impact on the the County Fund Balance as a result of the latest forecast for the Council's revenue budget. County Fund balance is anticipated to remain at £36m at the end of the financial year.

The impact of the current monitoring position on the Council's Downsizing reserve is:

	£m
Downsizing reserve balance at 1.4.13	37.695
Transfer in from other reserves	5.677
Transfer of one off additional funding from government	2.691
Release from the balance sheet of resources	1.800
Forecast Downsizing reserve balance at 31.3.14	47.863

Forecast movements in 2014/15:

Anticipated one-off resource from Council Tax Surplus	4.360
Release from Revenue contributions to Capital	38.500
Invest to save commitments from the Council's savings strategy	-9.600
Returned New Homes bonus top slice	0.224
Balance available for funding Voluntary Severance in future years	81.347

6. Section D – Conclusion

A number of significant revenue spending pressures have emerged in the current year and the Council's management team have taken action that has reduced this pressure considerably during the year. Based on previous experience, it is likely that a number of smaller underspends will emerge over the final quarter of the financial year, and that the final position on the revenue budget is likely to be better than current forecast.

The pressures and underspends identified in this monitoring report have also been reflected in the Council's budget proposals for 2014/15.

Cabinet - 6 February 2014

Report of the County Treasurer

Electoral Divisions affected: All

The County Council's Budget 2014/15

(Appendices 'A' to 'I' refer)

Contacts for further information:

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Executive Summary

Over the past few months, the Cabinet has considered a number of reports setting out both the level of financial challenge facing the Council over the next four years, and the proposals to deliver savings. The scale of financial challenge facing the Council is unprecedented, with savings of £300m, the equivalent of almost 40% of the current year's budget, needed over the next four years. It is recognised that delivering this level of saving whilst seeking to deliver effective services for our communities cannot be achieved without a radically different approach which focuses on service delivery within a budget envelope of £642m by 2017/18.

At its meeting on 9 January 2014, the Cabinet published for consultation its budget proposals for 2014/15 and agreed to seek the views of stakeholders on its proposals. The stakeholders include:

- Budget Scrutiny Working Group
- The Living in Lancashire Panel
- The 50Plus Assembly
- The public, through the 'Budget Calculator' tool on the Council's website
- 3 Tier Forums in each District
- The 12 Borough and City Councils within Lancashire
- The Police and Crime Commissioner for Lancashire
- Lancashire Constabulary
- Lancashire Combined Fire Authority
- The Unitary Councils of Blackburn with Darwen and Blackpool
- The recognised Trade Unions
- Lancashire Youth Council
- The Lancashire Enterprise Partnership
- Other representative bodies of Lancashire businesses
- The Schools Forum

The report at Appendix 'A' provides Cabinet with an update on the revenue budget and capital investment programme for 2014/15 as a result of:

- The ongoing review of costs and financial pressures on the revenue budget
- The level of resources available from specific grants
- The receipt of the final council tax surplus position on the collection fund and,
- The availability of additional council tax resources, and
- Additional capital grants received.

The report also includes the advice of the County Treasurer on the robustness of the estimates within the revenue budget and the level of reserves and provisions held by the County Council. It is the view of the County Treasurer that the estimates are robust, and that the level of reserves and provisions held by the County Council are appropriate, given the level of risk to which the County Council is exposed. However, given the financial challenge ahead, it is vital that the County Council has access to one-off resources to deliver the investment needed to ensure a "safe-landing" over the next four years as the Council downsizes significantly.

Recommendations

Cabinet is asked:

- (i) To note the changes in the forecast of the Council's costs and resources for 2014/15 as set out in the report and the consequential reduction in the level of reserves within the Cabinet's budget proposals from £2.2m to £1.7m.
- (ii) To consider the responses received from the consultation on the revenue budget for 2014/15.
- (iii) To note and have regard to the advice of the County Treasurer in relation to the robustness of the budget and the adequacy of reserves.
- (iv) To note the level of one-off resources available in 2014/15 as set out in the table below:

Additional one off resources in 2014/15	£m
Council Tax Collection Fund surplus 2013/14	4.360
Returned new homes bonus grant	0.224
Total one-off resources	4.584

- (v) Given the level of financial challenge facing the County Council in 2014/15 to 2017/18, to approve the addition of these one-off resources to the downsizing reserve.
- (vi) To recommend to the Full Council on 20 February 2014 proposed budget allocations to Directorates, a total budget requirement and the associated Band D Council Tax for 2014/15.
- (vii) To note the overall level of capital resources available for the 2014/15 capital investment programme.
- (viii) To recommend to the Full Council on 20 February 2014 the proposed capital investment programme for 2014/15.

Background and Advice

See Appendix 'A'.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

The County Council's overall approach to risk management continues to be to manage exposure to risk by the most appropriate means. This report is part of the risk management framework designed to manage future risks.

List of Background Papers

Paper	Date	Contact/Directorate/Tel
Budget working papers	February 2013	George Graham, County Treasurer's Directorate, (01772) 538102

Reason for inclusion in Part II, if appropriate

N/A

The County Council's Budget 2014/15 and Financial Strategy 2015/16 to 2017/18

1 Introduction

This report presents an update on the County Council's revenue budget and capital investment programme for 2014/15. It provides a framework for the Cabinet to agree its revenue budget and council tax recommendations to Full Council on 20 February 2014.

Cabinet has received a series of reports over the past few months setting out the financial forecast for the council over the period 2014/15 to 2017/18. The Council is facing a significant financial challenge – a combination of rising costs and reducing resources means that it must find £300m of savings over the next four years, the equivalent of reducing the current year's budget by almost 40%.

In order to meet this level of challenge, Cabinet has agreed to set a balanced budget for 2014/15 and then deliver a three year financial strategy for the period 2015/16 to 2017/18.

2 Delivering the 2014/15 Budget

2.1 Bridging the savings gap

The table below summarises the progress that has been made to date in the development of the Council's budget for 2014/15 and strategy to meet the saving gap in future years:

	2014/15 £m	2015/16 £m	2016/17 £m	2017/18 £m	Total £m
Saving gap	76.000	94.000	67.000	63.000	300.000
Savings identified:					
• Review of costs	10.116	3.793	3.675	3.613	21.197
• 10 % Challenge - efficiency savings	16.272	2.809			19.081
• Efficiency savings through reducing the cost of being in business	14.522	1.769	2.313	6.729	25.333
Proposals out to consultation:					
• Savings from reshaping the way services are delivered	7.460	7.970	9.960	6.960	32.350
• Savings from proposed policy options	17.949	11.552	6.233	1.926	37.660

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	2014/15 £m	2015/16 £m	2016/17 £m	2017/18 £m	Total £m
Additional costs Preston Bus Station	-0.190				-0.190
Removal of Care and Urgent Needs funding		-3.506			-3.506
Results of the provisional Settlement announcement	0.393	1.149			1.542
Increase Council tax by 1.99%	7.246				7.246
Contribution from County Fund	2.232	-2.232			-
Savings gap	0	70.696	44.819	43.772	159.287

Further detail on the savings identified in the table above is provided in Annex 1 of this report.

Cabinet on 9 January 2013 approved that a maximum contribution of £5m could be taken from reserves into the 2014/15 revenue budget, the analysis above identifies that £2.232m was required from reserves at the time of that meeting.

There are a number of proposals included in the strategy summarised above that have gone out to consultation with the public and key Council stakeholder groups. Responses have been received from a number of these groups and are included at section 5 of this report.

Since cabinet met on 9 January further costs and additional resources have been identified that impact upon the savings gap. These are:

	2014/15 £m	2015/16 £m	2016/17 £m	2017/18 £m	Total £m
Additional cost of pension changes for Lancashire County Commercial Group arising as a result of the change on regulations that make additional hours worked (for example to cover leave or sickness) pensionable when previously they were not	0.525				0.525
Savings planned in respect of the Council's Operating model that will not be achieved in 2013/14 but will form part of the organisational redesign. The increased cost in 2014/15 is offset by a one-off saving in the carbon reduction tax.	0.500	0.500			1.000
Revenue consequences of increased borrowing for the funding of the capital programme in order to free resources to		3.045			3.045

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meet the costs of voluntary redundancy					
Estimated level of council tax receipts above that forecast due to increase in the taxbase. This figure is provisional and may be subject to change.	-3.557				-3.557
Impact of Single Persons Discount review – due to the timing of the review the outcome cannot be included in the calculation by the District Councils of the 2014/15 taxbase. The additional council tax received as a result of the review in 2014/15 will come through in the council tax surplus reported in January 2015 and will be included within the 2015/16 taxbase calculations	2.000	-2.000			-
Total	-0.532	1.545			1.013

The impact this has on the savings gap is summarised below

	2014/15 £m	2015/16 £m	2016/17 £m	2017/18 £m	Total £m
Saving gap following cabinet on 9 th January 2014	0	70.696	44.819	43.772	159.287
Further costs and resources identified	-0.532	1.545			1.013
Reduction in contribution from reserves	0.532	-0.532			-
Remaining gap	0	71.709	44.819	43.772	160.300

The impact identified above would therefore reduce the amount of contribution required from reserves to £1.7m in 2014/15.

In addition, the County Council will receive further one-off resources in 2014/15 as set out below:

Additional one off resources in 2014/15	£m
Council Tax Collection Fund surplus 2013/14	4.360
Returned new homes bonus grant	0.224
Total one-off resources	4.584

The surplus on the Collection Fund has been advised by the District Councils, and reflects the projected position for 2013/14. It represents an increase in the level of council tax collected above that forecast at this time last year. It is important to note that the surplus is a one-off resource, however from the provisional increase seen in the taxbase shown above indicates that the surplus in 2013/14 has resulted from a general increase in the size of taxbase across Lancashire.

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It is recommended that the one-off additional resources available in 2014/15 of £4.584m be transferred to the Council's Downsizing reserve.

2.2 *Risks and uncertainties*

There are a number of financial issues which remain outstanding at the time of writing the report which may impact upon Cabinet's budget proposals for 2014/15.

- The Final Local Government Settlement for 2014/15

The budget proposals contained in this report are based upon the information provided in the Provisional Local Government Finance Settlement for 2014/15 that was announced on 18 December 2013. The Final Settlement is due to be announced on 5 February 2014 and will then be debated in the House of Commons on 12 February. There remains a possibility that the level of resource allocated to the Council could change in the final settlement which would therefore have an impact on the proposals made to the Full Council.

- Council taxbase

The final figures in relation to the council taxbase (i.e. the number of properties upon which council tax is paid) will only be confirmed by District Councils on 31 January 2014. Provisional forecasts for the level of the council taxbase in 2014/15 have been received from the District Councils and have informed the budget proposals set out in this report. However, experience shows that this forecast is volatile. An update on the final taxbase figures will be provided to Cabinet at the meeting on 6 February.

- Business Rates income

The Council's resource forecast for 2014/15 includes a share of locally retained business rates income which was allocated by central government using 2012/13 business rates data to which a set of planning assumptions were then applied. District Councils are currently calculating their respective forecasts for the level of business rates income they expect to collect in 2014/15 of which the County Council will receive a share. Local Authority resources will reflect the actual level of business rates income collected rather than the forecast allocation made by government. Any variation from the forecast will impact upon the level of resources available to councils. District Council's must provide this information to the County Council by 31 January 2014 and an update on the final business rate income figures will be provided to Cabinet at the meeting on 6 February.

2.3 *Options for Council Tax in 2014/15*

The government has introduced legislation which requires council tax increases above a certain amount to be subject to a referendum. The threshold for 2014/15 has not been announced at the time of writing this

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report. In the Spending Review announcement in June 2013 a 2% referendum limit was referenced however in the provisional Settlement announcement on 18 December no specific referendum limit was identified.

Informal feedback from government sources indicate that the referendum limit for 2014/15 will be lower than 2%, and it appears likely that the limit could be 1.5%. DCLG has confirmed that the latest point at which the referendum limit can be announced is 12 February 2014 when the final Local Government Finance Settlement is debated in the House of Commons.

In addition, the government is making available a Council Tax freeze grant, payable to those authorities which do not increase council tax. The grant is set at the equivalent of a 1% increase in council tax, and is payable over the two years of 2014/15 and 2015/16. This equates to a grant of £4.208m for the County Council in each year. The freeze grant is calculated by central government and in its calculation reverses the impact that the introduction of local council tax support schemes in 2013/14 had on council taxbases (it is therefore calculated on a 'grossed up' taxbase which gives a grant that is greater than 1% of the current council tax receipt). Beyond 2015/16 government has said that the funding provided for this grant will form part of the overall funding provided to local government but does not indicate if it will be protected from reduction.

The Cabinet's budget proposals for 2014/15 have been developed on the basis of a council tax increase of 1.99% in 2014/15. The impact on the budget proposals of a Council Tax rise of 1.49% would be an increase to the savings gap of £1.824m and if Council Tax were frozen the impact would be an increase in the gap of £3.050m.

2.4 Cash Limits for Services in 2014/15

The proposals identified in this report would result in cash limits for services as set out in the table below. Further detail is set out in Appendix 'B'.

Budget	*2013/14 Budget £m	2014/15 Proposed Cash Limit £m	Change £m	Change %
Adult Services Health & Well-being Services	335.201	325.961	-9.240	-2.76
Children & Young People	156.033	147.799	-8.234	-5.28
Environment	183.458	178.638	-4.820	-2.63
Office of Chief Executive	24.094	22.784	-1.310	-5.44
County Treasurer's Directorate	4.496	3.771	-0.725	-16.13
Strategic Partner	16.914	22.930	6.016	35.57
Corporate Expenditure	29.219	26.608	-2.611	-8.94

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Budget	*2013/14 Budget £m	2014/15 Proposed Cash Limit £m	Change £m	Change %
Financing Charges	32.349	30.834	-1.515	-4.68
Lancashire County Commercial Group	-1.751	-0.918	0.833	-47.57
Discretionary Hardship Claims	0.750	0.250	-0.500	-66.67
Strategic Investment Reserve	-10.000	-	10.000	-100.0
Balances & Reserves	-5.000	-	5.000	-100.0
Investment proposals	14.250	-	-14.250	-100.0
Contribution from Reserves	-	-1.700	-1.700	-
Total	780.013	756.957	-23.056	-2.96

** Reflects in year budget movements between directorates and changes to financing in 2014/15 to provide consistency when comparing year on year cash limit changes.*

3 The Capital Investment Programme

The table below summarises the "roll forward" capital programme as agreed at the last meeting of the Cabinet on 9 January.

Directorate	Total Programme	2014/15	2015/16 and future years
	£m	£m	£m
Adult and Community Services	14.993	3.102	11.891
Children and Young People	88.414	54.685	33.729
Environment	83.336	57.602	25.734
Corporate	25.473	20.828	4.645
Lancashire County Commercial Group	4.903	4.903	-
Total	217.119	141.120	75.999

The programme as previously presented has been adjusted to reflect the following capital schemes:

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- the full cost of the Heysham M6 link following finalisation of the financial approval of the scheme,
- the impact of including a new scheme for the delivery of improvements to kitchens and dining areas in Primary Schools as a result of the extension of free school meals to all infant pupils utilising a capital grant provided for this purpose,
- the inclusion of provision of £0.080m for Environmental and Community Projects in 2014/15 in line with the previous decision of the Cabinet.
- further rephrasing of the programme to reflect the monitoring position at December 2013 reported elsewhere on the agenda for this meeting and the changes in financing resulting from the funding of the voluntary severance scheme agreed at the recent Cabinet meeting.
- The City Deal delivery plan is being finalised and will be formally reported to future Cabinet and Council meetings along with the impact on the capital investment programme

The impact of these on the Council's Capital Investment Programme, with the exception of the City Deal delivery plan, is set out in the table below:

	2013/14 £m	2014/15 £m	2015/16 £m	2016/17 and future years £m	Total £m
Adult Services, Health and Wellbeing	3.009	3.102	7.917	3.974	18.002
Children and Young People	61.061	55.685	25.516	8.993	151.255
Environment	64.625	103.463	77.271	-	245.359
Corporate	30.432	31.022	3.640	1.005	66.099
Lancashire County Commercial Group	4.530	4.903	-	-	9.433
Total Expenditure	163.657	198.175	114.344	13.972	490.148
Financed by:					
Borrowing	1.900	39.907	10.445	-	52.252
Capital Receipts:					
Earmarked	0.983	-	3.112	10.567	14.662
General	-	4.003	30.295	-	34.928
Revenue contributions	9.277	8.942	1.201	0.232	19.652
Internal loan	4.060	5.173	0.340	-	9.573
Single Capital Pot Grant	95.022	65.627	-	-	160.649
Other grants and contributions	52.415	74.523	54.982	1.032	182.952
Total Financing	163.657	198.175	100.375	11.831	474.038

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	2013/14 £m	2014/15 £m	2015/16 £m	2016/17 and future years £m	Total £m
Over programming	-	-	13.969	2.141	16.110

More detail on the schemes included is provided at Appendix 'C'. At this stage the level of over programming stands at £16.11m representing 1.97% of the overall programme which given the level of slippage which continues to be evident is regarded as appropriate.

There a range of key risks relating to the capital programme which it is important are highlighted as part of the decision making process.

The general risks around financial control and the accuracy of budgeting apply equally to the capital programme and the revenue budget. Similar arrangements to mitigate these risks are in place for the capital programme such as budgetary control processes. There are also a number of capital programme specific risks, which are largely centred on the financing of the programme.

The financing of the programme includes the estimated level of resources in respect of Schools Devolved Formula Capital and the allocations of Schools maintenance funding, the programme will be adjusted to reflect any changes to this level of funding once final allocations are confirmed.

The financing of the programme relies upon the realisation of planned capital receipts. To date it has been possible to mitigate the risks around the timing of the realisation of receipts by deferring the application of capital receipts within the programme through the impact of slippage and using other sources of funding first. While this is still possible to some extent the opportunity is much more limited as given the increased dependency of the programme on borrowing it is preferable to defer the use of borrowing given its revenue impact and also because there is less revenue financing available to substitute for capital receipts. It is therefore imperative that capital receipts continue to be realised, and if anything the rate of realisation of receipts needs to accelerate. The work of the two property partners will assist with this, but the Council will need to continue to place assets into the disposal process and move transactions to their conclusion as quickly as possible.

There is also a risk around changes to the local government finance system should for example changes be made to the New Homes Bonus arrangements. In terms of mitigation the Deal contains a commitment from the Government to enter into meaningful discussions should the financial arrangements be affected by changes to the local government finance system. Given that one government cannot bind its successors this is as much as could be secured in this regard. Current evidence is that the standard processes for securing s278 and s106 contributions are generating the level of resource anticipated in the model, and that greater cooperation

between the partners is assisting with this, but the position will need to be kept under review. The rate of building is the key risk and work is being undertaken to develop a clear mitigation strategy in relation to this issue.

4 Consultation Feedback

At its last meeting the Cabinet sought feedback from various stakeholders on the savings proposals put forward to meet the financial challenge faced over the next four years. In addition as in previous years a range of questions have been asked of the Life in Lancashire Panel and the results are set out in Annexes 'D' to 'I'.

The various stakeholders consulted were:

- The Budget Scrutiny Working Group – the Chair of the Budget Scrutiny Working Group will present the conclusions of the Group's work at the meeting;
- The Living in Lancashire Panel - the feedback from the panel to the annual budget consultation survey is attached at Appendix 'D';
- The 50Plus Assembly - the minutes from the meeting at which the budget proposals were discussed are attached at Appendix 'E';
- The public, through the 'Budget Calculator' tool that has been available on the Council's website - a report collating the responses from the public is attached at Appendix 'F';
- 3 tier forums in each District - feedback from these forums is attached at Appendix 'G';
- The 12 Borough and City Councils within Lancashire – a number of District Councils have accepted the Council's offer to discuss the budget proposals. These discussions are being held up to the 6th February and any formal responses received will be tabled at the meeting.
- The Police and Crime Commissioner for Lancashire*,
- Lancashire Constabulary*,
- The Lancashire Combined Fire Authority,*
- The unitary councils of Blackburn with Darwen and Blackpool,*
- The recognised Trades Unions, A meeting was held with the recognised Trades Unions on 13 January 2014 and a note of the discussion is attached at Appendix 'H';
- The Lancashire Youth Council – two members of the Youth Council will present to the meeting on 6 February
- The Lancashire Enterprise Partnership*,
- Other representative bodies of Lancashire business*
- The Schools Forum, the response from the Forum is attached at Appendix 'I'.

* No responses received at the time of publication of the report. Any responses received in advance of the meeting will be reported at the meeting.

Cabinet is asked to consider the consultation responses received in their consideration of the budget proposals to be recommended to Full Council on 20 February 2014.

5 Equality and Diversity

The consideration of savings proposals must also take full account of the Council's duty under s.149 of the Equality Act 2010 to have due regard to the need: to eliminate discrimination, harassment, victimisation or other unlawful conduct under the Act; to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and to foster good relations between persons who share a relevant protected characteristic and persons who do not share it. Where necessary this consideration has or will involve consultation with those people who may be adversely affected by the proposals and any relevant organisations.

Having due regard means analysing at each step of formulating, deciding upon and implementing policy what the effect of that policy is or may be upon groups who share protected characteristics defined by the Act. The protected characteristics are: age, disability, gender reassignment, race, sex, religion or belief, sexual orientation or pregnancy and maternity, and, in some circumstances, marriage and civil partnership status.

Where analysis shows that there may be a possible negative impact it is necessary to consider whether any steps can be taken to mitigate or reduce the potential adverse effects. This may involve an amendment to the original proposals. The analysis and negative impacts must then be balanced against the reasons for the proposals, that is to say the need for budget savings.

Where it has been determined that an Equality Analysis is required in respect of a savings option these have been provided with the presentation of the various proposals to earlier cabinet meetings.

The Impact assessment documents are available at the following links:

[Meeting of Cabinet on 7 November 2013](#)

<http://council.lancashire.gov.uk/ieListDocuments.aspx?CId=122&MId=1900&Ver=4>

[Meeting of Cabinet on 5 December 2013](#)

<http://council.lancashire.gov.uk/ieListDocuments.aspx?CId=122&MId=1901>

[Meeting of Cabinet on 9 January 2014](#)

<http://council.lancashire.gov.uk/ieListDocuments.aspx?CId=122&MId=1903>

6 The Robustness of the Budget and the Adequacy of Reserves

Section 25 of the Local Government Act 2003 requires that in giving consideration to budget proposal members have regard to the advice of the Council's Chief Finance Officer (in the case of the County Council the County Treasurer) on the robustness at the estimates and the adequacy of the Council's reserves. This section of the report provides the County Treasurer's advice on these matters and this will be updated as budget proposals progress through the process to Full Council.

6.1 Robustness of the Estimates

This section is concerned with the scale of financial risks faced by the Council as a result of the estimates and assumptions which support any budget. The basis of the estimates on which the budget has been prepared, as in previous years, relies on the forecast of activity prepared by service directorates and the impact of changes in policy previously agreed by the Council. These forecasts are kept under review as part of the budget monitoring process and actions identified to address financial risks arising from changes in the forecast as they occur. A number of specific risks remain within the budget as follows

- *Pay Costs*

The 2014/15 budget makes provisions for pay of 1%, while in future year's provision remains at 2%. The introduction of the living wage means that a proportion of the pay bill will increase mid-year in relation to inflation indices which are currently running ahead of the provision included in the forecast. However, the remainder of the pay bill will continue to be driven by the national pay agreement, which given announcements seem likely to be at about 1% for at least 2015/16 and probably for the remainder of the planning period. The broad assumption is that the overall provision within the forecast at 2% will cover the totality of increases in the pay bill. This assumption will be kept under ongoing review.

- *Inflation*

Actual inflation remains relatively low and has been declining, with some analysts emphasising the risk of deflation. Provision made within the budget is limited to areas where the Council has no choice but to pay increased prices e.g. due to contractual terms. The inflation forecasts used are based on the future level of inflation implied by yields on interest linked gilts. Historically, this has tended to give a more accurate forecast than the methodology previously used. It is anticipated that the use of this methodology will reduce the risk of needing to make catch up additions to the budget for "missed" inflation and the need to absorb additional inflationary costs in year.

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- *Service Demand*

This is the key risk facing the Council in both preparing future budgets and managing budgets during the year. As reported in the budget monitoring reports presented to Cabinet over the year, demand for social care services has seen a significant increase.

In relation to Children's Social Care the budget reflects provision for this higher level of demand, although there is an assumption built into the later years that demand management measures will have some impact in stabilising costs. This is clearly a risk, but within the context of the totality of the budget, the strategies in place to deliver this demand management supports this assumption within the budget.

Over the period 2014/15 to 2017/18 a very significant level of resource (£45m) has been provided for increased demand for Adult Social Care. While this estimate is based on assumptions that have previously been a reasonable prediction of demand there remain a very significant range of risks that might impact on what actually happens. These include the developing relationship with the Clinical Commissioning Groups and the interaction between tightening health and local authority resources as well as other factors such as whether there is a hard winter. While reasonable steps have been taken to estimate future demand and constructive work is being undertaken with health colleagues it is still possible that demand will exceed budget. The Directorate does have a good record of managing demand pressures in previous years. However the flexibility in other parts of the budget which has assisted with this is now very significantly less than previously following the delivery of the savings contained in the previous financial strategy.

The pressure resulting from the increasing numbers and complexity of Learning Disability service users and increased demand for residential care within Mental Health Services continues to be a significant issue. Whilst the impact of budget growth allocated to meet demographic increases and budgets being re-aligned across services has reduced pressures in both of those areas, the position on learning disability services is exacerbated by the further net additional cost of Ordinary Residence changes and implementation of the Winterbourne Concordat whereby all current NHS and Joint funded hospital placements had to be reviewed by 1 June 2013 with plans to be put in place to move anyone who is inappropriately in hospital to community-based support, funded, at least in part, by LCC as quickly as possible, and no later than 1 June 2014. These areas remain a risk within the 2014/15 and future years' budget.

The scale of demand risk in social care services is such that the Council should retain sufficient general reserves to allow the in year management of pressures in demand.

- *Other Areas of Demand*

The other significant demand led budget is that for waste disposal costs, where demand movements tend to be less rapid than in other areas and

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where forecasts are currently providing a fairly reliable guide to actual activity. Based on past trends, the risk in this area is that of a significant pick up in the economy that significantly increases waste volumes. While there are indications of an economic recovery this currently appears "slow and steady" rather than rapid which would indicate that this risk is likely to be on a scale that can be managed in year.

- *Resource Estimates*

The new system of local government finance passes responsibility for the management of a number of risks concerned with resource volatility from central government to councils. For the County Council this manifests itself in two areas:

- Changes in the Council Tax Base as a result of the localisation of Council Tax Support.
- Growth in the business rate base and the impact of valuation appeals on the business rate product.

The Council Tax Base once set, is fixed for the year. However, the current level of surplus may indicate a more positive trend in council tax collection than anticipated. There has been some growth in the business rate base which is reflected in the budget, however, the level of appeals and their impact remains a very significant risk, which is likely to increase over time.

While these areas are important the greatest risk within the overall financial scenario remains the reduction in central government support for local authorities and the potential for further reductions to be announced as has been the case on a number of occasions in recent years.

6.2 *The Level of Reserves*

The Council holds reserves for a number of reasons:

- To enable the organisation to deal with unexpected events such as flooding or the destruction of a major asset through fire.
- To enable the organisation to manage variations in the demand for services which cause in year budget pressures.
- To fund specific projects or identified demands on the budget.

There is no right answer to the question of the appropriate level of reserves for a local authority; this is a matter of judgement taking into account:

- The level of risk evident within the budget as set out above.
- A judgement on the effectiveness of budgetary control within the organisation.
- The degree to which funds have already been set aside for specific purposes which will reduce the need for general reserves.

Appendix 'A'

The level of risk evident within the budget is clearly increasing as set out in the analysis above. Whilst this does not indicate a need to increase reserves, it sets the context within which the Council needs to consider the level of reserves it holds.

The effectiveness of budgetary control is a combination of both systems and processes and the risk environment within which the Council is operating. Budgetary control procedures remain strong, however based on the evidence of the current year and given the increased level of financial risk there is a greater risk that the processes in place will not be able to bring down a significant overspend over the course of the following four years.

In relation to the Council's general reserve (County Fund Balance), the forecast level at 31 March 2014 is £36m.

The austerity environment within which the Council is operating is likely to continue to 2018, if not beyond. It is vital that the Council maintain a level of reserves which enables the Council to:

- Effectively manage the process of downsizing the Council, including the payment of severance costs and the availability of reserves to give services to the most vulnerable members of the community a "safe landing".
- To manage potential increases in demand, not only as a result of the issues highlighted above, but also as the impact of the changes to the welfare system on demand for the Council's services becomes clearer.
- To manage potential instability in the Business Rates retention system. Whilst the Council has set aside £5m within a volatility reserve, in reality, business rate income would have to reduce by £12.4m before the safety net mechanism within the system kicks in, potentially exposing the Council to a level of resource volatility not covered by the reserve.

In overall terms, the Council has an appropriate level of reserves available to manage the overall financial risk it is facing in 2014/15, with some ability to be flexible in terms of managing the balance between holding reserves and managing budget reductions in 2014/15.

- *Downsizing reserve*

Over the four year period 2014/15 to 2017/18, the Council will need access to significant reserves to meet the costs of downsizing without reducing reserves to a level which would expose the Council to further financial risk. It was identified in a report to Cabinet on 24 January that access to downsizing reserve of £80m was required in order to deliver the Council's approach to Voluntary Redundancy that forms an integral part to the reshaping of the organisation within a cost envelope of £642m.

Appendix 'A'

The report specifically sought the release of £38.5m of revenue funding previously set aside to support the capital investment programme. By accessing borrowing to support the capital investment programme instead, the Council is able to increase the Downsizing reserve by £38.5m.

The impact of this proposal on the Council's revenue budget is reflected in section 2 of this report as part of the overall budget proposals for 2014/15 and future years. The impact of this and the recommendations in section 2 of this report on the Council's Downsizing reserve are detailed below:

	£m
Forecast Downsizing reserve balance at 31.3.14	47.863
Anticipated one-off resource from Council Tax Surplus	4.360
Returned New Homes bonus top slice	0.224
Release from Revenue contributions to Capital	38.500
Forecast Invest to save requirements from the Council's savings strategy	-9.600
Balance available for funding Voluntary Severance in future years	81.347

A Downsizing reserve at this level is currently considered to be appropriate to meet the forecast costs of the future reshaping of the County Council. It is likely however, that the Council will require access to further funds to support the process of re-shaping, particularly invest to save resources.

7 Conclusion

The County Council is able to present a balanced budget for 2014/15 with the limited use of reserves to support ongoing spending. This will create a further pressure in 2015/16, however, the Council's Management Team have been asked to continue to seek cost reductions in 2014/15 to mitigate against the use of reserves.

However, this budget needs to be set within the context of ongoing austerity measures and the need for the Council to deliver savings of £300m over the four years of 2014/15 to 2017/18. Over the period 2011 – 2018 the County Council will have delivered savings of half a billion pounds.

As a result of the highly challenging reductions in resources for local government together with continuing growth in demand the County Council is facing the need to make savings equivalent to almost 40% of the current year's budget. It is recognised that this level of challenge is unprecedented and to ensure the County Council is able to deliver effectively for its communities, will have to reshape its services and organisation to deliver within a significantly reduced cost envelope. It is imperative that the work to achieve this continue in order to effectively deliver the three year financial strategy 2015/16 to 2017/18.

Summary of savings proposals	2014/15	2015/16	2016/17	2017/18	Total
	£m	£m	£m	£m	£m
Impact of the review of costs	10.116	3.793	3.675	3.613	21.197
10% Challenge - efficiency savings	16.272	2.809	-	-	19.081
Reducing the cost of being in business – efficiency savings	14.522	1.769	2.313	6.729	25.333
Reshaping the way Services are delivered	7.460	7.970	9.960	6.960	32.350
Policy Options	17.949	11.552	6.233	1.926	37.660
	66.319	27.893	22.181	19.228	135.621

Impact from the review of costs	2014/15	2015/16	2016/17	2017/18	Total
	£m	£m	£m	£m	£m
Impact of the proposal to implement the Living Wage	-3.000	-0.090	-0.093	-0.095	-3.278
Impact of revised forecast of the level of procurement savings to be delivered in 2013/14	-5.000				-5.000
The full year effect of savings agreed as part of the current financial strategy but not included within the financial forecast	4.156	1.900	1.300	0.800	8.156
Review of inflation for social care providers; providing 1.75% within the 2014/15 forecast	3.245				3.245
Review of the level of demand incorporated within the forecast of costs for the concessionary travel budget	0.645	0.180	0.197	0.190	1.212
Revised forecast of the employers contribution to the local government pension fund as a result of the triennial valuation	1.500	1.553	1.541	1.538	6.132
Reflection of the government commitment to a 1% pay cap for local government in 2014/15	2.600				2.600
Revised forecast of council tax income arising from the previously approved review of the single persons discount and the impact of the City Deal	2.000	0.250	0.730	1.180	4.160
Reflect actual level of hardship claims in relation to Local Council Tax Support Schemes	0.500				0.500
Reflect actual level of depreciation charged to Lancashire County Commercial Group	2.500				2.500
Reflect actual level of demand for Mainstream Home to School transport	0.250				0.250
Reflect actual level of demand for Lancashire Break time service	0.250				0.250
Reduce Street Lighting energy budget to reflect actual level of cost	0.270				0.270
Reduce budget for added years pensions cost to reflect actual spend	0.200				0.200
Impact of the review of costs	10.116	3.793	3.675	3.613	21.197

10% Challenge	2014/15	2015/16	2016/17	2017/18	Total
	£m	£m	£m	£m	£m
Adult Services, Health and Well-being Directorate	6.266	2.005	0.000	0.000	8.271
Children and Young Peoples Directorate	2.931	0.000	0.000	0.000	2.931
Environment Directorate	5.156	0.779	0.000	0.000	5.935
County Treasurer's Directorate	0.307	0.025	0.000	0.000	0.332
Lancashire County Commercial Group	0.573	0.000	0.000	0.000	0.573
The Office of the Chief Executive	1.039	0.000	0.000	0.000	1.039
10% Challenge	16.272	2.809	0.000	0.000	19.081

Reducing the cost of being in Business	2014/15 £m	2015/16 £m	2016/17 £m	2017/18 £m	Total £m
Increase Public Health Contribution to Overheads	1.050				1.050
Asset management within highways and property				0.900	0.900
Printing/Postage/Council Infrastructure	1.000				1.000
Managing Business Mileage	1.000				1.000
Accommodation				5.000	5.000
Review of business intelligence	0.400	0.400	0.100	0.100	1.000
Right Sizing the County Treasurer's Directorate	0.335	0.148	0.707	0.229	1.419
Right Sizing the Corporate Expenditure Budget	0.210				0.210
Treasury Management Strategy	1.675	0.600			2.275
Reduction in the cost of waste		0.500	0.500	0.500	1.500
Energy Management (Price)	0.885	0.121	1.006	0.000	2.012
Management savings in advance of organisational restructure	5.000				5.000
Efficiencies within Social Inclusion services	0.225				0.225
Development of cross County integrated well-being service	2.000				2.000
Slimmed down partnership structure in CYP services	0.150				0.150
Merger of Early Support and Working together with Families	0.300				0.300
Allocation of 'good house keeping' target across CYP directorate	0.092				0.092
Reduce cost of running corporate centre within the council	0.200				0.200
Reducing the cost of being in business	14.522	1.769	2.313	6.729	25.333

Reshaping the way services are delivered	2014/15 £m	2015/16 £m	2016/17 £m	2017/18 £m	Total £m
Reshaping and Recommissioning of Domiciliary Care		2.000			2.000
Recommissioning Telecare		0.500	1.000	2.500	4.000
Learning Disability Remodelling Supported Living	4.000	4.000	4.000	0.000	12.000
Recommissioning of Mental Health Services	0.060	0.970	0.160	0.160	1.350
Integration of health and care services in Lancashire	2.900	0.000	3.800	4.300	11.000
Review of skills provision - using it differently and contributing to overheads	0.500	0.500	1.000	0.000	2.000
Reshaping the way Services are delivered	7.460	7.970	9.960	6.960	32.350

Policy Option	2014/15 £m	2015/16 £m	2016/17 £m	2017/18 £m	Total £m
Services within Adults Services, Health and Well-Being Directorate					
601 Supporting People	1.000	3.000	---	---	4.000
602 Fairer Charging	1.250	1.500	---	---	2.750
604 Review and re-design of residential substance misuse services	0.500	---	---	---	0.500
605 Review of the In House Adult Disability Provider Domiciliary Service		0.360	2.140	1.780	4.280
607 Arts Development service	0.020	---	---	---	0.020
609 Leisure Link (providing additional respite to Unpaid Carers)	0.275	---	---	---	0.275
610 Remodelling workforce in former NHS operated learning disability (LD) supported living schemes	3.430	0.500	0.400	---	4.330
611 Older people day time support	0.300	0.300	0.400	---	1.000
612 Self Directed Supports	0.100	0.150	0.150	0.150	0.550
	6.875	5.810	3.090	1.930	17.705
Services within the Children and Young Peoples Directorate					
702 Youth Services	0.600	1.000	1.400	---	3.000
703 Discretionary Mainstream Home to School Transport (including unsuitable routes)	0.616	0.482	0.041	0.020	1.159
704 Parent participation and engagement for children and young people with Special Educational Needs and Disability (SEND) and their families	0.078	---	---	---	0.078
705 Charging for post 16 Special Educational Needs and Disabilities (SEND) transport	0.088	0.096	0.096	---	0.280
707 Review of CYP traded services	0.063	---	---	---	0.063
708 Review of Lancashire Outdoor Education Provision	0.039	0.068	0.050	---	0.157
709 Review of Quality & Continuous Improvement - Lancashire Schools Effectiveness Service (QCI-LSES) services provided to schools	0.025	0.119	0.088	---	0.232
710 Review of school attendance responsibilities.	0.065	0.099	0.031	---	0.195
711 Virtual School Review	0.250	---	---	---	0.250

712	Review of Early Years services and responsibilities	1.507	1.451	---	---	2.958
717	Improve efficiency of Adoption Service	0.117	---	---	---	0.117
719	Increase efficiency in Fostering Service	0.150	---	---	---	0.150
722	To develop and reshape services to children, young people and families to ensure the services are aligned efficiently and effectively	2.800	0.861	---	---	3.661
723	Right-size Childrens Trust Budget	0.100	---	---	---	0.100

6.499	4.176	1.706	0.020	12.401
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Services within the Environment Directorate

803	Lancashire permit scheme	0.200	0.380	---	---	0.580
804	Street Lighting Energy	0.170	0.100	0.230	---	0.500
805	Highway infrastructure sponsorship	0.050	0.050	---	---	0.100
809	Members priority contingency	0.220	---	---	---	0.220
813	Targeted Parking Enforcement	0.050	---	---	---	0.050
814	Review of bus subsidies and an enhancement of community transport services	1.827	0.260	(0.025)	(0.024)	2.038
815	Environment & Community Projects and Forest of Bowland Area of Outstanding Natural Beauty	0.118	---	0.612	---	0.730
817	Public Rights of Way & Countryside Service Reductions	0.094	---	0.454	---	0.548
821	Winter Service	0.447	---	---	---	0.447
822	Close waste transfer stations and landfill sites on bank holidays	---	0.030	---	---	0.030
823	Sustainable Drainage Consenting & Enforcement	0.150	---	---	---	0.150
824	Joint Production of Local Transport Plan	---	0.030	---	---	0.030
825	Waste third party recycling credits	0.280	---	---	---	0.280
828	Withdrawal of Adult Cycle Training	0.014	0.015	0.006	---	0.035
829	Safer Travel Unit training	0.018	0.024	0.020	---	0.062
831	Business Travel Planning	0.003	---	0.017	---	0.020
832	Speed management provision	0.040	---	---	---	0.040

833	Operational Learning and Development within Highways Services	0.025	0.040	---	---	0.065
834	New Traffic Systems Maintenance Contract	0.100	---	---	---	0.100
836	Transfer of front line call handling into Parking Services	0.075	---	---	---	0.075
837	District/Parish Public Realm Agreements - Highway - Green Space maintenance	0.144	0.137	0.123	---	0.404
841	Bus Shelter Maintenance	0.025	---	---	---	0.025
842	Vehicle and associated checks carried out on subsidised services	0.025	---	---	---	0.025
851	Revisions to School Crossing Patrols	---	0.500	---	---	0.500

4.075	1.566	1.437	(0.024)	7.054
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Services within the Office of the Chief Executive

921	Review of Voluntary, Community and Faith Sector (VCFS) Grants	0.500	---	---	---	0.500
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0.500	---	---	---	0.500
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Total Policy Options	17.949	11.552	6.233	1.926	37.660
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2014/15 Revenue Budget - Allocation of Cash Limits

Budget	2013/14 Budget*	Price increases	Demand/ Volume changes	Other changes	Savings	2014/15 Proposed Cash Limit	Change	Change
	£m	£m	£m	£m	£m	£m	£m	%
Adult Services Health & Wellbeing Services	335.201	13.299	11.992	-0.658	-33.873	325.961	-9.240	-2.76%
Children & Young People	156.033	4.617	2.137	-0.932	-14.056	147.799	-8.234	-5.28%
Environment	183.458	7.220	0.287		-12.327	178.638	-4.820	-2.63%
Office of Chief Executive	24.094	0.468		-0.021	-1.757	22.784	-1.310	-5.44%
County Treasurer's Directorate	4.496	0.169		0.021	-0.915	3.771	-0.725	-16.13%
Strategic Partner	16.914	1.427	5.000	-0.148	-0.263	22.930	6.016	35.57%
Corporate Expenditure	29.219	0.033	-0.100	2.846	-5.390	26.608	-2.611	-8.94%
Discretionary Hardship Claims	0.750				-0.500	0.250	-0.500	-66.67%
Financing Charges	32.349		0.160		-1.675	30.834	-1.515	-4.68%
LCCG	-1.751	2.895		-0.500	-1.562	-0.918	0.833	-47.57%
Strategic Investment Reserve	-10.000			10.000		0.000	10.000	-100.00%
Balances & Reserves	-5.000			5.000		0.000	5.000	-100.00%
Investment proposals	14.250			-14.250		0.000	-14.250	-100.00%
Contribution from reserves				-1.700		-1.700	-1.700	
						0.000	0.000	
Total	780.013	30.128	19.476	-0.342	-72.318	756.957	-23.056	-2.96%

* Reflects in year budget movements between directorates and changes to financing in 2014/15 to provide consistency

Capital Investment Programme Expenditure

Directorate	2013/14 £m	2014/15 £m	2015/16 £m	2016/17 and later years £m	Total £m
Adult Services Health and Well-being					
Previously Approved Schemes					
Leaning Disability day care modernisation	0.020	0.485	0.379	0.025	0.909
Learning Disability respite Gloucester Ave	0.015				0.015
Improving Information Management for Social Care Enfield Centre	0.036		0.600	0.675	1.275
Modernisation of Day Care Services - Crossways Centre	0.448	0.041			0.489
Social Care reform Grant			0.200	0.357	0.557
Whiteledge	1.763	0.031			1.794
General Improvements	0.208	0.054			0.262
Extra Care Housing		0.300	2.100	0.567	2.967
Residential care home and sheltered accomodation for dementia sufferers		0.200	3.100	1.700	5.000
Burnley Registration Office - Wall	0.005	0.051	0.002		0.058
Youth Space	0.002				0.002
Libraries Regenerate	0.512	1.573	1.086	0.150	3.321
New starts 2014/15					
General Improvements 2014/15		0.317			0.317
Libraries 2014/15 phase 7		0.050	0.450	0.500	1.000
Total Adult Health and Wellbeing	3.009	3.102	7.917	3.974	18.002
Children and Young People					
Previously Approved Schemes					
Schools Capital Pot (including 2014/15 resources)	45.458	31.032	12.891	8.773	98.154
Hillside	0.150	1.687	0.060		1.897
Pear Tree	0.100	1.200	0.890	0.060	2.250
Kirkham Pear Tree old kitchen scheme	0.001				0.001
Post 16 Bacup/Rossendale 2 Schools	0.010				0.010
Ashton on Ribble Specialist School	0.012				0.012
Nelson Youth and Community Centre	0.006				0.006
Building Schools for the Future	0.400	0.600	0.765		1.765
Harnessing Technology Grant	0.115				0.115
Aim Higher	0.021				0.021
Moorhead Academy	0.003				0.003
Fulwood Academy	0.321				0.321
Sure Start	0.035				0.035
Heys Playing Field	0.010				0.010
General Improvement Programme - Childrens Services	0.002				0.002
Tower Wood Enhanced Facilities	2.255	0.600	0.043		2.898
Residential Redesign	0.039				0.039
residential redesign mainstream Willows	0.200	1.137	1.117	0.040	2.494
Residential redesign disabilities overnight short breaks	0.043	1.750	5.094	0.105	6.992
Devolved Formula Capital pre 2014/15	5.500	5.546	0.543		11.589
Youth Zones	2.693	7.196	0.239	0.015	10.143
Refurbish Youth Zones		0.601			0.601
replace mobile outreach centres for Young People's Service	0.327				0.327
Information units for Young People's service		0.072			0.072
Lancashire Break Time	0.244	1.247	0.251		1.742
Early education for 2 year olds from lower income household	0.200	1.717			1.917
general improvement	0.101				0.101
Leyland St Mary's Fire damage and temporary accomodation	2.815	0.300	0.300		3.415
New starts 2014/15					
School Kitchens		1.000	0.780		1.780
Devolved Formula Capital 2014/15			2.543		2.543
Total Children and Young People	61.061	55.685	25.516	8.993	151.255
Environment					
All Transport - including 2014/15 starts	64.416	100.576	72.271		237.263
Environment Other					
Previously Approved Schemes					
Guild Wheel	0.080	0.000	0.000		0.080
Ingol HWRC	0.022	0.000	0.000		0.022
Environmental, Recreational and Community	0.107	0.000	0.000		0.107
Other Waste Infrastructure Projects	0.000	2.807	5.000		7.807

Capital Investment Programme Expenditure

Directorate	2013/14 £m	2014/15 £m	2015/16 £m	2016/17 and later years £m	Total £m
New Starts 2014/15 Environmental, Recreational and Community		0.080			0.080
Total Environment	64.625	103.463	77.271		245.359
Corporate					
Previously Approved Schemes					
Marton estate	0.040	0.041			0.081
Area offices/Preson offices	7.092	2.377	0.135		9.604
The Globe relocation	0.241				0.241
Structural Maintenance	0.079	0.058	0.002		0.139
Structural maintenance	0.885	0.115	0.005		1.005
Energy and water conservation	0.050	0.136	0.040		0.226
Disabled Person needs 2013/14	0.035	0.016			0.051
Structural maintenance	0.926	0.279	0.145		1.350
Pensions Software	0.010				0.010
Strategic Partnership Improvement Plan	0.206				0.206
Fishergate	1.600	1.000	0.600		3.200
Economic Development	3.391	2.472	0.500	0.833	7.196
Changing places for severely disabled adults pilots	0.100	0.200	0.200		0.500
Growing Places	8.677	4.953	0.281		13.911
ISIS replacement	7.100	4.694		0.172	11.966
New starts 2014/15					0.000
Energy and water conservation		0.200	0.300		0.500
Disabled Person needs		0.063			0.063
Structural maintenance		1.350			1.350
Economic development		1.568	1.432		3.000
Local Infrastructure Fund		11.500			11.500
Total corporate	30.432	31.022	3.640	1.005	66.099
Lancashire County Commercial Group (LCCG)					
Previously Approved Schemes					
Care Home Maintenance	0.530	0.066			0.596
Vehicle replacement Programme 2013/14	4.000	1.637			5.637
New starts 2014/15					
Vehicle replacement Programme 2014/15		3.200			3.200
Total LCCG	4.530	4.903	0.000	0.000	9.433
TOTAL CAPITAL INVESTMENT PROGRAMME	163.657	198.175	114.344	13.972	490.148

Living in Lancashire Survey

Budget consultation 2013

December 2013

Rebecca Robinson, Heather Walmsley and Mick Edwardson

January 2014

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1. Executive summary

This wave of the Living in Lancashire panel dealt with priorities for the county council's budget. The survey was sent by email or by post to all 2,676 members of the panel between 15 November and 6 December. The fieldwork ended on 23 December 2013. In total 1,266 questionnaires were returned, giving an overall response rate of 47%.

1.1. Key findings

Highest priority services for spending in the coming years

- **Services for older people** (60%), **repairing roads and bridges** (45%) and **primary and secondary education** (45%) are seen as the highest spending priorities for the coming years.

Lowest spending priorities in the coming years

- As in the 2012 and 2011 surveys, **museums** are seen as the service that should be the lowest priority for spending in the coming years (45%).
- **Country parks, open spaces and picnic sites** (28%), **adult education** (27%) and **welfare rights** (26%) are seen as the next lowest priorities.

Budget decisions

- Four-fifths of respondents agree that they appreciate that in the current climate there are difficult budget decisions that the county council needs to make (82%).

2. Introduction

Lancashire County Council has used Living in Lancashire regularly since August 2001 (formerly known as Life in Lancashire). A panel of willing participants is recruited and is approached on a regular basis to seek their views on a range of topics and themes. Panel members are voluntary participants in the research they complete and no incentives are given for completion.

The panel has been designed to be a representative cross-section of the county's population. The results for each survey are weighted in order to reflect the demographic profile of the county's population.

The panel provides access to a sufficiently large sample of the population so that reliable results can be reported at a county wide level. It also provides data at a number of sub-area and sub-group levels.

Each wave of Living in Lancashire is themed. Firstly, it enables sufficient coverage on a particular topic to be able to provide insight into that topic. And secondly, it comes across better to the residents completing the questionnaires if there is a clear theme (or 2-3 clear themes) within each survey.

The panel is refreshed periodically. New members are recruited to the panel and some current members are retired on a random basis. This means that the panel remains fresh and is not subject to conditioning ie the views of panel members become too informed with county council services to be representative of the population as a whole.

3. Research objectives

The objective of this consultation is to obtain an indication of the service areas that residents believe should be budget priorities for the coming years.

This work follows on from previous yearly budget consultations that have taken place since 2003.

4. Methodology

This wave of Living in Lancashire research was sent to 2,676 members of the panel between 15 November and 6 December. The closing date was 23 December 2013.

The survey was conducted through a postal questionnaire, and an online version of the same questionnaire being emailed to members who had previously requested to take part online. The postal questionnaire was sent to 1,774 members and the online questionnaire was sent to 902 members.

In total 1,266 questionnaires were returned, giving an overall response rate of 47%.

All data are weighted by age, ethnicity and district to reflect the Lancashire overall population, and figures are based on all respondents unless otherwise stated. The weighted responses have been scaled to match the effective response of 829, which is the equivalent size of the data if it had not been weighted and was a perfect random sample.

4.1. Limitations

The table below shows the sample tolerances that apply to the results in this survey. Sampling tolerances vary with the size of the sample as well as the percentage results.

Number of respondents	50/50 + / -	30/70 + / -	10/90 + / -
50	14%	13%	8%
100	10%	9%	6%
200	7%	6%	4%
500	4%	4%	3%
1,000	3%	3%	2%
2,000	2%	2%	1%

On a question where 50% of the people in a sample of 1,000 respond with a particular answer, the chances are 95 out of 100 that the answer would be between 47% and 53% (ie +/- 3%), versus a complete coverage of the entire Lancashire population using the same procedure.

The following table shows what the percentage differences between two samples on a statistic must be greater than, to be statistically significant.

Size of sample A	Size of sample B	50/50	70/30	90/10
100	100	14%	13%	8%
100	200	12%	11%	7%
500	1,000	5%	5%	3%
2,000	2,000	3%	3%	2%

(Confidence interval at 95% certainty for a comparison of two samples)

For example, where the size of sample A and sample B is 2,000 responses in each and the percentage result in each group you are comparing is around 50% in each category, the difference in the results needs to be more than 3% to be statistically significant. This is to say that the difference in the results of the two groups of people is not due to chance alone and is a statistically valid difference (eg of opinion, service usage).

For each question in the survey, comparisons have been made between different sub-groups of respondents (eg age, gender, disability, ethnicity, geographic area) to look for statistically significant differences in opinion. Statistically valid differences between sub-groups are described in the main body of the report.

In charts or tables where responses do not add up to 100%, this is due to multiple responses or computer rounding.

5. Main research findings

5.1. Priorities for spending

The budget consultation questionnaire gave the proportion of spending and the actual expenditure on a wide range of services Lancashire County Council provides. It gave details on county council expenditure in 2013/14 and the sources of county council finances. It also informed panel members of the county council plans for the following years.

Panel members were then given a list of county council services and asked which three or four should be the highest spending priorities for the coming years. These priorities are shown on chart one.

Services for older people including care in their own homes and in residential homes (60%), **repairing roads and bridges** including emergencies and fixing potholes (45%) and **primary and secondary education** (45%) are the highest priorities.

Crime prevention, working with partner organisations to help prevent crime and disorder and reduce the fear of crime (39%) and **children's social care**, protecting vulnerable children (33%) are the next highest priorities.

The same options were given on the budget questionnaires in 2012 and 2011, enabling the priorities to be compared over time. The current results are broadly similar to those in the last two years, showing the public's spending priorities are remaining fairly consistent over time.

5.1.1 Individual services - high priority for spending

Services for older people

Services for older people are a higher priority for those aged 60 years and over (68%).

Repairing roads and bridges

Repairing roads and bridges is a high priority for all groups. It is the highest priority for respondents in Wyre (63%).

Primary and secondary education

Primary and secondary education is a high priority for those aged 25 to 44 years (52%). While still a priority, it is less important for those aged 45-59 years (43%) or 60 years or over (40%). Also, where respondents have children in the household it is a higher priority (62%) compared to households without children (39%).

Crime prevention

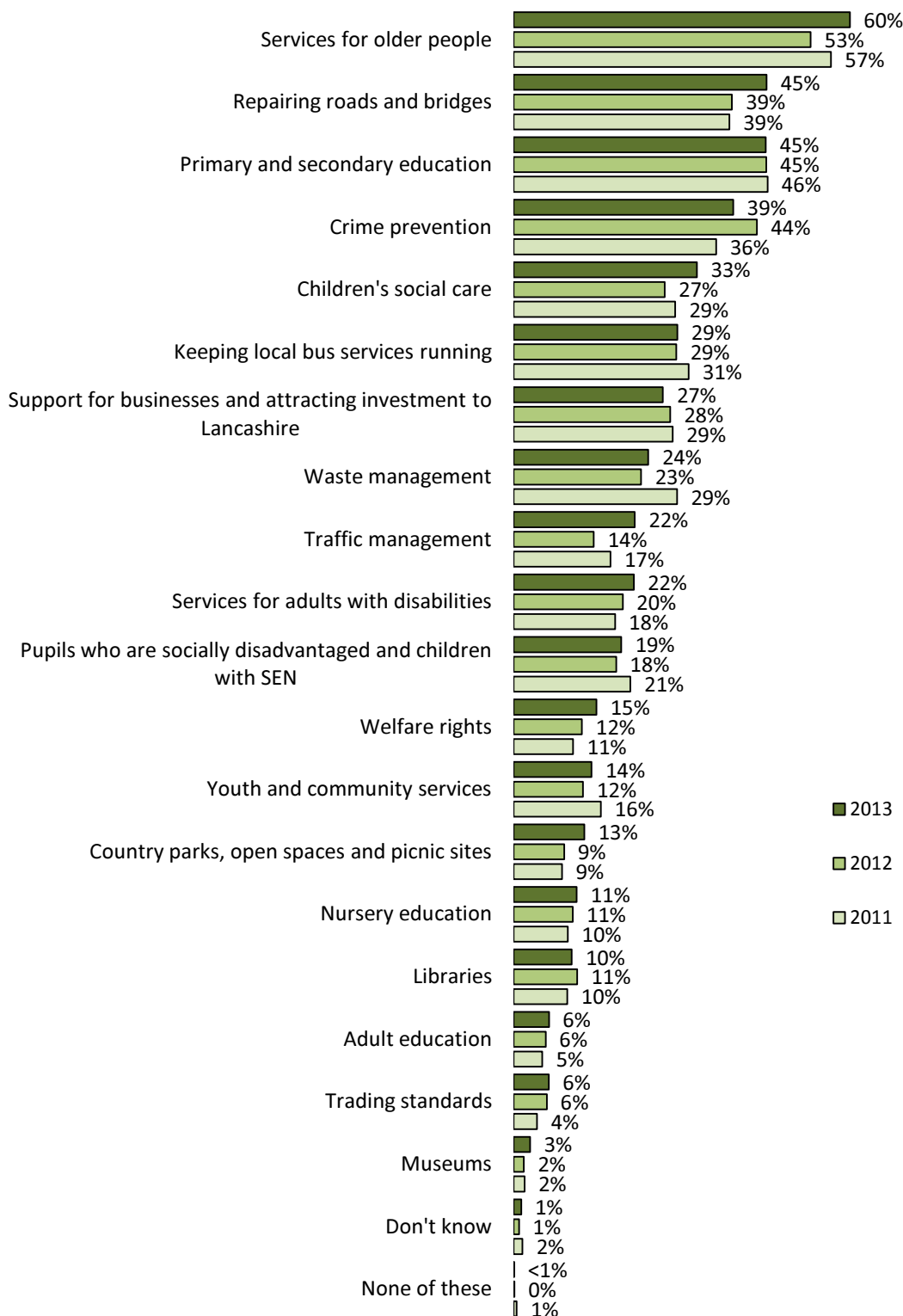
Although still a high priority, a smaller percentage of respondents identified crime prevention as a priority in 2013 (39%) compared to 2012 (44%).

Other services

Keeping local bus services running is more of a priority to respondents aged 60 and over (39%) and disabled respondents (36%).

Welfare rights are more likely to be a high priority for respondents from the lower socio-economic groups (C2 20% and DE 29%). Pupils who are socially disadvantaged and children with SEN are also more likely to be a high priority for respondents from socio-economic group DE (39%).

Chart 1 - Which three or four of the following services should be the highest priorities for spending in the coming years?



Base: all respondents (unweighted 1,230, weighted 854)

From the same list of county council services, respondents were then asked to name the services that should be the lowest priorities for spending. The lowest priorities are shown on chart two.

As in the 2012 and 2011 surveys, **museums** are seen as the service that should be the lowest priority for spending in the coming years (45%). **Country parks, open spaces and picnic sites** (28%) is the next lowest priority. **Adult education** (27%), **welfare rights** (26%), **trading standards** (24%), and **libraries** (22%) are also seen as relatively low priorities.

5.1.2 Individual services - low priority for spending

Museums

Museums are consistently mentioned by all the different demographic groups as a low priority for spending.

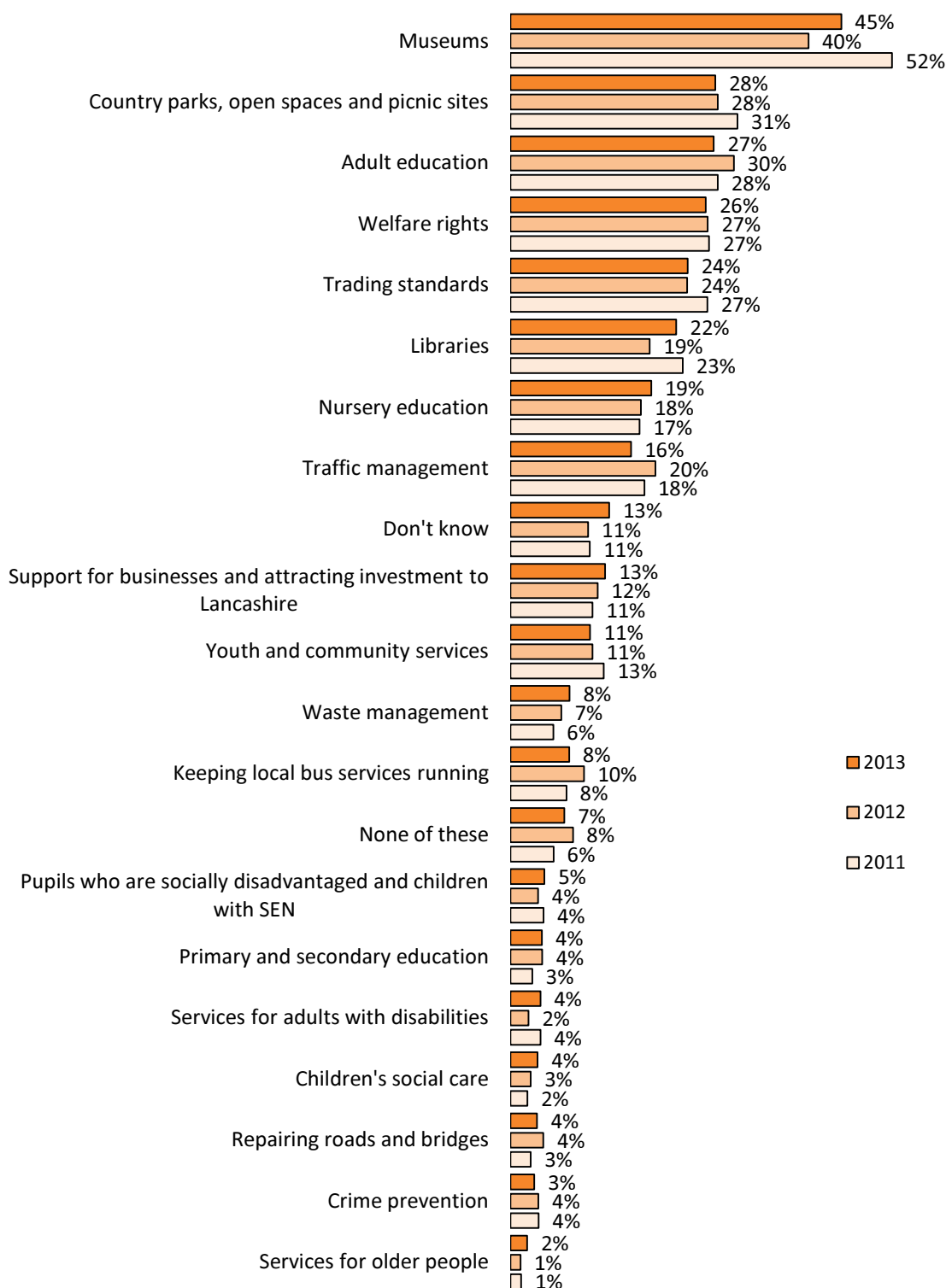
Country parks, open spaces and picnic sites

Disabled respondents (33%) and respondents aged 60 and over (40%) are more likely to rate country parks, open spaces and picnic sites as a low priority. Respondents with children in the household are less likely to choose country parks as a low priority (18%).

Welfare rights

The respondents who put welfare rights as a low priority are in the highest socio-economic group AB (40%) and respondents in full time employment (34%) or part time employment (33%). Disabled respondents are less likely to choose welfare rights as a low priority (19%).

Chart 2 - And which three or four of these services should be the lowest priorities for spending in the coming years?

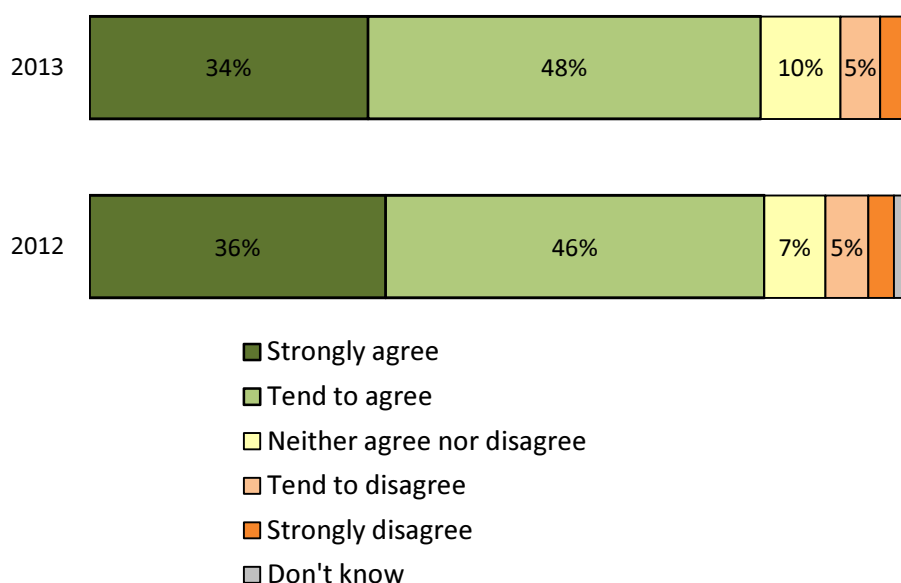


Base: all respondents (unweighted 1,151, weighted 800)

5.2. Budget decisions

For the past two years, panel members have been asked how strongly they agree or disagree with the statement 'I appreciate that in the current climate there are difficult budget decisions that the county council needs to make'. Four-fifths of respondents agree with the statement (82%). Responses to this question have not changed significantly since 2012.

Chart 3 - How strongly do you agree or disagree with the following statement? I appreciate that in the current climate there are difficult budget decisions that the county council needs to make.



Base: all respondents (unweighted 1,217, weighted 849)

Respondents in socio-economic group AB are more likely to agree with the statement (87%).

6. Appendix 1: Socio-Economic-Group Definitions

These groups are based on Market Research Society definitions and on the respondent. They are graded as A, B, C1, C2, D and E.

Group A

- Professional people, very senior managers in business or commerce or top-level civil servants
- Retired people, previously grade A, and their widows

Group B

- Middle management executives in large organisations, with appropriate qualifications
- Principle officers in local government and civil service
- Top management or owners of small business concerns, educational and service establishments
- Retired people, previously grade B, and their widows

Group C1

- Junior management, owners of small establishments, and all others in non-manual positions
- Jobs in this group have very varied responsibilities and educational requirements
- Retired people, previously grade C1, and their widows

Group C2

- All skilled manual workers, and those manual workers with responsibility for other people
- Retired people, previously grade C2, with pensions from their job
- Widows, if receiving pensions from their late partner's job

Group D

- All semi skilled and unskilled manual workers, and apprentices and trainees to skilled workers
- Retired people, previously grade D, with pensions from their late job
- Widows, if receiving pensions from their late partner's job

Group E

- All those entirely dependent on the state long term, through sickness, unemployment, old age or other reasons
- Those unemployed for a period exceeding six months (otherwise classified on previous occupation)
- Casual workers and those without a regular income

7. Appendix 2: marked up questionnaire

Which three or four of the following should be the highest/lowest spending priorities for spending in the coming years?		
	Highest priorities	Lowest priorities
Services for older people (including care in their own homes and in residential homes)	60%	2%
Repairing roads and bridges (including emergencies and fixing potholes)	45%	4%
Primary and secondary education	45%	4%
Crime prevention (working with partner organisations to help prevent crime and disorder and reduce the fear of crime)	39%	3%
Children's social care (protecting vulnerable children)	33%	4%
Keeping local bus services running	29%	8%
Support for businesses and attracting investment to Lancashire	27%	13%
Waste management (household waste disposal and recycling)	24%	8%
Traffic management (making road travel safer and reducing congestion)	22%	16%
Services for adults with disabilities	22%	4%
Pupils who are socially disadvantaged and children with special educational needs	19%	5%
Welfare rights (helping people get the financial support they are entitled to)	15%	26%
Youth and community services (activities and support for young people)	14%	11%
Country parks, open spaces and picnic sites	13%	28%
Nursery education	11%	19%
Libraries	10%	22%
Adult education	6%	27%
Trading standards (consumer protection)	6%	24%
Museums	3%	45%
Don't know	1%	13%
None of these	0%	7%
Unweighted base	1,230	1,151
Weighted base	854	800

How strongly do you agree or disagree with the following statement? I appreciate that in the current climate there are difficult budget decisions that the county council needs to make.	
Strongly agree	34%
Tend to agree	48%
Neither agree nor disagree	10%
Tend to disagree	5%
Strongly disagree	3%
Don't know	1%
Unweighted base	1,217
Weighted base	849

Appendix 'E'

Lancashire County Council budget consultation 2014/15 - Lancashire 50Plus Assembly

Extract from minutes of the AGM held 3.12.13

Item: Financial Strategy: CC Borrow, Deputy Leader and Gill Kilpatrick, County Treasurer LCC.

CC Borrow outlined how the County Treasurer and himself were attending meeting across the county to explain the position in terms of the county councils financial strategy and the process through which groups will be consulted in terms of how possible savings can be made / achieved.

CC Borrow outlined how the normal process is for the budget to be agreed in February and implemented in April but the process is being brought forward to allow enough time to consult affected partners and community groups.

The County Council faces £300 million in savings over the next three financial years up to 2018 which represents 38% of the budget which is in addition to £220 million in the previous 3 years.

He then outlined the current budget proposals and potential areas of savings and asked the members of the Assembly to take up the opportunity to comment on the proposals.

It was agreed that members of the assembly would consult with their local forums and respond to the proposals either through Jason or directly to CC Borrow no later than the end of January 2014.

Individual responses from members of the 50Plus Assembly

The following comments are presented as a member of the Lancashire Over 50s Assembly on the County Council's proposed reductions for the period 2014 to 2018.

Reduction in the number of suppliers of domiciliary care - presumably savings can be made by reducing the number of separate contracts which have to be managed. However what safeguards will be put in place to prevent the formation of cartels in different parts of the County which would be used to control competition on prices?

Telecare - Savings of £4M can apparently be made in the field of Telecare. It is said that the current provision is sub-optimal but there is no indication of the reasons for it being sub-optimal. In order to make this level of saving the intention must be to replace direct domiciliary care with Telecare arrangements. What criteria will be used to move people from domiciliary care to Telecare? This will be the critical issue. There will need to be full consultation on the nature of those criteria.

Learning Disabilities - Supported Living. The projected savings of £12M seem very high but I note that the County Council; is currently embarking on what appears to be a full consultation on this proposal. Can I be assured of this?

Integration of Health and Social Care. There seem to be a confident assertion that savings of £8M can be made over the next 4 years but there is very little detail about the nature of those savings apart from the fact that there will be a need to set up Neighbourhood Care Teams involving of course some additional costs. We need to see much more information as to how these savings are to be achieved - a presentation to the Lancashire Over 50s Assembly on this subject would be helpful.

Full Cost recovery of Lancashire Adult Learning Service - Has the full potential impact of customer resistance been taken into account in quantifying the savings?

Day centre reductions. What progress has so far been made with obtaining access to community facilities to take the place of day centres? Are village halls and church halls being targeted as the obvious choices?

Changes in Social Care Funding. Do the County's proposals reflect the proposed Government changes to the funding of social care e.g. the £72000 cap and exempt accommodation element currently proposed at £12000? Or is it being assumed that the cap will not come into effect until 2018?

The achievability of the winter gritting savings are surely heavily dependent on weather conditions and the proposed cuts in bus shelters are a retrograde step in terms of promoting the use of public transport.

Finally, if the County is actually faced with the £300M level of reductions envisaged in the report drastic measures will be required amongst which, I would suggest, should be a consideration as to whether the time has come for the County area to consider whether it can still afford to continue its status as a two tier authority or whether it would be better to start thinking in terms of a two or three unitary authority structure for Lancashire.

Roger Rymer

Budget consultation

YouChoose Budget Calculator results

January 2014

Heather Walmsley and Rebecca Robinson

January 2014

For further information on the work of the Corporate Research and Intelligence Team, please contact us at:

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1. Executive summary

Over the next four years, the county council will have to make savings of £300m, the equivalent of 38% of the current budget. Of this, some £75m of savings will have to be made in 2014/15. Residents were invited to share their views on how to make £75m of savings in the next financial year by completing an online budget calculator. In total, 687 responses were received.

1.1 Key findings

- Respondents made a reduction in the overall current budget, on average, of 12%.
- Respondents made the highest proportional reductions in spending for libraries (23% reduction), museums (23%) and democracy (22%).
- Respondents made the lowest proportional reductions for highway maintenance (7% reduction), children's social care services (8%) and supporting collection services (9%).
- Services respondents were more likely to reduce spending for were democracy (94% of respondents), customer services, communication and public information (93%) and finance, Human Resources and Information Technology (93%).
- Services fewer respondents chose to reduce spending for were highway maintenance (71% of respondents), road safety (75%) and traffic management (75%).
- A small number of respondents chose to increase spending in a number of areas. The services respondents were most likely to increase spending for were highway maintenance (17% of respondents), traffic management (14%) and road safety (13%).
- The largest absolute reductions (ie the largest reduction by monetary amount) were services for people with a learning disability (£19m), older people (£16m) and waste recycling and recovery (£6m).
- Respondents were informed about ways the county council could bring in money or save money. Around three-quarters of respondents were in favour of improving efficiency of back office support (73%) and improving efficiency in the delivery of front line services (72%).
- Respondents' changes to the budget would produce a decrease in council tax, on average, of 7%.

2. Introduction

Over the next four years, the county council will have to make savings of £300m, the equivalent of 38% of the current budget. Of this, some £75m of savings will have to be made in 2014/15. Residents were invited to share their views on how to make £75m of savings in the next financial year by completing an online budget calculator. In total, 687 responses were received. The results should be treated as indicative only, as they do not form a representative cross-sample of Lancashire residents. Data are unweighted.

3. Methodology

YouChoose is an online budget simulator that encourages members of the public to consider where council budget cuts should fall, where efficiencies might be made, and where income might be generated.

YouChoose was available online from October until the start of December. It was promoted externally to members of the public through the Lancashire County Council website and press releases, and was promoted internally to Lancashire County Council employees on the intranet using team talk and staff notices.

4. Main research findings

Respondents made a reduction in the overall current budget, on average, of 12%.

Respondents made the highest proportional reductions in spending for libraries (23% reduction), museums (23%) and democracy (22%).

Respondents made the lowest proportional reductions for highway maintenance (7% reduction), children's social care services (8%) and supporting collection services (9%).

Table 1 Current budget (2013/14), average proposed spending and average proposed percentage change.

Service	Current budget	Average proposed spending	Average proposed percentage change
People with a learning disability	£137,120,000	£118,155,641	-14%
Older people	£125,661,000	£110,063,906	-12%
Child protection services	£64,935,000	£59,198,631	-9%
Waste recycling and recovery	£60,191,000	£53,908,581	-10%
Placements for looked after children	£47,676,000	£43,492,244	-9%
Support for bus services	£38,783,000	£34,061,136	-12%
People with physical disabilities or sensory impairment	£36,556,000	£31,754,736	-13%
Support for children in schools	£31,974,000	£28,698,476	-10%
Children's social care services	£30,340,000	£27,811,790	-8%
People with mental health needs	£29,329,000	£25,651,913	-13%
Highway maintenance	£27,488,000	£25,427,801	-7%
Supporting collection services	£25,552,000	£23,152,084	-9%
Democracy	£16,881,000	£13,122,405	-22%
Libraries	£15,974,000	£12,333,986	-23%
Finance, Human Resources and Information Technology	£14,458,000	£11,281,326	-22%
Landfill	£13,056,000	£11,520,253	-12%
Street lighting	£13,004,000	£11,622,395	-11%

Budget consultation – YouChoose Budget Calculator results

Early support services for young people and families	£12,648,000	£11,171,086	-12%
Customer Services, communication and public information	£9,931,000	£7,925,441	-20%
Public protection services	£4,249,000	£3,761,134	-11%
Road safety	£3,766,000	£3,252,927	-14%
Planning	£3,406,000	£2,878,690	-15%
Trading Standards	£2,722,000	£2,367,362	-13%
County Analysts	£2,702,000	£2,339,844	-13%
Countryside Services	£2,418,000	£2,085,493	-14%
Traffic Management	£2,162,000	£1,972,259	-9%
Museums	£1,945,000	£1,502,553	-23%
Environment and community projects	£1,418,000	£1,202,174	-15%
Total	£776,345,000	£681,716,270	-12%

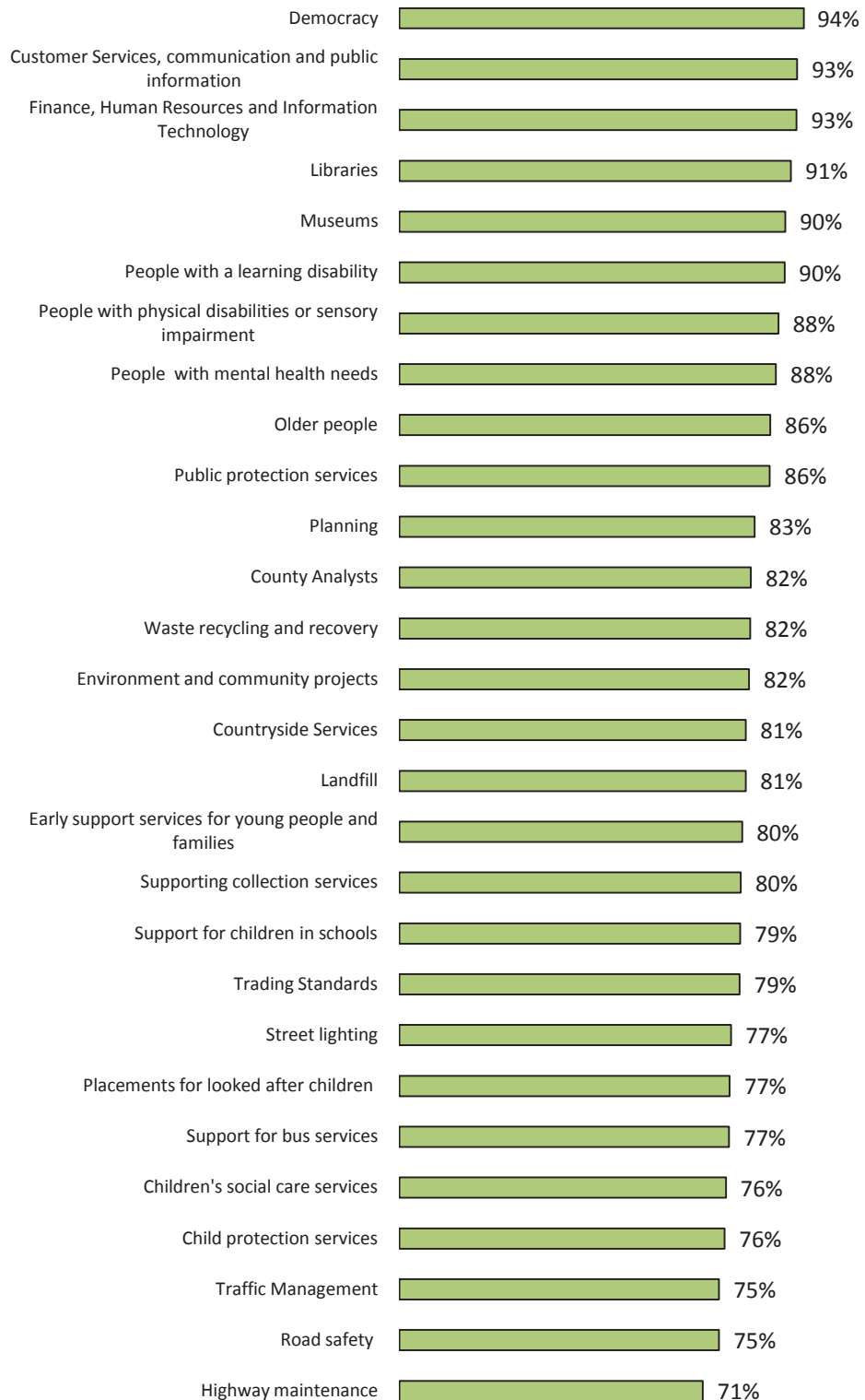
Base: All respondents (687)

Services respondents were more likely to reduce spending for were democracy (94% of respondents), customer services, communication and public information (93%) and finance, Human Resources and Information Technology (93%).

Services fewer respondents chose to reduce spending for were highway maintenance (71% of respondents), road safety (75%) and traffic management (75%).

Budget consultation – YouChoose Budget Calculator results

Chart 1 - % respondents who reduced each service budget

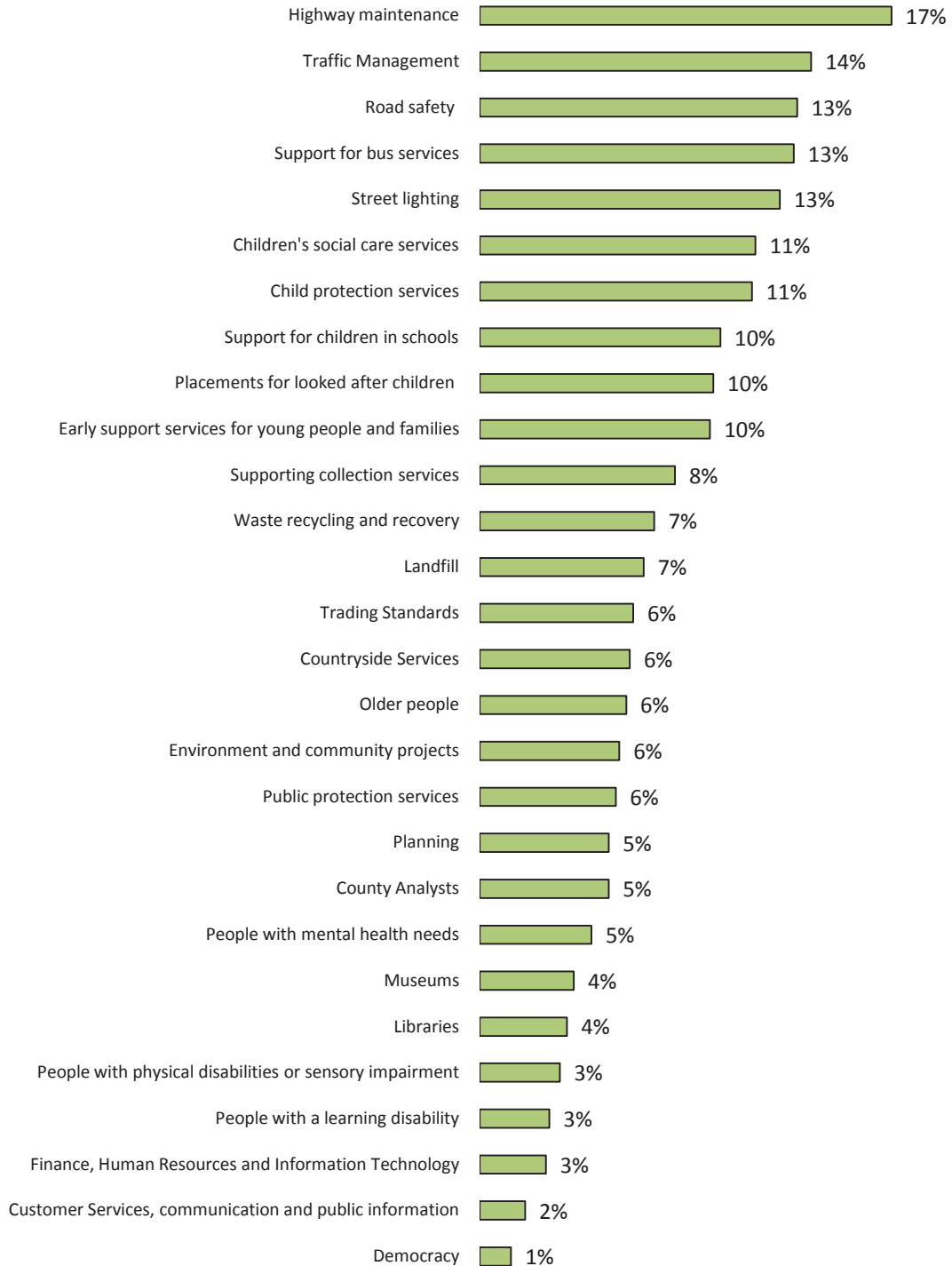


Base: All respondents (687)

Budget consultation – YouChoose Budget Calculator results

A small number of respondents chose to increase spending in a number of areas. The services respondents were most likely to increase spending for were highway maintenance (17% of respondents), traffic management (14%) and road safety (13%).

Chart 2 - % respondents who increased each service budget

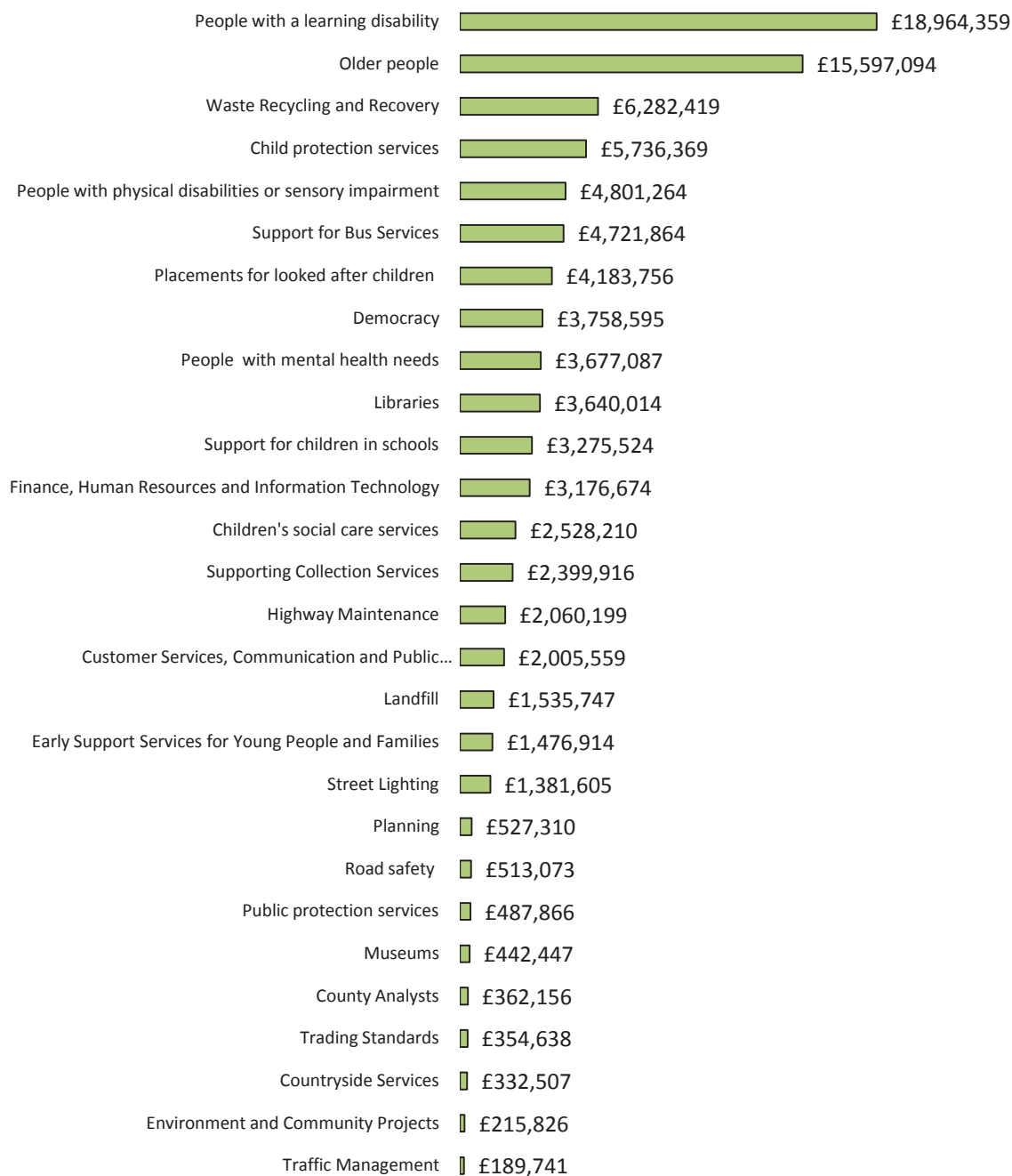


Base: All respondents (687)

Budget consultation – YouChoose Budget Calculator results

The largest absolute reductions (ie the largest reduction by monetary amount) were services for people with a learning disability (£19m), older people (£16m) and waste recycling and recovery (£6m). Although the two highest absolute reductions (people with a learning disability and older people) are much higher than the other service absolute reductions, as a percentage of the service budget (-14% and -12% respectively) they are not unusually high. The large absolute reductions are a consequence of having the largest service budgets.

Chart 3 - Absolute average reductions for services

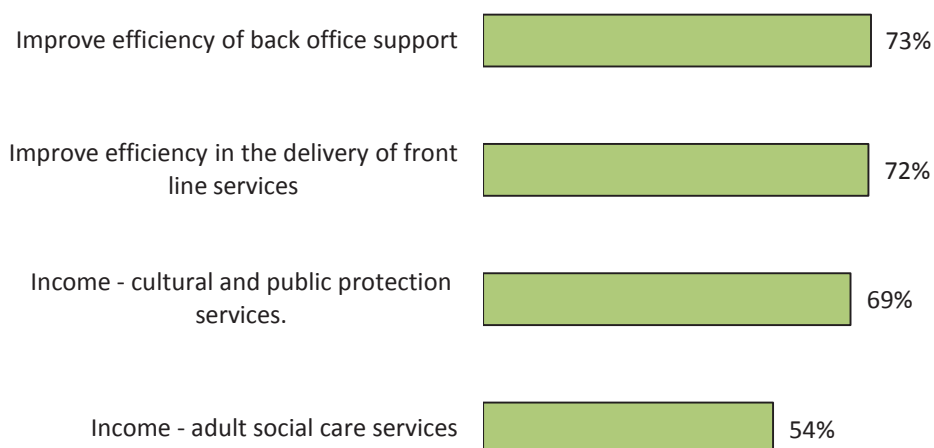


Base: All respondents (687)

Budget consultation – YouChoose Budget Calculator results

Respondents were informed about ways the county council could bring in money or save money. Around three-quarters of respondents were in favour of improving efficiency of back office support (73%) and improving efficiency in the delivery of front line services (72%).

Chart 4 - % respondents supportive of increasing income/efficiency savings



Base: All respondents (687)

Council tax

Respondents' changes to the budget would produce a decrease in council tax, on average, of 7%.

Suggestions

Respondents were invited to leave any suggestions they had for saving money, or comments about YouChoose.

There were a lot of different ideas given, but the most common suggestions made were:

- cap/reduce senior management pay;
- reduce the number of middle managers;
- merge or collaborate resources with district councils;
- switch off or dim street lights when not needed;
- use video conferencing for meetings;
- reduce spending on councillor expenses; and
- cut cultural services, eg museums and libraries, or charge visitors.

The full text for all suggestions is in a separate appendix.

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Responses from the 3 Tier Forums in connection with the consultation in November/December 2013 regarding the County Council budget for 2014/15.

Chorley 3TF – 18th November 2013

Mr Graham, Deputy County Treasurer, presented a detailed report regarding the nature of the financial challenge facing the County Council over the next few years and informed the meeting that the County Council was faced with making savings of around £300m over the next few years which was the equivalent of 38% of its current budget.

It was reported that in response to the increasing financial constraints the County Council had adopted a number of approaches, including a review of planning assumptions and forecasts which had led to a reduction of £17.4m in the level of savings required over the next four years. In addition a further £19.1m of efficiency savings had been identified over the next two years through a range of measures such as reducing supplies, squeezing costs, removing vacancies or reducing hours

In considering the report the following issues were discussed by members of the Forum and the public.

- In response to a query regarding street lighting it was reported that a programme of replacing existing lighting with the more efficient LED lighting was included in the capital programme. In addition it was proposed to dim or switch off street lighting in certain locations in order to reduce costs, though this would be in line with the requirements to maintain safety.
- The efficiency savings which had been made via the 10% challenge were noted though there was some concern that such savings could have an impact on certain vulnerable groups. The effectiveness of a recently introduced scheme of signing connected with parking restrictions in Charnock Richard was also questioned.
- It was suggested that in view of the unprecedented financial situation over the next few years it was vital that all political parties work together to find viable solutions. In response Mr Graham reported that the County Council had a cross party scrutiny task group in place which would look at any budget proposals before they were presented to the County Council.
- Whilst it was recognised that Directorates had been asked to identify savings it was suggested that they should also consider ways of raising additional revenue, for example by having advertising at Household Waste Recycling Centres. Mr Graham reported that there had already been a number of suggestions made which would result in some revenue being raised. However, he added that in many cases charges were already made for services and care needed to be taken that increasing existing charges or introducing new charges did not have a detrimental effect on use of those services. It was also noted that the current financial climate was having an impact on the individuals/organisations which the County Council could sell services to and that demand in certain markets was reduced.

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- The need to avoid duplication of effort was discussed and it was noted that the County Council and District Councils did have a number of shared services.

It was reported that the comments of Forums would be taken into consideration when developing further proposals to meet the remainder of the savings requirement in 2014/15 which would be presented to the County Councils Cabinet in December and January and would be the subject of further consultation.

Agreed:

1. That the comments set out above be forwarded to the County Treasurer for consideration by the County Council's Cabinet as part of the process for finalising the 2014/15 budget proposals.
2. That any additional comments members of the Forum may have regarding the budget are forwarded to the Locality Officer for submission to the County Treasurer.

Fylde 3TF – 20th November 2013

County Councillor Borrow presented a detailed report regarding the above and informed the meeting that in response to the scale of the financial challenge facing the County Council consideration was being given to a number of approaches aimed at securing savings of around £300m over the next few years.

It was reported that a review of planning assumptions and forecasts had led to a reduction of £17.4m in the level of savings required over the coming four years, with an additional £19.1m of efficiency savings identified over the next two years. It was also noted that particular attention had been paid to services provided by the Adult Services, Health and Wellbeing Directorate and the Children and Young People's Directorate, both of which represented significant elements of the County Councils overall expenditure.

In considering the report the following issues were discussed by members of the Forum.

- It was reported that when identifying possible savings consideration had been given to statutory/non statutory services, the potential impact on service provision and issues such as need/deprivation. It was noted that the reshaping of some services, as set out in the budget proposals, would involve older people and were intended to support individuals to continue to live at home rather than moving into residential care provided by the County Council.
- Concern was expressed regarding the potential impact of the budget proposals on residents in Fylde and it was suggested that as the County Council and all District Councils faced significant financial pressures over the coming years it was important to identify further opportunities for joint working in order to secure

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efficiencies and reduce costs whilst minimising as much as possible the impact on services.

- In response to a query regarding the future level of Council Tax it was reported that a referendum would only be required if the County Council were to set the Council Tax above 2%. It was noted that the 2% reduction in Council Tax from the previous year had made an impact on the availability of resources in relation to the 2014/15 budget.
- With regard to the predicted level of savings required it was noted that over the last 10 years the County Council had made significant improvements to its performance when compared with the national average for similar authorities. It was also suggested that continuing advances in areas such as technology could provide further opportunities for savings to be made in the future.
- It was noted that whilst inflation was currently low the forecast increase of costs for the County Council included a significant amount in terms of the prices paid to third parties. In response Ms Kilpatrick reported that in order to provide many of its services the County Council operated a range of contracts and would need to take account of any increase in inflation over the next four years. She added that how the County Council continued to work with other organisations would be taken into account as part of the proposed reshaping of some services.
- The level of savings secured via the County Council procurement arrangements was discussed and it was recognised that the current situation was unsatisfactory and was the subject of a review and that in the future the County Council would reframe its relationship with the contractor concerned.
- The availability of resources for winter gritting of roads was discussed and it was noted that whilst a specific allocation was made for the purposes of planning the budget there was recognition that in the event of severe weather conditions additional funding would be made available from reserves.
- In response to a query regarding the cost and effectiveness of 20mph speed limits it was reported that the programme for introducing such limits was due to finish in December 2013 and was felt would not only reduce accidents/injuries but also contribute towards savings for the County Council, emergency services and the NHS.

Agreed: That the comments of the Fylde 3 Tier Forum, set out above, are forwarded to the County Treasurer for consideration by the County Council's Cabinet as part of the process for finalising the 2014/15 budget proposals.

West Lancashire 3TF – 25 November 2013

Gill Kilpatrick presented a detailed report regarding the nature of the financial challenge facing the County Council over the next few years and informed the meeting that the County Council was faced with making savings of around £300m

Appendix 'G'

over the next four financial years which was the equivalent to almost 40% of its current budget.

It was noted that the County Council was currently focussing on balancing the 2014/15 budget and this would enable time to be devoted to the huge challenge of downsizing the County Council to a new budget level of £640m by 2017/18. Members were informed that this reduction needed to be set within the context that between the years 2010 to 2017, the County Council would have had to make savings of over £0.5b.

It was reported that in response to the increasing financial constraints the County Council had adopted a number of approaches, including a review of planning assumptions and forecasts which had led to a reduction of £17.4m in the level of savings required over the next four years. In addition employees had identified a further saving of £19.1m through a 10% challenge to drive out waste and increase efficiency across the County Council. A number of areas totalling £17.4m had also been identified where the cost of being in business could be reduced, with no impact on the level or quality of services provided by the County Council to communities.

However, given the scale of the overall challenge facing the County Council it was clear that the level of savings required could not be achieved without impacting on services. The County Council was therefore undertaking a consultation exercise on a number of policy options and proposals for reshaping the way in which services would be delivered in the future.

In considering the report the following points were raised by members of the Forum:

- In view of the unprecedented financial situation over the next few years it was vital that the County and Borough Councils worked together to find viable solutions and to ensure no surprises.
- It would be helpful to receive a report on the effects of the budget reductions and the reshaping of services in West Lancashire. Members were informed that whilst some information could be provided e.g. commissioning plans, it would be difficult to provide information at a district level as many services and budgets were interlinked across the county.
- It was clear that the downsizing of the County Council's budget would result in a reduced workforce but the full effect on staffing numbers was not yet known.
- The £300m savings had been profiled over four years based on the combined increase in costs and reductions in resources from central government.
- The current budget proposals did not take into effect any assumptions around future council tax levels.

Burnley 3TF – 25th November 2013

County Councillor Borrow, Deputy Leader of the County Council, presented a report regarding the above and informed the meeting that in response to the financial challenges which the County Council faced over the next few years consideration was being given to a range of measures aimed at securing savings of around £300m. These measures included a review of planning assumptions/forecasts which

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had led to a reduction of £17.4m in the level of savings required over the next four years, together with an additional £19.1m of efficiency savings identified over the next two years and a review of the County Councils accommodation which would generate £5m of savings by 2017/18.

It was also reported that a significant element of the budget proposals related to the reshaping of services in Adult Social Care which were intended to help support people to remain living at home rather than having to move into costly residential care.

In considering the report the following issues were discussed by members of the Forum.

- In response to a query regarding potential legal challenges arising from some of the proposals Mr Graham reported that any costs associated with a legal challenge to a decision made by the County Council would be funded from reserves. He added that potential risks, including challenges, would be taken into account by the Cabinet when formulating the budget early in the New Year and the County Council operated a robust risk assessment and equality impact analysis of proposals which was intended to take account of potential risks.
- It was reported that a number of local authorities had expressed concerns regarding their ability to set future budgets and the necessity of making some hard choices regarding services. County Councillor Borrow reported that for Lancashire when considering budget proposals particular attention had been paid to services provided by the Adult Services, Health and Wellbeing Directorate and the Children and Young People's Directorate, both of which represented significant elements of the County Council's overall expenditure.
- The proposal to reduce costs by closing waste transfer stations and landfill sites on Bank Holidays was discussed and it was noted that the Borough Council was also looking at reducing some of its costs by streamlining its waste collection services.
- Concern was expressed about the impact of the budget proposals on mental health services and it was reported that the County Council was looking at ways of making better use of available resources to support people in their own homes. It was also noted that the transfer of public health responsibilities/funding to the County Council via the Health and Wellbeing Board presented an opportunity for closer working with partners in order to provide a more effective/efficient service.
- In response to a query from a member of the public County Councillor Borrow informed the meeting that the intention was for the County Council to agree a budget for 2014/15 and then focus attention on reshaping services in order to achieve more significant savings over the period up to 2017/18. Whilst it was acknowledged that there would be difficult decisions to be made over the next few years it was recognised that the County Council had established a clear direction in relation to securing significant savings, reorganising existing services and seeking to maintain a high standard of service.

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It was noted that the comments of the Forum would be taken into consideration when developing further proposals to meet the remainder of the savings requirement in 2014/15 which would be presented to the County Councils Cabinet in December and January and would be the subject of further consultation.

Agreed: That the comments of the Forum are forwarded to the County Treasurer and presented to the County Council's Cabinet for consideration as part of the process of finalising the 2014/15 budget proposals.

South Ribble 3TF – 28th November 2013

Lisa Kitto, Deputy County Treasurer, presented a detailed report regarding the nature of the financial challenge facing the County Council over the next few years and informed the meeting that the County Council was faced with making savings of around £300m over the next few years which was the equivalent of 38% of its current budget.

It was reported that in response to the increasing financial constraints the County Council had adopted a number of approaches, including a review of planning assumptions and forecasts which had led to a reduction of £17.4m in the level of savings required over the next four years. In addition a further £19.1m of efficiency savings had been identified over the next two years through a range of measures such as reducing supplies, squeezing costs, removing vacancies or reducing hours.

The County Council was gathering views from the Three Tier Forums to feed into the Budget process. The following comments and questions were raised by members of this Forum:

- In response to a question about assumptions being made regarding the level of Government grants, it was acknowledged that there was some uncertainty, especially in years three and four of the Budget. Members were assured that the Budget was as robust in this regard as it was possible to be.
- In response to a question about the impact on South Ribble of the County Council's decision regarding Preston Bus Station, it was explained that funding was largely from the Capital Fund. It was recognised that there was a potential impact on the Revenue Budget, but it was unclear at this stage what that impact would be, however, it was hoped that the Bus Station would operate on a commercial basis and become a source of income rather than a drain on the Budget.
- It was difficult to disaggregate the Budget and its impact on the District, but as the County Council moved forward matters would become clearer. The Forum was assured that the County Council would continue to work closely with the Districts. It would be helpful if Districts would share their Budget plans with the County Council also.

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- It was confirmed that the County Council was in detailed negotiations regarding the waste PFI contract which was a significant budget pressure; reducing that pressure was a priority for the County Council.

Ribble Valley 3TF – 2nd December 2013

Ms Kitto, Deputy County Treasurer, informed the meeting that over the next few years the County Council would continue to face significant financial challenges and that in addition to the £217m of savings the County Council had already delivered, a further £300m needed to be found which was equivalent to 38% of the current budget. The Forum were informed that the County Council had adopted a structured approach which was intended to secure savings of around £300m over the next four years. These measures included a review of planning assumptions/forecasts in the light of more recent information which had resulted in a reduction of £16.7m, a full staff engagement process called 'The 10% Challenge' to identify any further efficiencies which had generated £19.1m of savings and a review of other costs within the business which had identified savings of £17.4m.

The Forum was informed that the County Council's Cabinet had approved the beginning of a consultation on a number of policy options and proposals for reshaping the way in which savings are delivered. Proposals for reshaping services totalling £32.3m had been put forward for consultation as had policy options totalling £30m. Ms Kitto reported that there still remained a gap of £26.8m in 2014/15 and that officers had been asked to develop options to meet the remainder of these savings requirements.

It was noted that the intention was for the County Council to agree a balanced budget for 2014/15 which would then enable attention to be focussed on a more significant restructuring of the County Council in order to achieve the budget level required for 2015/16 onwards.

In considering the report the following comments were made by members of the Forum.

1. Concern was expressed regarding the financial implications of decisions by the County Council regarding the bus station in Preston and the potential reopening of two Household Waste Recycling Centres which were felt would impact on the capital budget and draw funding away from existing services.
2. In response to the suggestion that the 10% challenge had in reality only identified around 3% of efficiency savings Ms Kitto clarified that the challenge had focussed on those budgets which could be influenced. The Forum were also advised that some services were able to identify savings greater than 10% but that these were largely of a policy nature and had therefore been captured in the policy options list.
3. The potential impact of savings on Ribble Valley was discussed and Ms Kitto reported that as the current policy options being explored were at a County wide level it was not possible to identify how this would influence services in specific

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Districts. Whilst it was acknowledged that there would be some impact on services it was noted that this would depend on the phasing of changes, with some taking effect in 2014/15 while others would only take effect over the following years.

Details of the current level of County Council spending on services in the Ribble Valley were requested and Ms Kitto undertook to provide the information outside of the meeting.

4. It was noted that the report referred to the reductions in local government resources of 8% in 2014/15 and 13.1% in 2015/16 followed by further reductions over future years and there was some concern regarding the impact this would have on both the county Council and the borough Councils own budget. Ms Kitto reported that the County council was monitoring the situation and would review existing figures and estimates as more information regarding the Government settlement became available.
5. It was suggested that whilst initial savings had been identified future years would present serious challenges and would require difficult decisions to be made in relation to services. Concern was expressed in relation to the potential impact in the future on vulnerable people and it was noted that the future reshaping of the County Council would inevitably lead to a reduction in the number of employees and that care would need to be taken as to how that would impact on services.
6. A request was made for any decisions regarding reductions to services to be made on a evidence based, equitable basis across all Districts and for consideration to be given to the level of deprivation in rural communities in Ribble Valley as well as urban areas elsewhere.

Agreed:

1. That the comments of the Forum are forwarded to the County Treasurer and presented to the County Council's Cabinet for consideration as part of the process of finalising the 2014/15 budget proposals.
2. That members of the Forum are provided with details of current County Council spending in Ribble Valley outside of the meeting.

Preston 3TF – 2nd December 2013

No comments were made

Rosendale 3TF – 4th December 2013

Mr Graham, Deputy County Treasurer, informed the meeting that the County Council was facing significant financial challenges over the coming years due to a reduction by the Government in public spending combined with increasing costs in areas such

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as inflation, pensions and the demand on services of an increasingly older population.

As a result the County Council was faced with making savings of around £300m over the next few years and had adopted a number of approaches to achieve this, including a review of planning assumptions/forecasts which had led to a reduction of £17.4m in the level of savings required over the next four years and the identification of £19.1m of efficiency savings over the next two years through measures such as reducing the level of supplies, squeezing costs, removing staff vacancies or reducing their hours.

It was noted that the County Councils strategy was to initially set a balanced budget for 2014/15 and then work towards achieving the necessary savings moving towards 2017/18 which would involve reshaping many of the Councils services.

When considering the report the following issues were discussed by members of the Forum and the public who were present.

- a) It was suggested that in the future it was vital that the County Council ensure it received value for money in relation to the investment it made into the provision of services.
- b) It was suggested that the County Council should not neglect areas such as the arts which brought investment into Lancashire and recognise that the recent transfer of responsibility for public health from the NHS to the County Council provided a valuable opportunity to work with partner organisations in the Voluntary Sector to provide quality services at a reduced cost.
- c) The introduction of the Living Wage and its importance in terms of the local economy was discussed and it was noted that the County Council had adopted the Living Wage for its own employees.
- d) With regard to the cost for the public in contacting the County Council it was reported that the Cabinet was due to consider a proposal to begin using 0300 numbers for services which was cheaper than the existing 0845 numbers.
- e) Greater use of telecare services were discussed though it was recognised that previously such services had not operated satisfactorily in areas of the Borough such as Turn Village. In view of the geographical nature of the Borough it was suggested that services based on land lines rather than mobile services should be pursued.
- f) It was acknowledged that learning from recent reviews of procurement activity undertaken by the County Council's Internal Audit Service would inform its work for the Borough Council.
- g) Concern was expressed regarding the financial implications of the County Council decision in relation to the bus station in Preston which it was felt would impact on the capital budget and draw funding away from other parts of the County. In response the Chair stated that the County Council was committed to

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the provision of a new bus station in Rawtenstall which would accommodate public transport demands in the Borough.

- h) There was also concern about the prospect of severe winter conditions and the impact that would have on traffic flows in the Borough. In response the Chair reported that the County Council had allocated funds for winter service and would grit main road routes.

It was reported that comments from the meeting would be taken into consideration when developing further proposals to meet the remainder of the savings requirement in 2014/15 which would be presented to the County Councils Cabinet in December and January and would be the subject of further consultation in due course.

Agreed: That the comments set out above be forwarded to the County Treasurer for consideration by the County Council's Cabinet as part of the process for finalising the 2014/15 budget proposals.

Wyre 3TF – 5th December 2013

County Councillor David Borrow, Deputy Leader of Lancashire County Council, and Lisa Kitto, Deputy County Treasurer, Lancashire County Council, attended to present to the Forum the County Council's financial strategy 2014/15- 2017/18, including the challenge facing the council and the initial proposals made by the Cabinet for consultation.

The Forum noted the presentation

Pendle 3 TF – 9 December 2013

Lisa Kitto presented a detailed report regarding the nature of the financial challenge facing the County Council over the next few years and informed the meeting that the County Council was faced with making savings of around £300m over the next four financial years which was the equivalent to almost 40% of its current budget.

It was noted that the County Council was currently focussing on balancing the 2014/15 budget and this would enable time to be devoted to the huge challenge of downsizing the County Council to a new budget level of £640m by 2017/18. Members were informed that this reduction needed to be set within the context that between the years 2010 to 2017, the County Council would have had to make savings of over £0.5b.

It was reported that in response to the increasing financial constraints the County Council had adopted a number of approaches, including a review of planning assumptions and forecasts which had led to a reduction of £17.4m in the level of savings required over the next four years. In addition employees had identified a further saving of £19.1m through a 10% challenge to drive out waste and increase efficiency across the County Council. A number of areas totalling £17.4m had also

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been identified where the cost of being in business could be reduced, with no impact on the level or quality of services provided by the County Council to communities.

However, given the scale of the overall challenge facing the County Council it was clear that the level of savings required could not be achieved without impacting on services. The County Council was therefore undertaking a consultation exercise on a number of policy options and proposals for reshaping the way in which services would be delivered in the future.

In considering the report the following points were raised by members of the Forum:

- It was clear that the downsizing of the County Council's budget would result in a reduced workforce but the full effect on staffing numbers was not yet known. Officers agreed to circulate details about the number of staff currently employed by the County Council.
- A concern was expressed that young and elderly people would be most affected by the budget reductions. However, it was recognised that the budgets in these areas were larger than most other County Council budgets.
- Concerns were also expressed about the need to protect and indeed improve services for people suffering from dementia.
- A suggestion was made that the County Council should look to have a flatter management structure.
- It was important to keep the public informed about the reshaping of services.
- In view of the unprecedented financial situation over the next few years it was vital that the County and Borough Councils worked together to find viable solutions including shared services.
- It was felt that some borough councils may not survive and that the financial pressures facing all local authorities could pave the way for an increased number of unitary authorities across Lancashire.

Members were invited to submit any other suggestions to the County Council to help the authority to reshape its services.

Lancaster 3TF – 9th December 2013

County Councillor David Borrow, Deputy Leader of Lancashire County Council, Dave Ainscough, Head of Finance (Environment), and Steve Freeman, Head of Financial Planning and Research, Lancashire County Council, attended to present to the Forum the County Council's financial strategy 2014/15- 2017/18, including the challenge facing the council and the initial proposals made by the Cabinet for consultation.

The Forum noted the presentation, and made the following comments:

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- Support was given for the review of grants, particularly Local member Grants, noting that some aspects of monitoring and administration could be reduced, particularly for grants of small amounts. It was suggested that opportunities for joint administration of grants with the district council should be considered.
- It was noted that, whilst other authorities had implemented schemes to make pay savings such as all staff taking unpaid leave for a number of days, this was not currently a suggestion being pursued by the County Council
- The proposals connected with fostering, the Recommissioning of Mental Health Services and Learning Disability Remodelling Supported Living were highlighted as areas where great care would need to be taken to ensure that there was no detrimental impact on vulnerable service users.

Resolved: That the comments of the Forum be fed back to the County Council's Cabinet as part of the budget development process.

Hyndburn 3TF – 11th December 2013

County Councillor Borrow, Deputy Leader of the County Council, presented a detailed report regarding the above and informed the meeting over the coming years the County Council would continue to face significant financial challenges and that in addition to the £217m of savings which the County Council had already delivered, a further £300m would need to be found.

As a result the County Council had adopted a structured approach which was intended to secure around £300m of savings over the next four years and included a review of planning assumptions/forecasts in the light of more recent information which had resulted in a reduction of £16.7m. In addition engagement with staff through the '10% Challenge' had identified further efficiencies which had generated £19.1m of savings and a review of other costs within the business which had identified savings of £17.4m. The Forum was informed that the County Council's Cabinet had approved a consultation on a number of policy options and proposals for reshaping the way in which savings are delivered. Proposals for reshaping services totalling £32.3m had been put forward for consultation as had policy options totalling £30m. However, it was noted that there was still a gap of £26.8m in 2014/15 and that officers had been asked to develop options to meet the remainder of these savings requirements.

County Councillor Borrow reported that the intention was for the County Council to agree a balanced budget for 2014/15 which would then enable attention to be directed towards a more significant restructuring of the County Council in order to achieve the budget levels that were required moving forwards to 2017/18.

In considering the report the following comments were made by members of the Forum.

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- In response to a query regarding the County Councils decision to implement the Living Wage it was confirmed that any potential impact would be mitigated by the phased introduction of the Living Wage from 2014/15 onwards .
- Subsidised bus services were discussed and in response to concerns regarding the potential impact of certain services being lost it was reported that in the future the County Council would be seeking to develop contracts with operators so that profitable routes would help to maintain services on less profitable routes. It was also proposed to increase funding for community transport schemes which would assist vulnerable people by providing door to door transport.

Agreed: That the comments of the Hyndburn 3 Tier Forum, as set out above are forwarded to the County Treasurer for consideration as part of the process of finalising the County Councils budget proposals for 2014/15

Appendix 'H'

Trade Union Budget Consultation

Note of the Meeting held on Monday, 13th January, 2014 at 1.00 pm in Cabinet Room 'C' - The Duke of Lancaster Room, County Hall, Preston

Present:

Chair

County Councillor Jennifer Mein, Lancashire County Council

Members

County Councillor Geoff Driver CBE, Lancashire County Council
County Councillor Bill Winlow, Lancashire County Council

Officers

Jo Turton, Interim Chief Executive (LCC)
George Graham, Deputy County Treasurer (LCC)
Deborah Barrow, Head of Employment Services (One Connect Limited)

Representing the Trade Unions

Elaine Cotterell, UNISON Branch Secretary
Sam Ud-din, National Union of Teachers
Pat Grant, UNISON Regional Officer
Corinne Stott, UNISON
Mac Harrison, NASUWT
Sid Graves, Unite the Union
Liz Laverty, Secondary Headteachers Association
Mr Bob Waring, Association of Teachers and Lecturers
Francesca Sullivan, Unite

1. Apologies for Absence

Apologies for absence were received from County Councillor David Borrow, Deputy Leader, Lancashire County Council, Mr Leslie Ridings, Association of Teachers and Lecturers and Leslie Turner, National Association of Headteachers.

2. The County Council's Budget 2014/15 to 2017/18 (As presented to Cabinet on 9 January 2014)

Welcome and Introductions

The Leader, County Councillor Mein, welcomed the Trade Union representatives and explained that the purpose of the meeting was to consult with the Trade Unions on the Cabinet's budget proposals and resolutions for 2014/15 to 2017/18 which were circulated to Trade Union representatives prior to the meeting with their comments invited.

George Graham, Deputy County Treasurer, Lancashire County Council outlined the key points of the budget report and explained that between now and April 2016 that the County

Council budget will reduce to £500 million and that the budget is being set in accordance with meeting that target. This target equates to a £300 million saving, or roughly 40% of the budget.

Comments made by the Trade Union Representatives included the following:

- The Trade Unions welcomed the opportunity to discuss the Budget, and asked that they are consulted on staffing proposals as the County Council changes and reduces in size. The Leader of the County Council confirmed they would continue to consult and communicate with the Trade Unions at the appropriate times moving forward, and a report on Workforce Impact would be shared with the Trade Unions when that is ready.
- The Trade Unions were pleased that that the overall reductions in the County Council workforce had, to this point, been managed with nearly all redundancies being on a voluntary basis, and welcomed that approach continuing in the future.

3. Budget Resolutions of Cabinet Meetings - November 2013, December 2013 and January 2014

The Trade Unions noted the Budget resolutions circulated, and tabled, from November 2013, December 2013 and January 2014.

4. The Schools Budget for 2014/15

George Graham gave a brief outline of the Schools Budget report for 2014/15. General comments were made by the Trade Union representatives regarding the schools budget, it was noted that the Trade Unions were being consulted through the Schools Forum and that the School Forum would meet on 14 January 2014 to agree recommendations regarding the Schools Budget for formal approval by the Cabinet Member for Children, Young People and Schools.

The Trade Unions commented that they valued a number of the services provided to schools by the County Council, such as Human Resources support and Inclusion Service and hoped that the good service provided will continue in light of the overall reductions to the County Council's budget. It was commented that some Schools could be willing to use some of their own budget to pay for services that they value.

In conclusion, County Councillor Mein thanked the Trade Union representatives for attending and for their comments and agreed that the approach currently taken regarding budget planning would continue and that their comments would be taken on board.

Ian Fisher
County Secretary and Solicitor

County Hall
Preston

Appendix 'I'

George Graham
Deputy County Treasurer
c. Mike Hart
Tony Moreton
Paul Binks

Tel.
Email stephen472booth@btinternet.com
Date 23 January 2014

Dear George,

County Council Budget Implications for Schools

Thank you for attending the Schools Forum's Chairman's Working Group to discuss the school implications associated with the County Council budget decisions for the period 2014/15 to 2017/18. Thanks also to other officers who attended to contribute to our discussions.

As agreed at the meeting, I am writing to confirm the Forum's comments, as set out below.

The Forum:

- a) Welcomed the opportunity to comment on the implications of the County Council Budget proposals on schools;
- b) Acknowledged the unprecedented scale of the budget reductions facing the County Council;
- c) Accepted that the approach taken by the County Council would need to focus on statutory functions and those services that met County Council objectives;
- d) Recognised that the County Council's role in relation to Education continues to change as a result of changes in Government policy, which significantly reduce resources for "central education functions";
- e) Welcomed the continued commitment of the County Council to offer traded services to schools and academies in the future, which continue to provide choice and flexibility for schools;
- f) Noted that many other Authorities were no longer offering services to schools;
- g) Supported the approach of offering Lancashire traded services to schools outside the County to boost income generation;
- h) Encouraged the County Council develop and evolve new ways of working with all partners to best ensure the future viability of services;
- i) Commented that it remained important for traded services to offer high quality, good value services, so that schools and academies would continue to participate in large numbers, allowing economies of scale to remain;
- j) Emphasised that it was important for the County Council to take a balanced view when looking at areas where discretions are being removed, and encouraged the County Council to consider a range of options, for example, it was considered that on home to school transport parents may be willing to pay higher charges for the safety and security that accompanied County Council arranged provision;

Chairman John Davies

C/O The Clerk to the Schools Forum, Pupil Places and Access, Room B44,
PO Box 61, County Hall, Preston, PR1 8RJ

- k) Noted that Budget proposals and associated arrangements were likely to have an equal impact across schools and academies in Lancashire;
- l) Welcomed the opportunity for future discussions on joint funding of shared priorities across school and County Council budgets;
- m) Welcomed the County Council's commitment to consult more widely in advance of proposals that specifically impacted on schools.

In connection with the specific proposals around School Crossing Patrols, to be introduced from September 2015, the Forum:

- a) Welcomed the County Council's continued commitment to contribute significant resources to a non-statutory service;
- b) Welcomed the opportunity to comment on the proposals;
- c) Acknowledged that this proposal must be viewed in the context of a range of County Council road safety initiatives, including 20 mph zones, many of which were targeted around schools and academies;
- d) Welcomed the additional flexibilities for schools that were built into the proposals, which could enable some schools that did not meet the previous criteria to access the service, albeit with a financial contribution;
- e) Supported the suggestion for certain crossing patrols that serviced multiple schools to be centrally funded; and for the possibility of a sliding scale being used to offer greater support to schools with more than one patrol;
- f) Backed the suggestion for further analysis to be undertaken to map the estimated cost implications for schools against school characteristics, for example small schools;
- g) Welcomed the intention to consult more widely with schools on the detail of the proposals and suggested the following communication channels:
 - Attendance at:
 - Primary Heads in Lancashire (Phil) Area meetings;
 - Lancashire Association of Secondary Schools Headteachers Executive (LASSH);
 - Lancashire Special School Headteachers association (LaSSHTA);
 - Nursery School Headteachers Federation;
 - District Chair of Governor Forums.
 - Written communications:
 - via the Schools Portal;
 - Governors Core Agenda item.

I should be grateful if our comments could be fed into the County Council Budget consultations.

Yours sincerely



Stephen Booth
Vice-Chairman
Lancashire Schools Forum

Cabinet - 6 February 2014

Report of the County Treasurer

Electoral Division affected:

All

Treasury Management Policy and Strategy 2014/15

(Appendices 'A', 'B' and 'C' refer)

Contact for further information:

Mike Jensen, (01772) 534742, County Treasurers Directorate,

mike.jensen@lancashire.gov.uk

Executive Summary

This report outlines the proposed Treasury Management Policy and Strategy for 2014/15 as required by the Chartered Institute of Public Finance and Accountancy (CIPFA) Treasury Management Code of Practice (2011). It includes the County Council's borrowing and investment strategies and the proposed Minimum Revenue Provision policy, together with the treasury management prudential indicators which seek to ensure that the Council's borrowing levels remain both sustainable and affordable.

Approval of the Treasury Management Policy and Strategy is a matter reserved to the Full Council.

Recommendation

Cabinet is asked to:

- (i) Recommend the Treasury Management Policy as set out at Appendix 'A' to the Full Council for approval;
- (ii) Recommend the Treasury Management Strategy for 2014/15 as set out at Appendix 'B' to the Full Council for approval;
- (iii) In respect of the Minimum Revenue Provision Statement for 2014/15, set out at Appendix 'C', recommend that Full Council:
 - a. Approves the Capital Financing Requirement method and the Asset Life method (Equal Charge approach) for expenditure funded from borrowing incurred in 2013/14 and future years.
 - b. Charges to revenue a sum equal to the repayment of any credit liability.
 - c. Approves the proposed treatment of assets constructed under the Preston, South Ribble and Lancashire City Deal and the Homes and Communities Agency Local Infrastructure Fund, subject to annual review.

Background and Advice

Treasury management is the management of the Council's investments and cash flows, its banking, money market and capital market transactions; it also includes the effective control and management of the risks associated with these activities, ensuring that the Council gets the best performance for the least risk.

The Treasury Management Strategy sets out the Council's policies for ensuring the security and liquidity of its investments, whilst having regard to investment returns in order to protect the value of the funds. It also outlines the Council's strategy for financing existing borrowing and future capital borrowing requirements, with the aim of securing the required funds at the lowest possible rate.

The Minimum Revenue Provision (MRP) is a prudent charge Local Authorities are required to make to the revenue account to provide for the repayment of debt and other credit liabilities (mainly finance leases or PFI contracts).

Consultations

Arlingclose, the County Council's external Treasury Management advisers.

Implications:

This item has the following implications, as indicated:

Risk management

The Council, having adopted the "Prudential Code", is required to prudently manage the investments of the Council. The current situation exposes the Council to heightened counterparty concentration risk inconsistent with its duty. As the process of managing the Council's investments is intrinsic to its continuing operations a prudent yet workable policy is necessary.

List of Background Papers

Paper	Date	Contact/Directorate/Tel
Arlingclose Ltd. Credit Risk Report	December 2013	Andrew Ormerod, County Treasurer's Directorate, (01772) 534740
CIPFA Treasury Management Code of Practice	2011	Andrew Ormerod, County Treasurer's Directorate, (01772) 534740

Reason for inclusion in Part II, if appropriate

N/A

Appendix 'A'

Treasury Management Policy Statement

The County Council's financial regulations require it to create and maintain a treasury management policy statement, stating the policies, objectives and approach to risk management of its treasury activities, as a cornerstone for effective treasury management.

Definition

The County Council defines its treasury management activities as:

- the management of the Authority's investments and cash flows,
- its banking, money market and capital market transactions;
- the effective control of the risks associated with those activities; and
- the pursuit of optimum performance consistent with those risks.

Risk Appetite

The County Council's appetite for risk in terms of its treasury management activities is low. A premium is placed on the security of capital in terms of investment and on the maintenance of financial stability in terms of the costs of borrowing.

Risk management

The County Council regards the successful identification, monitoring and control of risk to be the prime criteria by which the effectiveness of its treasury management activities will be measured. Accordingly, the analysis and reporting of treasury management activities will focus how the actions taken and the financial instruments entered into result in reduced risk exposure for the County Council.

Value for money

The County Council acknowledges that effective treasury management provides support towards the achievement of its business and service objectives. It is therefore committed to the principles of achieving value for money in treasury management, and to employing suitable comprehensive performance measurement techniques, within the context of effective risk management.

Borrowing policy

The County Council greatly values revenue budget stability and therefore, all other things being equal, will borrow the majority of its long-term funding needs at long-term fixed rates of interest. However, short-term and variable rate loans may be borrowed to either offset short-term and variable rate investments or to provide value for money. The County Council will also constantly evaluate debt restructuring opportunities of the existing portfolio.

The County Council will set an affordable borrowing limit each year in compliance with the *Local Government Act 2003*, and will have regard to the *CIPFA Prudential Code for Capital Finance in Local Authorities* when setting that limit. It will also set limits on its exposure to changes in interest rates and limits on the maturity structure of its borrowing in the treasury management strategy report each year.

Cash Backing of Reserves

The County Council is committed to the prudent management of its finances. In pursuit of this objective the County Council should ensure that it holds investment balances sufficient to meet the value of those balance sheet items such as reserves and provisions which will be drawn down as cash. These investment balances will have due regard to the anticipated timing for the drawdown of the cash backed reserves and provisions.

Investment policy

The County Council's primary objectives for the investment of its surplus funds are to protect the principal sums invested from loss, and to ensure adequate liquidity so that funds are available for expenditure when needed. The generation of investment income to support the provision of local authority services is an important, but secondary, objective.

The County Council will have regard to the Communities and Local Government Guidance on Local Government Investments and will approve an investment strategy each year as part of the treasury management strategy. The strategy will set criteria to determine suitable organisations with which cash may be invested, limits on the maximum duration of such investments and limits on the amount of cash that may be invested with any one organisation.

Appendix 'B'

The County Council's Treasury Management Strategy 2014/15

Introduction and Legislative Framework

Under the Local Government Act 2003, local authorities must have regard to Statutory Proper Practices in their Treasury Management activities. In February 2012 the Council adopted the Chartered Institute of Public Finance and Accountancy's *Treasury Management in the Public Services: Code of Practice 2011 Edition* (the CIPFA Code).

These together require the County Council on an annual basis to set out its strategy in relation to key aspects of its treasury management operations over the coming year.

In addition, in accordance with government guidance on local authority investments, the Council is required to approve an investment strategy before the start of each financial year.

In line with these various requirements this strategy includes:

- The Annual Borrowing Strategy (1 below)
- The Council's Policy on Borrowing in Advance of Need (2 below)
- The Annual Investment Strategy (3 below)
- The Prudential Indicators (Annex A to this Appendix)
- The Annual MRP statement (Appendix C to the report)

In conjunction with the Treasury Management Policy Statement and the detailed Treasury Management Practices approved by the County Treasurer, these provide the policy framework for the engagement of the County Council with the financial markets in order to fund its capital investment programme and maintain the security of its cash balances.

Strategic Objectives of the Treasury Management Strategy

The County Council's Treasury Management Strategy is designed to achieve the following objectives:

- a) To ensure the security of the principal sums invested which represent the County Council's various reserves and balances
- b) To ensure that the County Council has access to cash resources as and when required
- c) To minimise the cost of the borrowing required to finance the County Council's Capital Investment programme, and
- d) To maximise investment returns commensurate with the County Council's policy of minimising risks to the security of capital and its liquidity position.

In the context of these objectives it will be the County Council's policy to hold as investments a sum as close to the cash value of its balance sheet as possible, matching both value and duration as closely as possible.

Setting the Treasury Management Strategy for 2014/15

In setting the treasury management strategy, the County Council must have regard to the following factors which will have a strong influence over the strategy adopted:

- economic forecasts,
- the level of the approved Capital Programme which generates the borrowing requirement,
- the current structure of the County Council's investment and debt portfolio
- prospects for interest rates and market liquidity.

Economic context

The Bank of England's Monetary Policy Committee (MPC) through its recent forward guidance is committed to keeping policy rates low for an extended period using the Labour Force Survey unemployment rate of 7% as a threshold for when it would consider whether or not to raise interest rates, subject to certain knock-outs. Unemployment was 7.4% October 2013, but is not forecast to fall below the threshold until 2016, due to the UK's flexible workforce.

The flow of credit to households and businesses is slowly improving but is still below pre-crisis levels. The fall in consumer price inflation from the high of 5.2% in September 2011 to 2.7% in September 2013 will allow real wage increases (i.e. after inflation) to slowly turn positive and aid consumer spending.

Stronger growth data in 2013 (0.4% in Q1, 0.7% in Q2 and 0.8% in Q3) alongside a pick-up in property prices mainly stoked by government initiatives to boost mortgage lending have led markets to price in an earlier rise in rates than warranted under Forward Guidance and the broader economic backdrop. However, with jobs growth picking up slowly, many employees working shorter hours than they would like and benefit cuts set to gather pace, growth is likely to only be gradual. The Council's adviser's Arlingclose forecast that the MPC will maintain its resolve to keep interest rates low until the recovery is convincing and sustainable.

In the US, in response to a generally improving economic outlook, the Federal Reserve has begun the process of slowing the pace of asset purchases, and despite recent disappointing employment data, this process of modest 'tapering' is likely to continue in the coming months with some commentators suggesting quantitative easing will be completed by year end. To date the muted reaction of bond and equity markets suggests the expectation of tapering was already factored in to asset prices.

Credit outlook

The credit risk of banking failures has diminished, but not dissipated altogether. Regulatory changes are being considered in the UK, US and Europe to move away

from the bank bail-outs of previous years to bank resolution regimes in which shareholders, bond holders and unsecured creditors are 'bailed in' to participate in any recovery process. This is already manifest in relation to holders of subordinated debt issued by the Co-op who will suffer a haircut on its conversion bail-in to alternative securities and/or equity. There are also proposals for EU regulatory reforms to Money Market Funds which will, in all probability, result in these funds moving to a VNAV (variable net asset value) basis and thus losing their 'triple-A' credit rating wrapper. Diversification of investments between creditworthy counterparties to mitigate bail-in risk will become even more important in the light of these developments.

The Current Structure of the Portfolio

The Council's treasury portfolio (net of transferred debt) as at 31st December 2013 was as follows.

	Principal Amount £m	Current Interest Rate %
Call accounts	18.892	0.518
Short-term deposits	20.00	2.620
Long-term deposits	119.925	2.312
Bond Portfolio	423.515	2.956
Total Investments	582.331	2.733
Short-term loans	266.250	0.603
Long-term loans (Local Authorities)	60.00	1.805
Shared Investment Scheme	84.591	0.645
Long-term PWLB loans	338.850	3.017
Long-term market loans (LOBOs)	51.911	5.389
Total Borrowing	801.602	2.028
Net Borrowing	219.270	

The shared investment scheme relates to funds pooled with the County Council's investments by the Police and Crime Commissioner for Lancashire, Lancashire Combined Fire Authority and Lancashire District Councils. The objective of the scheme is to reduce the counterparty credit risk for those organisations by using the County Council as their investment counterparty. Although the sums invested are accounted for as borrowing by the County Council they are not included within capital financing calculations and will show as borrowing over and above the capital financing requirement. They will however be included within the authorised borrowing limit.

This scheme has proved more popular than anticipated, such that in order to avoid exceeding the borrowing limits set under the prudential code the County Council had to close this facility to the Lancashire District Councils in summer 2012. Since the external credit environment is still far from stable, this strategy will include in the calculation of the operational and authorised limits for the 2014/15 financial year,

additional headroom to enable the full operation of the scheme from the date the strategy becomes effective.

Prospects for Interest Rates and Market Liquidity

In planning the treasury management strategy, the Council will consider the prevailing and forecast interest rate situation. Regular forecasts of interest rates are provided by Arlingclose Ltd, treasury management advisers to the County Council.

Arlingclose's forecast is for short term interest rates to remain flat. Markets are still pricing in an earlier rise in rates than warranted under Forward Guidance and the broader economic backdrop. The MPC will not raise rates until there is a sustained period of strong growth. However, upside risks do weigh more heavily towards the end of the forecast horizon.

Arlingclose continue to project gilt yields on an upward path through the medium term. Their view is that the rise in yields since the Spring of 2013 was overdone given the still uncertain fundamental global outlook and risks surrounding the Eurozone, China and US.

The latest forecast provided by Arlingclose Ltd is shown in the table below:

	Bank Rate	3 Month LIBID	12 Month LIBID	5 year Gilt Yield	10 year Gilt Yield	25 year Gilt Yield	50 year Gilt Yield
Mar 14	0.50	0.45	0.90	1.45	2.55	3.25	3.45
Jun 14	0.50	0.45	0.95	1.50	2.60	3.30	3.50
Sep 14	0.50	0.50	0.95	1.55	2.65	3.35	3.55
Dec 14	0.50	0.55	0.95	1.60	2.70	3.40	3.60
Mar 15	0.50	0.65	1.00	1.65	2.75	3.45	3.65
Jun 15	0.50	0.75	1.05	1.70	2.80	3.50	3.70
Sep 15	0.50	0.75	1.10	1.75	2.85	3.55	3.75
Dec 15	0.50	0.75	1.15	1.85	2.90	3.65	3.80
Mar 16	0.50	0.75	1.20	1.95	3.00	3.75	3.85
Jun 16	0.50	0.75	1.25	2.10	3.10	3.85	3.95
Sep 16	0.50	0.80	1.30	2.30	3.30	4.05	4.05
Dec 16	0.50	0.80	1.40	2.50	3.50	4.15	4.15
Mar 17	0.50	0.80	1.40	2.50	3.50	4.15	4.15

In the above table 'bank rate' refers to the policy rate of the Bank of England.

'LIBID' is the London Interbank bid rate and can be used as a proxy for short term market interest rates. PWLB borrowing rates are based on 'Gilt Yield' and so this is a forecast of long term interest rates. The Council can borrow at 80 basis points above the gilt yield, so for example the current fixed interest rate to borrow funds from the PWLB over a 25 year period would be 3.25% + 0.80% = 4.05%.

This forecast of interest rates has been based on the following underlying factors and assumptions:

- Growth continues to strengthen with the second estimate for Q3 growth coming in at an unrevised 0.8%. The service sector remains the main driver of growth, boosted by a contribution from construction.
- The unemployment rate has fallen to 7.6%. The pace of decline in this measure will be dependent on a slower expansion of the workforce than the acceleration in the economy, alongside the extent of productivity.
- The CPI for November has fallen to 2.1%, a much more comfortable position for the MPC. Utility price increases are expected to keep CPI above the 2% target in 2014, before falling back again.
- The principal measure in the MPC's Forward Guidance on interest rates is the Labour Force Survey (LFS) unemployment rate. The MPC intends not to consider raising the Bank Rate from its current level of 0.5% at least until this rate has fallen to a threshold of 7%.
- The reduction in uncertainty and easing of credit conditions have begun to unlock demand, much of which has fed through to the housing market. In response to concerns over a house price bubble, the Bank of England announced a curtailment of the Funding for Lending Scheme (FLS), which will henceforth concentrate on business lending only.
- The MPC will not hesitate to use macro prudential and regulatory tools to deal with emerging risks (such as curtailing the FLS). Apart from responding to extreme risks to either price or financial stability, the MPC will only tighten policy when it is convinced about the sustained durability of economic growth.
- Federal Reserve monetary policy expectations - the slowing in the pace of asset purchases ('tapering') and the end of further asset purchases - will remain predominant drivers of the financial markets. Tapering of asset purchases will begin in Q1 2014. The US political deadlock over the debt ceiling will need resolving in Q1 2014.
- The European backstop mechanisms have lowered the risks of catastrophic meltdown. The slightly more stable economic environment at the aggregate Eurozone level could be undone by political risks and uncertainty in Italy, Spain and Portugal (doubts over longevity of their coalitions). The ECB has discussed plans for a third long term refinancing operation (LTRO), as credit conditions remain challenging for European banks.
- China data has seen an improvement, easing markets fears. Chinese leaders have signalled possible monetary policy tightening, but liquidity issues with the regional banks and local authorities may prove problematic.
- The on-going regulatory reform and a focus on bail-in debt restructuring is likely to prolong banking sector deleveraging and maintain the corporate credit bottleneck.

Impact of these factors on the Borrowing Strategy

In view of the above forecast the Council's borrowing strategy will be based upon the following information:-

Despite the gradually improving economic outlook, the UK still remains in a relatively low growth situation, with a continuing tight fiscal and loose monetary policy approach. It could be 2015 before there is a rise in official UK interest rates and the UK's safe haven status and minimal prospect of rate rises are expected to keep gilt yields in check through the near term. However,

- If it were felt that there was a significant risk of a sharp fall in long and short term rates, e.g. due to a marked increase of risks around relapse into recession or of risks of deflation, then long term borrowings will be postponed, and potential rescheduling from fixed rate funding into short term borrowing will be considered.
- If it became apparent that there was a significant risk of a much sharper rise in long and short term rates than that currently forecast, perhaps arising from a greater than expected increase in world economic activity or a sudden increase in inflation risks, then the portfolio position will be re-appraised with the likely action that fixed rate funding will be drawn whilst interest rates were still relatively cheap. This approach is reflected in the Council's prudential indicators.

The Council's chief objective when borrowing money is to strike an appropriately low risk balance between securing low interest costs and achieving cost certainty over the period for which funds are required. The flexibility to renegotiate loans should the Authority's long-term plans change is a secondary objective.

Given the significant cuts to public expenditure and in particular to local government funding, the Council's borrowing strategy continues to address the key issue of affordability without compromising the longer-term stability of the debt portfolio. With short-term interest rates currently much lower than long-term rates, it is likely to be more cost effective in the short-term to either use internal resources, or to borrow short-term instead. By doing so, the Council is able to reduce net borrowing costs (despite foregone investment income) and reduce overall treasury risk. Whilst such a strategy is most likely to be beneficial over the next year or so as official interest rates remain low, it is unlikely to be sustained in the medium-term. The benefits of internal borrowing will be monitored regularly against the potential for incurring additional costs by deferring borrowing into future years when long-term borrowing rates are forecast to rise. Arlingclose will assist the Council with this 'cost of carry' and breakeven analysis. Its output may determine whether the Council borrows additional sums at long-term fixed rates in 2014/15 with a view to keeping future interest costs low, even if this causes additional cost in the short-term, in order to protect the medium – long term financial interests of the Council.

In addition, the Council may borrow short-term (normally for up to one month) to cover unexpected cash flow shortages.

Impact of these factors on the Investment Strategy

In view of this the County Council's investment strategy will be based upon the following information:

- The continuing concerns in the financial markets over sovereign debt, particularly in the Eurozone are impacting negatively on the credit quality of bank counterparties, and the County Council will therefore look to reduce the duration of its exposure to bank counterparties in general.
- Given the level of risk involved in dealing with bank counterparties the County Council will look to diversify its portfolio further away from such counterparties while maintaining the highest credit quality of counterparties.

1. The Annual Borrowing Strategy

The Level of the Approved Capital Programme – the Borrowing Requirement

The County Council's estimated borrowing requirement for financing the capital programme in the current and the next three years is as follows:

	2013/14 Revised £m	2014/15 £m	2015/16 £m	2016/17 £m
Capital Programme Expenditure	163.657	204.733	160.678	69.759
<i>Financed by:</i>				
Capital Receipts	0.983	0	37.410	10.567
Grants and Contributions	147.437	146.850	53.757	31.637
Revenue Contributions	13.337	14.001	1.541	0.232
Borrowing	1.900	43.882	67.970	27.323
<i>Add Maturing Debt to be replaced:</i>				
Long Term PWLB	0	0	0	0
Short Term Market Borrowing	264.700	264.700	264.700	264.700
Less Transferred Debt	2.033	1.967	1.899	1.687
Less Statutory Charge to Revenue	37.228	35.655	35.789	35.249
Total Borrowing Requirement	227.339	270.960	294.982	255.087

At 31st March 2013 the County Council held £745.40 million of short and long-term loans as part of its strategy for funding previous years' capital programmes. The Council's borrowing requirement as at 31st March 2014 is expected to be £227.339 million, and is forecast to rise to £294.982 million by March 2016 as capital

expenditure is incurred. In addition, the Council may borrow for short periods of time to cover unexpected cash flow shortages.

The Council's borrowing position over the coming years is affected by a number of specific factors:

- The need to provide cash flow support for the Preston, South Ribble and Lancashire City Deal to cover the gap between the construction of infrastructure and the payment over of contributions from other organisations including the Government and developers. This borrowing is temporary.
- There is likely to be a similar need to provide even shorter term financial support in relation to the construction of the Heysham – M6 Link Road which is largely funded by government grant payable in arrears.
- An increase in underlying borrowing as the result of a strategic switch away from revenue financing of capital spending to borrowing in order to free revenue resources to meet the overall cost of downsizing the County Council,

The recent approach to borrowing adopted by the County Council has been to utilise short term market borrowing to take advantage of low interest rate policy. The table above assumes the continuation of this approach to funding. The approach is continually reviewed in order to ensure that the County Council's borrowing costs are minimised. However, short-term and variable rate loans leave the Authority exposed to the risk of short-term interest rate rises and are therefore subject to the limit on the net exposure to variable interest rates in the treasury management indicators below.

It can be seen from the above table that the borrowing requirement for 2014/15 is £270.960 million, largely as a result of needing to refinance maturing short term borrowing. There are a range of options available for the borrowing strategy in 2014/15.

- Variable rate borrowing is expected to be cheaper than fixed rate long term borrowing and will be attractive during the financial year, particularly as variable rates are closely linked to bank rates.
- Under 10 years rates are expected to be substantially lower than long term rates, so this opens up a range of choices that may allow the County Council to spread maturities away from concentration on long dated debt.

Against this background, the County Treasurer will, in conjunction with the County Council's advisors, monitor the interest rate situation closely and will adopt a pragmatic approach to delivering the objectives of this strategy within changing economic circumstances, but as interest rates are not forecast to rise in this year careful monitoring will ensure that borrowing is taken at the most appropriate time.

Given the increased cost of PWLB borrowing relative to other market options the County Council is likely to undertake future borrowing activity within the financial markets, taking advantage of the benefits of its AA+ credit rating.

All decisions on whether to undertake new or replacement borrowing to support previous or future capital investment will be subject to evaluation against the following criteria:

- a) Overall need, whether a borrowing requirement to fund the capital programme or previous capital investment exists;
- b) Timing, when such a borrowing requirement might exist given the overall strategy for financing capital investment, and previous capital spending performance;
- c) Market conditions, to ensure borrowing that does need to be undertaken is achieved at minimum cost, including a comparison between internal and externally financed borrowing.
- d) Scale, to ensure borrowing is undertaken on a scale commensurate with the agreed financing route.

All long term decisions will be documented reflecting the assessment of these criteria.

Sources of borrowing

The approved sources of long-term and short-term borrowing will be:

- Public Works Loan Board
- UK Local Authorities
- any institution approved for investments
- any other bank or building society authorised by the Prudential Regulation Authority to operate in the UK
- UK public and private sector pension funds
- capital market bond investors
- special purpose companies created to enable joint local authority bond issues, using the format of a Euro Medium Term Note programme.

Over recent years the PWLB's terms of business have become more proscriptive, simultaneously making borrowing, and especially repayment, less flexible and substantially more expensive.

Currently the public bond markets represent a cheaper source of funds than the PWLB but these markets have a somewhat different set of dynamics, than Councils are used to.

Councils have been used to "tapping" the PWLB for relatively small tranches of discreet funding at short notice. Accessing the Bond market requires a more systematic approach, but the ground work required is offset by the debt servicing savings achievable.

Public issues need to be of "marketable size" in order to provide investors with the degree of liquidity and price stability required. A syndicate of market makers are also required to further support liquidity and need to be in place at the point of issuance.

Therefore the Council will need to draw single large debt funds from the market of the order of £200-300m in order to achieve optimum cost savings. Transactions of this form will require more active debt management at both the point of issue and at the point of maturity. At issue, the generated cash-flow "hump" and its temporary effects on indicators will need to be managed, as will the opposite cash-flow effect at bond maturity, but again these effects are amply out- weighed by cost savings.

Borrowing Instruments

The County Council may only borrow money by use of the following instruments:

- . bank overdrafts
- . fixed term loans
- . callable loans or revolving credit facilities where the County Council may repay at any time (with or without notice)
- . lender's option borrower's option (LOBO) loans, but subject to a maximum of £50 million in total
- . bonds, notes, bills, commercial paper and other marketable instruments
- . sale and repurchase (repo) agreements

Loans may be borrowed at either a fixed rate of interest, or at a variable rate linked to a market interest rate, such as LIBOR, subject to the limits on interest rate risk approved each year in the *Treasury Management Strategy*.

Debt Restructuring

The County Council continuously monitors both its debt portfolio and market conditions to evaluate potential savings from debt restructuring. All practical and cost effective refinancing opportunities will be analyzed and executed where appropriate.

2. Policy on Borrowing in Advance of Need

The County Council will not borrow more than or in advance of need with the objective of profiting from the investment of the additional sums borrowed.

However, borrowing in advance of need can be justified in the following circumstances:

- a) Where there is a defined need to finance future capital investment that will materialise in a defined timescale of 2 years or less; and
- b) Where the most advantageous method of raising capital finance requires the County Council to raise funds in a quantity greater than would be required in any one year, or
- c) Where in the view of the County Treasurer, based on external advice, the achievement of value for money would be prejudiced by delaying borrowing beyond the 2 year horizon.

Having satisfied these criteria any proposal to borrow in advance of need would also need to be reviewed against the following factors:

- a) Whether the ongoing revenue liabilities created, and the implications for the future plans and budgets have been considered and reflected in those plans and budgets, and the value for money of the proposal has been fully evaluated.
- b) The merits and demerits of alternative forms of funding.
- c) The alternative interest rate bases available, the most appropriate periods over which to fund and repayment profiles to use.

All decisions will be documented reflecting the assessment of these circumstances and criteria.

In addition the Shared Investment Scheme, which enables other local authorities in Lancashire to reduce their credit risk exposure, although accounted for as borrowing is not set against the Capital Financing Requirement. However this will form part of County Council's operational and authorised borrowing limits, but not included within the capital financing requirement calculation. For risk management purposes the County Council has set a cap of £150m on the total value of the shared investment scheme. The table below sets out an estimate of the relationship between the borrowing capital financing requirement and total borrowing during the current year and over the next three years.

- The shared investment scheme is assumed to contribute £150m to the borrowing total. The operation of the scheme is reviewed annually, but this table assumes it will operate for the next three years and shows the position if take-up reaches the limits of the scheme.
- In September 2013 the County Council's bank gave notice that a standing charge of £100,000 p.a. was to be levied on the County Council for the provision of the existing £20m overdraft facility. The facility was cancelled by the County Treasurer and replaced with the direct borrowing of £20m of funds to be held on call, so providing an equivalent liquidity position at a much reduced cost.

	31 Mar 2014 £m	31 Mar 2015 £m	31 Mar 2016 £m	31 Mar 2017 £m
Capital Financing Requirement (CFR)	1,038	1,047	1,079	1071
Less PFI liability	402	395	388	381
Borrowing CFR	636	645	677	669
Loans Borrowed (31March estimate)	806	815	847	839

Borrowing Above CFR	170	170	170	170
<i>Comprising:</i>				
Shared Investment Scheme	150	150	150	150
Replacement of Overdraft	20	20	20	20
Facility Borrowing				
Total	170	170	170	170

3. The Annual Investment Strategy

In making any investments of the reserves and other cash items held within its balance sheet the County Council must have regard to the relevant regulations under the Local Government Act 2003, the CLG Guidance on Local Government Investments, any revisions to that guidance, the Audit Commission's report on Icelandic investments and the latest revision of the CIPFA Treasury Management in Public Services Code of Practice and Cross Sectoral Guidance Notes. The Council's investment priorities are: -

- (a) The security of capital, and
- (b) The liquidity of its investments.

The County Council will also aim to achieve the optimum return on its investments commensurate with proper levels of security and liquidity. The risk appetite of the County Council is low in order to give priority to security of its investments.

The counterparty credit matrix is at the heart of Lancashire County Council's Treasury Management Policy and Strategy and has always been conservatively constructed to protect the County Council against credit risk whilst allowing for efficient and prudent investment activity. However, the County Council does not rely solely on credit ratings in assessing counterparties. Other market information is also monitored such as information from the credit default swap (CDS) market and any press releases in general, thus ensuring the Council transacts with only the highest quality counter-parties. An example of how CDS data is set out in the Treasury Management Practices.

- **For short term lending of up to 1 year** that the short term ratings from the ratings agencies be used and that a counter-party must have a minimum of the following:

Moody's P1
S&P A1
Fitch F1

Short term ratings were specifically created by the agencies for money market investors placing deposits for up to one year as they reflect specifically the liquidity positions of the institutions concerned. The ratings of P1, A1 and F1 are

considered to be strong investment grade with a extremely high degree of confidence in the liquidity position of the body over at least a one year period.

- **For medium term investments** in the form of tradeable bonds or certificates of deposit (1yr to 5yrs, where immediate liquidation can be demonstrated), it is proposed that a blended average of the ratings be taken (averaging across all available ratings) , with a minimum of:
 - Long term AA3/AA-, and
 - Short term P1/F1+/A1+

- **For longer term investments (5yrs and above)** in the form of tradeable bonds where immediate liquidation can be demonstrated, it is proposed that a blended average of the ratings be taken, with a minimum of:
 - Long term AA2/AA
 - Short term P1/A1+/F1+

The detailed calculation methodology of the blended average will be agreed with the Council's advisers and set out in the Treasury Management Practices.

The limits for scale and duration of investment in specific categories which form the 2013/14 investment policy are set out in the table below.

Should an existing investment, due to a change in credit rating after a fixed deposit has been made, fall outside the policy, full consideration will be made, taking into account all relevant information, as to whether a premature settlement of the investment should be negotiated in order to protect the County Council.

The minimum sovereign rating for investment is AA.

Instrument	Credit Rating (blended average)	Maximum individual Investment(£m)	Maximum total Investment(£m)	Maximum Period
UK Government Gilts, Treasury Bills & bodies guaranteed by UK Govt	UK Government	100	unlimited	50 yrs
Sterling Supranational Bonds Sterling Sovereign Bonds	AA+	100	500	50 yrs
Term Deposits with UK and Overseas Banks (domiciled in UK) and Building Societies, Certificates of	P1/A1/F1	25	200	1yr

Instrument	Credit Rating (blended average)	Maximum individual Investment (£m)	Maximum total Investment (£m)	Maximum Period
Deposit up to 1yr				
Term Deposits with UK and Overseas Banks (domiciled in UK) and Building Societies, Certificates of Deposit. 1yr to 5yr	AA- P1/A1+/F1+	100	400	5 yrs
Corporate Bonds (Medium term)	AA- P1/A1/F1	50	200	5yrs
Corporate Bonds (Long term)	AA P1/A1+/F1+	50	200	30yrs
Government Bond Repurchase agreements (Repo/Reverse Repo)	AA+	100	250	1yr
Bond Funds	AA Rated weighted average maturity 3yrs	100	250	These investments do not have a defined maturity date.
Debt Management Account Deposit Facility	Government Institution	unlimited	unlimited	364 days
UK Local Authorities (incl Transport for London)	Implied Government support	100	500	50yrs
Money Market Funds	AAA Rated, weighted average maturity 6 months	100	300	These investments do not have a defined maturity date.
Collateralised lending agreements backed by higher quality government or local government and supra national sterling securities.	AA, with AAA for any collateral used	100	250	25yrs

Instrument	Credit Rating (blended average)	Maximum individual Investment (£m)	Maximum total Investment (£m)	Maximum Period
Nationalised UK Banks	P1/A1/F1 Long term A Government support	100	400	In line with clearing system guarantee (currently 4 years.)

The placing of residual overnight deposits with the County Council's bank, National Westminster, will not count against the above individual limits but in practice a maximum balance of £50 million adhered to whenever possible.

Types of Investment

The CLG Guidance defines two types of investment, firstly specified investments which are those:

- denominated in pound sterling,
- due to be repaid within 12 months of the arrangement,
- not defined as capital expenditure by legislation, and
- invested with one of:
 - the UK Government,
 - a UK local authority, parish council or community council, or
 - a body or investment scheme of "high credit quality".

Any investment not meeting the definition of a specified investment is classed as non-specified. Non-specified investments will be limited only to long-term investments, i.e. those that are due to mature 12 months or longer from the date of the arrangement. The County Council will not make any investments denominated in foreign currencies, or with low credit quality bodies, or any that are defined as capital expenditure by legislation, such as company shares.

The total limit on long-term investments and the total limit on non-specified investments is £600 million. This reflects the portfolio structure adopted by the County Council in order to reduce credit risk by holding a proportion of the portfolio in government and supranational securities, which although highly liquid have maturities in excess of 364 days. In practice they can be liquidated at one day's notice and are therefore central to achieving the County Council's liquidity objective.

In recent times, a wider range of investment instruments within the area of sterling deposits has been developed by financial institutions. All of these afford similar security of capital to basic sterling deposits but they also offer the possibility, although never of course the certainty, of increased returns. The County Treasurer will, in liaison with the County Council's external advisers, consider the benefits and drawbacks of these instruments and whether any of them are appropriate for the County Council. Because of their relative complexity compared to straightforward term deposits, most of them would fall within the definition of non-specified

investments. Decisions on whether to utilise such instruments will be taken after an assessment of whether their use achieves the Council's objectives in terms of reduction in overall risk exposure as part of a balanced portfolio.

Policy on Use of Financial Derivatives

Local authorities, including the County Council, have previously made use of financial derivatives embedded into loans and investments both to reduce interest rate risk (e.g. interest rate collars and forward deals) and to reduce costs or increase income at the expense of greater risk (e.g. LOBO loans). However, previous legislation was understood to prevent the use of such tools where they were not embedded in other instruments.

The Localism Act 2011 includes a general power of competence that removes the uncertain legal position over local authorities' use of standalone financial derivatives (i.e. those that are not embedded into a loan or investment). The latest CIPFA Code requires local authorities to clearly detail their policy on the use of derivatives in their annual strategy.

The County Council will only use financial derivatives (such as swaps, forwards, futures and options) either on a standalone, or embedded basis, where it can be clearly demonstrated that as part of the prudent management of the Council's financial affairs the use of financial derivatives will have the effect of reducing the level of financial risks that the Council is exposed to. Additional risks presented, such as credit exposure to derivative counterparties, will be taken into account when determining the overall level of risk. This will be determined in liaison with the Council's external advisors.

Financial derivative transactions may be arranged with any organisation that meets the approved investment criteria. The current value of any amount due from a derivative counterparty will count against the counterparty credit limit and the relevant foreign country limit if applicable.

At all times the County Council will comply with CIPFA advice and guidance on the use of financial derivatives and have regard to CIPFA publications on risk management.

Performance Measurement

With base rates at exceptionally low levels, investment returns are likely to continue to be far lower than has been the case in recent years. However, in the knowledge that a portion of cash invested (such as PFI reserves) will not be required in the short term and to protect against continued low investment rates, investments may be made for longer time periods, depending on cash flow considerations and the prevailing market conditions.

The performance target on investments is a return above the average rate for 7 day notice money.

Impact on the County Council's Revenue Budget

The budget for financing charges which reflects the implementation of this strategy included within the County Council's budget is as shown below:

	Revenue Budget 2013/14	Revenue Budget 2014/15	Revenue Budget 2015/16
	£m	£m	£m
Minimum Revenue Provision (MRP)	30.100	28.527	26.661
Interest Paid	21.157	22.005	21.794
Interest Earned	(18.635)	(19.425)	(19.728)
Grants Received	(0.273)	(0.273)	(0.273)
Total	32.349	30.834	30.454

The budgeted MRP for PFI schemes, included in the capital financing requirement calculation, is included for within the relevant service directorate budget rather than the financing charges budget.

These budgets reflect the following average interest rates:

	2013/14	2014/15	2015/16
	%	%	%
Interest Paid	2.16	3.00	3.00
Interest Earned	2.78	3.20	3.20
Net Interest	0.53	0.23	0.23

Annex 'A'

PRUDENTIAL INDICATORS

In line with the relevant legislation the County Council has adopted the Prudential Code for Capital Finance in Local Authorities and the CIPFA Treasury Management in the Public Services Code of Practice as setting the framework of principles for its Treasury Management activities. In accordance with the requirements of these codes the County Council produces each year a set of prudential indicators which assist in the process of monitoring the degree of prudence with which the Council undertakes its Capital Expenditure and Treasury Management activities. Certain of these indicators also provide specific limits with regard to certain types of activity such as borrowing. These indicators are a consequence of the borrowing requirements and actions set out within the body of the Treasury Management Strategy.

(a) Adoption of CIPFA Treasury Management Code of Practice (2011)

2013/4 2014/15 2015/16 2016/17
Adopted for all years

(b) Indicators on Capital Expenditure and Financing

The total capital expenditure in each year, irrespective of the method of financing estimated to be incurred by the County Council is as follows:

2012/13	2013/14	2014/15	2015/16	2016/17
Actual	Estimate	Estimate	Estimate	Estimate
£m	£m	£m	£m	£m
139.400	163.657	204.733	160.678	69.759

The estimated capital expenditure stated above will be financed by a mixture of borrowing, capital receipts, revenue contributions, grants and other contributions. A key control of the prudential system is the underlying need to borrow for capital purposes, which is represented by the cumulative effect of past borrowing decisions and future plans. This is shown as the capital financing requirement. This is not the same as the actual borrowing on any one day, as day to day borrowing requirements incorporate the effect of cash flow movements relating to both capital and revenue expenditure and income. The estimate of the capital financing requirement for each year is as follows, and includes the impact of PFI obligations.

2012/13	2013/14	2014/15	2015/16	2016/17
Actual	Estimate	Estimate	Estimate	Estimate
£m	£m	£m	£m	£m
1,074.218	1,038.890	1,047.117	1,079.298	1,071.372

(c) Prudence and Affordability

CIPFA's Prudential Code for Capital Finance in Local Authorities states the following as a key indicator of prudence:

"In order to ensure that, over the medium term, net borrowing will only be used for a capital purpose, the local authority should ensure that net external borrowing does not, except in the short term, exceed the total of capital financing requirement in the preceding year, plus the estimates of any additional capital financing requirement for the current and next two financial years."

The Council's financial plans are prepared on this basis and, indeed the policy on borrowing in advance of need explicitly references this statement as part of the decision making criteria.

It is important to ensure that the plans for capital expenditure and borrowing are affordable in the long term. To this purpose the code requires an indicator which estimates the ratio of financing costs to the net revenue stream.

The financing costs are the interest payable on borrowing, finance lease or other long term liabilities and the amount defined by statute which needs to be charged to revenue to reflect the repayment of the principal element of the County Council's borrowing. Any additional payments in excess of the statutory amount or the cost of early repayment or rescheduling of debt would be included within the financing cost. Financing costs are expressed net of investment income.

The net revenue stream is defined as the amount required to be funded from Government Grants and local taxpayers, in effect the budget requirement. Estimates of the ratio of financing costs to net revenue (or budget requirement) are as follows:

2013/14	2015/16	2015/16	2016/17
Estimate	Estimate	Estimate	Estimate
%	%	%	%
4.92	4.67	5.19	5.39

The Prudential Code requires the estimated revenue impact of capital investment decisions in Band D Council Tax terms to be calculated. The figures exclude the borrowing costs required to meet commitments from 2012/13 and earlier years' programmes. The focus is, therefore, on the costs of future years Capital Programmes. The above figures are after deducting the estimated support received from the Government via the Revenue Support Grant. These are as follows:

2013/14	2014/15	2015/16	2016/17
Estimate	Estimate	Estimate	Estimate
£	£	£	£
34.76	44.80	19.77	25.11

It is important to note that the figures do not represent annual increases in Council Tax. Both the 2014/15 and 2015/16 figures will include the full year effects of decisions taken in 2013/14. Similarly, all three years include the effect of financing capital expenditure from revenue or internal loans. Provision for these already exists within the revenue budget. The estimated effect in Band D Council Tax terms of the net cost of the borrowing is:

	£
2014/15	2.94
2015/16	15.18
2016/17	24.42

(d) Prudence and Affordability

The County Council is required to approve an “authorised limit” and an “operational boundary” for external debt. The limits proposed are consistent with the proposals for capital investment and with the approved treasury management policy statement and practices. The limits also include provision for the £150m cap on the shared investment scheme. The indicators are split between borrowing and other long term liabilities, such as PFI projects. It is, therefore, proposed to set a limit for the County Treasurer to work within.

The authorised limit is a prudent estimate of external debt, which does not reflect the worst case scenario, but allows sufficient headroom for unusual cash flow movements. After taking into account the capital plans and estimates of cash flow and its risks, the proposed authorised limits for external debt are:

	2013/14 Revised	2014/15	2015/16	2016/17
	£m	£m	£m	£m
Borrowing	891.000	960.000	985.000	987.000
Other long term liabilities	500.000	490.000	480.000	470.000

The proposed operational boundary for external debt is based on the same estimates as the authorised limit. However, although it reflects a prudent estimate of debt, there is no provision for unusual cash flow movements. In effect, it represents the estimated maximum external debt arising as a consequence of the County Council's current plans. As required under the Code, this limit will be carefully monitored during the year. The proposed operational boundary for external debt is:

	2013/14 Revised	2014/15	2015/16	2016/17
	£m	£m	£m	£m
Borrowing	841.000	910.000	935.000	937.000
Other long term liabilities	450.000	440.000	430.000	420.000

The debt figures include transferred debt which is managed by the County Council on behalf of other authorities. The transferred debt included within the debt indicators is estimated to be:

2013/14	£41.547 m
2014/15	£39.579 m
2015/16	£37.680 m
2016/17	£35.993m

(e) Gross Debt and Capital Financing Requirement

As a measure of prudence and to ensure that over the medium term debt is only used for a capital purpose, the prudential code requires a comparison of gross debt and the capital financing requirement. The comparison for Lancashire County Council is shown below:

	2013/14	2014/15	2015/16	2016/17
	£m	£m	£m	£m
Capital Financing Requirement	636	645	677	669
Estimated Gross Debt at 31 March	806	815	847	839
Debt to CFR	127%	126%	125%	125%

The ratio of gross debt to capital financing requirement shows that gross debt is higher than the capital financing requirement. This is because the shared investment scheme and the replacement overdraft facility are currently accounted for as borrowing but not counted against the capital financing requirement.

Treasury Management Local Indicators

These indicators are not prudential indicator limits but locally set indicators to facilitate risk management within the County Council's debt and investment portfolios.

(a) Interest rate exposure

In order to control interest rate risk the County Council measures its exposure to interest rate movements. These indicators place limits on the overall amount of risk the County council is exposed to. The one year impact indicator calculates the theoretical impact on the revenue account of an immediate 1% rise in all interest rates over the course of one financial year.

	Upper Limit £m	Dec 2013 £m
Net Interest Payable at Fixed Rates	37.6	-1.7
Net Interest Payable at Variable Rates	5.0	1.3
One year impact of a 1% rise in rates	25.0	2.8

(b) Maturity structure of debt

Limits on the maturity structure of debt help control refinancing risk

	Lower Limit %	Upper Limit %	Dec 2013
Under 12 months		75	9
12 months and within 2 years		75	43
2 years and within 5 years		75	6
5 years and within 10 years		75	8
10 years and above	25	100	34

(c) Investments over 364 days

Limits on the level of long term investments helps to control liquidity, although the majority of these investments are held in available for sale securities.

	Upper limit £m	Dec 2013 £m
Total invested over 364 days	600	562

(d) Minimum Average Credit Rating

To control credit risk the County Council requires a very high credit rating from its treasury counterparties

	Benchmark	Dec 2013
Average counterparty credit rating	A+	AA

(e) Daily Liquidity

In the absence of an overdraft facility the County Council aims to maintain a daily liquidity balance on call of £20m. Other liquidity can be provided by short term borrowing or the sale of available for sale financial instruments.

	Minimum Requirement	Dec 2013
	£m	£m
Cash maintained on call	20	19

Appendix 'C'

Minimum Revenue Provision Statement 2014/15

1. Introduction

This annual Statement required to be approved by the County Council arises from statutory guidance initially issued by the Department of Communities and Local Government (DCLG) in 2008 and updated in 2010.

Local Authorities are required to make a prudent charge to the revenue account in respect of provision to repay debt and other credit liabilities (mainly finance leases or PFI contracts). This is referred to as the Minimum Revenue Provision (MRP).

Guidance issued by the DCLG provides four options which can be used for the purpose of calculating the MRP.

2. The Four Options Explained

The first two options, the Regulatory and Capital Financing Requirement methods, can be applied to borrowing which is supported by government via Revenue Support Grants.

For capital expenditure financed by unsupported borrowing, as allowed under the Prudential Code, the guidelines identify the Asset Life method or the Depreciation method as possible alternatives.

- **Regulatory Method**

Before the Prudential Code system of capital finance was introduced in 2004 the MRP was calculated at 4% of the credit ceiling. On the introduction of the Prudential Code this was changed to a charge of 4% of Capital Financing Requirement, which is derived from the Balance Sheet and broadly represents the outstanding debt used to finance the fixed assets. However, to avoid changes in the charge to revenue in 2004/5 an adjustment figure was calculated which would then remain constant overtime. For technical accounting reasons this methodology would have led to an increase in the MRP, and would therefore have had an impact upon the County Council's budget, so this method has not been used and is not recommended for future use.

- **Capital Financing Requirement (CFR) method**

This option allows for the MRP to be calculated as 4% of the Capital Financing Requirement. The CFR is derived from the Balance Sheet and represent the value of the fixed assets, for which financing provision has not already been made. This method of calculation has been used at the County Council since the introduction of the MRP in 2004.

- Asset Life Method

Guidelines for this method allow for a MRP to be calculated based on the estimated life of the asset. The actual calculation can be made in two ways as shown below;

A straightforward calculation to set an equal charge to revenue over the estimated life of the asset. This charge will not be varied by the state of the asset or,

By the use of an annuity method. This provides for greater charges in the later years of the assets life and should only be used if it can be demonstrated that benefits are likely to increase in the later years.

- Depreciation method

This requires a charge to be made of depreciation in line with normal accounting purposes. This could include the impact of any revaluations, and would be calculated until the debt has been repaid.

3. Finance Leases and PFI

With changes in accounting regulations in 2009/10 assets held under a PFI contract now form part of the Balance Sheet. This has increased the capital financing requirement and on a 4% basis the potential charge to revenue. To prevent the increase the guidance permits a prudent MRP to equate to the amount charged to revenue under the contract to repay the liability. In terms of the PFI schemes this charge forms part of the payment due to the PFI contractor.

4. Application at LCC

The relevant regulations require that the Council make "prudent provision" for the repayment of debt, and departure from the options outlined above is permissible if an alternative option is considered more appropriate.

From 2008/09 onwards the Capital Financing Requirement option has been applied to all supported borrowing. It is proposed to continue do this for any capital expenditure funded from supported borrowing brought forward from 2011/12 or later.

For 2008/09 onwards the Asset Life method (Equal Charge approach) has been applied to capital expenditure financed by unsupported borrowing. It is proposed to continue with this methodology, except as outlined below.

PFI payments will be made in line with the amounts due to repay the liability under the contract.

Minimum Revenue Provision will **not** be made in relation to the following specific circumstances:

For assets constructed as part of the Preston, South Ribble and Lancashire City Deal where the borrowing will be repaid from other capital financing sources within the life of the City Deal, this is temporary borrowing that will be repaid from sources such as Community Infrastructure Levy and funding from the Homes and Communities Agency when the development facilitated by the construction of County Council assets has taken place. Thus an alternative prudent plan for repayment is in place. However, this position will be reviewed each year in the light of progress with the City Deal.

For borrowing associated with the Homes and Communities Agency Local Infrastructure Fund where the relevant assets and hence repayment are delivered through a Development Company which generates the income stream to ensure repayment of the liability. Again this provides an alternative prudent plan for repayment in line with the loan terms. The position will be subject to annual review.

5. Recommendations

In respect of the methodology for applying the minimum revenue provision in respect of the repayment of debt, Cabinet is asked to recommend that the Full Council:

1. Approves the Capital Financing Requirement method and the Asset Life method (Equal Charge approach) for expenditure funded from borrowing incurred in 2013/14 and future years.
2. Charges to revenue a sum equal to the repayment of any credit liability.
3. Approves the proposed treatment of assets constructed under the Preston, South Ribble and Lancashire City Deal and the Homes and Communities Agency Local Infrastructure Fund, subject to annual review.

Cabinet - 6 February 2014

Report of the Interim Executive Director for Environment

Electoral Divisions affected: All Burnley, Hyndburn, Pendle, Ribble Valley and Rossendale divisions
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Approval of the East Lancashire Highways and Transport Masterplan (Appendices 'A', 'B', 'C' and 'D' refer)

Contact for further information:

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Executive Summary

In order to determine its future transport planning and investment priorities, and provide a sound and defensible basis for decisions affecting development across Lancashire, the County Council has embarked on an ambitious programme to put in place highways and transport masterplans to cover the county.

The East Lancashire Highways and Transport Masterplan is presented here for approval. The masterplan has been developed jointly with Blackburn with Darwen Council which is also intending to approve and publish this masterplan.

A public consultation exercise for the Consultation draft East Lancashire Highways and Transport Masterplan ran for seven weeks, finishing on 13 December 2013. The response to the consultation exercise has, on the whole, endorsed the County Council's vision for East Lancashire's highways and transport networks and for the work needed to take the masterplan forward.

A number of concerns and suggestions were raised through the consultation and a number of changes have been made to the draft Masterplan as a result. The two most significant of these concerns were:

- Representation received from stakeholders about the A56 Colne to Foulridge Bypass. Almost without exception, there is total support for the 'Brown' route amongst businesses and our partners. However, amongst the public, responses are more mixed, with a far wider range of opinions as to the merit of any bypass. It is therefore proposed to progress the more detailed work necessary to take a business case for the bypass forward, including what could ultimately be done 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. Once this work has been completed we will be able to consult on our final proposals.

- There was a significant response calling for the East Lancashire Railway to be utilised as a commuter link and incorporated into the proposals within the draft East Lancashire Highways and Transport Masterplan. We have therefore moved consideration of a potential commuter link from the rail connectivity study to the M66 corridor gateway study to ensure that the corridor is treated holistically and that a long term solution to congestion in the corridor is found.

According to the Masterplan's delivery programme, a number of studies will be undertaken to establish how highways and transport can best support the development of East Lancashire; these studies will look at rail connectivity, highways connectivity in key corridors, accessibility to employment, town centres and to remote and/or rural areas and will establish a strategic East Lancashire Cycle Network.

The joint East Lancashire Highways and Transport Masterplan is set out at Appendix 'A'.

The Consultation Reports in respect of the Masterplan as a whole and an A56 Colne to Foulridge bypass are set out at Appendices 'B' and 'C' respectively.

The accompanying Environmental Report, containing an Equality Impact Assessment (EIA) is set out at Appendix 'D'. A copy of the EIA can be found on the council's website at

<http://council.lancashire.gov.uk/documents/s34797/Appendix%20D.pdf>

Recommendation

Cabinet is asked to:

- (i) Approve the publication of the joint East Lancashire Highways and Transport Master Plan, presented at Appendix 'A', and the delivery of the studies that will allow the masterplan to be taken forward;
- (ii) Approve, as part of this work, the more detailed work necessary to establish whether there is a business case for a bypass, including what could ultimately be done along the North Valley to increase capacity as well as detailed consideration of all possible routes for an A56 Colne to Foulridge bypass.

Background and Advice

As the local transport and highway authority for Lancashire, the County Council is responsible for the preparation of a local transport plan (LTP) that sets out a strategy and priorities for transport and travel in the area and a delivery programme for transport improvements, sustainable travel, road safety and maintenance.

In order to determine its future transport planning and investment priorities, and provide a sound and defensible basis for decisions affecting development across Lancashire, the County Council has embarked on an ambitious programme to put in place highways and transport masterplans to cover the county.

The East Lancashire Highways and Transport Masterplan is presented here for approval for publication. The masterplan has been developed jointly with Blackburn with Darwen Council which is also intending to approve and publish this masterplan.

The master planning exercise looks to identify problems, gaps and opportunities on the highways and public transport systems serving Lancashire and, importantly, how they impact on the County's economy. These masterplans will form the transport evidence base for a much more pro-active role for the County Council in forward planning activities, and the improvements they identify will be a key influence on future patterns of development, at a strategic and local level, set out in local plans and development briefs across Lancashire.

Each Masterplan, supported by its evidence base and public consultation, should form an integral part of the evidence base to the development plan, and the County Council would expect transport infrastructure identified in each Masterplan to attract Community Infrastructure Levy (CIL) monies to be included in district Infrastructure Delivery Schedules ('Regulation 123 lists'). At the detailed planning stage, the Masterplans will be a material planning consideration in determining planning applications in its area.

Masterplans will also form the basis for the County Council's dealings with other transport infrastructure and service providers such as the Highways Agency, Network Rail, train and bus operating companies and neighbouring local authorities.

A key driver for East Lancashire's economic development is the Lancashire Enterprise Partnership (LEP), of which both Lancashire and Blackburn with Darwen Councils are members. The Partnership's Lancashire Growth Plan for 2013/14 has been approved and sets out how strong and sustainable economic growth can be achieved in the county.

A second driver comes from the County Council's responsibility for some work that was previously carried out by the NHS. The County Council and the NHS will now work together to tackle some of the key issues that affect people's health and wellbeing, helping people to stay healthy and prevent illness.

The cost of delivering the package of measures identified in the masterplan, and those that will come out of the work proposed, cannot be borne entirely by public sector funding. It has been shown that, in areas where the county can come to rely on the development industry to contribute funding to new infrastructure, investor confidence increases together with the ability to attract other sources of funding, and in turn improve the prospects of delivery.

Moving forward, investment in major new infrastructure will, increasingly need to demonstrate an economic justification. In practice, this means a clear strategy towards bringing forward integrated development proposals for new development and economic growth alongside the infrastructure to support it.

The East Lancashire Highways and Transport Masterplan seeks to deliver good, reliable connections for people, goods and services whilst offering choice, facilitating travel on foot, by cycle, bus and rail as well as by car and goods vehicle. It should:

- Support the economic development of East Lancashire and of the county as a whole.
- Work to address deprivation.
- Promote community resilience.
- Increase healthy behaviour.
- Reduce the area's carbon footprint.

To do this, the masterplan seeks to ensure that:

- Sustainable travel becomes the choice wherever possible, even in rural areas.
- Strategic employment sites flourish and are well connected nationally and internationally.
- Local developments and business are supported and have the strategic and local connections that they need to succeed.
- People from all communities are able to access the employment and education opportunities that are available both in East Lancashire and further afield.
- Active travel is encouraged and supported, making walking and cycling safe and easy choices for local journeys.
- Public realm improvements support both new development and existing communities and enhance the appearance and safety of sustainable travel routes.
- Visitors find the area attractive and easy to travel around without a car.

These objectives fall into a number of themes which are grouped into 3 strands:

- Connecting East Lancashire.
- Travel in East Lancashire
- Local Travel.

Connecting East Lancashire looks at how East Lancashire connects to other areas, particularly to the rest of the county and neighbouring growth areas to make sure that its people, economy and housing markets are more fully integrated to areas of opportunity.

Travel in East Lancashire is about the links between East Lancashire's towns and the major employment and housing locations.

Local Travel takes up the challenge of making sure that everyone, regardless of their background or where they live, can get to the services and opportunities that they need, from education and employment to leisure and health.

The 3 strands are closely linked to each other. Easy local travel, by walking and cycling, needs to feed into the bus and rail networks for longer journeys. The bus and rail networks themselves need to connect properly both for journeys in East Lancashire and to the wider area. No matter how far from East Lancashire people

and goods are going, the connections to strategic road and rail networks must work to make national and international travel as easy as possible.

The masterplan therefore proposes the following work programme to enable the masterplan to move forward:

- **Rail Connectivity Study** to look at all issues surrounding rail connectivity to, from and within East Lancashire, with the exception of connections to Rawtenstall, which, in response to consultation, are remitted to
- **A56/M66 Haslingden/Rawtenstall to Manchester Gateway Study** to look at all issues within the corridor including, in response to consultation, possible new rail connections.
- **Samlesbury/Cuerden/Whitebirk Growth Triangle Study** to look at issues on and around the M65 gateway.
- **Burnley/Pendle Growth Corridor Study** will look at what needs to be done to make sure that our roads can support the economic growth planned for Burnley and Pendle.
- **Blackburn Key Corridor** improvements have been identified and the business case for them will be developed.
- **Ribble Valley Growth Corridor Study** to include the A59 between Samlesbury and North Yorkshire boundary and also the A671/A6068 route between Whalley and M65 Junction 8.
- **East Lancashire Accessibility Study** will focus on travel between the main towns and employment areas, but will also include travel to education and for leisure.
- **East Lancashire Strategic Cycle Network** will provide 'good' links between towns, employment, education and housing.
- **Local Links** will come out of work in other areas of this masterplan and from the day to day contacts we have with our partners and our communities.

The **A56 Colne to Foulridge bypass** was included in the masterplan as an existing scheme for which the County Council wished to progress a revised, shortened option.

The M65 to Yorkshire Corridor study was commissioned by Lancashire County Council to investigate whether a bypass was still the most appropriate solution, both to Colne's current congestion and to accommodating potential development proposals that could put more traffic on the network. If a bypass was needed, the second question was whether the original scheme was still the route to take forward.

On the evidence available, the study concluded that a bypass was likely to be needed and that the most cost effective route would be a shortened version of the currently protected scheme. This would run from a new junction between Junctions 13 and 14 on the M65 to a point on the A56 just north of Foulridge. Importantly, it would not stop the reopening of the railway at some time in the future.

This 'Brown' route was one of 2 southern options that did not preclude railway reopening, the other being the 'Blue' option to the west of the 'Brown'. A 'Red' option

based on the original scheme was a third southern variant based on the currently protected line. Two northern options, 'Pink' and 'Purple' were also considered and a 'Green' option ran from Foulridge to the east to meet the A6068.

The results of the study were published as part of the consultation on this masterplan with a view to finding out what our partners and East Lancashire's people and businesses thought of the possible changes to the bypass scheme.

The consultation response, discussed earlier, does confirm that we do have support to undertake the next stage of the work that will give us the evidence to draw up detailed design proposals for all the southern options. These options will include what could ultimately be done 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. Once this work has been completed we will be able to consult on our final proposals.

The further work required will include detailed traffic data collection which will be used to model the traffic implications of development and of changes to the highway network. The traffic study will not only look at the immediate area that changes in and around Colne could affect, but will also consider the impacts across a much wider area.

We therefore also seek approval to carry out this further work towards the preparation and submission of a business case for an A56 Colne to Foulridge bypass.

Consultations

Consultation on the draft East Lancashire Highways and Transport Masterplan was carried during October and December 2013 and views were sought from District Councils, Members, Stakeholders, District and Parish Councils and members of the public.

At the start of the consultation a news release was issued and a series of briefings were held with the media. These included Radio Lancashire, the Lancashire Telegraph, 2BR radio and the Colne Times. A further two news releases were issued, the first to promote the consultation event being held at Colne Library and the second as a consultation deadline reminder.

Media relations activity has resulted in extensive media coverage. From 10 October to 22 November 2013 there were more than 50 articles printed in the local media.

A dedicated area for the consultation was developed on the County Council's website. Visits to the page to date (23 October – 4 December) are as follows:

www.lancashire.gov.uk/corporate/web/?siteid=5489&pageid=43429&e=e

Page views	Avg. time on page
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The consultation was also posted on the 'Have your Say' consultation pages of council's website -

www.lancashire.gov.uk/corporate/consultation/responses/response.asp?ID=219

A series of messages were posted on the County Council's social media channels Facebook and Twitter - throughout the consultation period messages on Facebook reached over 4,300 people and, Twitter reached over 60,000 people.

Consultation documents were distributed to the following locations on 23 October 2013. Barnoldswick Library; Barrowford Library; Burnley Central Library; Longridge Library; Great Harwood Library; Earby Library; Whalley Library; Rishton Library; Clayton le Moors Library; Nelson Library; Chatburn Library; Church Library; Bacup Library; Clitheroe Library; Briercliffe Library; Brierfield Library; Oswaldtwistle Library; Adlington Library; UCLAN University Library; Preston Harris Central Library; Burnley County Information Centre; Blackburn Visitor Centre; Preston County Information Centre; Chorley Interchange; Clitheroe Interchange; Accrington Library and Information Centre; Nelson Interchange; Rawtenstall Library and Information Centre; Leyland Library. Documents were hand deliver to Colne Library on 8 November 2013.

Across all consultation groups support was given to the draft East Lancashire Highways and Transport Masterplan. There was a general consensus that improved connectivity is essential for the future economic growth of East Lancashire. Whilst there was recognition that outward connectivity to Yorkshire and Manchester was vital, it was also felt that connectivity within East Lancashire was also an important factor and underplayed in the consultation draft.

Representation received from stakeholders, where an opinion was offered, supported the need for a Bypass at Colne with the preference being for the brown route. However, there was significant opposition to the Blue Route and also a significant minority opposed to any route.

There was a significant response calling for the East Lancashire Railway to be utilised as a commuter link and incorporated into the proposals within the draft East Lancashire Highways and Transport Masterplan.

A number of stakeholders across different groups expressed concern at the lack of sustainable transport measures in the masterplan.

There were a number of specific comments suggesting junction, traffic light phasing and public transport improvements.

The masterplan has been updated to take into account as many suggestions as possible and a new section outlining how the masterplan has changed in response to consultation has been included. Reports on the consultation into the draft masterplan and a separate report on the A56 bypass are attached at Appendices 'B' and 'C' respectively.

Implications:

This item has the following implications, as indicated:

Financial

The programme of studies and work potentially stemming from them as presented in the Masterplan, covering development stages and construction works, will be funded from a number of sources, details of which are presented in Appendix 1 of the Masterplan document. The County Council's financial contribution for the period 2013/14 - 2015/16, which will provide for preparatory scheme identification and design works, with the prospect for some physical works, is contained within the agreed Capital Programme and Local Transport Plan Implementation Plan for that period. Beyond then, the County Council's contributions will be contained within the LTP Integrated Block grant from Government alongside any financial commitments arising from the other Master Plans which have yet to be brought forward for consultation.

Legal

The recommendations contained within the masterplan are in compliance with relevant legislation; and will be procured in accordance with appropriate legislation and protocols, including, where relevant, European directives.

Risk management

The risks are outlined in the report.

List of Background Papers

Paper	Date	Contact/Directorate/Tel
East Lancashire Highways and Transport Master Plan Consultation Draft	October 2013	Marcus Hudson, Environment Directorate, (01772) 530696
M65 to Yorkshire Corridor Study: Stage 3: Review of Major Highway Proposals Report	September 2013	Marcus Hudson, Environment Directorate, (01772) 530696
Lancashire Local Transport Plan Implementation Plan for 2012/13-2014/15	August 2012	Marcus Hudson, Environment Directorate, (01772) 530696

Reason for inclusion in Part II, if appropriate

N/A

East Lancashire

Highways and Transport Masterplan



February 2014



Foreword

East Lancashire can be truly proud of the fact that it was one of the power houses of the industrial revolution. 100 years ago, the area was known throughout the world for its manufacturing and engineering excellence. But global trade patterns changed and East Lancashire suffered the consequences. Large numbers of jobs were lost and the area declined.

In the last few years, though, East Lancashire's fortunes have started to turn round. World class manufacturing companies are doing business around the world. Advanced manufacturing, advanced flexible materials, aerospace, digital and creative industries have all become drivers of the resurgent and diverse East Lancashire economy which is so important to Lancashire as a whole.

Transport has always supported East Lancashire's economy. From the opening of the Leeds – Liverpool canal, through the arrival of the railways and on into the motor age, the area has benefitted from modern transport infrastructure. That continues to this day, with an investment of over £130m in improvements already planned for East Lancashire, as set out in this masterplan.

But East Lancashire isn't standing still. Development plans will provide for thousands of jobs to be created in manufacturing. Those jobs will be supported by an expanding retail and service sector, an increasing further and higher education offer and significant new housing development.

Indeed, this opportunity for growth is recognised and supported by the Lancashire Enterprise Partnership's active investment in the area, which builds on key initiatives already being delivered, such as the Lancashire Enterprise Zone to help reclaim Lancashire's role as one of the key centres for advanced manufacturing nationally.

East Lancashire's transport will need to evolve to support this economic growth. This evolution will provide a significant challenge for the area's highways and transport networks. Today the car has become the dominant means of transport and our communities suffer as a result. For many people, public transport has become the last option, rather than being the first choice for everyone, not just those without a car. And cyclists and pedestrians are too often at the mercy of old highways designed around the car. These are the challenges that this masterplan meets.

First and foremost, this masterplan is about people. The quality of our lives is intimately bound up with our ability to take part in, and derive benefit from, the wide sweep of activities we take for granted in society such as health and education, job opportunities and shopping and leisure.

This masterplan is designed to help the region move forward with confidence by supporting the development of East Lancashire's highways and transport networks through the identification and removal of barriers to travel which are limiting people's opportunities to access that broad range of activities to the detriment of both themselves and their communities.

We believe we need to act now to put in place a programme of investment and of further work to make sure that we take every opportunity we can to support East Lancashire's development. This is not something that we can leave to chance; this is something we need to plan carefully to create a real momentum for change.

The delivery of the vision presented in this masterplan will take 10 years or more. It will need public and private money. It will need the backing of partners including the Lancashire Enterprise Partnership through their Growth Deal negotiations, neighbouring authorities, the rail industry and government agencies, as well as the private sector. Choosing which options to pursue will need care and will need a conversation that involves everyone, for this will affect us all, residents or visitors, young and old alike.



Councillor Maureen Bateson
Executive Member Regeneration
Blackburn with Darwen Borough Council



County Councillor John Fillis
Cabinet Member for Highways and Transport
Lancashire County Council

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Executive Summary

This document presents the Highways and Transport Masterplan for East Lancashire.

Both Lancashire County Council and Blackburn with Darwen Council, as highways and transport authorities, have a Local Transport Plan (LTP3) that sets out transport priorities until 2021. Both strategies establish a commitment to support Lancashire's economy and to tackle deep-seated inequalities in its people's life chances, revitalising our communities and providing safe, high-quality neighbourhoods.

As part of this, in partnership with the unitary authorities of Blackburn with Darwen and Blackpool, the County Council is producing a set of Highways and Transport Masterplans that will cover the entire county, reflecting the county's economic areas:

- Central Lancashire, covering Preston, South Ribble and Chorley
- East Lancashire, produced jointly with Blackburn with Darwen Council and covering Blackburn with Darwen, Burnley, Hyndburn, Pendle, Rossendale and Ribble Valley
- West Lancashire
- Fylde Coast, produced in cooperation with Blackpool Council and covering Blackpool, Fylde and Wyre and
- Lancaster.

Once completed, these masterplans will set out a cohesive highways and transport strategy for the whole county, linking economic development, spatial planning and public health priorities to the wider policy objectives of the County Council, Blackburn with Darwen Council and Blackpool Council

Future funding allocations from central government will be devolved to the Lancashire Enterprise Partnership (LEP), which covers the local authority areas of Lancashire, Blackburn with Darwen and Blackpool. It is therefore vital

that there is a coherent highways and transport strategy for the whole county, rooted in approved and adopted strategies and plans.

The first of these masterplans has now been completed. The Central Lancashire Highways and Transport Masterplan was approved by the County Council in March 2013 and work is already underway to deliver the transport improvements set out within it.

By their nature, the masterplans need clear and reliable evidence. However, in East Lancashire, that evidence is still emerging. Whilst the economic and public health evidence is robust, not all Local Plans are at the same stage of development across the area. This means that there is no comprehensive set of adopted spatial policies and plans to inform our proposals.

How consultation shaped the masterplan

The consultation on the draft masterplan drew responses from a wide range of organisations and individuals. Our partners, both local and national, the business community and many private individuals took the opportunity to influence the shape of East Lancashire's highways and transport networks.

Across all groups of respondents, there was support for the masterplan and for its vision. There was a general consensus that improved connectivity, both externally and internally, is essential for the future economic growth of East Lancashire.

By far the two biggest areas of discussion, however, were the A56 Colne to Foulridge bypass and the potential rail link to Rossendale. Whilst our partners and East Lancashire's businesses are very supportive of a bypass, public opinion was divided as to the merits, or not, of a bypass. There was, however, total consensus as to the merit of a commuter railway link into Rossendale. In both

cases, we believe that we need to do more work before we can set out a detailed appraisal of viable options for these corridors.

We have taken on board many of the views and ideas we have received. The masterplan we now have is a stronger document for these responses. As study work comes to fruition, there will be many more opportunities in the coming years to debate and discuss their findings and to make sure that the actions that result from the work presented here are as effective as we can collectively make them.

The masterplan presented here therefore sets out our vision for travel and transport in East Lancashire and how we will work towards that vision. The masterplan will develop as further evidence becomes available, with further consultation at each stage combined with opportunities to comment.

East Lancashire Now

East Lancashire is an area of dramatic contrasts, with moors and farmland surrounding historic towns that were once at the forefront of the industrial revolution. However, since its industrial heyday in the 19th and 20th centuries, the area saw significant economic decline that left a legacy of social and economic challenges.

Manufacturing is still very important for the economy though. East Lancashire has a growing group of higher value industries, with aerospace, advanced manufacturing, advanced flexible materials, digital and creative industries all featuring strongly in the area's economy. These high value industries mean that East Lancashire will play a key role in the success of the Lancashire Advanced Engineering and Manufacturing Enterprise Zone which was launched in April 2012, and in the Arc of Innovation planned by the LEP.

Whilst East Lancashire's population is predicted to increase as elsewhere in the county, the area has a very distinct population profile. In particular, East Lancashire has a higher proportion of children and young people, providing a window of opportunity to create a large, skilled workforce which can strengthen Lancashire's economy. There is significant variation in age, ethnicity, wealth, car ownership and travel patterns across the five districts and unitary authority area of Blackburn with Darwen.

In transport terms, there is a strong belief locally that East Lancashire is poorly connected, with both road and rail networks making it difficult for people and goods to move around.

Whilst road links to the west and south are reasonable, connections to the east are less so, not least because the M65 motorway finishes abruptly just to the west of Colne. Rail links, on the other hand, are either poor or missing:

- Journey times to Manchester, Leeds and Preston are lengthy and for some require a change of train.
- Rolling stock is generally of poor quality now and will fall further behind compared to adjacent networks as they are electrified.
- Fast, frequent and reliable access by train to Manchester Airport is of critical importance, yet there are currently no through services from East Lancashire.
- Rossendale has no mainline rail service of any sort.
- Poor patronage figures for stations on the Colne branch show just how poorly Pendle is served by rail.

Looking to the future

A key driver for East Lancashire's economic development is the Lancashire Enterprise Partnership (LEP), of which both Lancashire and Blackburn with Darwen councils are members. The Partnership's Lancashire Growth Plan for 2013/14 has been approved and sets out how strong and sustainable economic growth can be achieved in the county.

The partnership is the driving force behind the newly created Lancashire Advanced Engineering and Manufacturing Enterprise Zone that covers the two BAE Systems sites at Samlesbury and Warton. The partnership has 6 further strategic development sites along the M65 corridor.

There are other more local economic and development plans which form part of the spatial background to the development of our highways and public transport networks.

Also, in April 2013, both Blackburn with Darwen Council and the County Council took responsibility for some work that was previously carried out by the NHS. The county council and the NHS will now work together to tackle some of the key issues that affect people's health and wellbeing, helping people to stay healthy and prevent illness.

Funding

The cost of delivering the package of measures identified in the masterplan, and those that will come out of the work we propose to do, cannot be borne entirely by public sector funding. We have shown that, in areas where we can come to rely on the development industry to contribute funding to new infrastructure, we can increase investor confidence and our ability to attract other sources of funding, and in turn improve the prospects of delivery, and delivering to earlier timescales.

Moving forward, investment in major new infrastructure will, increasingly, need to demonstrate an economic justification. In practice, this means a clear strategy towards bringing forward integrated development proposals for new development and economic growth alongside the infrastructure to support it. In order to deliver our proposals, it is vital that local authorities take every opportunity to coordinate their development planning strategies with future infrastructure investment, and pursue and pool together contributions from the development industry.

New procedures have been put in place for collecting and investing developer contributions. Whilst the Community Infrastructure Levy (CIL) is yet to feature in East Lancashire, it is already proving to be a key mechanism in other parts of Lancashire to delivering major new infrastructure to stimulate and support major house building and business development.

Although market conditions are very different between the Central and East Lancashire, there are areas in East Lancashire that are, or would have the very real prospect to be attractive areas for developers to build, new residents to live and businesses to locate to and bring jobs.

A number of these areas coincide with transport schemes supported by this masterplan, for example, along the A56 corridor north of Colne to Earby or at Huncoat. In these areas, the prospect for infrastructure delivery will be greatly enhanced in support of new opportunities for development and economic growth and local authorities are encouraged to coordinate future development activity to maximise these opportunities.

The speed and certainty with which we will be able to implement new infrastructure will be directly linked to developer contributions. For this reason it is important that local development frameworks are revisited to bring forward housing sites in locations that have the ability to generate CIL contributions.

Our Vision

The East Lancashire Highways and Transport Masterplan must deliver good, reliable connections for people, goods and services whilst offering choice, facilitating travel on foot, by cycle, bus and rail as well as by car and goods vehicle.

Therefore, the 5 principles that have guided the development of this masterplan are that we will:

- Support the economic development of East Lancashire and of the county as a whole.

- Work to address deprivation
- Promote community resilience
- Increase healthy behaviour
- Reduce our carbon footprint

From these principles, a number of priorities have emerged that we will work towards. We want:

- Sustainable travel to become the choice wherever possible, even in rural areas.
- Our strategic employment sites flourish and be well connected nationally and internationally.
- Local developments and business to be supported and have the strategic and local connections that they need to succeed.
- People from all communities to be able to access the employment and education opportunities that are available both in East Lancashire and further afield.
- Active travel to be encouraged and supported, making walking and cycling safe and easy choices for local journeys.
- Public realm improvements that support both new development and existing communities and enhance the appearance and safety of sustainable travel routes.
- Visitors to find the area attractive and easy to travel around without a car.

Taking our vision forward - What we're doing now

We and our partners already have schemes and proposals in place to tackle some of these problems including:

- Todmorden West Curve
- Blackburn Station Upgrade
- Manchester Road Station Upgrade, Burnley
- Pennine Reach
- Rawtenstall Bus Station
- Nelson to Rawtenstall Bus Corridor Study
- Freckleton Street Link Road
- Haslingden Road Corridor Improvements, Blackburn
- North Valley Corridor Improvements, Colne

Highways Agency 'Pinch Point' schemes:

- M65 Junction 5 improvements
- M65 Junction 4 upgrade

And through Transport for Lancashire (TfL):

- Clitheroe to Manchester Rail Corridor Improvements
- Centenary Way Viaduct Major Maintenance Scheme

Other schemes:

- A56 Colne-Foulridge Bypass (TfL development pool)
- Whinney Hill Link Road

Taking our Vision Further

The work done so far in the masterplanning process has shown us that, despite the improvements we are already making, there will still be issues to resolve on East Lancashire's highways and transport networks.

These issues fall into a number of themes which provide the basis for the further work that we are presenting in this masterplan. The themes are grouped into 3 strands:

- Connecting East Lancashire
- Travel in East Lancashire and
- Local Travel

Connecting East Lancashire looks at how East Lancashire connects to other areas, particularly to the rest of the county and neighbouring growth areas. We need to make sure that its people, economy and housing markets are more fully integrated to areas of opportunity.

Key to this connectivity will be the rail network. This will need to provide the better connections and standards of service that will support East Lancashire's people and businesses in the future.

The main motorway gateways provided by the M65 and the M66 will also need to be able to cope with the demands placed on them.

What we will do next:

- To look at possible solutions to these issues in depth, we are going to commission a **Rail Connectivity Study**.
- We will build on the work done so far and produce an **A56/M66 Haslingden/Rawtenstall to Manchester Gateway Study**.
- To find out what else we can do to make sure that the M65 gateway works well, we will produce a **Samlesbury / Cuerden / Whitebirk Growth Triangle Study**.

Travel in East Lancashire is about the links between East Lancashire's towns and the major employment and housing locations. Economically, these are the connections that make sure that most people and businesses can link into the wider highways and transport networks.

Congestion on key corridors has significant impacts on travel of all kinds, but particularly on travel to work, on businesses and on public transport. We therefore need to ensure that the key corridors can cope with the traffic that wants to use them.

As well as improving public transport reliability, we also need to do what we can to enhance public transport connectivity within East Lancashire, to make bus travel an attractive and viable option where possible, particularly for journeys to employment and education.

What we will do next:

- A **Burnley/Pendle Growth Corridor Study** will look at what needs to be done to make sure that our roads can support the economic growth planned for Burnley and Pendle.
- The **Blackburn Key Corridors** have been identified and business cases for funding will be developed.
- The **Ribble Valley Growth Corridor Study** will include the A59 between Samlesbury and North Yorkshire boundary and also the A671/A6068 route between Whalley and M65 Junction 8.

- The **East Lancashire Accessibility Study** will focus on travel between the main towns and employment areas, but will also include travel to education and for leisure.

Local Travel takes up the challenge of making sure that everyone, regardless of their background or where they live, can get to the services and opportunities that they need, from education and employment to leisure and health.

Making our cycling and walking networks attractive is key to this. Part of this is making sure that we look after the highways and transport assets we have already – the roads and footways, the lights and signs and all the other things that help our networks function.

But the best road, bus and cycle networks serve no purpose if people can't or don't want to use them. We need to make it easy to change between methods of travel so that whether people are travelling short or long distances, we can reduce dependence on private cars as much as possible for everyone. Making sure that travel to work is cheap and easy also helps the economy.

What we will do next:

- The **East Lancashire Strategic Cycle Network** will provide 'good' links between towns, employment, education and housing.
- Although we know in general terms what we need to do, much of the work of identifying where we need to improve **Local Links** will come out of work in other areas of this masterplan and from the day to day contacts we have with our partners and our communities.

The 3 strands are closely linked to each other. Easy local travel, by walking and cycling, needs to feed into the bus and rail networks for longer journeys. The bus and rail networks themselves need to connect properly both for journeys in East Lancashire and to the wider area. No matter how far from East Lancashire people and goods are going, the connections to strategic road and rail networks

must work to make national and international travel as easy as possible.

Running through all 3 strands is the need for transport to support transformational economic growth across East Lancashire. From the largest to the smallest investment that results from this masterplan, from strategic rail improvement schemes down to local footpaths, East Lancashire's transport networks must be made fit for use in the 21st century.

Next Steps

This masterplan represents the beginning of a 10 year programme of infrastructure delivery to serve East Lancashire well into the future.

There is much to do and it will need the commitment and efforts of a variety of providers to see it through – Councils and Transport Authorities, Lancashire's Local Enterprise Partnership, Highways Agency, Network Rail - and the support of private business and house builders as well.

Over the next 2 years to 2015 we will need to:

- Progress with the studies and other evidence gathering, working with our partners to ensure that we can make the case for the programme.
- Once we have that evidence, consult on and then programme the resulting actions.
- For currently funded schemes, finalise designs, begin to assemble land, and start works.
- For schemes less far advanced, carry out the detailed study work needed to progress to public consultation.
- Begin the preparation of major scheme business cases where appropriate.
- For proposals made in this masterplan, consult and work with communities, stakeholders and infrastructure providers to reach agreement on scheme specifics and secure funding for those proposals.

Delivery and funding of the masterplan will rely on a number of infrastructure providers and a variety of funding

sources, and we will be working closely with these partners to make sure there is the guarantee of their support and assistance, with funding to follow.

Crucial to all this will be the support of residents and businesses. Too often attempts to deliver growth and new development have failed without the buy in and full support of the communities affected. We have the opportunity to make significant and long-term improvements, backed by substantial investment, to East Lancashire's highways and transport system.

Introduction - Lancashire's Highways and Transport Masterplans

Both Lancashire County Council and Blackburn with Darwen Council, as highways and transport authorities, have a Local Transport Plan (LTP3) that sets out transport priorities until 2021. Both strategies establish a commitment to support Lancashire's economy and to tackle deep-seated inequalities in its people's life chances, revitalising our communities and providing safe, high-quality neighbourhoods. Under the plans, both authorities will:

- Improve access into areas of economic growth and regeneration
- Provide better access to education and employment
- Improve people's quality of life and wellbeing
- Improve the safety of our streets
- Provide safe, reliable, convenient and affordable transport alternatives to the car
- Maintain our assets and
- Reduce carbon emissions and their effects

As part of this, in partnership with the unitary authorities of Blackburn with Darwen and Blackpool, the County Council is producing a set of Highways and Transport Masterplans that will cover the entire county.

Once completed, these masterplans will set out a cohesive highways and transport strategy for the whole county, linking economic development, spatial planning and public health priorities to the wider policy objectives of the County Council, Blackburn with Darwen Council and Blackpool Council. Each masterplan will:

- Outline current issues affecting our highways and transport networks
- Look at the impact of plans and policies in future years, including the Lancashire Enterprise Partnership's Plan for Growth and approved Local Development Framework Core Strategies

- Put forward the measures we consider are needed to support future growth and development and improve our communities
- Outline funding mechanisms and delivery programmes and associated risks.

Future funding allocations from central government will be devolved to the Lancashire Enterprise Partnership (LEP), which covers the local authority areas of Lancashire, Blackburn with Darwen and Blackpool. It is therefore vital that there is a coherent highways and transport strategy for the whole county, rooted in approved and adopted strategies and plans. More detail on future funding is provided later in this masterplan.

Rather than produce a masterplan for each district, five masterplans will reflect the travel areas identified in the County Council's Local Transport Plan:

- Central Lancashire, covering Preston, South Ribble and Chorley
- East Lancashire, produced in cooperation with Blackburn with Darwen Council and covering Blackburn with Darwen, Burnley, Hyndburn, Pendle, Rossendale and Ribble Valley
- West Lancashire
- Fylde Coast, produced in cooperation with Blackpool Council and covering Blackpool, Fylde and Wyre and
- Lancaster.

Whilst the majority of districts fall within one area, Ribble Valley is more complex. In travel terms, those ties are principally to central and east Lancashire and it is therefore included in 2 masterplan areas.

All five masterplans will integrate to ensure that the whole of Lancashire sees economic and housing growth that will maximise its potential by identifying the highways and transport improvements that will be needed both to maximise economic growth across Lancashire and meet the local visions identified in each area.

All the masterplans require similar evidence, which must be up-to-date and accurate. Local Plans, the planning policies that set out how an area will develop, must be able to provide details of future land use and there must be a sound economic strategy in place. Existing travel and transport must be understood and there must be evidence as to the impact of future development on the highways and transport networks. The health and social needs of the population must also be known.

However, even where all this evidence is not in place, the development of the masterplans allows us to establish and build consensus on the principles and priorities that will drive our highways and transport activities. These masterplans therefore provide an important opportunity to inform and shape emerging development strategies and ensure the proper alignment of investment decisions affecting both future development and infrastructure.

Figure 1 LTP
Masterplan Areas



Introduction – East Lancashire's Masterplan

This document presents the Highways and Transport Masterplan for East Lancashire. Recognising Blackburn with Darwen Council's and Lancashire County Council's transport priorities, it sets out how we will develop our future highways and transport strategy for Blackburn with Darwen, Burnley, Hyndburn, Pendle, Ribble Valley and Rossendale to 2023 and beyond.

The fundamental purpose of transport is to enable economic and social activity. It allows people to get to work, to access services and to see friends and visit places. It also allows businesses, suppliers and customers to come together. However, transport also impacts on people, on places, and on our environment. Traffic congestion brings delay and disrupts communities; road accidents cause injury and suffering; vehicle emissions affect local people's health and contribute to global environmental problems and so on.

Balancing the positive and negative impacts of transport is vital in providing sustainable highways and transport networks for the future. However, we can only do this if we consider the consequences that changing these networks will have not just on the users, but on the people, environment and economy of East Lancashire, both now and in the future.

The need for robust evidence has been highlighted but in East Lancashire, whilst some evidence is in place, some evidence is still emerging.

Economic and public health evidence is robust. The Lancashire Enterprise Partnership has adopted the Lancashire Growth Plan 2013/14 that sets out where they will promote strategic economic growth and the individual authorities also have established development priorities. There is also a wealth of information about health in the area.

However, not all Local Plans are at the same stage of development across the area, which means that there is no set of definitive adopted spatial policies and plans.

Blackburn with Darwen not only have a Core Strategy but have also published more detailed site allocations and, as highways authority, have identified infrastructure required to deliver the planned economic growth. Hyndburn and Rossendale have recently adopted Core Strategies. Burnley and Pendle adopted their Local Plans in 2006 but are now replacing them and have new emerging Local Plans, whilst Ribble Valley has publicised its Core Strategy.

Whilst we do have evidence of current conditions on the highways and transport networks in East Lancashire, our information about the actual journeys that people make is now old and we are waiting for the release of data from the 2011 Census. We also have transport studies planned and in progress in the area which will provide us with much better evidence as to how transport can best support East Lancashire's economy and people.

Without total confidence in our information on the current situation, and with adopted Core Strategies in only 3 districts, the masterplan sets our vision for travel and transport in East Lancashire and how we will work towards that vision.

This masterplan therefore:

- Describes East Lancashire's people and places as they are now
- Outlines what we know of current transport patterns and identifies issues with the current highways and transport networks that support East Lancashire
- Sets out the current plans and policies that will impact on the area in the future.
- Uses the evidence to establish what challenges our transport networks face

- States our vision for what our highways and transport networks should be able to do by 2026
Shows what work is already underway to achieve that vision and
- Lastly, sets out how we will to take the masterplan forward.

How consultation shaped the masterplan

The consultation on the draft East Lancashire Highways and Transport Masterplan drew responses from a wide range of organisations and individuals. Our partners, both local and national, the business community and many private individuals took the opportunity to influence the shape of East Lancashire's highways and transport networks. The results of the consultation

The future work presented in this masterplan will ultimately affect us all, so having support from our stakeholders is very important to us. We are very grateful for all the comments that have been made on our proposals and now feel that we are better informed and have a stronger basis on which to develop our studies and thinking, as well as influence our partners.

Across all groups of respondents, there was support for the masterplan and for its vision. There was a general consensus that improved connectivity, both externally and internally, is essential for the future economic growth of East Lancashire. This masterplan recognises the importance of connectivity from the most strategic down to the most local.

A number of stakeholders across different groups expressed concern at the lack of sustainable transport measures in the masterplan. We feel that we have struck the correct balance between facilitating traffic on our highways network whilst providing better alternatives for those who choose to use them. Improving rail connectivity, public transport, cycling and walking are all integral to this masterplan, but these improvements need to happen before leaving the car behind becomes the natural thing to do.

Other comments have offered more detailed ideas for new junction arrangements and changes to road space, and improvements to public transport. These include ideas for

new transport infrastructure but also for improving the existing network. Whilst these may not appear in this 'high-level' plan, these suggestions will inform more detailed work to come, and there will be many more opportunities to comment on and influence the studies as we go forward.

By far the two biggest areas of discussion, however, were the A56 Colne to Foulridge bypass and the potential rail link to Rossendale.

Options to guide the development of the A56 Colne to Foulridge Bypass were presented in the masterplan, with the County Council expressing a preference for the 'Brown' route.

This section of the masterplan elicited more response than any other by a significant margin, but opinion is polarised as to the merits, or not, of a bypass. Almost without exception, there is total support for the 'Brown' route amongst businesses and our partners. However, amongst the public, responses are more mixed, with four distinct opinions emerging in questionnaires distributed during and after an event in Colne specific to the bypass:

- 45% were in favour of the 'Brown' option.
- 17% were in favour of some other A56 bypass option
- 11% wanted some other bypass of Colne and
- 27% were against any bypass.

However, there have also been a number of petitions specifically against the 'Blue' route and also against the building of any bypass.

This consultation response does confirm that we do have support to undertake the next stage of the work that will give us the evidence to draw up detailed design proposals for all the southern options. These options will include

what could ultimately be done 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. Once this work has been completed we will be able to consult on our final proposals.

The second area of concern was that the masterplan did not commit to reinstating commuter services on the Rawtenstall to Bury rail line. We believe that more detailed work needs to be done before such a commitment can be made.

That detailed work was originally programmed as part of the rail connectivity study. However, in the light of suggestions and comments in the consultation, we will now take it forward as an element of the gateway study, which will now have a stronger focus on the role of the A56/M66 corridor as a whole, for all modes and for all journeys into the wider East Lancashire area.

We have taken on board many of the views and ideas we have received. The masterplan we now have is a stronger document for those responses. As study work comes to fruition, there will be many more opportunities in the coming years to debate and discuss their findings and to make sure that the actions that result from the work presented here is as effective as we can collectively make them.

East Lancashire Now

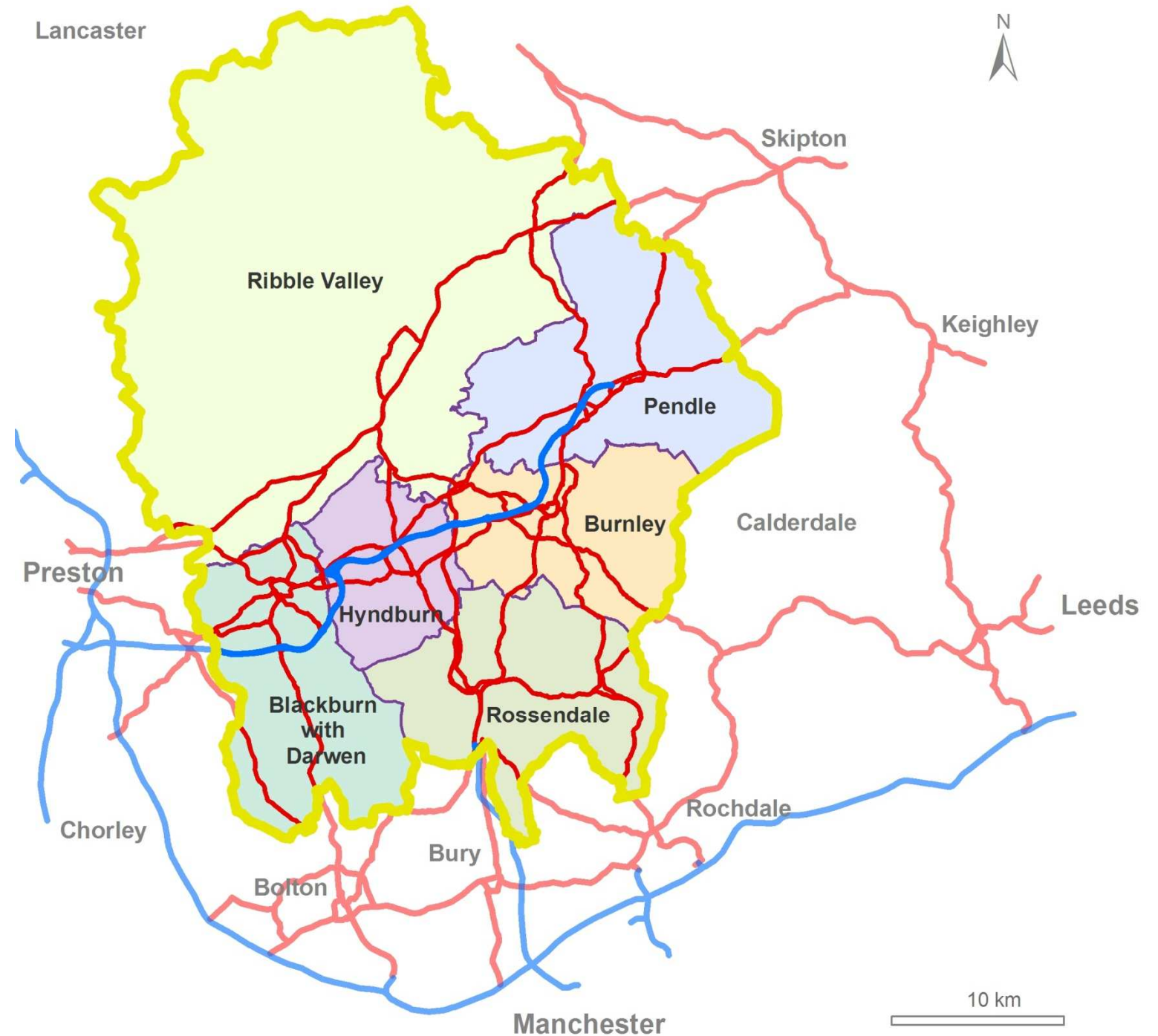
East Lancashire, which had a population of 530,500 in 2012, is an area of dramatic contrasts, with spectacular moors and farmland surrounding historic towns that were once at the forefront of the industrial revolution. However, since its industrial successes of the 19th and 20th centuries, the area has seen significant economic decline which has left a legacy of social and economic challenges, including deprivation, unemployment and a relatively poor skills base in some urban parts of the area.

Manufacturing still remains a key driver for the economy though, with employment in the sector more than double the national average. East Lancashire has a growing portfolio of higher value industries with aerospace, advanced manufacturing, advanced flexible materials, digital and creative industries all featuring strongly in the area's economy. These high value industries mean that East Lancashire will play a key role in the success of the Lancashire Advanced Engineering and Manufacturing Enterprise Zone which launched in April 2012 and in the Arc of Innovation established by the LEP, which will link world class clusters of industry, technology development and research excellence.

The area has economic links to a much wider area however, which have shaped the study area of the masterplan, as Figure 2 shows.

East Lancashire's industrial heritage has given the area a very distinctive character. Whilst the architectural legacy includes heritage townscapes, it also includes the utilitarian terraced housing that is the stereotype of East Lancashire. Much of this traditional housing is unfit for purpose and adds to the economic, health and social challenges faced by much of the area; however the housing offer of the area is now evolving to meet current and future demand.

Figure 2
The study area



The six areas that make up East Lancashire each have their own character:

Blackburn with Darwen

The borough consists of a relatively compact urban area set within the countryside between the high land of the metropolitan borough boundaries of Bolton and Bury in the south and the Mellor ridge to the north. The West Pennine Moors form a natural barrier towards Chorley to the west and Rossendale to the east. Within this dramatic landscape, the borough covers an area of 13,700 hectares and has a population of 141,200 people in approximately 55,000 households,

The borough has an extremely young population, with nearly a third of residents aged 0-19 years. Coupled with a population increase over recent years, the population is forecast to grow by 10% by 2035. As a result, there will need to be a significant increase in the provision of a range of high quality housing.

Blackburn with Darwen offers high value employment, attracting people from outside the borough. Despite this, Blackburn with Darwen still faces some social and economic challenges in parts of the urban area

Blackburn is the largest town in East Lancashire and provides the focus for the western part of the area. It is a key destination for shopping and employment and is home to Blackburn College, the largest Further Education college in East Lancashire, and also to the area's principal emergency hospital. The town has seen major investment in recent years, with substantial highway improvements and on-going redevelopment including the Cathedral Quarter and the Knowledge Zone.

Sitting south of Blackburn is Darwen, the second largest settlement in the borough. Darwen town centre fulfils a market town role providing small scale retail developments and community services. The town retains a strong identity and the surrounding hills and moors present a striking backdrop.

Burnley

Although it is a largely rural district, Burnley's economic strengths are mainly in manufacturing, distribution, hotels and retail, public administration, education and health. Advanced manufacturing is a key sector, with Burnley a nationally significant hub for the aerospace industry. Automotive and construction are also important manufacturing sectors.

The town of Burnley has similarities to Blackburn. It provides a focus for the most easterly districts of the county. It is a key destination for shopping and employment and is home to Burnley College, UCLan and the new University Technical College and also to the area's second hospital. Also like Blackburn, the district has seen significant investment, with the LEP committing substantial Growing Places funding to Burnley for the Weaver's Triangle and the Burnley Bridge business park. Burnley has been awarded the most enterprising town in Britain award 2013.

Burnley is the third most populous borough in East Lancashire. Burnley's population has declined in the past due to migration out of the district. By 2035 however, it is estimated Burnley's population will show a 3% increase.

Whilst the borough has well off areas that are highly desirable residential locations, the town of Burnley itself has some areas with high levels of deprivation as a result of the declining influence of the textile industry. This has resulted in significant social and economic challenges in some parts of the district, including low skill levels, worklessness, poor quality housing and health inequalities.

Hyndburn

Geographically, Hyndburn is the smallest district in Lancashire covering just 73 square kilometres; it is, however, one of the most densely populated. The principal town is Accrington, which has a particularly rich architectural heritage.

Hyndburn has a small economy which has experienced limited growth over recent years. The area's economic base is rooted in textiles, engineering, chemicals and extractive industries. Manufacturing is one of the area's key strengths with 23% of employees working in the sector.

There are large differences in income levels between the more affluent wards in the rural areas and the least affluent wards within urban centres. In common with some other districts in East Lancashire, Hyndburn has significant issues in some parts of the district including the quality and price of housing, the poor health of many residents, low levels of job creation and areas of severe economic deprivation.

The population is set to grow by only 7% by 2035, which is below the Lancashire average. As a result, the projected growth of household numbers in the authority is below national and county averages.

Pendle

Pendle has the second largest district population in East Lancashire. It has a mix of high quality rural areas, a large part of which are in an Area of Outstanding Natural Beauty (AONB), and dense urban areas centred around the M65 motorway in the towns of Brierfield, Nelson and Colne. Barnoldswick and Earby, in the largely rural north of Pendle, are home to a number of prominent businesses.

Pendle has a diverse economy. Manufacturing is a key activity with Pendle having the highest relative share of employee jobs in the manufacturing sector in Great Britain. The aerospace industry is a major strength, supporting high value employment and also the wider economy through supply chains in the area, with Rolls Royce a major aerospace employer. Precision engineering, textiles and furniture are also important.

As well as high value manufacturing, Pendle has a service function and a strong visitor economy based around the Forest of Bowland AONB. It is also a major shopping destination with Boundary Mill and Colne attracting 2.6 million visitors each year from across the region and Yorkshire.

Pendle's population is growing with an expected 11% increase by 2035. There will, therefore, be significant increase in housing provision alongside a need for new jobs.

As with many districts in East Lancashire, the industrial change the area has undergone has resulted in significant social and economic challenges in some areas, characterised by low skill levels, worklessness, poor quality housing, significant health inequalities and high concentrations of deprivation.

Ribble Valley

Geographically, Ribble Valley is the largest district in Lancashire, although the rural nature of the district means it has the lowest population and population density in the county. Over 70% of the borough is within the Forest of Bowland Area of Outstanding Natural Beauty (AONB). The administrative centre is the attractive market town of Clitheroe.

Ribble Valley has a small mixed economy, with manufacturing, agriculture and tourism the most prominent sectors. Distribution, hotels and restaurants account for a large proportion of employment and many farming businesses have diversified to offer locally produced food and drink, retail, leisure and business facilities and tourism related activities. The district is home to BAE Systems and the Lancashire Advanced Engineering and Manufacturing Zone.

The rural nature of the district and the affluence of many of its residents mean that Ribble Valley has few of the problems of the dense urban areas of East Lancashire. However, the rural setting does mean that geographical isolation is an issue for less well off residents.

The overall population of the district has seen a strong growth for a number of years. Of particular note are the higher proportions in the older age groups, especially in the 45-54 age group. By 2035 the population of Ribble Valley is expected to increase by 9%.

Rossendale

More so than in any other part of East Lancashire, the geography of Rossendale has shaped the district. The steep valleys, cut into the moors by the River Irwell and its tributaries, have resulted in linear urban areas that straddle the main roads along the valley bottoms. The local countryside is rich with wildlife and is an important asset for tourism, attracting ramblers, wildlife enthusiasts and cyclists.

Rossendale has a small economy with manufacturing the main industry and strengths in tourism, construction and service sectors. Despite the continued decline in manufacturing employment there has not been a substantial shift in the local economy toward other industries, with the area poorly represented in higher growth sectors, although the area is home to Scout Moor, the largest onshore windpower project in England.

There is a healthy business enterprise base, dominated by small businesses and good self-employment rates, but half the working population commute to jobs outside the borough, earning significantly more than those who do not.

Rossendale's population is growing with an expected 13% increase in inhabitants by 2035. This is above the 10% average increase in Lancashire and is the largest in East Lancashire.

As a result, the standard of housing and levels of deprivation greatly differ from east to west. The west is desirable for commuting due to its good connectivity, resulting in high house prices and low levels of deprivation. The east of Rossendale is less well connected. Consequently, house prices are lower and deprivation is more severe and widespread.

East Lancashire Now – People and Places

People

Whilst East Lancashire's population is predicted to increase as elsewhere in the county, the area has a very distinct population profile.

In particular, East Lancashire has a higher proportion of children and young people, providing a window of opportunity to create a large, skilled workforce which can strengthen Lancashire's economy.

Like much of the county, East Lancashire has an ageing population. However, the proportion of those over 75 is smaller than other areas, although the number of people over 75 has increased in recent years and is projected to continue to do so.

A further distinctive feature within East Lancashire is the diversity within its population, with 17% from BME backgrounds, of which a large proportion are of South Asian heritage.

There are wide health inequalities within East Lancashire. This is driven by relatively high early death rates in some areas from cardio-vascular, cancer and respiratory diseases and also by accidents, chronic liver disease, suicides and infant deaths. Mental health issues are also more common in some areas.

These poor health outcomes are linked to the relatively high levels of socio-economic deprivation in some communities caused by the long-term decline in the textiles industry. This deprivation is the result of a combination of factors including low income levels, unemployment, low education levels and poor housing, coupled with community factors such as a lack of community cohesion and higher crime levels.

Across the East Lancashire area;

- Whilst the unemployment rate across East Lancashire as a whole is below the North West average, unemployment is an issue in some areas, particularly parts of Blackburn with Darwen, Burnley, Hyndburn and Pendle.
- Self-employment is above the North West average.
- Average gross weekly pay of residents is well below the North West average in all districts except Ribble Valley.
- Reflecting this, the number employed in managerial and professional jobs is much lower than the North West average across much of the area.
- Education levels are low across some areas, with parts of Burnley, Blackburn with Darwen, Pendle and Rossendale in particular having below average numbers qualified to NVQ level2 or above

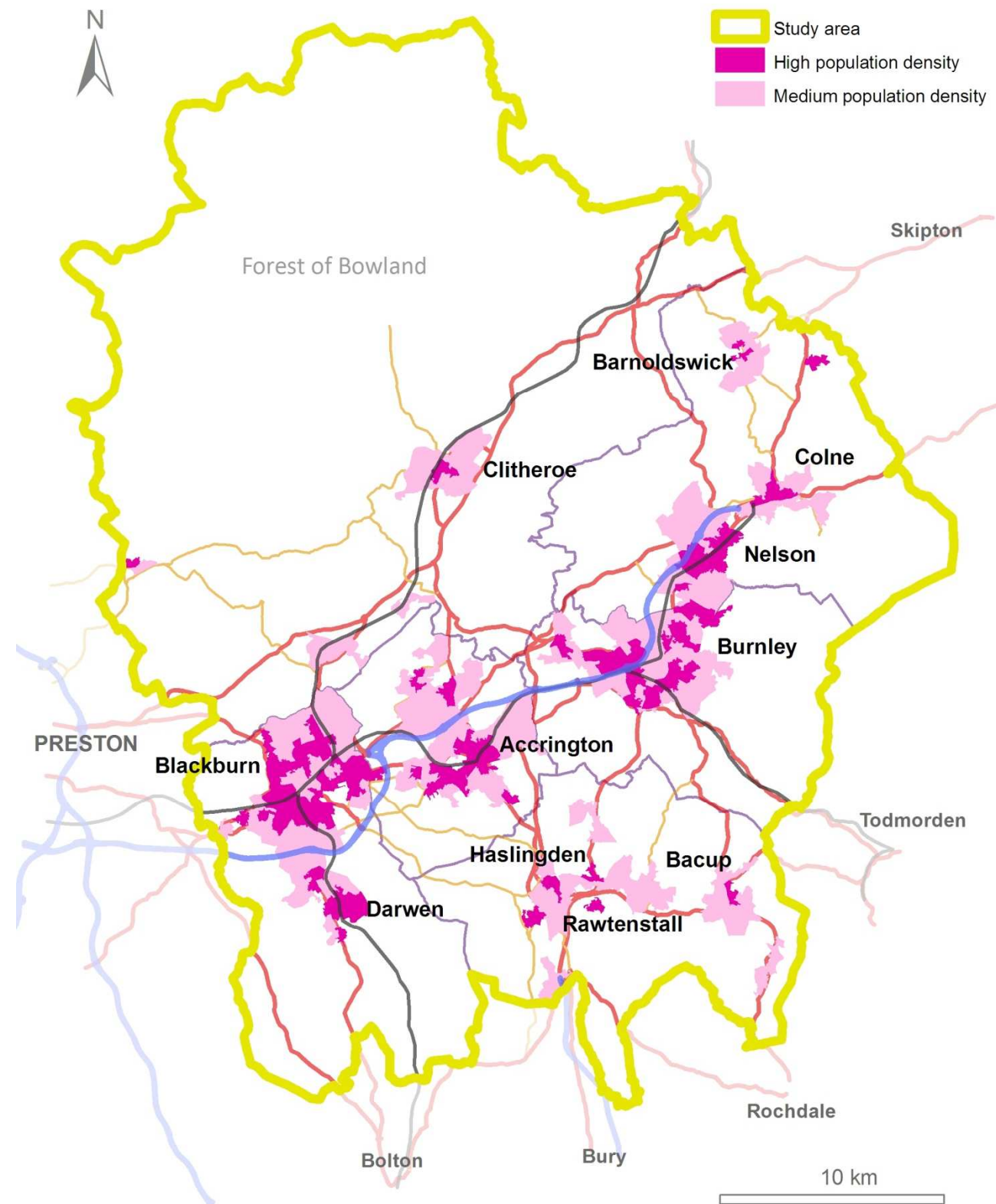
Where people live determines where many journeys start and end, so the more people in an area, the greater the demand on the network. This is particularly true of commuting, which currently places by far the biggest strain on our transport systems as many workers try to travel in a relatively short period of a few hours in the morning and early evening.

Figure 3 shows how the population of East Lancashire is spread across the area, as recorded in the 2011 Census. The largest settlements follow the line of the M65, from Blackburn in the west to Colne in the east. The very linear nature of Rossendale is also clear from the map. Predicted population growth is varied, with very small increases in some districts, but far greater growth in others.

What are not shown on the map are the small settlements that are scattered across the rural areas. These communities have only a very limited impact on overall travel patterns because, individually, the numbers of journeys are small. However, their needs are still an essential consideration for this masterplan.

The neighbouring towns and cities that have a major influence on East Lancashire are also shown. Preston and Central Lancashire are at the heart of Lancashire's economic growth plans. However, Blackburn with Darwen and Rossendale also have strong economic and physical links to Greater Manchester, whilst Pendle and the Ribble Valley have links to Yorkshire.

Figure 3 People



Places

The other major influence on travel patterns are the places that people want to travel to.

Whilst our town centres have traditionally been a focus for employment and shopping, out of town locations are now also major destinations for both people and goods. Both Oswaldtwistle and Colne in particular are home to major retail developments that attract visitors from a much wider area.

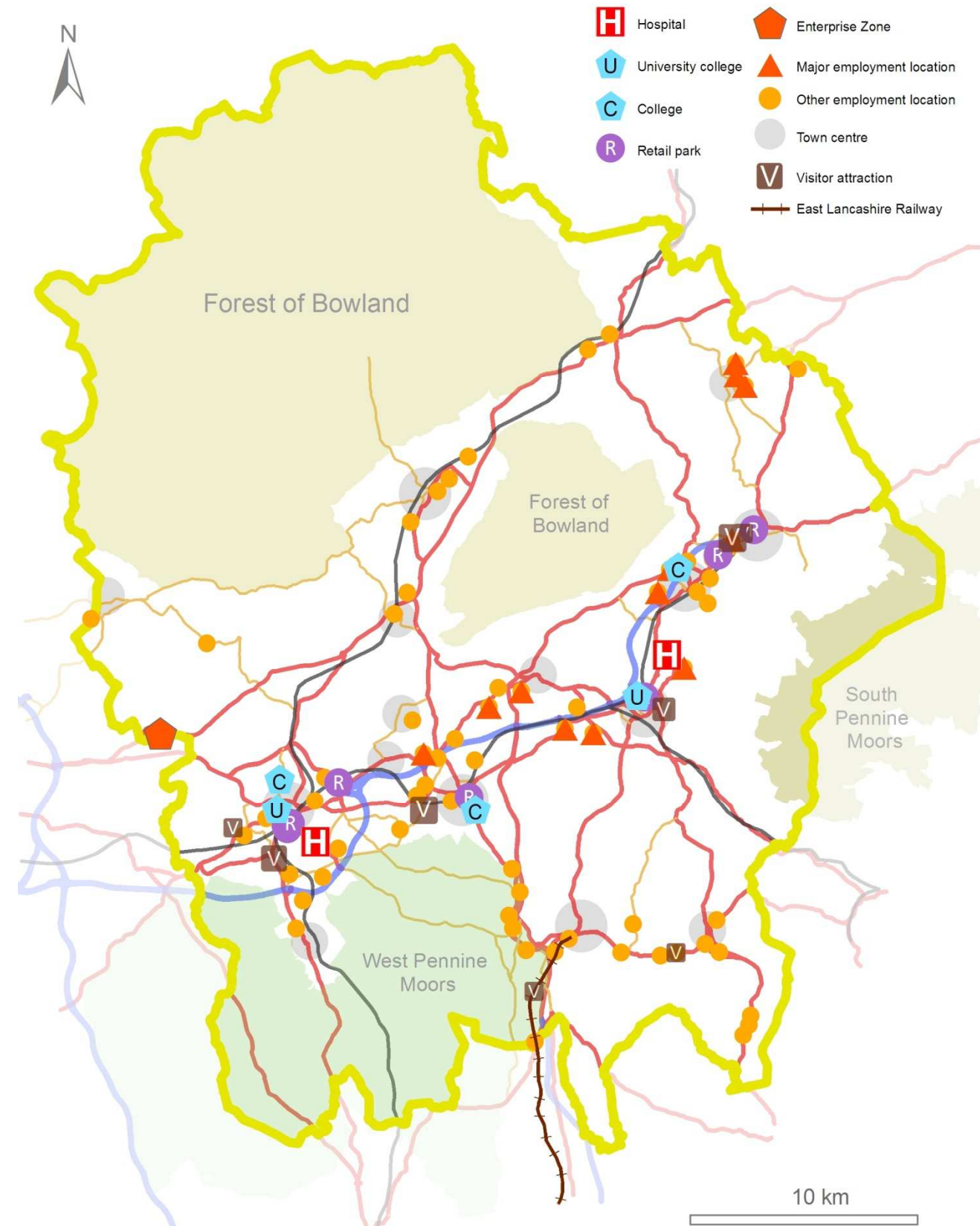
Large numbers of journeys are also made to the hospitals and education facilities in Blackburn and Burnley, as well as some to facilities in West Yorkshire.

Tourist and sporting destinations can also attract large numbers of journeys. The East Lancashire Railway and the Adrenaline Gateway, both in Rossendale are both significant tourist attractions and both Blackburn and Burnley have football venues that attract fans from across the country.

Large numbers of people also visit the countryside of East Lancashire, in particular the Forest of Bowland AONB and the West and South Pennine Moors, and whilst these journeys are in smaller numbers to smaller destinations, combined they become more significant.

Figure 4 shows the places that are visited by large numbers of people. Together, people and places shape the demand for travel in, to and from East Lancashire. The next section looks at this travel demand and how it affects the highways and transport networks.

Figure 4 Places



East Lancashire Now – Transport and Travel

Travel patterns - Longer distances

Blackburn and Burnley are the major transport hubs for the East Lancashire area. Both have good connections to the strategic road network and Blackburn provides a gateway to rail services from Preston (West Coast Mainline) and Manchester. Hyndburn also has good road and rail connectivity.

Pendle, at the end of the East Lancashire line, has limited rail services, whilst Rossendale has no mainline rail connection of any sort. Pendle, Burnley and Rossendale do, however, benefit from a frequent high quality bus service to Manchester.

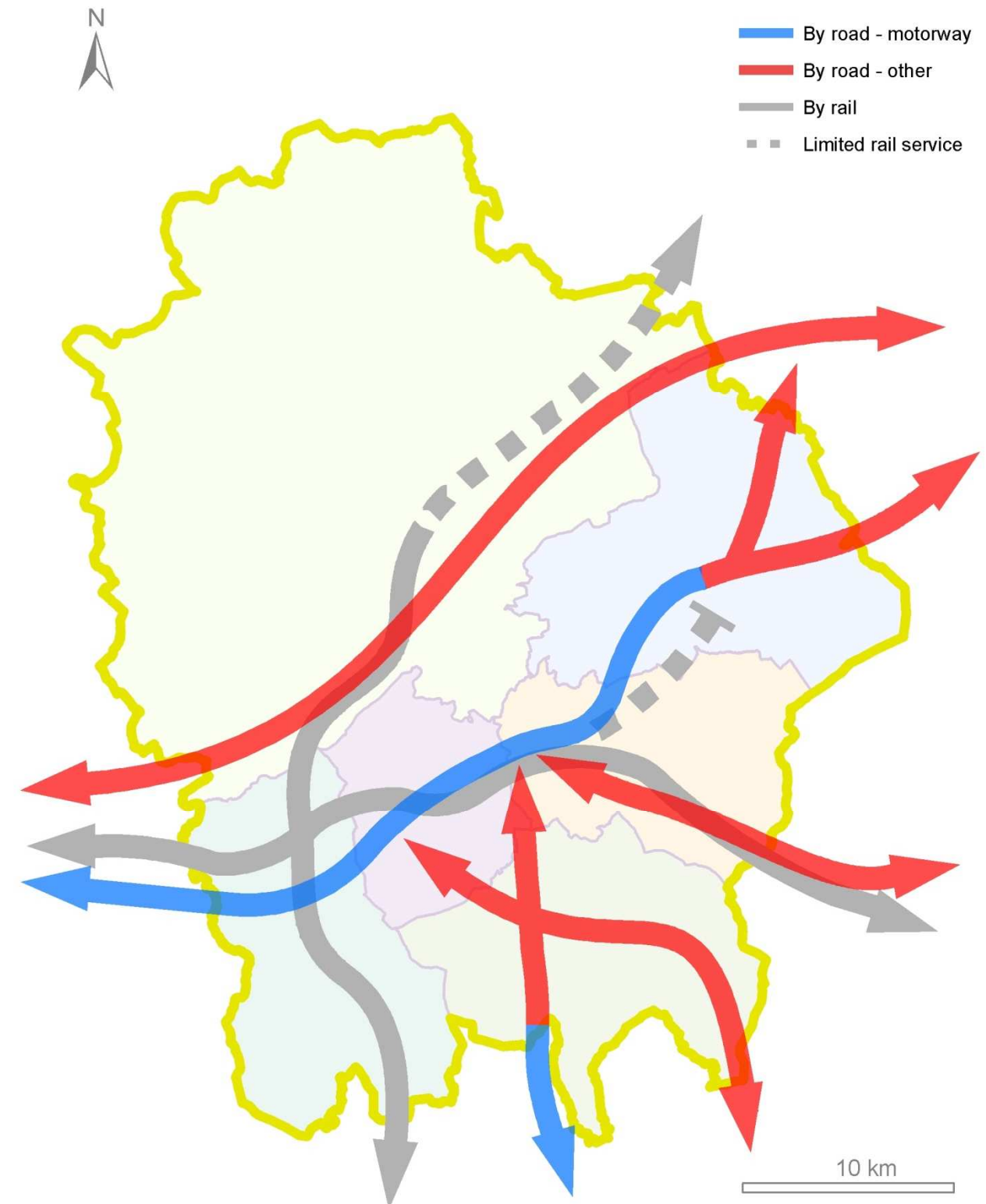
As well as journeys to and from East Lancashire, there are also large numbers of journeys that cross the area, as East Lancashire sits on a main corridor between the North West and Yorkshire and Humberside.

The M65 and A59 provide the principal east-west road links across the area. The M65 has junctions with the M6/M61 in the west, but at its eastern end finishes abruptly just outside Colne, leaving long distance traffic to travel through Colne on its way to and from the motorway.

Links to Manchester are provided by the A56(T) which runs from the M65 to join the M66 at Edenfield.

A cross-Pennine rail service links Preston to Leeds through Blackburn and Burnley. However, there are currently no direct rail services to Manchester other than from Clitheroe and Blackburn.

Figure 5 Longer distance journeys:



Travel patterns in East Lancashire

Information on where people live and need to travel to in East Lancashire, together with an understanding of the longer distance journeys in the area, provides a basis to understanding the main journey patterns in the area.

Journeys are made for many purposes, but the purpose that dominates the busiest times of the working week is the journey from home to work. This is also the journey type about which most information exists.

Questions about travel to work were asked in the 2011 Census. So far, none of this information, including the numbers of people commuting between different towns and small areas, has been published. When it is, it will be used in the further development of this masterplan. Figure 6 therefore shows best information we have now, although we know that this picture is based on old information and its reliability is therefore questionable.

The major commuter journeys (more than 1,500 a day) are shown in figure 6. The bonds that exist along the M65 corridor are clearly shown, with particularly strong links between Burnley and Pendle and between Accrington and Blackburn with Darwen. Rossendale has very strong connections with Greater Manchester, whilst Blackburn with Darwen and Burnley also have links to Manchester itself. There is also commuting between the districts on the M65 corridor and Central Lancashire. Ribble Valley has ties to Burnley, Blackburn with Darwen and Central Lancashire, with large numbers coming to work in the district, principally at Samlesbury.

Not shown on figure 6 are the commuter journeys that happen within local areas. Blackburn with Darwen and all five districts all have very high internal daily commuter flows, from around 6,000 in Rossendale, to around 8,000 in Hyndburn, Pendle and Ribble Valley, 9,000 in Burnley and over 13,000 in Blackburn with Darwen.

Whilst most commute times are currently under 15 minutes in most districts, recent survey data shows that the majority of people would be prepared to travel further than they do now, with most prepared to travel for at least half an hour. This will make connections to the wider jobs market all the more important, to ensure that access to these jobs is available to all East Lancashire's residents, not just those that own a car.

These commuter movements take place in the context of a highway network that has reached or is reaching capacity in a number of places but where sustainable modes are becoming a viable option for some journeys.

The public transport network is, in urban areas, comprehensive, there is a developing cycle network and pedestrian facilities are improving.

However, the reality is that the majority of commuters still chose to use cars. Across East Lancashire, around 70% of commuter journeys are made by car, even in areas of low car ownership where car sharing is more common. For some, it is a choice, often due to perceptions and lack of knowledge of alternatives. For some though, particularly in rural areas, it is a matter of necessity as there are currently only limited viable alternatives.

**Major Commuter movements
(over 1,500 journeys) - ONS2008**

- | | |
|--------------------------------------|--------------------------------------|
| Journeys into East Lancashire | Journeys from East Lancashire |
| Between 3,000 and 4,500 | Over 4,500 |
| Between 2,000 and 3,000 | Between 3,000 and 4,500 |
| Between 1,500 and 2,000 | Between 2,000 and 3,000 |
| | Between 1,500 and 2,000 |

Figure 6 Major Commuting Movements

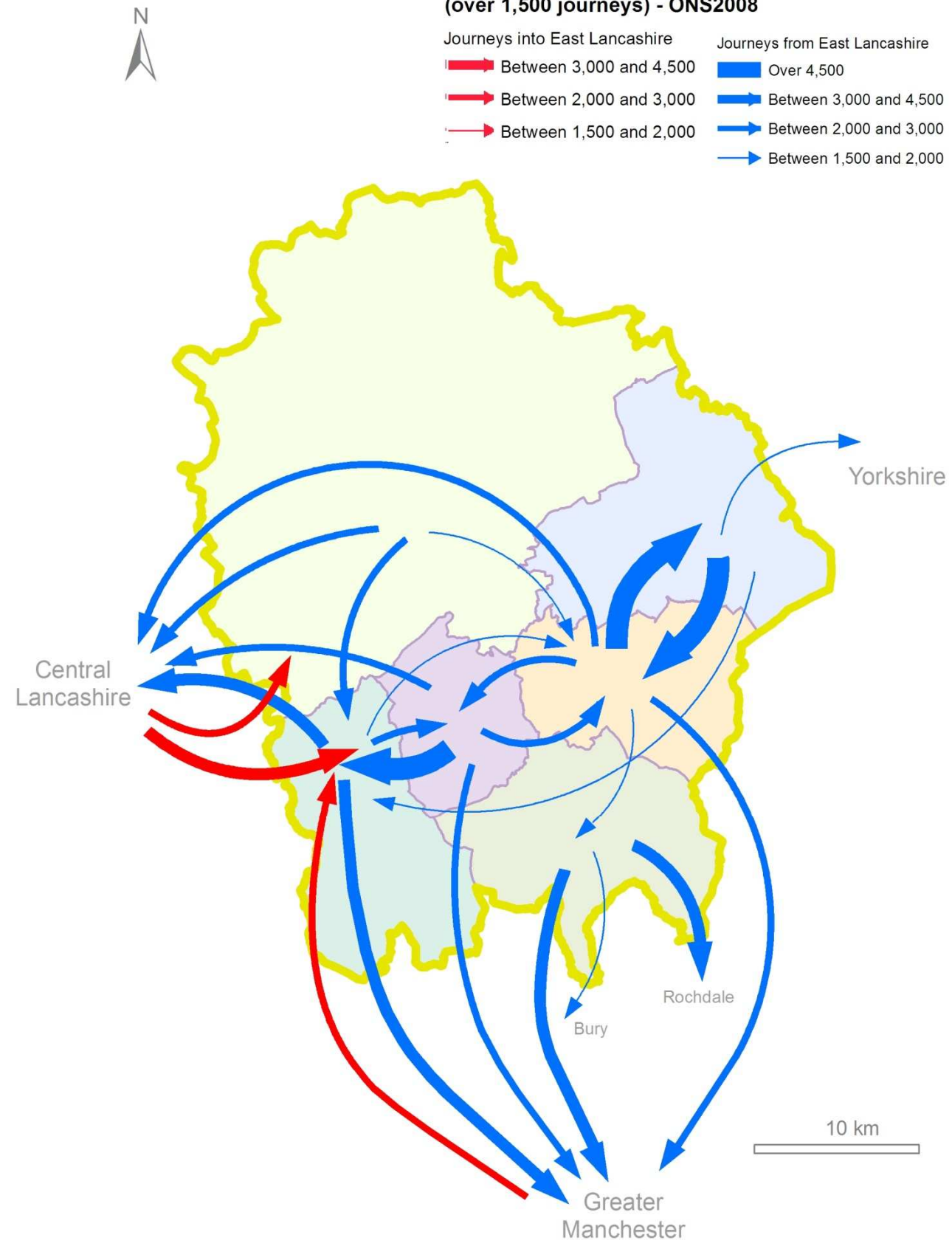


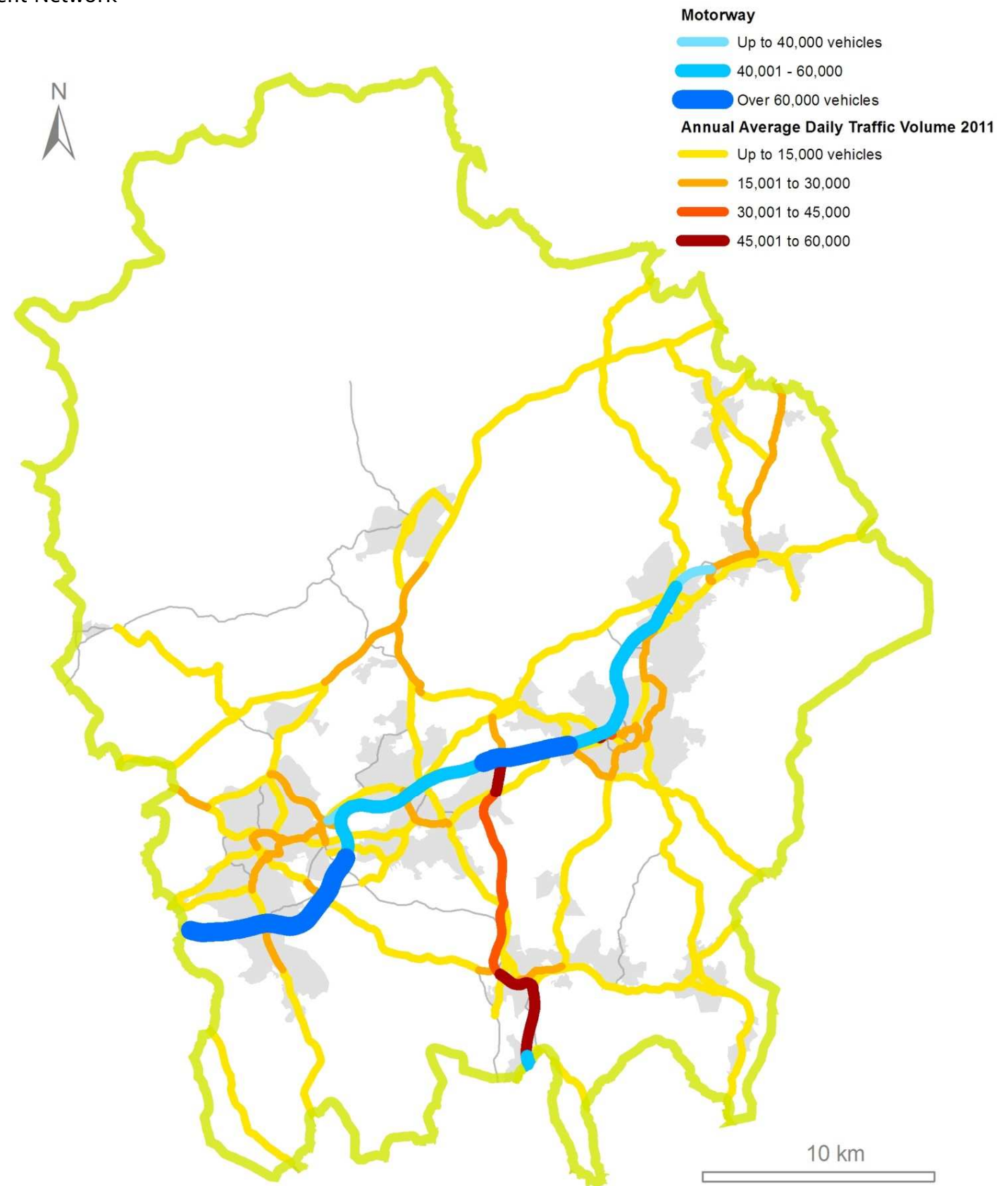
Figure 7 The Current Network

So far we have looked at where people live, where they are likely to travel to and have showed the resulting travel patterns. But what impact do these journeys have? What do we see on our highways and transport networks?

The car is the dominant travel choice for most people for most journeys. There are many reasons for this, but the most obvious impact on our roads is the amount of traffic they carry, not just in the peak hours but through the whole day.

Figure 7 shows the number of motorised vehicles that use our major roads in a typical day. As would be expected, the highest flows are on the motorway, but there are also some very high volumes of traffic on the roads that are shared by other users for other purposes than simply getting from A to B.

These high levels of traffic on the roads in our communities clearly have impacts that are felt by everyone, not just vehicle occupants.



The previous map shows the volume of traffic on our major roads. This traffic of course includes buses, which suffer the same delays as other road users unless there are dedicated bus lanes etc. Bicycles may not be counted in the traffic totals, but cyclists also have to share this road space unless they have dedicated cycle provision.

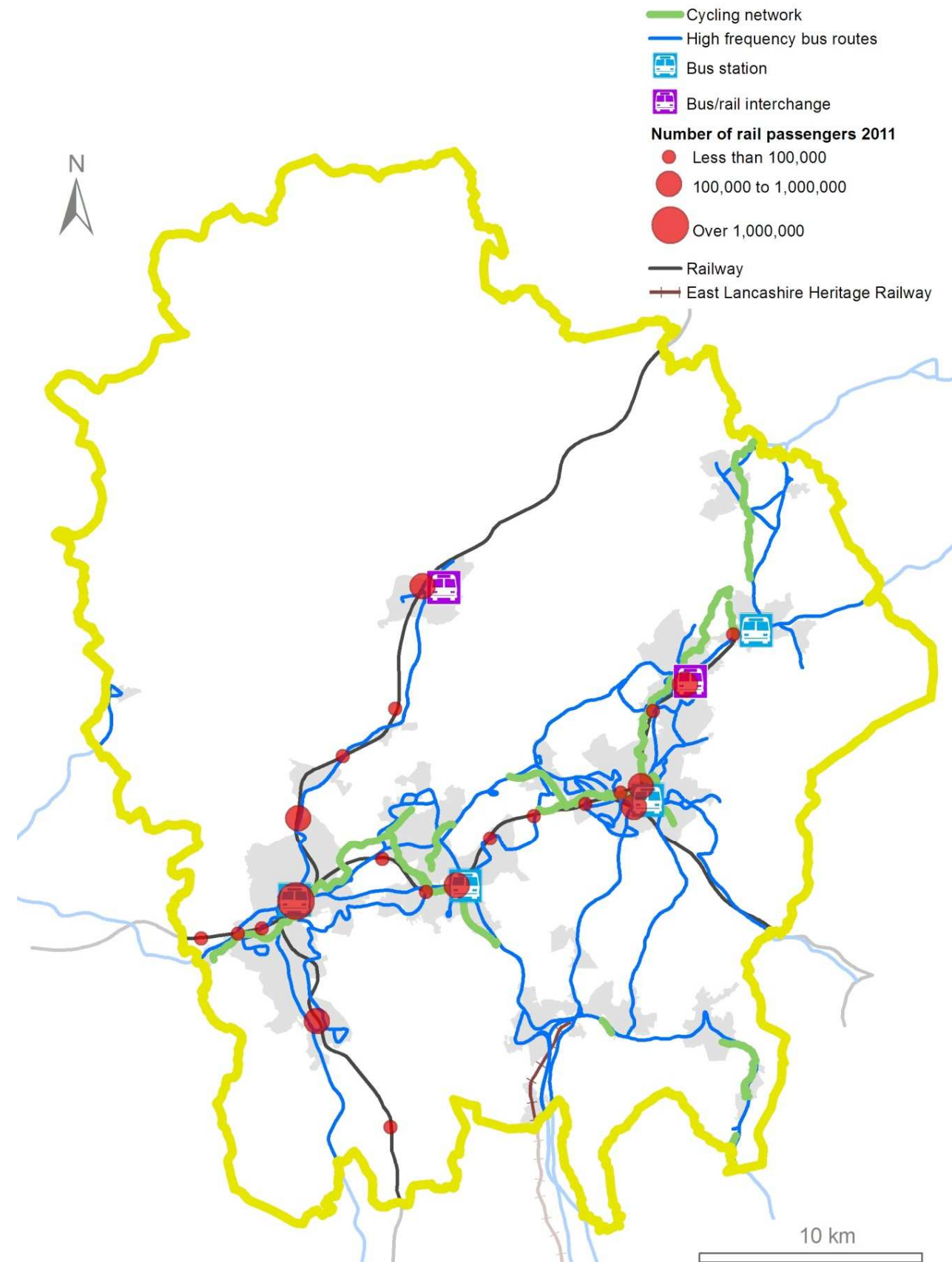
Figure 8 shows the main sustainable transport provision in East Lancashire. Not surprisingly, the busiest rail station is Blackburn (with over 1.3m users), providing as it does the rail hub for the area and having the only direct service to Manchester at the moment. However, the importance and potential of Clitheroe to its catchment area is also clear and Accrington and Burnley Manchester Road are also busy stations.

The East Lancashire Railway is a heritage society operating services between Rawtenstall and Heywood. The line provides the only direct rail service between Rossendale and Manchester and, although predominantly a tourist attraction, does serve the local community as well, notably continuing to operate during severe weather.

The high frequency bus network, which shows the most heavily used services, is good in the urban areas and the links to Greater Manchester are good, particularly the X43 'Witch Way' express bus service and the 'X41' Lancashire Way. Links into the Ribble Valley are more limited, not surprising given the rural nature of the district.

Cycling provision is more varied, although the beginnings of a good cycling network are in place.

Figure 8: Our current sustainable transport network



So far we have looked at the demands on the network from where people live, where they want to travel to and how they choose to travel.

We now want to look at the impact these journeys have on the economy and on us as we travel about in our daily lives.

There is a strong perception locally that East Lancashire is poorly connected, with both road and rail networks making it difficult for people and goods to move around.

Whilst road links to the west and south are reasonable, connections to the east are ineffective, not least because the M65 motorway finishes abruptly just to the west of Colne. Rail links, on the other hand, are either far from adequate or non-existent:

- Journey times to Manchester, Leeds and Preston are lengthy and for some require a change of train.
- Rolling stock is generally of poor quality now and risks falling further behind compared to adjacent networks as they are electrified.
- Fast, frequent and reliable access by train to Manchester Airport is of critical importance, yet there are currently no through services from East Lancashire.
- Rossendale has no mainline rail service of any sort.
- Poor patronage figures for stations on the Colne branch show just how poorly Pendle is served by rail.

These issues are discussed in more detail when we look at how we can develop our options for travel in East Lancashire.

More locally, the biggest issue is congestion. Some congestion is inevitable; better economic conditions tend to produce more traffic. However, too much congestion hampers business and makes travel difficult for everyone.

The worst congestion is at peak commuting times, but these peak times are getting longer and traffic is building on less suitable routes as people change their travel patterns to try to avoid the jams.

But congestion is only part of the problem. Increasing traffic has a wide range of unwelcome side effects. Impacts on road safety (a particular problem in the urban areas of East Lancashire) and on local air quality are the most obvious. However, where roads are busy with motor traffic, they can become barriers to local movement. Busy roads can make people worry about safety or about how difficult walking and cycling will be. For instance:

- people are far less likely to want to cycle or walk any distance due to fears about safety and pollution
- communities suffer if the roads that run through them are busy and difficult to cross other than at limited places
- local centres cannot become sustainable if busy roads make the area unattractive and potential visitors therefore go elsewhere

And as well as these local impacts, there are the wider environmental and social impacts that affect our ability to meet our commitments to:

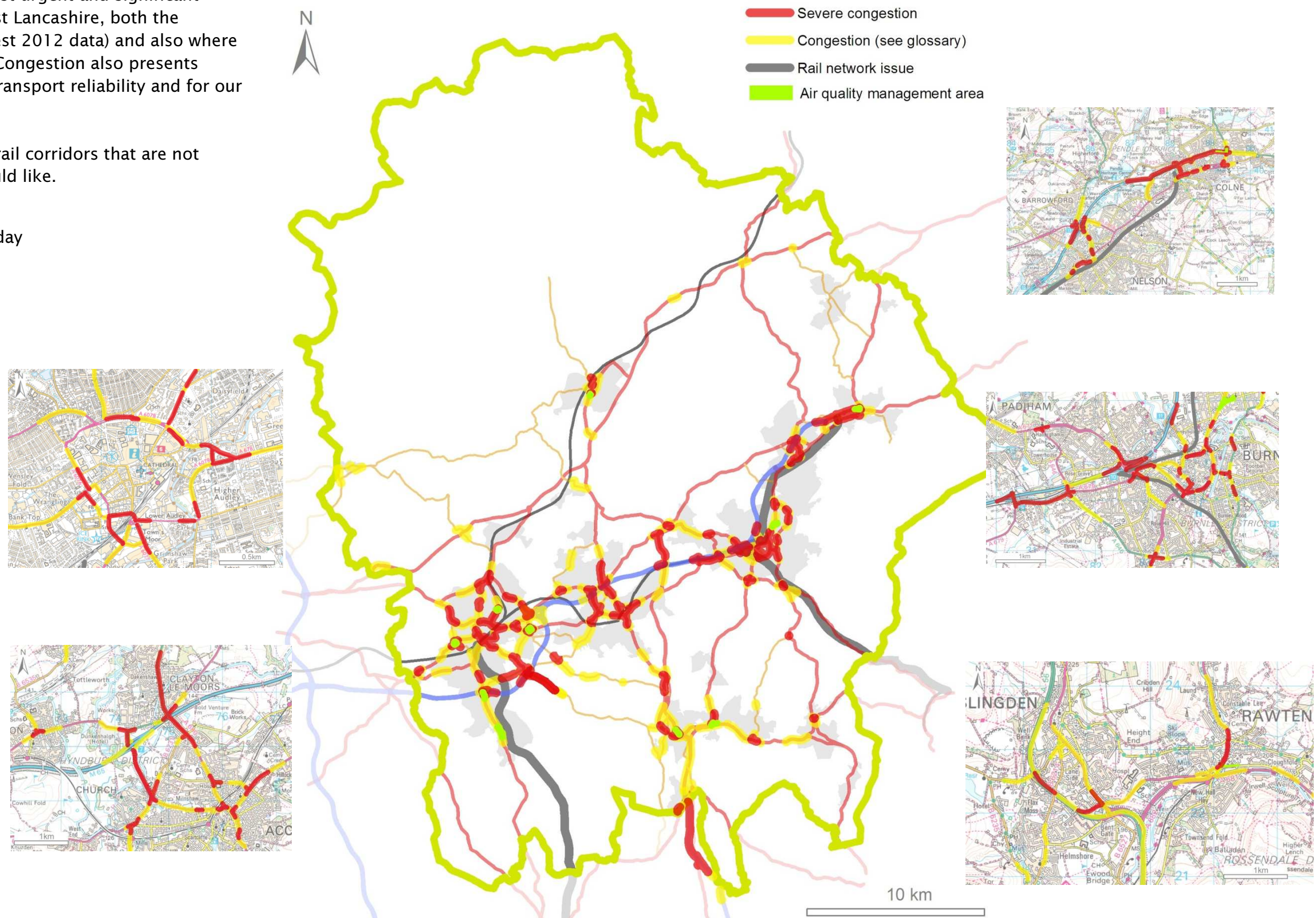
- reduce carbon emissions
- improve personal health and well-being in Lancashire
- support economic development
- increase community cohesion and
- provide affordable travel options in the future

Until more people have alternatives to the car that they are confident will meet their needs, the number of cars will continue to grow, at least as long as people can afford to run them. The cost of motoring is already a significant burden to many lower income households and this burden becomes even greater as the distance needed to be travelled increases, as happens from more rural areas. The provision of improved walking, cycling and public transport infrastructure is vital to support sustainable economic growth.

Figure 9 shows where the most urgent and significant highways problems are in East Lancashire, both the congestion (based on the latest 2012 data) and also where air quality is being affected. Congestion also presents significant issues for public transport reliability and for our communities.

The diagram also shows the rail corridors that are not performing as well as we would like.

Figure 9: Traffic problems today



Looking to the Future – Our priorities

We have looked at what we know of our current transport problems and at the wider issues that impact on transport. We now need to look at East Lancashire in the longer term as both the people and the places of the area change over the next 10 to 15 years.

The future development of East Lancashire is being shaped by policies and strategies being put in place now. These plans allow us to understand how economic development will be promoted and how public health will be improved. Whilst there are also changes that are harder to predict, such as how our weather and climate will alter and how technology will advance, we know that we need to do all we can to make sure that what we do now is sustainable for future generations.

Economic Growth

A key driver of East Lancashire's economic development is the Lancashire Enterprise Partnership (LEP), of which both Lancashire and Blackburn with Darwen councils are members. Other East Lancashire representation is given by the Chairman of Regenerate Pennine Lancashire and the Leader of Burnley Borough Council.

The Partnership has an approved Lancashire Growth Plan for 13/14 which sets out how strong and sustainable economic growth can be achieved in the county.

The partnership is the driving force behind the newly created **Lancashire Advanced Engineering and Manufacturing Enterprise Zone** that covers the two BAE Systems sites at Salmesbury and Warton. The Zone has the potential to create between 4,000 and 6,000 high value jobs in the long term. This will have a significant impact on East Lancashire because

of the already strong links to the large aerospace industry supply chain in the area.

The Growth Plan also sets out the key strategic development sites in the county:

The **Michelin Site** in Burnley, is next to the Heasandford Industrial Estate, 2 miles from the town centre. The entrance to the site and its northern boundary have already benefited from new developments by Aircelle (part of the French Safran group and Burnley's largest employer) and the Lancashire Digital Technology Centre (LDTC). The remainder of the site is now undergoing transformation as **'Innovation Drive'**, an advanced manufacturing and aerospace supplier park. Development is well underway and a number of companies have already signed up to be tenants of the site.

Burnley Bridge Business Park, next to junction 9 of the M65, is a 70 acre development that is expected to provide 1,400 new and sustainable jobs for the region once full. As well as £3.8 million from the North West European Regional Development Fund (ERDF), the site has also received £2 million of funding from Lancashire's allocation from the Growing Places Fund to help tackle infrastructure and site constraints, including building a new bridge and access road across the Leeds-Liverpool canal to link the business park to the motorway.

The Weavers' Triangle, which straddles the Leeds-Liverpool canal, has the potential to transform Burnley town centre. Offices, leisure activities and education use could create approximately 1,000 private sector jobs. This will be the site of the new University Technical College (UTC) which opened in August 2013. Burnley, Visions Learning Trust UTC specialises in engineering and construction, supporting advanced manufacturing employers within the aerospace supply chain, the nuclear industry and green utilities and technologies.

The development of **Burnley Knowledge Quarter** will support Burnley's vision to become a centre for advanced manufacturing, digital and creative industries and of educational excellence. The Knowledge Quarter includes Burnley Education Campus – home to the University of Central Lancashire (UCLan) and Burnley College - and will contain the neighbouring Knowledge Park, a prestige business park with direct links to the Education Campus.

This development is part of the **Arc of Innovation** which will support the growth plans of Lancaster University, UCLAN and Edge Hill University, especially their innovation-focused and industry spin-out/spin-in developments. The initial focus will be on maximising synergies between centres of excellence, linking world class clusters of industry, technology development and research excellence in particular within East Lancashire at Salmesbury, Darwen, Burnley and Barnoldswick as well as Lancaster, Warton and Preston in the wider county area.

The **Freckleton Street Employment Area** focuses on a new commercial sector adjoining the remodelled Blackburn College Campus with its new University Centre. Located on the western and south western sides of the town centre, the site is linked to the delivery of the Freckleton St link road and could create upwards of 675 jobs. Allied to the development of the College it introduces high value, knowledge based industries into a town centre that is at the heart of East Lancashire's public transport networks.

Whitebirk Sixty Five in Hyndburn, a strategic employment site next to junction 6 of the M65, is a 36 hectare development capable of significant job creation.

Other priorities for the LEP include the **Local Growth Accelerator Strategy** for East Lancashire. This will be focused on delivering economic change but will also

support the delivery of innovative ways of tackling deprivation and economic inactivity, in particular enabling residents from deprived communities to access new jobs or enterprise opportunities.

Sector Delivery Plans will be put in place to unlock opportunities of national significance in emerging and established growth sectors. Plans will focus on the rural economy of Lancashire, which has strong growth characteristics, and on Lancashire's visitor economy, which already attracts more visitors than the Lake District, but has a value and profile that can be significantly improved.

Whilst the LEP provides the strategic vision for Lancashire's growth, how land is used is a vital factor in how an area's economy and people develop. Housing and development must support economic growth but must also ensure that public health considerations are taken into account and that future plans are sustainable.

The key document that sets out how land use and development will be managed by a planning authority is the Core Strategy. This is the main component of a Local Plan and provides the spatial background to the development of our highways and public transport networks.

Blackburn with Darwen not only have a Core Strategy but have also published more detailed site allocations and, as highways authority, have identified infrastructure required to deliver the planned economic growth. Hyndburn and Rossendale have recently adopted Core Strategies. Burnley and Pendle adopted their Local Plans in 2006 but are now replacing them and have new emerging Local Plans, whilst Ribble Valley has publicised its Core Strategy.

Blackburn with Darwen Council expects a net increase of over 9,300 homes. The preferred location of these developments will be in the inner urban areas of Blackburn and Darwen, or accessible locations elsewhere within the urban area.

Pendle's population is increasing, with a need for around 4,500 new homes over the next 15 years which will significantly alter the housing offer in the borough.

Elsewhere, the growth is forecast to be on a smaller scale with between 3000 to 3700 new homes built in Rossendale and Hyndburn. In Hyndburn 75% of these will be delivered in Accrington and surrounding townships; in Rossendale 50% will be delivered in Bacup or Haslingden and the remainder in Rawtenstall and the smaller settlements.

Ribble Valley expects to see the development of around 1,900 new homes, with over 1,000 of these on the **Standen** site at Clitheroe.

As well as the strategic sites identified by the LEP, there are a number of other sites that have been identified by the planning authorities for future local development.

Blackburn's **Cathedral Quarter** centres on the key landmarks of the cathedral and the railway station. The area will become an important gateway and meeting point in the town centre, providing a hotel, offices, Clergy Court, mini bus interchange, restaurants, shops and a new public square.

Also in Blackburn, a major transformation of the **Freckleton Street** area is planned which will see it become a major new mixed use quarter. The **Furthergate** and **Pennine Gateway** area, which forms a gateway into the town, is also expected to see redevelopment.

The M65 corridor is the home to a concentration of developments. The LEP has identified sites at junctions 6 and 9, but there are also local plans for a large mixed development at **Clayton** which could offer significant local employment as well as housing.

At **Huncoat**, the former power station and colliery also lie in the M65 corridor. This site again has the potential for a large mixed development, with up to 96 hectares of employment land and a further 35 acres given over to housing.

The **Pendle Gateway** consists of a series of employment opportunities along the M65 corridor concentrated round

Junctions 12 and 13. At Junction 12, Brierfield Mill is proposed for a mixture of employment, leisure and residential uses. The 7 hectare site has over 35,000sq m of existing accommodation and the potential to create 1000 jobs. There are also proposals to expand the existing Lomeshaye Industrial Estate which adjoins J12 to provide 85,000sq m of new floorspace with over 2,100 jobs and there is a further 30,000 sq m of new mixed residential/employment space at the Riverside Business Park off Junction 13. This will be complemented by mixed developments at Reedyford Mill and Riverside Mill in Nelson

At the end of the M65 in **Colne**, there are plans for a significant employment development which will be complementary to the Boundary Mill store.

West Craven, centred on Barnoldswick, is also a key location with Rolls Royce, a key global manufacturer in the aerospace industry, at its heart. An extension to **West Craven Employment Zone** in Earby will help to support the LEP's focus on maximising the economic value and benefits of the emerging Arc of Innovation.

To the south of the area, the **Rawtenstall Development Zone**, situated in the town centre, includes both the New Hey Business Park and the Valley Centre, the latter being intended for retail and office use.

Health and Wellbeing

In April 2013, Lancashire County Council and Blackburn with Darwen Council took responsibility for much of the public health work that was previously carried out by the NHS.

The two authorities will now work with the NHS to tackle some of the key issues that affect people's health and wellbeing, helping people to stay healthy and prevent illness. The changes will make sure that public health experts have a greater input to many of the different council services that impact on people's health including education, housing, transport and the local environment.

We already know there are health and social issues of real significance in East Lancashire and that our transport networks could help to address. Among the work that the two councils will take responsibility for are a number of strands that have a bearing on the masterplan:

- tackling obesity;
- increasing levels of physical activity;
- public mental health;
- cancer and long-term conditions prevention through behavioural and lifestyle campaigns;
- accidental injury prevention;
- community safety promotion, violence prevention and response(public health aspects);
- tackling social exclusion through local initiatives (public health aspects);
- public health services for children and young people aged 5-19.

Public Health Profiles for 2013, produced by Public Health England, show that there is significant work to do in some areas. Indicators that have a bearing on how we shape future transport strategy include a number that are categorised as 'significantly worse than the national average' in different areas of East Lancashire:

- Obese children (Burnley)
- Physically active adults (Blackburn with Darwen, Hyndburn, Pendle)
- Life expectancy – male (Blackburn with Darwen, Burnley, Hyndburn, Pendle, Rossendale)
- Life expectancy – female (Blackburn with Darwen, Burnley, Hyndburn, Pendle, Rossendale)
- Road injuries and deaths (Burnley, Ribble valley)

Based on these issues, both councils have public health strategies which set out immediate priorities. For Blackburn, priority actions include:

- Keep children and young people safe
- Improve the quantity and quality of physical activity for children and young people
- Improve the quality of the physical environment

- Make healthy choices easier
- Improve older people's access to transport
- Promote older people's independence and choice

For Lancashire, the priorities are more general:

- To work to narrow the gap in health and wellbeing and its determinants
- To help older people with health problems to maintain their independence
- 'Healthy Weight' through environmental measures

These priorities have clear links to travel and transport. Reducing road injuries and deaths and improving access to transport are clear and specific transport issues. Active travel is key to tackling obesity and encouraging healthy choices for all ages. But our streets and public spaces are also deeply influenced by transport. A lower life expectancy is closely related to deprivation; addressing deprivation requires addressing the social determinants of deprivation and that includes access to employment and to education among other factors.

Sustainability

From the National Planning Policy Framework to the Local Sustainable Transport Fund, sustainability has become a key factor in all plans and policies. For a highways and transport masterplan, it presents several key challenges to what we want to achieve.

- Lancashire's transport infrastructure assets are the most valuable publicly owned asset managed by the two Councils, with a combined estimated gross replacement cost of about £10 billion.

Without this infrastructure, Lancashire would not be able to function as a place to live, work or visit. Given the importance that Lancashire's transport infrastructure plays in our everyday lives and in our economic future, it is vital that we maintain and manage this asset as sustainably as possible, maximising benefits and opportunities and reducing negative impacts as far as

possible to provide best value for the people of Lancashire.

- Highways Authorities have had a duty to manage roads to ensure that flooding does not represent a nuisance to road users. However, under The Flood and Water Management Act 2010 (FWMA) both the County Council and Blackburn with Darwen Council have now also been designated as a Lead Local Flood Authority (LLFA). The FWMA places a range of new powers, duties and responsibilities on the LLFA and its partner Flood Risk Management Authorities (RMAs), including the production of a Local Flood Risk Management Strategy.

As LLFAs, we are therefore working with our RMA partners to develop options for water management in rural areas, with a view to balancing the needs of agricultural productivity, flood risk management and sustainable drainage practices. We will therefore make sure that proposals put forward under this masterplan fit with our Local Strategies and that issues of flooding and drainage that could affect a proposal are taken into account in the development of schemes and business cases.

- The roll out of superfast broadband across the county will have a fundamental impact on how many of us do business on a day to day basis. It will allow many people to reduce the amount they have to travel – we can shop from home, download films and games and, of course, work from home. For businesses, it will offer far greater access to customers and digital media, also with less need to travel.

We need to maximise the benefits of reduced car traffic for our highways and transport networks while also taking account of the negative impacts, such as greater delivery traffic. We also need to ensure that those who cannot or do not adopt superfast broadband are not forgotten.

- There are many areas of East Lancashire that are remote from employment and services. Many of these are in the

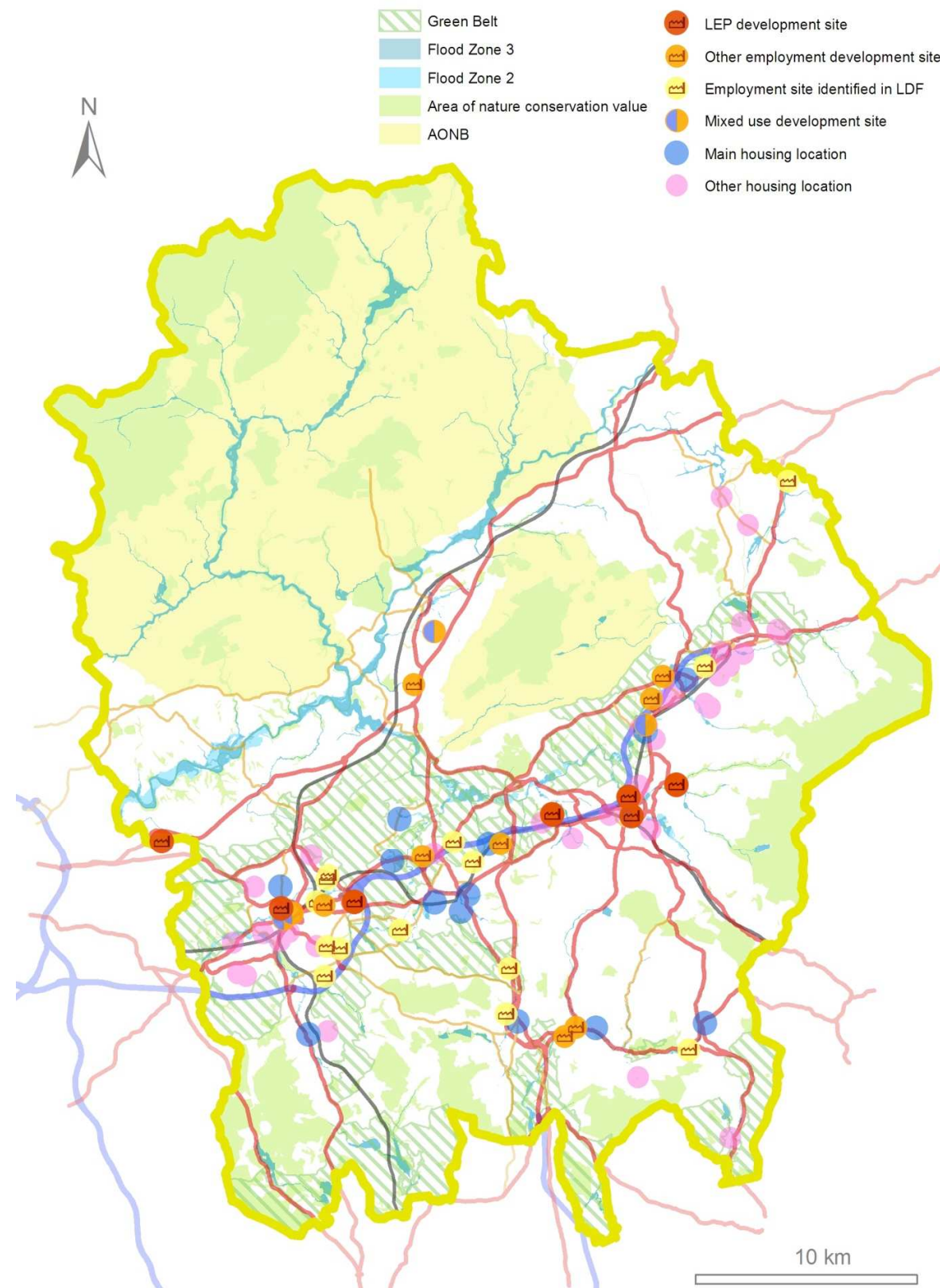
rural areas of the county, but it would be wrong to assume that all our towns and villages have good connections, particularly to the east of the area. These areas have come to rely on the car, making it very difficult for those without their own transport. However, increasing car use is unlikely to be sustainable in the future. Providing alternatives both for residents and for visitors will therefore be vital for economic development.

- There is now little argument that we need lifestyles that generate a smaller carbon footprint. 'Low carbon' transport has the potential to allow individuals to make a genuine difference to the world around them. However, the evidence of travel choices made at the moment shows that what is on offer now is not what people are prepared to switch to. This suggests that we need to do more to provide low carbon options that more people want to use.
- East Lancashire has some of the most stunning scenery in the county. With the Forest of Bowland in the north, the iconic Pendle Hill in the centre and the Pennine Moors in the south, the area's geography provides both constraints on development but also a wonderful natural heritage to be enjoyed and protected.

As well as future development, Figure 10 also shows how the environment of East Lancashire impacts on development :

- the areas of outstanding natural beauty
- the green belt, put in place to prevent the merging of neighbouring towns and to direct investment to the older parts of the urban areas.
- the high quality agricultural land.
- the areas at risk of flooding and
- the areas of nature conservation value.

Figure 10: Future plans and priorities



Looking to the Future- Funding

There is already a substantial public sector funding investment in infrastructure identified in East Lancashire, with almost £130m set out in this masterplan to 2021/22. Year on year, this is broadly similar to the public sector contribution towards delivery of the Central Lancashire Highways and Transport Masterplan to 2024/25. Additional schemes are likely to emerge from the study work we intend to carry out over the next two years.

This funding in part results from the way funding for transport infrastructure is changing. These changes are already happening, as the Preston, South Ribble and Lancashire City Deal shows. The City Deal's £334m Infrastructure Delivery Programme includes four major highway schemes and local community infrastructure, such as schools and health facilities. The Delivery Programme is funded through pooling local and national resources, including funds from the DfT (including the Local Major Scheme Programme), from local government and from private sector investment through the Community Infrastructure Levy (CIL).

We now need to be ready to take advantage of these changes, set out below, for the benefit of the rest of Lancashire.

Government funding

The changes to the way transport infrastructure is funded will come into effect from 2015/16. From that time, Transport for Lancashire (TfL) will be responsible for a multi-million budget devolved from the Department for Transport. TfL has decided which local major transport schemes to prioritise for funding, review and approve individual major scheme business cases, and ensure effective delivery of the programme.

Through the Preston, South Ribble and Lancashire City Deal, TfL has secured a ten year local major transport scheme allocation from the Department for Transport, something only achieved by four other local transport bodies nationally (Greater Manchester, West Yorkshire and York, the Sheffield City region and South Yorkshire and the West of England). This will facilitate delivery of agreed priority schemes such as the Clitheroe to Manchester Rail Corridor capacity improvements alongside City Deal infrastructure improvements in Central Lancashire.

As TfL is a committee of the Lancashire Enterprise Partnership (LEP), this has created for the first time the opportunity to integrate key economic and transport priorities and plans. TfL is therefore able to make robust and binding decisions that transcend complex local economic relationships, transport patterns and local government administrative boundaries.

In June 2013, the Chief Secretary to the Treasury confirmed the establishment of the Single Local Growth Fund (SLGF). The SLGF will amount to over £2bn in 2015/16 and will include a significant amount of local transport funding. In addition to funding for local major transport schemes, from 2015/16 the SLGF will include over 40% of the Integrated Transport Block (IT Block) funding currently received directly from the Department for Transport by local transport authorities. The Government has committed to maintain the SLGF at a total of at least £2bn each year in the next Parliament.

IT Block funding is capital funding used by local transport authorities for small transport improvement schemes costing less than £5 million. Schemes include – small road projects, road safety schemes, bus priority schemes, walking and cycling schemes and transport information schemes. The reduction in the amount of IT Block from 2015/16 will mean that the County Council and Blackburn with Darwen Borough Council will have less direct guaranteed funding for local transport schemes going forward.

The SLGF will be a single pot with no internal ring fencing. Access to the fund will be through a 'Growth Deal'. This will be a process of negotiation, with areas making their case to the Government in much the same way as for City Deals, leading to bespoke decisions on the amount and flexibilities that each area will receive, subject to robust governance arrangements. Positive negotiations with the Government regarding the Preston, South Ribble and Lancashire City Deal indicate the overarching governance arrangements of the LEP are considered fit for purpose.

The amount of funding unlocked through a Growth Deal will depend on the strength of the Strategic Economic Plan prepared by the LEP, which will cover the period 2015/16 to 2020/21, and which must be submitted to the Government by March 2014. Local Enterprise Partnerships with the strongest Strategic Economic Plans that can demonstrate their ability to deliver growth will gain the greatest share of the SLGF.

Strategic partners

Our strategic partners are also seeing changes that will impact on what we can achieve through this masterplan.

The rail industry is complex, with operation of the infrastructure separate to the operation of passenger and freight train services.

Network Rail is the private sector owner and operator of the national rail network, including track, signalling, bridges and tunnels. It operates in 5 year 'Control Periods' (CP), for which delivery plans are produced. CP5 will start in April 2014, with CP6 in April 2019.

However, the Government's High Level Output Specification (HLOS) and Statement of Funds Available (SoFA) determine what is delivered in these control periods. These set out what the Government wants achieved by the rail industry during that control period and the amount of money available.

The HLOS and SoFA for CP5 have been published. In order to achieve infrastructure improvements in Lancashire in the next CP, we therefore need to be in a position to influence

the development of the HLOS that will determine activity in CP6.

Network Rail recognises the importance of working closely with local authorities, as agreeing priorities will be key to ensuring valuable investment opportunities are not missed.

It is currently undertaking its Long Term Planning Process, which is designed to understand future rail travel markets and produce an output in the form of Route Studies which match the market with local requirements and aspirations to provide a series of options for funders.

The study of relevance for East Lancashire will be the North of England Route Study. Market studies have recently been published on Network Rail's website and work on the Route Study will begin in the second quarter of 2014. The East Lancashire Highways and Transport Masterplan will be used to inform this route study.

Current market study recommendations are that conditional outputs for East Lancashire should:

- improve the service offering between Clitheroe, Blackburn and Greater Manchester
- improve the service offering between Blackpool, Preston and Leeds and
- improve journey times on rail routes in East Lancashire.

Additional work to improve the railway in East Lancashire is being conducted through the 'Red Rose Alliance', a joint working programme between Northern Rail and Network Rail that intends to improve performance, journey times and infrastructure reliability on the 'Roses Line'.

Many rail services in the county carry people making relatively short journeys and are a key part of an area's local public transport network. They have seen substantial growth in demand in recent years, a trend that is expected to continue.

At the moment the franchise contracts underlying most train services in England are specified, funded and managed centrally by the DfT based in London. The Government is currently looking at whether decisions relating to local rail services should be made closer to the communities they serve, a process called 'Rail Devolution'.

Rail devolution recognises that local decision makers may be best placed to recognise trends in usage and demand and to identify how transport networks can adapt to new housing and/or employment patterns and to therefore determine how the transport network can develop in a way that contributes to achieving the wider economic objectives of an area. They are also able to compare the benefits of expenditure on different types of transport provision and make decisions on priorities for expenditure on investment and subsidies, recognising the interests of different groups of users.

Away from the rail industry, the Highways Agency (HA) is an Executive Agency of the DfT and is responsible for operating, maintaining and improving the strategic road network in England, which includes major trunk roads and most motorways.

The HA has an integral role in assisting growth in East Lancashire by ensuring that the strategic corridors of the M66 / A56 (T) and M65 operate effectively and efficiently and integrate fully with the local highway network.

This role is addressed by the Route Based Strategies (RBS) currently being taken forward, including one covering HA roads in Lancashire, which have an initial 5 year and ultimately 15 year horizon. The strategy initially will identify performance issues on routes and also future challenges, taking account of local growth challenges and priorities. This stage is expected to be complete by April 2014.

The HA, working with the DfT, will then use this evidence to identify and prioritise possible solutions to inform investment plans for the next full government spending review in 2015 and beyond.

The masterplan will need to be in accord with the RBS but will focus on the connections with the local network so that the strategic and local road networks are considered holistically. The HA is happy to share RBS work with us to avoid duplication and wasted resource.

Since the horizons for both the RBS and the masterplan are similar, the possibility of enhanced value for money through sharing information / expertise / contracts / modelling / knowledge and delivery of future schemes will be explored as well as aligning our strategies to provide added value for all parties.

Developer contributions

When a development is proposed, the developer may be expected to contribute to local infrastructure in several ways.

'Section 278' agreements are made between a developer and a Highway Authority to enable works to be carried out on the public highway to facilitate development.

'Section 106' agreements can be put in place to make it possible to approve a planning proposal that might not otherwise be acceptable in planning terms. For example, a section 106 agreement might require a developer to fund improving the access road to a site, to ensure that access will be safe once the development is completed. They are specific to the site that is proposed for development.

Since April 2010, local authorities have been able to charge a 'Community Infrastructure Levy' (CIL) on any new development above a certain size. Where introduced, CIL is a general levy on qualifying development, designed to raise funds for infrastructure needed to support the development proposals. We are now in a transitional period where both CIL and section 106 agreements can apply.

In introducing CIL, local planning authorities need to prepare a 'charging schedule'. The schedule sets out what, if anything, the charge will be per dwelling for residential development, or per square metre for all other development. In setting the charges, planning authorities need to balance the level of charge with the potential impact on the economic viability of development.

Across Lancashire, this need for balance between developer contributions and development viability is a key issue. There is a need to secure developer funding from



private sector investment and to do so housing allocations of an appropriate nature and scope to generate CIL need to be made. Areas that could be suitable for such development include our smaller towns such as Huncoat, Fence, Barnoldswick and Earby, where infrastructure improvements are already planned, although the potential for development exists in other areas.

Looking to the Future- What are the challenges?

As the previous pages show, East Lancashire faces considerable challenges in its future development. However, it also has many advantages working in its favour.

These positive and negative influences are summarised here to show the strengths and opportunities in the area and also the potential weaknesses and threats.

Appreciating these provides us with the understanding of what will influence and shape our highways and transport network in the future.

STRENGTHS

- The LEP working in partnership with the County Council, Blackburn with Darwen Council and the borough councils to support and enable development ensuring collaborative County wide approach to fostering growth.
- Strong partnership working across the public sector and a commitment to prioritise economic growth.
- Significant, international, high tech and knowledge based business presence (BAE Systems, Rolls Royce, Aircelle and high value SME's)
- Strong Advanced Manufacturing base – key priority within the LEP Growth Plan
- LEP public/private collaboration delivering the Lancashire Enterprise Zone (Warton & Samlesbury sites – Advanced Engineering and Manufacturing)
- Strong built heritage and outstanding natural landscapes
- Culturally diverse population
- Expansion of the education facilities in Blackburn and Burnley
- Resistance to downturn showed by Cities Outlook 2013
- Skilled workforce prepared to travel across area.
- Committed programmes for new transport investment
- Outstanding leisure and recreational opportunities
- Strong and demonstrable track record in successfully bidding for and delivering major transport schemes

OPPORTUNITIES

- The Strategic Economic Plan and Growth Deal
- Pennine Lancashire Investment Plan signed by all authorities
- Core Strategy and emerging individual Site Allocation Local Plans for the districts across the area show advancing plans for accommodating new development
- Comprehensive development plans include strategic sites as a focus for investment
- Rising educational standards
- Commitment by the LEP to tackle deprivation and address the skills gap
- Lancashire's Assisted Area status allocation for 2014-2020 expected to be along the M65 corridor
- Devolved funding for local major transport schemes
- Proximity to Preston, Manchester and Leeds giving a strong geographic position to link to economic growth areas.
- Quality of Place attributes: town centres, historic environments, the Leeds-Liverpool Canal, countryside
- A growing visitor economy
- High proportion of young people provides the opportunity to create a large skilled workforce which can strengthen Lancashire's economy
- Todmorden curve providing new direct rail links to Manchester
- Substantial committed public transport investment
- Superfast broadband
- Successful City Deal by LEP
- Proximity to HS2 bringing the opportunity to link into any benefits generated

WEAKNESSES

- Travel horizons are perceived to be more limited than they are.
- Low confidence and aspiration in some communities
- Poor educational attainment and lack of higher level skills in parts of the community
- High levels of worklessness in some areas.
- Poor rail connectivity (non-existent in places)
- Lack of 'low carbon' transport alternatives.
- Poor life expectancy and ill health in some areas
- Limited housing choice and quality

THREATS

- Current transport network unable to cope by 2026
- Growing car ownership and use, with limited alternatives.
- Perception of East Lancashire as a cul-de-sac
- Decline of public transport for non car owners
- Sluggish economic climate
- Financial threats and uncertainty - Comprehensive Spending Review
- Uncertainty amongst private investors
- Reluctance to change travel behaviour
- Poor external image and perceptions of some parts of East Lancashire
- Congestion on major routes outside the area, particularly in Greater Manchester
- Potential for widening divide in standard of public transport, especially rail in adjoining City Regions

Our Vision

Transport is an enabler. In most cases, it doesn't 'do' anything itself but it does allow society to function. Developing our options for East Lancashire's highways and transport networks therefore involves asking a fundamental question; what do we expect these networks to do?'

We have shown that there are travel and transport problems now. Connections in and out of East Lancashire, for both people and freight, need to be better, with improved journey times and reliability both east and west, to Central Lancashire and Yorkshire, and south to Greater Manchester.

The employment and housing development considered previously, both strategic and more local, presents a major opportunity to regenerate and improve East Lancashire. Our networks will need to be able not just to cope with this development in the future but to positively enable these aspirations to the benefit of the area as a whole.

The demographics of the area have been discussed. We therefore know that we need to ensure that employment and education opportunities can be accessed both locally and further afield. We also know that these travel opportunities must be sustainable and cost effective. The residents of our rural areas must also be considered as deprivation by distance is a real threat in these areas.

Lastly, the visitor economy is of increasing importance in the area. From retail outlets to adrenaline sports, the area offers numerous tourist destinations. It also has magnificent countryside that will need to be accessed in such a way as to enable the rural economy to flourish without destroying the countryside that it depends on.

And on top of these needs is the need to be sustainable, to "meets the needs of the present without compromising the ability of future generations to meet their own needs". We

need to balance the social, environmental and economic consequences of our decisions by maximising benefits and opportunities whilst reducing negative impacts as far as possible to provide the best outcome for the people of East Lancashire. Our sustainability commitments are to:

- Improve personal health and well-being;
- Increase community cohesion;
- Provide affordable travel options and
- Reduce carbon emissions.

The East Lancashire Highways and Transport Masterplan must therefore deliver good, reliable connections for people, goods and services whilst offering choice, facilitating travel on foot, by cycle, bus and rail as well as by car and goods vehicle. Alternatives to the car help to reduce pollution, cut energy consumption, contribute to healthier lifestyles and community cohesion and can offer cost-effective alternatives for those who have no access to a car by reason of age or income.

Therefore, the 5 principles that have guided the development of this masterplan are that we will:

- Support the economic development of East Lancashire and of the county as a whole.
- Work to address deprivation
- Promote community resilience
- Increase healthy behaviour
- Reduce our carbon footprint

We will work with partners to align our priorities and objectives to help overcome some of the problems encountered in East Lancashire, such as deprivation, unemployment and poor health, as well as specific transport issues such as rural isolation, pollution, congestion and busy roads that make places unattractive to live. We will also have an eye to the future and innovations that may change how

and why we travel, such as electric vehicles or superfast broadband.

From these principles, a number of priorities have emerged that we will work towards. We want:

- Sustainable travel to become the choice wherever possible, even in rural areas.
- Our strategic employment sites flourish and be well connected nationally and internationally.
- Local developments and business to be supported and have the strategic and local connections that they need to succeed.
- People from all communities to be able to access the employment and education opportunities that are available both in East Lancashire and further afield.
- Active travel to be encouraged and supported, making walking and cycling safe and easy choices for local journeys.
- Public realm improvements that support both new development and existing communities and enhance the appearance and safety of sustainable travel routes.
- Visitors to find the area attractive and easy to travel around without a car.

Taking Our Vision Forward – What we're doing now

Whilst we may not have all the information we need to finalise this masterplan, we do know a lot now and we and our partners already have schemes in place to tackle many of the problems, as figure 11 shows.

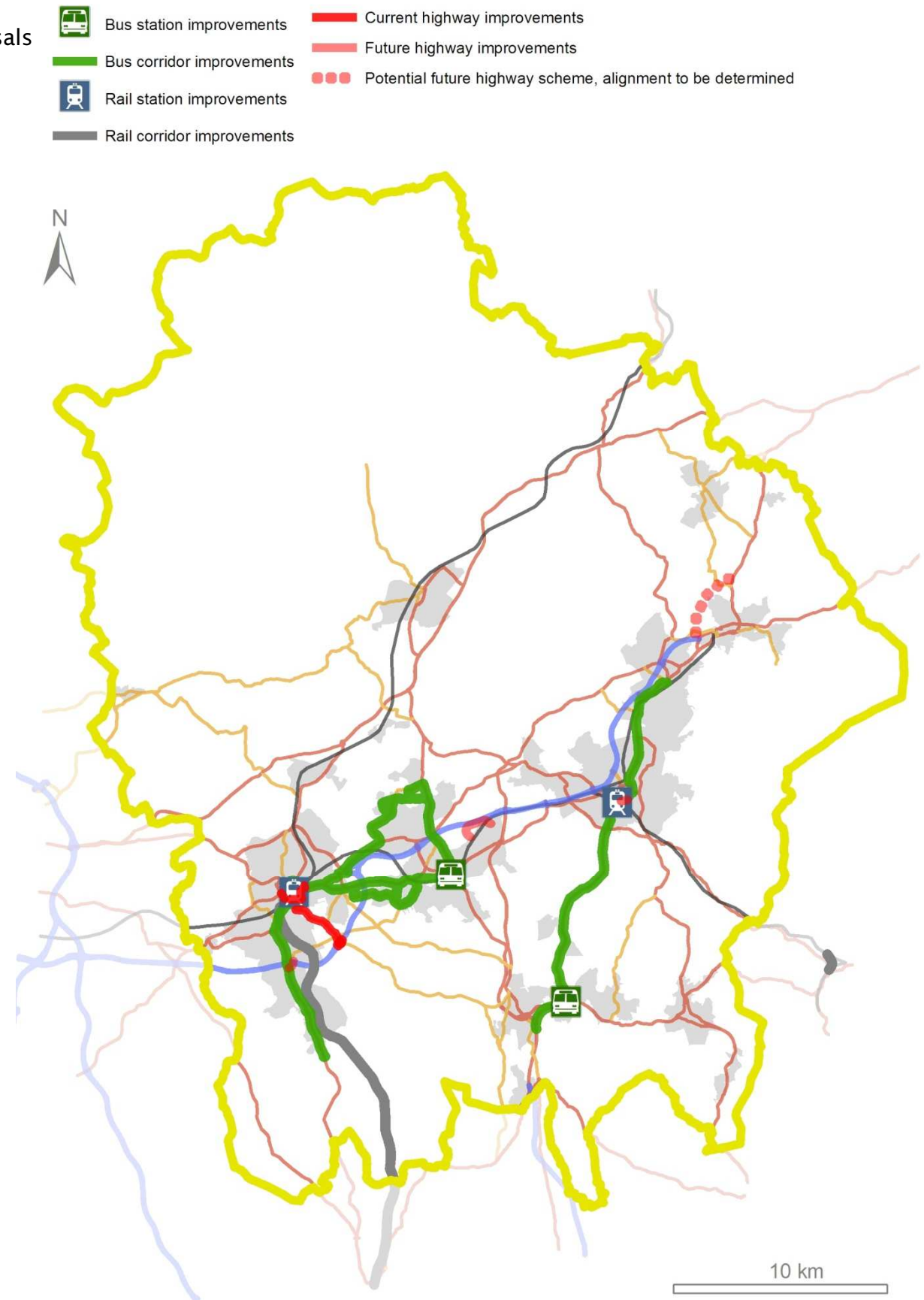
The area's Local Transport Plans have already been mentioned. They set out a broad strategy for how transport and the way we travel in Lancashire will change moving forward to 2021. The Local Transport Plan's objectives for both authorities are set out in the introduction of this masterplan. The current Local Transport Plan Implementation Plans set out schemes that will be implemented in the next three years to 2015/16.

The LEP, through Transport for Lancashire (TfL), have approved the Local Major Transport Scheme Investment Programme for Lancashire. Six schemes are in the investment programme and will be funded subject to detailed scheme development and appraisal demonstrating that they represent high value for money.

A further six schemes were in the development programme, however two schemes for junction improvements on the M65 (junctions 4 and 5) are now to be taken forward by the Highways Agency as part of the national Local Pinch Point Fund.

Lastly, we are already carrying out studies to support both the masterplan and TfL. These studies are starting to help us understand how to adapt the highways and transport networks to the pressures facing them.

Figure 11: Current schemes and proposals



Current Schemes:

Todmorden West Curve

Burnley Borough Council recently made a successful bid to the Regional Growth Fund to secure the funding needed for the re-instatement of the Todmorden West Curve. The re-instatement of this 500 metre length of track will allow a direct service from Burnley to Manchester.

The new train service will provide an hourly service between Manchester and Blackburn via Todmorden, Burnley and Accrington 7 days a week. The service is currently planned to start in December 2014. Initially journey times between Burnley and Manchester will average about 55 minutes but a further timetable change in Dec 2016 will see this reduced to nearer 45 minutes.

Blackburn Railway Station Upgrade

Blackburn station has recently undergone major refurbishment of a number of the platform areas, through a £2m package of investment in 2011 from the National Stations Improvement Programme (NSIP), Access for All & Blackburn with Darwen Council, transforming platform 4 to provide a new canopy, heated waiting room and lift access. Further NSIP investment will now deliver a major refurbishment of the entrance area and concourse – an estimated investment of £600k.

The proposals will bring the entrance into the current era, improving the overall appearance, helping the station to feel brighter and more welcoming, whilst respecting the listed status of the station. Improvements include:

- the existing entrance doors replaced with sliding doors
- the front windows exposed, bringing in natural light
- the roof structure will be made good where necessary
- mirrored cladding used at high level within the existing apex of the roof and
- the solid barrier to the ramp replaced with a visually 'lighter' handrail.

By making the station far lighter and brighter, the customer's experience of using the station will be improved which should encourage greater use of the station.

Works are expected to be completed early in 2014.

Manchester Road Railway Station Upgrade, Burnley

Manchester Road railway station is undergoing a major redevelopment ahead of the introduction of a direct train service to Manchester from December 2014. The re-instated Todmorden West Curve will make this possible. The scheme comprises

:

- A new railway station building which will introduce manned ticket facilities;
- New platform waiting shelters to both platform 1 & 2;
- Improved entrance for pedestrian use of Manchester Road;
- New cycle parking provision; and
- New car parking to provide 50 spaces and 4 new DDA parking spaces.

There are associated improvements to pedestrian and cycle links between the station and town centre, with the provision of a signalled pedestrian/cycle crossing on Trafalgar Street and the addition of pedestrian facilities to the Manchester Road/Finsley Gate/Queen's Lancashire Way traffic signal junction. These improvements will enhance access to Burnley town centre and the Education and Enterprise Zone at Princess Way.

Pennine Reach

Pennine Reach will provide a new rapid bus service designed to improve public transport in Blackburn with Darwen and Hyndburn, giving improved access to key

strategic employment sites (including Whitebirk65), education, health, shopping and leisure facilities.

It will operate between Accrington and Blackburn via Clayton-le-Moors, Great Harwood, and Rishton and between Accrington, Blackburn and Darwen. The scheme includes a fleet of high quality, easy access buses, dedicated bus priority, better passenger facilities, innovative ticketing solutions and real time bus information. Services will link with the strategic rail network and local shuttle services

The scheme also includes new bus stations in Blackburn, on the old markets site, and in Accrington town centre, providing interchange facilities with the recently refurbished railway station. An interchange in Great Harwood will also be delivered.

The Department for Transport is to provide £31.9 million (80% of the total cost) and work has already started and is due to be completed by 2016.

Rawtenstall Bus Station

The bus station in Rawtenstall is dated, peripheral and no longer fit for purpose. In 2013, Rossendale Council held a design competition for architects to come up with proposals for the former Valley Centre Site and adjacent including the police station, one stop shop and former town hall. The proposals had to include a new bus station within the site, working with design parameters provided by the County Council, including stand numbers and other technical features that they needed to incorporate.

The competition closed at the end of August with the winning architect being announced this autumn. Rossendale Borough Council will be working with the architect to deliver the scheme, and the County Council has committed £3.5 million to meet the cost of the new 8-stand bus station.

Nelson to Rawtenstall Bus Corridor Study

We are currently looking at what small-scale infrastructure and system improvements will provide the greatest benefit along the Nelson to Rawtenstall bus corridor, particularly for the Nelson-Manchester (X43) bus service. This is the first stage in improving journey times and reliability to enhance public transport between the town centres and extend opportunities for people to access employment, education and training in Manchester.

A second stage of the study will develop an integrated solution for all travel modes centred on the local network within Rawtenstall. This will include a review of the New Hall Hey roundabout Park and Ride site as well as looking at how enhancements for buses could also improve the gyratory for other users, particularly pedestrians.

Freckleton Street Link Road

The Freckleton Street to Montague Street Link Road will complete an important section of the Blackburn Town Centre Orbital Route and forms part of the wider masterplan for Blackburn town centre with the intention of helping to shape the physical environment of the area. Phase 1 of this development was completed with the opening of the Wainwright Bridge in June 2008. The link road between Freckleton Street and Montague Street is Phase 2.

The key objectives of the scheme are:

- Complete a key section of the Blackburn Orbital route
- Enable the future delivery of the Freckleton Street Masterplan
- Provide a direct link to Wainwright Bridge thereby improving efficiency and reducing journey time / congestion
- Transform area and provide new opportunities for redevelopment, investment and employment
- Enhance public transport provision and facilities
- Enhance cycling and pedestrian provision and facilities

- Improve road and pedestrian safety
- Improve connectivity between the Freckleton Street area and the town centre
- Improve public transport efficiency
- Improve local air quality
- Reduce noise levels

Work on this £11m scheme has commenced and will be completed by March 2015

Haslingden Road Corridor Improvements, Blackburn

The scheme will widen Haslingden Road and upgrade mini roundabouts to signalised junctions, facilitating future regeneration and reducing congestion. Safety for cyclists and pedestrians will also be improved.

Significant development in the Haslingden Road corridor has placed additional pressure on the surrounding highways network. Haslingden Road, Walker Park, Roman Road and Shadsworth industrial estates provide a range of employment, business, health and leisure opportunities and there are also plans for 2,243 new homes locally. The improved access could see the creation of up to 1,900 extra jobs.

North Valley Corridor Improvements, Colne

A Route Managements Strategy along the North Valley Road corridor is being developed to improve traffic flow, reduce accidents and improve pedestrian and cycle facilities. Improvements that could come forward include;

- Modernisation of the Pelican crossings on Vivary Way, North Valley Road and Byron Road and the pedestrian facilities at the Hanover Street signals.
- Potential reconfiguration of existing junctions.
- The removal unnecessary/unfit street furniture and signs and the provision of new signing where needed.
- Further fine tuning and optimisation of the traffic signal control systems, including assessing the feasibility of continuous journey time monitoring to subsequently improve traffic signal optimisation.

Highways Agency 'Pinch Point' schemes

The 'Pinch Point' programme forms part of the UK Government's growth initiative, outlined during the Chancellor's Autumn Statement in November 2011. The HA was initially allocated over £200m to deliver focused improvements to the Strategic Road Network, during the period 2012/13 - 2014/15. Following the Autumn Statement 2012 the HA received an additional £100m for the programme.

The programme is designed to deliver smaller scale improvements to the strategic road network that will help to stimulate growth in the local economy and relieve congestion and/or improve safety.

M65 Junction 5 Improvements

Heavy congestion is a problem on the junction exit slip roads and the roundabout. This impacts on the surrounding network resulting in queuing on local roads. Safety issues have also been recognised on the roundabout and on the interface with local roads.

Works will be carried out to address these problems by the installation of traffic signals to all arms of the roundabout together with junction layout improvements to facilitate improved traffic flow.

The works should help to reduce daily congestion, reduce journey times, improve safety and boost the economy

The estimated cost is £1.43 million and work is expected to be carried out between May and December 2014.

M65 Junction 4 Upgrade

This scheme involves the full signalisation of the M65 junction 4 at Earcroft, which will ensure that traffic can exit the M65 without excessive queuing. The scheme includes associated access improvements into the Chapels area of Blackburn with Darwen, supporting the Council's Housing

proposals in East Darwen, the build-out of remaining land south of M65 Junction 4 and at Lower Darwen Paper Mill.

Although this scheme was prioritised by TfL the investment will now be taken forward by the Highway Agency using Local Pinch Point funding.

Transport for Lancashire schemes

The TfL Major Schemes Programme includes 3 schemes in East Lancashire that, once the scheme appraisal has demonstrated value for money, will be funded from 2015/16.

- **Clitheroe to Manchester Rail Corridor Improvements**

To improve connectivity between the Ribble Valley, Blackburn and Manchester, improvements are planned to the standard and frequency of rail services between Blackburn and Manchester. This will involve the selective double tracking of the railway line between Bolton and Blackburn.

The Blackburn to Manchester route is the busiest serving Manchester without a core two trains per hour service. However, demand between Blackburn and Manchester is similar in magnitude to the combined Manchester demand

for Bradford and Halifax. By extending the length of double track railway line, service frequencies will be increased to a half-hourly service throughout the day, with an increased frequency at peak hours. Reliability will also be improved.

There will also be improvements to passenger waiting facilities and information provision at selected stations north of Blackburn and south of Darwen.

- **Centenary Way Viaduct Major Maintenance Scheme, Burnley**

The Centenary Viaduct is a seven span continuous bridge carrying the A682 through the centre of Burnley. It is a critical part of Burnley town centre's road network

and without it, effective movement through Burnley would be impossible. Work is now needed to its structure to ensure its continued operation.

Because of its poor condition, abnormal loads are currently banned from the viaduct. This is a significant problem at a time when Burnley is developing rapidly and has major infrastructure projects underway. The scheme will rectify the numerous defects that have been identified in the structure and allow it to reopen to all traffic.

Other schemes

The Major Schemes programme also includes a development pool for schemes which are acknowledged to be a TfL priority, but which are not yet in the investment programme. In East Lancashire there is one such scheme.

A56 Colne to Foulridge Bypass

The A6068, as it passes through the North Valley area of Colne, carries traffic of around 25,000 vehicles per day including over 1,300 heavy goods vehicles. Not surprisingly, this causes severe problems, with congestion and delays throughout much of the day. In the peak hours, the congestion is among the worst in Lancashire. The standing traffic affects local air quality, resulting in a declared AQMA, and the road effectively severs the North Valley housing areas from all amenities in Colne.

There is also the question of where economic growth is to be accommodated within Pendle and this will also have an impact on future traffic in the area

The 'A56 Village Bypasses' is a long standing proposal which would see a bypass built from the end of the M65 to the A56 north of Kelbrook/Earby. The route has been protected for a number of years. This scheme has not attracted funding and would also preclude any future re-opening of the Colne to Skipton Railway line.

The M65 to Yorkshire Corridor study was commissioned by Lancashire County Council to investigate whether a bypass was still the most appropriate solution, both to Colne's

current congestion and to accommodating potential development proposals that could put more traffic on the network. If a bypass was needed, the second question was whether the original scheme was still the route to take forward.

On the evidence available, the study concluded that a bypass was likely to be needed and that the most cost effective route would be a shortened version of the currently protected scheme. This would run from a new junction between Junctions 13 and 14 on the M65 to a point on the A56 just north of Foulridge. Importantly, it would not stop the reopening of the railway at some time in the future.

This 'Brown' route was one of 2 southern options that did not preclude railway reopening, the other being the 'Blue' option to the west of the 'Brown'. A 'Red' option based on the original scheme was a third southern variant based on the currently protected line. Two northern options, 'Pink' and 'Purple' were also considered and a 'Green' option ran from Foulridge to the east to meet the A6068.

The results of the study were published as part of the consultation on this masterplan with a view to finding out what our partners and East Lancashire's residents and businesses thought of the possible changes to the bypass scheme.

This consultation response does confirm that we do have support to undertake the next stage of the work that will give us the evidence to draw up detailed design proposals for all the southern options. These options will include what could ultimately be done 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. Once this work has been completed we will be able to consult on our final proposals.

The further work required will include detailed traffic data collection which will be used to model the traffic implications of development and of changes to the highway network. The traffic study will not only look at the immediate area

that changes in and around Colne could affect, but will also consider the impacts across a much wider area.

These impacts will include potential traffic changes to other parallel routes such as the A682, as well as other, more local, roads. It will also consider traffic changes to longer distance routes such as the A59 as well as to roads in neighbouring highway authority areas.

Alongside the traffic work, there will be a detailed environmental appraisal which will include consideration of the impact of each proposal on the natural environment, on the built environment and on our heritage, as well as on human health.

These work streams will be iterative with the actual scheme design process and our partners and the public will be involved at all appropriate stages. We will work throughout with other local authorities potentially affected by our proposals, including Pendle Borough Council, North Yorkshire County Council, Craven District Council and Bradford Metropolitan District Council.

Before any further decisions are taken on the most appropriate solution both to Colne's congestion problems and to supporting future development, there will be a full public consultation at which the detailed work will be presented alongside the viable options that have emerged.

The timetable for this work is set out in Appendix 1 and consultation reports on both the masterplan and on the A56 Colne to Foulridge Bypass Options have been published alongside this masterplan.

There is one other scheme that, like the A56 Colne-Foulridge Bypass, has had its route protected for a number of years. However, funding for this scheme will come from the development that it will make possible.

The proposed **Whinney Hill link road** is a single carriageway road approximately 3km in length that will run to the north of Huncoat village near Accrington. It will pass through an area of agricultural land and rough grassland, crossing the former Huncoat Colliery and power station sites.

Traffic congestion has resulted in poor air quality in the Huncoat area, with a large number of HGVs currently forced to use the village roads. With the development of new housing on the former colliery site at Huncoat, development of Huncoat as a major employment site, and employment sites at junction 7, congestion is forecasted to get worse.

The road would divert traffic from roads across a wide area, in particular out of the built up areas of Accrington, Church, Clayton-le-Moors and Huncoat. At a strategic level, the road would also provide the main access point for housing development on the former Huncoat Colliery and for major employment development at the former Huncoat power station site.

The County Council will continue to work with the LEP, Hyndburn Borough Council and developers to develop a funding package to deliver this link road.

Taking Our Vision Further

The work done so far in the masterplanning process has shown us that, despite the work that we are already doing, there will still be unresolved issues on East Lancashire's highways and transport networks.

These issues fall into a number of themes:

- Rail connectivity limited by the speed, frequency and rolling stock quality of trains in East Lancashire
- Major motorway gateways with limited capacity
- Key corridors not able to support highway and public transport demand.
- Bus and rail stations not necessarily fit for modern uses
- Public transport provision for employment and in the rural area
- Limited cycling networks
- Limited interchange between public transport and cycling
- Neighbourhoods and the links between them need to be good enough standard to make travel easy for everyone.

These themes provide the basis for the further work that we are presenting in this masterplan. They are grouped into 3 strands:

Connecting East Lancashire looks at how East Lancashire connects to other areas, particularly to the rest of the county and neighbouring growth areas, to make sure that its people, economy and housing markets are more fully integrated to areas of opportunity.

Key to this connectivity will be the rail network. This will need to provide the enhanced connectivity and service standards that will support East Lancashire's people and businesses in the future.

The main motorway gateways provided by the M65 and the M66 will also need to be able to cope with the demands placed on them.

Travel in East Lancashire is about the links between East Lancashire's towns and the major employment and housing locations. Economically, these are the connections that ensure that most people and businesses can link into the wider highways and transport networks.

Congestion on key corridors has significant impacts on travel of all kinds, but particularly on commuting, on businesses and on public transport. We therefore need to ensure that the key corridors can cope with the traffic that wants to use them.

As well as improving public transport reliability, we also need to do what we can to enhance public transport connectivity within East Lancashire to make bus travel an attractive and viable option where possible, particularly for journeys to employment and education.

Local Travel takes up the challenge of ensuring that everyone, regardless of their background or where they live, can get to the services and opportunities that they need, from education and employment, to leisure and health.

Making our cycling and walking networks attractive is key to this. Part of this is making sure that we look after the highways and transport assets we have already – the roads and footways, the lights and signs and all the other things that help our networks function.

But the best road, rail, bus and cycle networks serve no purpose if people can't, don't want to or don't know how to access them. We need to make it easy for people to understand their local travel opportunities and have the ability to change between modes of travel, so that whether travelling short or long distances, we can reduce reliance on the private car as much as possible for everyone. There is also a strong economic argument for making sure that travel to work is cheap and easy.

These strands are not independent of each other. Easy local travel, by walking and cycling, needs to feed into the bus and rail networks for longer journeys. The bus and rail networks themselves need to interlink properly both for journeys in East Lancashire and to the wider area. And no matter how far from East Lancashire people and goods are going, the connections to strategic road and rail networks must work to facilitate national and international travel.

Running through all 3 strands is the need for transport to support transformational economic growth across East Lancashire. From the largest to the smallest investment that results from this masterplan, from strategic rail interventions down to local footpaths, East Lancashire's transport networks must be made fit for 21st century purpose.

Taking Our Vision Further – Connecting East Lancashire

How we connect East Lancashire to the rest of the county and to opportunities further afield. The issues:

- Rail connectivity limited by the speed, frequency and rolling stock quality of trains in East Lancashire
- Major motorway gateways with limited capacity

Rail connections

Major investment in the rail stations and links that serve East Lancashire are already planned that will address 2 of the issues highlighted in this masterplan.

- The reinstatement of the Todmorden West Curve will allow a new train service, from December 2014, that will provide an hourly service between Manchester Victoria and Blackburn via Rochdale, Todmorden, Burnley and Accrington 7 days a week.
- The selective double tracking of the railway line between Bolton and Blackburn will allow the operation of a more reliable half hourly service between Blackburn and Manchester. This will greatly improve connectivity between the Ribble Valley, Blackburn and Manchester.

This will complement work already carried out on the Blackburn to Hellifield line, which included major investment along most of the line to improve capacity. Whilst the speed limit remains low, at just 45mph, higher speeds are now possible which, if implemented, would reduce journey times for Clitheroe to Manchester passengers. In addition, the platforms at all Ribble Valley stations were lengthened to enable all platforms to take 3 /4 coach trains.

However, there are still fundamental problems with the network that need to be addressed, as the rail network has the potential to contribute far more to a transformational change in East Lancashire's economic fortunes.

- The East Lancashire line links Preston, Blackburn, Accrington and Burnley with Bradford and Leeds via Hebden Bridge. It is a twin track railway (with the exception of the Colne branch) currently used by 2 services:
 - The Blackpool North to York inter-regional service uses old but higher quality class 158 diesel units which are capable of operating at 90mph. This service only calls at Blackburn, Accrington and Burnley Manchester Road in East Lancashire although some peak services make additional stops. The service operates at hourly intervals for most of the day.
 - The Blackpool South to Colne all stations service. This is generally operated by lower quality Pacer diesel units with trains calling at all stations. On weekdays it operates at hourly intervals although on Sunday that reduces to 2 hourly.

Journey times on both routes are slow, typically around 70 minutes for the journey from Burnley to Leeds via Bradford and a similar time for the journey between Colne and Preston.

- Colne is relatively isolated. The branch from Gannow Junction at Rose Grove to Colne is single track, and this, combined with the single line branch between Kirkham and Blackpool South, reduces timetable reliability and flexibility for the Blackpool South to Colne service. The performance of this service continues to be an issue.

- Links to Greater Manchester are set to become increasingly more important, particularly to the airport, which is the North of England's primary international hub, and to other areas of growth. Even with the reinstatement of the Todmorden West Curve, the Colne branch will have no direct service to Manchester. However, whilst Pendle will have no direct rail access to Manchester, Rossendale has no direct access to the mainline rail network at all, with only a heritage rail service running from Rawtenstall to Bury and Heywood.
- From Clitheroe, the line to Hellifield is only used by regular freight workings and limited passenger services - the DalesRail (Blackpool North to Carlisle summer timetable only) and Ribble Valley Rambler (Blackpool North to Hellifield winter timetable only) services and charter services such as the Fellsman. Whilst there are ambitions to see the line used by services linking the Settle to Carlisle rail line to Manchester Airport, in the near future the line will continue to serve bespoke leisure and recreational markets.

A significant advantage in working to improve rail connectivity is that both of the rail corridors serving East Lancashire are covered by Community Rail Partnerships (CRP).

The East Lancashire CRP covers the route from Preston to Colne and Burnley Manchester Road. The line has been formally designated by the DfT as a community rail line and service. The designation covers all stations between Linstock Hall (near Preston) and Colne as well as Burnley Manchester Road.

The Clitheroe Line CRP covers the service between Manchester Victoria and Clitheroe and has also been formally designated as a community rail service. This designation covers the entire service and the stations from Hall i'th Wood to Clitheroe inclusive, including Blackburn.

Designation covers lines, services and stations and is a formal process which results in an agreed 'Route Prospectus' for the line which is ultimately signed off at Ministerial level. Parliament considers designation to be a permanent arrangement although it recognises that changing circumstances may require a review of the route prospectus. Designation allows CRPs and the railway industry greater freedom to implement innovative solutions that stand outside normal industry processes.

What we will do next:

To examine possible solutions to these issues in depth, we are going to commission a **Rail Connectivity Study**. This will focus in particular on the importance of enhanced connectivity between East Lancashire and the growth areas of Preston and Central Lancashire, Manchester (including Manchester Airport) and Leeds. It will also consider how the benefits of HS2 can best be realised in the area.

The benefits of this enhanced connectivity stretch beyond those reflected in the relatively narrow remit of traditional cost to benefit analysis and include wider issues of social impact and the visitor economy which also have an economic value.

Where the evidence shows that rail investment will deliver transformational economic benefit, the study will look at how the existing network and the services that run on it, including the rolling stock, can be improved and whether the potential exists to expand the network.

- Sections of the North's railway network are currently being electrified in a major programme through to 2018 forming part of the first main line electrification schemes in the region for over 20 years.

The electrification programme will bring many benefits in terms of improved journey times and better quality and more reliable trains. But it will also create a new set of boundaries between the electrified and non-electrified network. Expanding the national electrified network is a long-held ambition for Network Rail and

East Lancashire is keen to benefit from a modern efficient railway.

The Rail North 'Long Term Rail Strategy' proposes that parts of the East Lancashire line should be part of the core strategic electric network across the north of England. If this did happen, then infill electrification schemes could see the Bolton to Blackburn, Blackburn to Clitheroe and Gannow Junction to Colne lines electrified.

Experience has shown that the very act of investing in railway electrification gives passengers greater confidence that the line is valued by the railway operators and therefore has a secure future. The *sparks effect* is well proven, occurring when passenger numbers significantly increase when a line is electrified.

- There is a long standing aspiration, which has considerable local support, to reopen the railway line between Colne and Skipton. Passenger services on the line withdrawn in January 1970 and the track was subsequently lifted. However, the track bed remains more or less intact and could potentially be reinstated.

Colne is served by one train an hour which runs on the East Lancashire Line to Preston and Blackpool South. Skipton, on the other hand, is on the Airedale Line and is served by frequent electric trains that reach Leeds in around 40 minutes. The missing link could potentially give a faster connection between East Lancashire and Leeds.

The Lancashire and Cumbria Route Utilisation Strategy (2008) recognised this stretch of railway and stated "in a scenario of high mode-shift from road to rail, additional sources of investment funds could become available, in which case the route between Colne and Skipton could be a candidate for addition to the network. As long as doing so is affordable, the alignment should be protected for future railway use."

A group of local stakeholders (Skipton-East Lancashire Rail Action Partnership) has raised the profile of this

potential reopening and has recently commissioned consultants to develop an initial business case.

Once the Rail Connectivity study has reported, we will need to work closely with the Department for Transport, Network Rail and the train operating companies to influence future rail expenditure. Outputs from the Rail Connectivity Study and other work in the masterplan will be used to inform the North of England Route Study, discussed previously, which forms the next phase of the Long Term Planning Process. The Route Studies will provide evidence for input into future franchise specifications, the Initial Industry Plan for Control Period 6 and other network enhancement mechanisms.

Motorway Gateways

East Lancashire is served by 2 motorways that together represent the strategic gateways to the area for both people and freight. The M65 provides links westward to the M6 and M61, whilst the M66 runs south to link with the M60 and M62. The M66 is connected to the M65 by the A56 which joins the motorway at junction 8.

The Highways Agency (HA) is generally responsible for motorways and indeed has responsibility for the M66 and for that part of the M65 from the M6 to Junction 10 at Burnley, from where the County Council takes responsibility for the motorway up to its terminus at Colne. The HA is also responsible for the A56 between M65 junction 8 and the point where it becomes the M66. Other than the terminal junction where the M66 becomes the A56, the M66 is in Greater Manchester.

This mix of ownership and of local authority interest will mean that work to improve East Lancashire's gateways will very much be a joint effort and will affect highways beyond East Lancashire's boundaries.

This is particularly true where capacity constraint outside Lancashire's gateways could impact on the county's ability to grow and therefore affect the economic viability of the wider area. We will work with our partners, especially the HA, to identify where major junctions on the wider motorway network (the M6 and the M61/M60/M62) need relief to unlock the potential for growth in the wider area.

However, it is important to remember that the motorways are also in close proximity to many communities, so whilst there is pressure to support economic growth and the increasing numbers of trips that such growth brings, there is also a real need to improve air quality and reduce traffic noise for those living adjacent to those routes.

The M66 Gateway

The M66 provides the main gateway to East Lancashire from Greater Manchester and is particularly important to Rossendale, providing as it does the major corridor for commuters to get to Manchester and for visitors to arrive.

The M66 itself currently suffers from severe congestion during the peak hours, with the congestion spreading to ever more of the day. This impacts on travel to Greater Manchester, making journeys, especially commuting, slow and difficult.

As well as making the journey difficult for cars and lorries, it also has a significant impact on the X43 (Witch Way) and X40/41 (Lancashire Way) bus services that use the motorway.

The X43 Witch Way, which runs from Nelson via Burnley, Rawtenstall and Prestwich to Manchester, is one of the highest quality services in the country, with purpose built luxury buses; it is very popular with commuters. The X40/41 Lancashire Way is an express service that runs from Blackburn via Accrington, Baxenden, Haslingden, Helmshore and Prestwich and on into Manchester.

These services are already vital, as Rossendale currently has no station on the national rail network and is remote from it, so the bus provides the only public transport link to Manchester. But the need to link to the increasing economic opportunities that Greater Manchester offers will make public transport even more important in the future.

Since reliability, punctuality and good journey times are all critical to a successful bus service, congestion issues on the routes need resolving. We have already put in place the Nelson to Rawtenstall Bus Corridor Study to improve journey times and reliability for the X43 between Nelson and Rawtenstall, so we now need to look at how we can work with our partners to resolve the remaining congestion issues, principally on the M66.

There are also aspirations to develop a commuter rail link between Rawtenstall and Manchester using the railway line

currently leased and operated by the East Lancashire Railway.

Rossendale Borough Council would like to see the line re-opened to commuter journeys towards the end of the life of Rossendale's Core Strategy in 2026. Most studies to date have concluded that challenging issues would need resolving to enable both regular main line and heritage services to operate on the same infrastructure and that such an initiative could be very poor value for money.

What we will do next:

We will build on the work done so far and produce an **A56/M66 Rawtenstall to Manchester Gateway Study**. This will look at the broader A56/M66 corridor and consider how links to Greater Manchester and to the wider motorway network can be facilitated.

The study will consider how congestion can be reduced and bus reliability improved. Most importantly, it will not restrict itself to the roads that Lancashire is responsible for, but will extend to roads in Greater Manchester.

However, the study will also look at how a rail link could provide benefits to Rossendale and to the wider East Lancashire area and will also consider what form such a link could take, as there are a number of potential solutions to rail provision in that corridor.

The study will allow us to work closely with the HA in developing management strategies for the corridor. It will also complement the Rail Connectivity Study that is considering how East Lancashire's current network can be enhanced and/or extended.

The M65 Gateway

As we have demonstrated, the M65 plays an essential role in the economy of East Lancashire, connecting people and businesses internally as well as providing the primary means of access to Central Lancashire and the M6, particularly for freight.

From the strategic development site at Cuerden at one end of the M65 to the West Craven Employment Zone at the other, the M65 provides a key link for the Arc of Innovation. Many future employment opportunities and priorities will continue to be along this corridor, including at Guide (Junction 5), Whitebirk (Junction 6), Clayton-le-Moors (Junction 7), Burnley Bridge (Junction 9), and Pendle Gateway (Junction 12/13).

Unlike many motorways, the M65 is not 3 lanes throughout its length, with reduced capacity on some sections, particularly between the M61 and Whitebirk. Volumes on the M65 have consistently grown by about 4% per annum since its opening in 1997 and evidence now suggests that the current level of demand at peak times is causing congestion, with some junctions along the motorway at or near capacity and congestion on surrounding roads that link to the motorway.

Work to upgrade junction 4 and junction 5 is now being taken forward by the Highways Agency. Work is also planned on Haslingden Road in Blackburn, where corridor improvements will see the road widened, mini roundabouts upgraded and improvements to signalised junctions all of which will be funded through a combination of local authority funding and national Local Pinch Point funding.

However, capacity issues mean that the A6119/A677 route to the north of Blackburn, between the A59 at Samlesbury and Whitebirk, currently provides a second crucial link to the Enterprise Zone and the M6, both for Blackburn and for the wider East Lancashire area.

As traffic continues to grow, however, the section of the M65 between the M61 and Whitebirk is likely to become a bottleneck, with congestion forcing more traffic onto

alternative routes and making the M65 even less suitable as a major gateway to East Lancashire.

What we will do next:

To find out what else we can do to ensure that the M65 gateway operates effectively, we will produce a **Samlesbury / Cuerden / Whitebirk Growth Triangle Study** that will include the main routes between these 3 key economic growth locations.

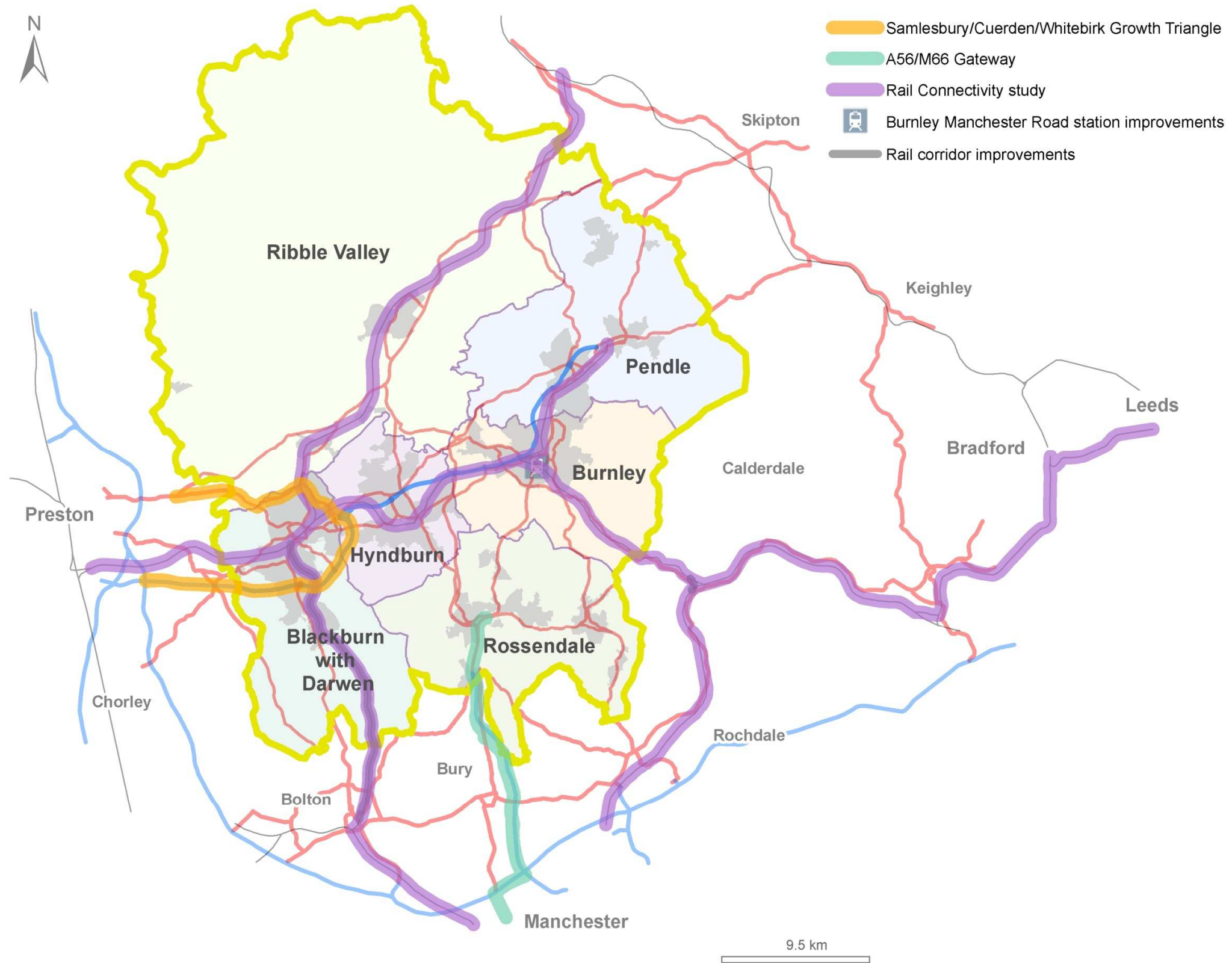
The Growth Triangle study will focus on those junctions on the M65 and on the A6119/A677 that may need to be improved and on other highway works that may be needed to ensure the capacity, reliability and safety of the network in the area.

The study will also look at whether increased capacity on the M65 between the M61 and Whitebirk is needed. Working with the HA, that capacity could be provided by widening the 2 lane sections to 3 lanes, which would be made easier by the fact that the structures were built to ultimately take 3 lanes. The extra capacity could also be provided by the introduction of 'Smart Motorway' technology.

Smart motorways use a range of innovative technology to actively control the flow and speed of traffic and to provide driver information on overhead signs. Smart motorways vary the speed limits in response to conditions on the road, as well as using the hard shoulder as an extra lane to make journey times more reliable, improve traffic flow and reduce congestion.

Other technology improvements could potentially enable joint management of trunk road/ local highway routes in advance of future Smart Motorways and on those sections of motorway routes that would not benefit from Smart motorway technology.

Figure 12: Connecting East Lancashire



Taking Our Vision Further – Travel in East Lancashire

The links between East Lancashire's towns and the major employment and housing locations. The issues:

- Key corridors not able to support highway and public transport demand.
- Bus and rail stations not necessarily fit for modern uses
- Public transport provision for employment and in the rural area

Key corridors

The A56 and A59 provide the main links to the motorways for much of East Lancashire. These two roads, together with the major routes that connect them to each other and to the M65, are East Lancashire's key highway corridors. They provide the main arteries for all types of road transport, from the largest HGVs, through buses down to bicycles and pedestrians.

However, not all key corridors are inter-urban. Blackburn has significant congestion issues around the town centre. These could not only inhibit the economic development of the town, but have implications for the wider area, given Blackburn's location on the M65 Gateway and the town's role as a key gateway to East Lancashire and a significant destination not just for jobs, but for education, shopping and leisure.

Keeping these key corridors functioning as well as possible is vital to East Lancashire's aspirations. Over the years, improvements have been made where needed and maintenance has always been a high priority.

However, the situation in East Lancashire is changing as economic development takes place and it is therefore appropriate to revisit these corridors to see what may need to be done to support growth in the light of works that are already planned.

The M65/A56 Corridor

The strategic importance of the M65 and its role as the gateway to East Lancashire has been discussed. However, a strategic link is of no use if local traffic can't link to it easily. Since the Samesbury / Cuerden / Whitebirk Growth Triangle Study will look at issues from Whitebirk to the M61, the M65/A56 corridor is defined here as the broad corridor that runs from Whitebirk to the West Craven Development Zone.

The M65 itself has few problems until it reaches its terminus at Colne, where its current abrupt finish causes congestion and leaves traffic struggling to get down local roads to reach destinations further north and east. The question of how best to tackle this issue will be resolved by further work to be carried out under the A56 Colne to Foulridge Bypass study.

At junctions, however, congestion can be an issue on the surrounding roads. At Junction 10 (Gannow Top) we have installed traffic signals at the northern roundabout to improve the flow of traffic, but the southern roundabout and other junctions in the corridor also have problems now and problems will increase in the future.

There are also problems on roads that link existing and future development sites to the motorway. For some sites, such as Huncoat, dedicated infrastructure is already planned, which will be funded by developers, whilst at Burnley Bridge, that infrastructure is being put in place now. However, we need to be sure that we do all we can to make access to development sites from the motorway as easy as possible.

Not all highway problems are congestion however, as the high volumes of traffic, particularly HGVs, can lead to other problems. Work is currently included in the TfL Major Schemes Programme to repair the Centenary Viaduct that carries the A682 through the centre of Burnley. This is a critical part of Burnley town centre's road network and

without it, effective movement through Burnley would be impossible.

The problems at the end of the motorway have already been discussed. This study will build on work being undertaken in the short term to improve the traffic signals on the A6068 between the M65 and the A56 and will look at whether further improvements can be made to ease congestion prior to any decision on the A56 Colne to Foulridge Bypass being taken.

What we will do next:

The **Burnley/Pendle Growth Corridor Study** will look at what needs to be done to ensure that our highways can support the economic growth planned for Burnley and Pendle.

Starting at Junction 7, the corridor runs along the M65 and then continues along the A6068 Vivary Way/North Valley Road to the junction with the A56 Skipton Road. It then follows the A56 to Earby.

As well as looking at how the motorway's junctions function now and in the future, the study will look at the connections to and from the principal employment sites, existing and future, which lie within the broader M65/A56 corridor.

Blackburn Corridors

Blackburn with Darwen Council (BwDC) expects a net increase of over 9,300 homes across 291 potential sites. The preferred location of these developments will be in the inner urban areas of Blackburn and Darwen, or accessible locations elsewhere within the urban area. There are also 35.2 hectares of net site area for employment development over 38 sites.

It has therefore been important to understand the transport impacts of planned development in terms of potential future impacts on the highway network and constraints on travel which may without action, make development in a particular location unsustainable.

Analysis undertaken by consultants Capita Symonds on behalf of BwDC has highlighted that the existing highway network already experiences congestion in the AM period at some key junctions within the local highway network.

Development sites have been assessed against a number of accessibility criteria to determine which sites are located favourably for sustainable development. The likely impact of the development on the local highway network has been undertaken by assessing link capacities and by using a strategic traffic model of the area.

The results identified junctions on the highway network operating within, approaching and over capacity in 2012 and each future year scenario, with and without additional Local Plan developments.

In the future year scenarios, the extent of the network experiencing congestion increases, demonstrating that the existing highway network would struggle to accommodate the proposed levels of Local Plan development without increases in congestion or peak spreading, resulting in the congested period being experienced for a greater duration.

The potential network problems are sufficiently severe to make mitigation imperative if development is to go ahead successfully. Whilst some measures will be accommodated within existing programmes or by working with developers, there remain two major strategic strands of work.

- The first of these strands is the completion of the **Blackburn Town Centre Orbital Route**. Once complete, the orbital route will allow traffic to move freely across the town without impacting on the heart of the town centre and, in particular, on the Knowledge Zone. Removing through traffic and reducing other motorised traffic as far as possible will ensure that Blackburn town centre has a vibrant and lively character that will be attractive to residents, visitors and external investors alike.

The completion of the route would see improvements to the highway between Copy Nook and the Towns Moor retail park, a new bridge over the Leeds and Liverpool Canal in Audley, improvements to the Towns Moor Gyratory and the widening of Montague Street. The likely scheme cost is in the region of £10m.

The second of the strands considers how traffic from the motorway can reach Blackburn's planned developments, in much the same way as the M65/A56 corridor study will set out for the rest of the M65 corridor.

Two schemes are proposed, As well as making the most of work to be done by the Highways Agency at Junctions 4 and 5, the new infrastructure will ensure access to the M65 from proposed new development and will make travel into Blackburn easier.

- The **Darwen East Distributor Route** will be a new link road on the eastern side of Darwen which will unlock land to enable the future development of new housing and improve access to local employment opportunities planned

through the Council's emerging Local Development Framework. The scheme also provides a local traffic alternative to the already busy A666 and enables better access to M65 Junction 4.

The likely scheme cost is around £3m.

- The **Fishmoor Link Road** will be a new link road which will facilitate future development of housing and employment in the Fishmoor area of Blackburn with Darwen. It also relieves one of the borough's busiest and congested junctions at the Blackmoor Road and Roman Road junction, which is an Air Quality Management Area.

In addition, the scheme will also improve access to local businesses at Walker Park and Roman Road industrial estates from M65 Junctions 4 and 5.

The likely scheme cost is around £3m.

There is, however, a third strand to the key corridors which will seek to promote sustainable and affordable transport modes to ensure that the future regeneration of Blackburn is sustainable.

A programme of workplace and community travel planning, supporting access to employment by BwDC with the potential to roll out similar initiatives across the East Lancashire area at some time in the future. These would complement the Local Links programme outlined later in this masterplan.

What we will do next:

Unlike the other key corridors, work is much more advanced on Blackburn's Key Corridors. Work will therefore focus on the production of a business case to underpin future funding.

The A59 Corridor

The A59 is a former trunk road that runs generally in a north-easterly direction from the M6 at Junction 31 near Samlesbury through the Ribble Valley to Whalley and Clitheroe, before crossing into North Yorkshire, where it is joined by the A56 to the west of Skipton.

In Lancashire, the A59 has been improved considerably over the last 40 years, and for much of its length is a high standard single carriageway road with the effects of long inclines relieved by climbing lanes. Apart from Copster Green and Gisburn, all communities along the route have bypasses.

Although the A59 does not carry a significant volume of through traffic, it retains an important role in linking the scattered communities of the Ribble Valley, including Clitheroe, to the motorway network. The Enterprise Zone site at Samlesbury lies at the far south-western end of the route.

What we will do next:

The **Ribble Valley Growth Corridor Study** will include the A59 between Samlesbury and North Yorkshire boundary and also the A671/A6068 and A680/A6185 routes between Whalley and M65 J7 and J8. The study will look at how these important roads can be made to function as effectively as possible for cars, freight and for other users.

The study will identify where junctions may need to be improved or where other highway works may be needed to ensure that capacity, reliability and safety issues do not hinder economic growth.

Public transport

The highways and transport networks that serve East Lancashire grew out of the industrial development of the 19th and 20th centuries. As the economy of the area has changed, those networks haven't always kept up with the changes.

Historically, the labour market was always very local, with the majority of people working within a short distance of their home. Whilst most commute times are currently under 15 minutes in most districts, recent survey data shows that the majority of people would be prepared to travel further than they do now, with most prepared to travel for at least half an hour. This makes it even more important that connections within East Lancashire allow these longer journeys and take full advantage of strategic improvements.

However, encouraging more car use is not an option. Not only is this expensive for individuals, but it is not environmentally sustainable. We therefore need to make sure that public transport services can support increased commuting and that public transport infrastructure is fit for purpose.

We are already taking some steps to improve our public transport in East Lancashire:

- The major redevelopment of Burnley Manchester Road rail station
- New bus stations are planned for Blackburn, Accrington and Rawtenstall
- Pennine Reach will provide a new rapid bus service in Blackburn with Darwen and Hyndburn, giving improved access to key strategic employment sites (including Whitebirk65), education, health, shopping and leisure facilities.
- Small-scale infrastructure and system improvements are being planned for the Nelson to Rawtenstall bus corridor to improve journey times and reliability, particularly for the Nelson-Manchester (X43) bus service.

In the remote and/or rural areas of East Lancashire, such as the Ribble Valley, the problems are rather different. These areas are very dependent on the car, which not only leads to local problems on the highways network, but makes life very difficult for those who, for whatever reason, do not have their own transport.

Typical reported problems include:

- Accessing employment, particularly jobs that aren't '9 to 5'
- Accessing education and lifelong learning in the evening
- Medical appointments that don't coincide with limited bus services
- Access to key centres in the evening or at weekends

Whilst a sparser population makes providing commercial bus services challenging, car dependence is unlikely to be sustainable in the longer term, both on cost grounds and through the need for carbon reduction.

Visitors to the more rural areas also need to be able to travel without needing a car and there is a definite need to support a sustainable visitor economy to ensure that both the natural environment and our built heritage are protected while their economic benefit is maximised.

What we will do next:

We know that there is still a lot of work to be done to make our public transport fit for purpose as East Lancashire develops. Whilst there are some long-standing issues, other problems are surfacing now.

The **East Lancashire Accessibility 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 likely future funding constraints, the study will focus on where the greatest benefits can be achieved by enhancing accessibility.

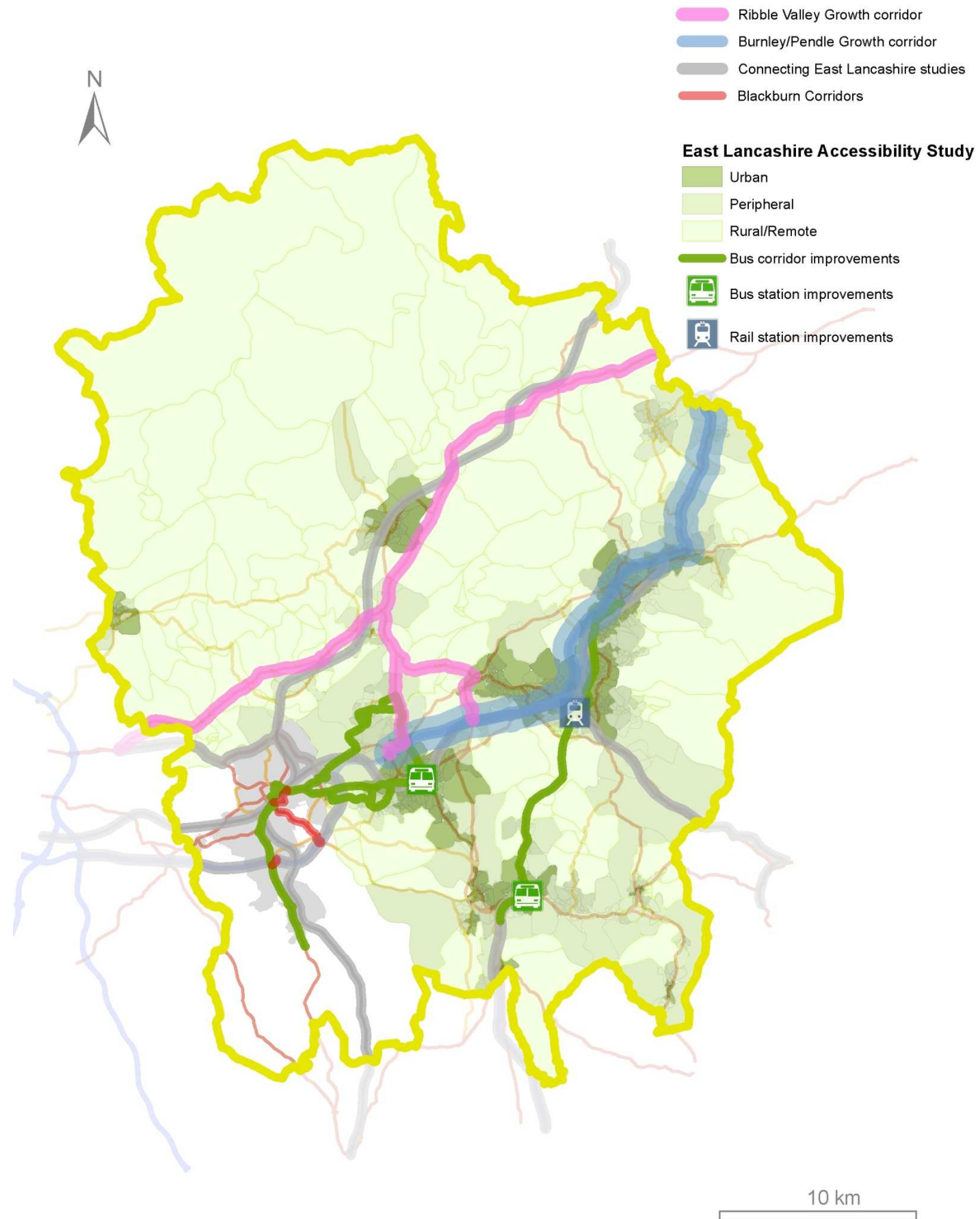
Particular questions to be answered by the study include:

- 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, including remote and/or rural areas?
- 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?
- And, importantly, how do we best normalise the use of transport other than the car?

These are not simple questions, particularly at a time when funding is scarce. However, the very scarcity of funding makes it all the more important that we have a clear picture of where the resources we and our partners do have can produce the most benefit.

Figure 13: Travel in East Lancashire



Taking Our Vision Further – Local Travel

Making sure that everyone can get to services and opportunities. The issues:

- Limited cycling networks
- Limited interchange between public transport and cycling
- Neighbourhoods and the links between them need to be good enough standard to make travel easy for everyone.

Local travel and short journeys are a vital component of any transport network, as the DfT acknowledged in March 2013 when 'Door to Door - A strategy for improving sustainable transport integration' was published.

Cycling

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.

Possible links in this network have already been identified that would link communities to employment and would also offer potential for tourism and recreation:

- Rawtenstall to Rochdale - Strategic spinal route with connecting spurs providing commuter and leisure links.
- Baxenden to Haslingden - Missing section of National Cycle Network Route 6 (NCN 6), mostly along the former railway line.
- Blackburn to Chorley - surfacing of Leeds to Liverpool towpath
- Blackburn Wheel - a circular route linking employment and housing areas
- Southern section of NCN 6 from Haslingden/Helmshore to Ramsbottom and Greater Manchester along former railway line.
- Great Harwood to Burnley - former railway, missing central section
- Huncoat Greenway connecting Huncoat, Within Grove, Peel Park and Accrington - missing sections.
- Development of the NCN6 route to better serve Blackburn and the Lancashire Advanced Engineering and Manufacturing Enterprise Zone at Samlesbury

These proposals are in various stages of development and there is as yet no single funding strategy for them. However, this is far from an exhaustive list as the majority of districts in East Lancashire have cycling strategies in place which identify further potential links both in a strategic cycle network and for more local travel.

Once the specifications of the cycle network have been established through consultation, including how it should be signed and maintained, the conversations can start as to the links to be included and how the network will be marketed to encourage its use.

Local links

The neighbourhoods of East Lancashire vary from the affluent in pretty rural villages to some of the most deprived in inner urban England. There are communities who are doing well and others that have effectively become stuck. In well-off areas, there are households that don't share the comparative wealth around them. Some of our towns and villages are remote from employment and services. And in rural areas, those living outside the villages can be even more isolated.

One thing all these communities have in common, though, is the need for good local links, the local footpaths and routes that facilitate those short journeys to school, to the shops or just to enjoy being out and about, that are key to local economies and to health and well-being.

These links are also the ones that make it easy to use other means of transport. If local travel is difficult, then making longer distance journeys becomes even more difficult as well. Local links are therefore vital to the economy and local businesses, as well as to our communities.

Local economies

Recent research has shown that many people in East Lancashire feel that there are not enough appropriate jobs that they can afford to get to.

This suggests firstly that we need to ensure that there are good, safe links in and out of communities that will mean that everyone can commute without the need to own a car. Since journey times are likely to remain relatively short, particularly from the most deprived areas, public transport, cycling and walking should be the modes of choice in the future.

It also suggests that we need to make local centres attractive so that local businesses can flourish and local employment can increase. The evidence shows that footfall increases in local shopping centres when people use sustainable modes which in turn become more popular as the local centres improve.

Local economic development in the rural area is likely to be tied to the visitor economy, but here too the public realm and attractive low carbon options will be key to growth.

Health and well-being

Mental and physical health is poor across many parts of East Lancashire. There are a number of causes of this, but many are linked to deprivation and isolation.

Road accidents, particularly involving young people are far more common in 'deprived' neighbourhoods. Air quality is also likely to be an issue and indeed there are a number of AQMAs (Air Quality Management Areas) in East Lancashire. Where crime or fear of crime is higher, the streets will be perceived as an unsafe place to be, particularly for the old and young. With an ageing population, this presents an ever more important issue.

If the public realm was a safer, nicer place to be, with less car traffic and more people out and about, then active travel modes (walking and cycling) would become more popular, giving more people the opportunity to enjoy their living environment, with benefits to both physical and mental health and well-being.

Increasing levels of physical exercise will not only help tackle obesity, but will help to reduce heart disease, strokes and type 2 diabetes.

Exercise is also good for mental well-being, as is green space. Access to the natural environment is a problem for many parts of East Lancashire, despite a Public Rights of Way network that most people could access if connections to it were better.

Sustainability

All plans, policies and schemes need to balance economic growth with the needs of the East Lancashire's people and the needs of the environment.

Perhaps the biggest challenge for the sustainability of travel and transport is to reduce our reliance on the car. This is not just an environmental issue though. For some, owning a car puts an enormous strain on the household budgets and not having a car can be a very real problem in rural areas and for those who need to travel longer distances from remote urban areas. And as the population ages, there will be more people who cannot drive even if they can afford to.

Sustainability will also bring economic benefits. By making East Lancashire a place where it is easy to get around without a car, the visitor economy will benefit. Not only is 'green tourism' becoming more popular, local attractions that are easy to reach will be used more by local people. And having fewer cars makes town and country more pleasant, a key consideration for the area's heritage townscapes.

It is not just new infrastructure that will be critical to this process. How we look after our highways and our public spaces will have a significant effect on the impression our 'public realm' portrays.

What we will do next:

Although we know in general terms what we need to do, much of the work of identifying where we need to enhance local links will fall out of other work streams in this masterplan and from the day to day contacts we have with our partners and our communities.

Some problems we can identify; we know where road safety and air quality are local issues. In other areas, we can only identify where problems may be occurring. The accessibility study will highlight where communities may not have adequate access to the wider public transport networks.

Other research can show where residents may be 'transport poor'. However, only the communities themselves can really know where new infrastructure or our doing things differently will provide the most benefit.

Work is already going on that will provide the starting point for providing high quality local links. For instance, we and our partners are already working to:

- Maintain our roads and footways
- Improve safety for all road users
- Improve air quality
- Improve public transport
- Make connections to green space

There are also opportunities presented by projects in the masterplan and by other initiatives that are underway.

We need to make sure that the maximum benefit is gained from public transport improvements such as Pennine Reach and Rawtenstall bus station. But we also need to make sure that we take full advantage of other schemes that change our highways network.

But improving local links should also involve looking beyond what we have done in the past. The current Townscape Heritage initiatives in Bacup and Accrington are examples of what can be achieved by bringing a new view to improving our towns.

The Townscape Heritage (TH) programme is a Heritage Lottery initiative for schemes which help communities improve the built historic environment of conservation areas in need of investment across the UK for the benefit of local residents, workers and visitors. Bids for funding for both the Bacup and Accrington TH initiatives have been successful in reaching the second stage of the bid process and are now waiting for final approval of the £1.5 million allocated by the Heritage Lottery Fund to each area.

In Bacup, a successful bid will see the physical appearance of the bid area improved and vacant floor space brought back into use. The Accrington Town Centre and Pals Centenary project aims to transform the declining historic retail and commercial gateway into the town centre, along Blackburn Road, culminating in a public realm scheme outside Accrington Town Hall and Market Hall to commemorate the Accrington Pals and the Battle of the Somme.

The Local Links programme will look to replicate partner working like this, involving the public and private sector, charities and communities in improving our county's neighbourhoods.

However, the best local links will be of no use if new opportunities for making longer distance journeys are not easily understood. The programme will have to address how changes to local travel are communicated in order to ensure that those most at need of access to employment and lifelong learning benefit from the changes made.

Next Steps

This masterplan represents the beginning of a programme of infrastructure delivery to serve East Lancashire over the next 10 years and beyond.

There is much to do and it will need the commitment and efforts of a variety of providers to see it through – Councils and Transport Authorities, Lancashire’s Local Enterprise Partnership, Highways Agency, Network Rail - and the support of private business and developers as well.

The first task was to make sure we have widespread agreement for the highway and transport improvements that are taken forward and delivered. Now that we have that agreement, then to stand the best chance of delivery, we must get work underway as soon as we can, so that we can take all opportunities to get funding for schemes that are ready to deliver. That will mean committing time and funding ‘upfront’ to working up these ideas and preparing the economic case for them.

Over the next 2 years we will need to:

- Progress with the studies and other evidence gathering, working with our partners to ensure that we can make the business case for the programme.
- Once we have that evidence, consult on and then programme the resulting actions.
- For currently funded schemes, finalise designs, begin to assemble land, and start works.
- For schemes less far advanced, carry out the detailed study work needed to progress to public consultation.
- Begin the preparation of major scheme business cases where appropriate.
- For proposals made in this masterplan, consult and work with communities, stakeholders and infrastructure providers to reach agreement on scheme specifics and secure funding for those proposals.

Delivery and funding of the masterplan will rely on a number of infrastructure providers and a variety of funding sources, and we will be working closely with these partners to make sure there is the guarantee of their support and assistance, with funding to follow.

Crucial to all this will be the support of residents and businesses. Too often attempts to deliver growth and new development have failed without the buy in and full support of the communities affected. We have the opportunity to make significant and long-term improvements, backed by substantial investment, to East Lancashire’s highways and transport system.

Securing Developer Contributions

The cost of delivering the package of measures identified in this masterplan, and those that will come out of the work we propose to do, cannot be borne entirely by public sector funding. We have shown that, in areas where we can come to rely on the development industry to contribute funding to new infrastructure, we can increase investor confidence and our ability to attract other sources of funding, and in turn improve the prospects of delivery, and delivering to earlier timescales.

Moving forward, investment in major new infrastructure will, increasingly, need to demonstrate an economic justification. In practice, this means a clear strategy that brings forward integrated proposals for new development and economic growth alongside the infrastructure to support it. In order to deliver on our proposals, it is vital that local authorities take every opportunity to coordinate their development planning strategies with future infrastructure investment, and pursue and pool together contributions from the development industry.

New procedures have been put in place for collecting and investing developer contributions. Whilst the Community

Infrastructure Levy (CIL) is yet to feature in East Lancashire, it is already proving to be a key mechanism in other parts of Lancashire to delivering major new infrastructure to stimulate and support major house building and business development.

Although market conditions are very different between the Central and East Lancashire, there are areas in East Lancashire that are, or would have the very real prospect to be, attractive areas for developers to build, new residents to live and businesses to locate to and bring jobs.

The speed and certainty with which we will be able to implement new infrastructure will be directly linked to developer contributions. For this reason it is important that local development frameworks are revisited to bring forward housing sites in locations that have the ability to generate CIL contributions.

Milestones

Project	Delivery Agency	Current Status	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Manchester Road Railway Station Upgrade Burnley	Network Rail	Under Construction	Project Completed								
Todmorden West Curve Reinstatement	Network Rail	Committed	Project Completed								
Pennine Reach Darwen/Blackburn/Accrington	LCC/BwDBC	Committed	Start of Works: Nov 13			Project Completed					
Clitheroe to Manchester Rail Corridor Improvements (Blackburn to Bolton)	Network Rail	Programmed			Project Completed						
Haslingden Road Corridor Improvements Blackburn	BwDBC	Committed		Project Completed							
Centenary Way Viaduct Major Maintenance Scheme, Burnley	LCC	Programmed			Project Completed						
Rawtenstall Bus Station	LCC	Programmed		Project Completed							
Nelson to Rawtenstall Bus Corridor Improvements	LCC	Programmed	Start of Works	Project Completed							
A56 Colne to Foulridge Bypass	LCC	Pre-Programme		Traffic Study	Business Case Development and route protection		Planning Application		CPO/SRO	Start of Works	Road Open
Whinney Hill Link Road, Hyndburn	LCC	Pre-Programme				Scheme preparation	Planning Application	CPO/SRO	Start of Works	Road Open	
M65 Junction 4 Improvements	Highways Agency	Pre-Programme		Project Completed							
M65 Junction 5 Improvements	Highways Agency	Committed		Project Completed							
East Lancashire Connectivity Study (ELCS)	LCC	Programmed	Start of Study	Study Completed							
M65 Burnley / Pendle Growth Corridor Improvements (ELCS)	LCC	Pre-Programme	Route Management Strategy	Route Management Strategy Implementation							
A59 Ribble Valley Growth Corridor Improvements (ELCS)	LCC	Pre-Programme		Route Manageme							

				nt Strategy							
Rawtenstall to Manchester Bus Corridor Improvements (ELCS)	Highways Agency	Pre-Programme	Route Management Strategy		Route Management Strategy Implementation: Delivery will require agreements with the Highways Agency and Transport for Greater Manchester and will be subject to securing a Growth Deal.						
Cuerden / Whitebirk / Samlesbury Growth Triangle (ELCS)	LCC / BwDBC & Highways Agency	Pre-Programme	Part of East Lancashire Connectivity Study		Delivery will require agreement with the Highways Agency and will be subject to securing a Growth Deal.						
East Lancashire Rail Network Improvements (ELCS)	Rail Industry	Pre-Programme	Part of East Lancashire Connectivity Study						Rail Industry Funding in Control Period 6.		
Freckleton Street Link Road, Blackburn	BwDBC	Under Construction	Start of Works	Project Completed							
Completion of the Blackburn Town Centre Orbital route	BwDBC	Pre-Programme						Start of Works	Project Completed		
Darwen East Distributor Route	BwDBC	Pre-Programme					Start of Works	Project Completed			
Fishmoor Link Road	BwDBC	Pre-Programme							Start of Works	Project Completed	
East Lancashire Strategic Cycle Network	LCC/BwDBC	Pre-Programme	Start of Works	On going delivery of core elements, timescales subject to securing a growth deal							

Funding

All figures £m and indicative

Project	2013/ 2014	2014/ 2015	2015/ 2016	2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	2022/ 2023	Total	Comments
Manchester Road Railway Station Upgrade Burnley	2.1										2.1	
Todmorden West Curve Reinstatement	7.5										7.5	
Pennine Reach Darwen/Blackburn/Accrington	10.8	20.6	8.3	0.2							39.9	Full Approval Decision October 2013
Clitheroe to Manchester Rail Corridor Improvements (Blackburn to Bolton)			13.8								13.8	Transport for Lancashire: Programme Entry
Haslingden Road Corridor Improvements Blackburn		1.5									1.5	Local Authority Pinch Point Programme
Centenary Way Viaduct Major Maintenance Scheme Burnley			3.2								3.2	Transport for Lancashire: Programme Entry
Rawtenstall Bus Station	0.2	3.3									3.5	Local Transport Plan Scheme
Nelson to Rawtenstall Bus Corridor Improvements	0.1	0.5									0.6	Local Transport Plan Scheme
A56 Colne to Foulridge Bypass		0.3	0.7	0.5	0.5	1.5	1.5	20.0	20.0	1.0	46.0 ⁽¹⁾	Transport for Lancashire: Development Pool - delivery subject to inclusion in Growth Deal
Whinney Hill Link Road, Hyndburn				0.3	0.4	0.4	4.6	9.2	0.4		15.3	Delivery subject to securing developer funding
M65 Junction 4 Improvements		2.0									2.0	Transport for Lancashire: Development Pool - delivery subject to HA approval through Pinch Point Programme
M65 Junction 5 Improvements		1.4									1.4	HA Pinch Point Programme
East Lancashire Connectivity Study (ELCS)	0.1	0.2									0.3	Local Transport Plan Project

M65 Burnley / Pendle Growth Corridor Improvements (ELCS)		0.5	4.5	3.5	3.5						12.0	Full delivery subject to inclusion in Growth Deal
A59 Ribble Valley Growth Corridor Improvements (ELCS)			1.5	1.5							3.0	Full delivery subject to inclusion in Growth Deal
Rawtenstall to Manchester Bus Corridor Improvements (ELCS)											tbc	Delivery subject to inclusion in Growth Deal
Cuerden / Whitebirk / Samesbury Growth Triangle (ELCS)											tbc	Delivery subject to inclusion in Growth Deal
East Lancashire Rail Network Improvements (ELCS)											tbc	Rail Industry Funding in Control Period 6.
Freckleton Street Link Road, Blackburn	5.5	5.5									11.0	Assumed profile for 12 month construction period
Completion of the Blackburn Town Centre Orbital route						5.0	5.0				10.0	Delivery subject to inclusion in Growth Deal
Darwen East Distributor Route					1.5	1.5					3.0	Delivery subject to inclusion in Growth Deal
Fishmoor Link Road							1.5	1.5			3.0	Delivery subject to securing developer funding
East Lancashire Strategic Cycle Network		0.5	2.5	3.0	3.0	3.0	3.0	3.0			18.0	Full delivery subject to inclusion in Growth Deal
Total	26.3	36.3	34.5	9.0	8.9	11.4	15.6	33.7	20.4	1.0	197.1	
Highways Agency		3.4									3.4	
European Regional Development Funding	1.15										1.15	
Developer / S106 / CIL	0.5						6.3	12.9	2.0		21.7	
Local Major Transport Scheme (DfT/TfL)	10.3	20.6	17.0								47.9	
Regional Growth Fund	7.6										7.6	
Single Local Growth Fund			7.25	7.0	3.0	8.0	6.3	17.8	16.0		65.4	
Blackburn with Darwen Borough Council	5.5	7.0*	5.7	0.2	0.5	0.5	0.5				19.9	*Includes £1.05m from Local Authority Pinch Point Programme in 2014/15

Burnley Borough Council	0.6										0.6	
Lancashire County Council	0.62	5.3	6.6	3.8	2.4	2.9	2.5	3.0	?	1.0	34.8	
Total	26.3	36.3	34.5	9.0	8.9	11.4	15.6	33.7	20.4	1.0	197.1	

Appendix 1 – Scheme Delivery Timescales and Funding

Establishing approximate timescales and identifying the necessary funding along these timescales helps the transparency of the development process, facilitates cost sensitive approaches and sets clear expectations.

There are various resource intensive aspects in many development schemes that need to be considered before the works begin. These are mainly:

- Route protection
- Business case development for Major Schemes
- Scheme Identification
- Planning applications

The funding and timescale of various schemes in East Lancashire are discussed below.

Local Transport Authority Schemes

Pennine Reach (Darwen/Blackburn/Hyndburn)

This is a new high quality bus service designed to improve public transport in Blackburn, Darwen and Hyndburn along with new bus stations, innovative ticketing solutions and real time information service. The strategic route will improve accessibility within the region aiding growth and improving public transport within the region.

Time Table:

- Start of Works: November 2013
- Project Completed: 2016/17

Funding:

Approved capital build cost: £39.9m

Funding Streams:

Department for Transport: £31.9m

Lancashire County Council: £2.9m

Blackburn with Darwen Borough Council: £4.63m

Third Party: £0.47m

Rawtenstall Bus Station

Improvement to the existing bus station is necessary due to its dated and peripheral attributes. Rossendale Borough Council has committed to develop a new 8 stand design proposed by an architect.

Time Table:

- Start of Works: 2014/15
- Project Completed: 2014/15

Funding:

Estimated capital build cost: £3.5m

Funding Stream:

Lancashire County Council: £3.5m

Freckleton Street

The Freckleton Street to Montague Street Link Road will complete an important section of the Blackburn Town Centre Orbital Route and forms part of the wider masterplan for Blackburn town centre with the intention of helping to shape the physical environment of the area

Time Table:

- Start of Works: Underway
- Project Completed: 2014/15

Funding:

Estimated capital build cost: £11m

Funding Stream:

Blackburn with Darwen Borough Council: £11m

Haslingden Road Corridor Improvements, Blackburn

This scheme will widen Haslingden Road and will transform the mini roundabouts into signalised junctions. Improvements to current safety measures for cyclists and pedestrians will also be improved in the interest of promoting more sustainable modes of travel.

Time Table:

- Start of Works: 2014/2015
- Project completed: 2014/15

Funding:

Approved capital build cost: £1.5m

Funding Stream:

Local Authority Pinch Point Programme: £1.5m

Highways Agency

M65 Junction 4 Improvements

This scheme involves the full signalisation of the M65 Junction 4 at Earcroft to support Blackburn with Darwen Council's Development Plan aspirations, ensuring that traffic can exit the M65 without excessive queuing. The Highways Agency has agreed in principle to fund the scheme.

Time Table:

- Project Completed: 2014/15

Funding:

Estimated capital build cost: £2m

Funding Stream:

Highways Agency Pinch Point Programme: £2m

M65 Junction 5 improvements

Works will be carried out to install traffic signals to all arms of the roundabout together with junction layout improvements to facilitate improved traffic flow. The works should help to reduce daily congestion, reduce journey times, improve safety and boost the economy

Time Table:

- Project Completed: 2014/15

Funding:

Estimated capital build cost: £1.4m

Funding Stream:

Highways Agency Pinch Point Programme: £1.4m

Transport for Lancashire

Clitheroe to Manchester Rail Corridor Improvements (Blackburn to Bolton)

The current track between Blackburn and Bolton is a single railway line. This limits the frequency of the busiest route serving Manchester and reduces the reliability. More double track railway will allow increased service frequency, particularly at peak hours, and improve the reliability.

Time Table:

- Start of Works: 2015/16
- Project completed: 2015/16

Funding:

Estimated capital build cost: £13.8m

Funding Streams:

Transport for Lancashire: £12.4m

Blackburn with Darwen Borough Council: £1.3m

Lancashire County Council: £0.1m

Centenary Way Viaduct Major Maintenance Scheme, Burnley

Centenary Viaduct is a seven span continuous bridge carrying the A682 principal road through the centre of Burnley. The works comprise replacement or renewal of a number of bridge related features, and will allow the current abnormal loads restriction to be lifted.

Time Table:

- Start of Works: 2015/16
- Project completed: 2015/16

Funding:

Estimated capital cost: £3.2m

Funding Streams:

Transport for Lancashire: £2.8m

Lancashire County Council: £0.4m

Other Schemes

A56 Colne to Foulridge Bypass

The A6068, as it passes through the North Valley area of Colne, carries traffic of around 25,000 vehicles per day including over 1,300 heavy goods vehicles. This causes severe problems, with congestion and delays throughout much of the day. In the peak hours, the congestion is among the worst in Lancashire. There is also the question of where economic growth is to be accommodated within Pendle, which will also have an impact on future traffic in the area.

We will collect the evidence that will allow us to draw up detailed design proposals for all possible options, including what could ultimately be done 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. Before any further decisions are taken on the most appropriate solution both to Colne's congestion problems and to supporting future development, there will be a full public consultation at which the detailed work will be presented alongside the viable options that have emerged.

Time Table:

- Detailed traffic studies, environmental work and options design leading to public consultation on viable alternatives: 2014/15 to 2016/17.
For chosen option:
- Business Case Development: 2016/17 to 2017/18
- Planning Application if required: 2018/19
- Compulsory Purchase Orders (CPO)/(SRO) procedures if required: 2019/20
- Start of Works: 2020/21
- Project completed: 2022/23

Funding:

Estimated capital build cost (bypass): £46m

Funding Streams:

Single Local Growth Fund £32m (subject to Growth Deal)

Lancashire County Council: £10m

CIL/S106 developer funding: £4.0m

Whinny Hill Link Road, Hyndburn

This scheme comprises a new distributor road to serve the Huncoat Strategic Employment Site and housing development on the former Huncoat Colliery. It will also improve the highway network serving the Whinney Hill landfill site and remove traffic from roads fronted by residential properties.

Time Table:

- Scheme Preparation: 2016/17
- Planning Application: 2017/18
- CPO/SRO procedures: 2018/19
- Start of works: 2019/20
- Road Open: 2020/21

Funding:

Estimated capital build cost: £15.3m

Funding Stream:

CIL/S106 developer funding: £15.3

Completion of the Blackburn Town Centre Orbital route

This scheme will complete the Blackburn Town Centre orbital route between Copy Nook and the Towns Moor retail park and comprises improvements to the highway and a new bridge over the Leeds and Liverpool Canal in Audley, Blackburn, improvements to the Towns Moor Gyratory and widening of Montague Street.

Time Table:

- Start of Works: 2018/19
- Project Completed: 2019/20

Funding:

Estimated capital cost: £10m

Funding Streams:

Single Local Growth Fund: £9m (subject to Growth Deal)

Blackburn with Darwen Borough Council: £1m

Darwen East Distributor Route

This scheme delivers a new link road on the eastern side of Darwen which will unlock land to enable the future development of new housing and improve access to local employment opportunities planned through the Council's emerging Local Development Framework. The scheme also provides a local traffic alternative to the already busy A666 and enables better access to M65 Junction 4.

Time Table:

- Start of Works: 2017/18
- Project Completed: 2018/19

Funding:

Estimated capital cost: £3m

Funding Streams:

Single Local Growth Fund: £2.5m (subject to Growth Deal)

Blackburn with Darwen Borough Council: £0.5m

Fishmoor Link Road, Blackburn with Darwen

The Fishmoor Link Road scheme delivers a new link road which will facilitate future development of housing and employment in the Fishmoor area of Blackburn with Darwen. It also relieves one of the borough's busiest and congested junctions at the Blackamoor Road and Roman Road junction, which is classified as an Air Quality Management Area. In addition, the scheme will also improve access to local businesses at Walker Park and Roman Road industrial estates from M65 Junctions 4 and 5.

Time Table:

- Start of Works: 2019/20
- Project Completed: 2020/21

Funding:

Estimated capital cost: £3m

Funding Streams:

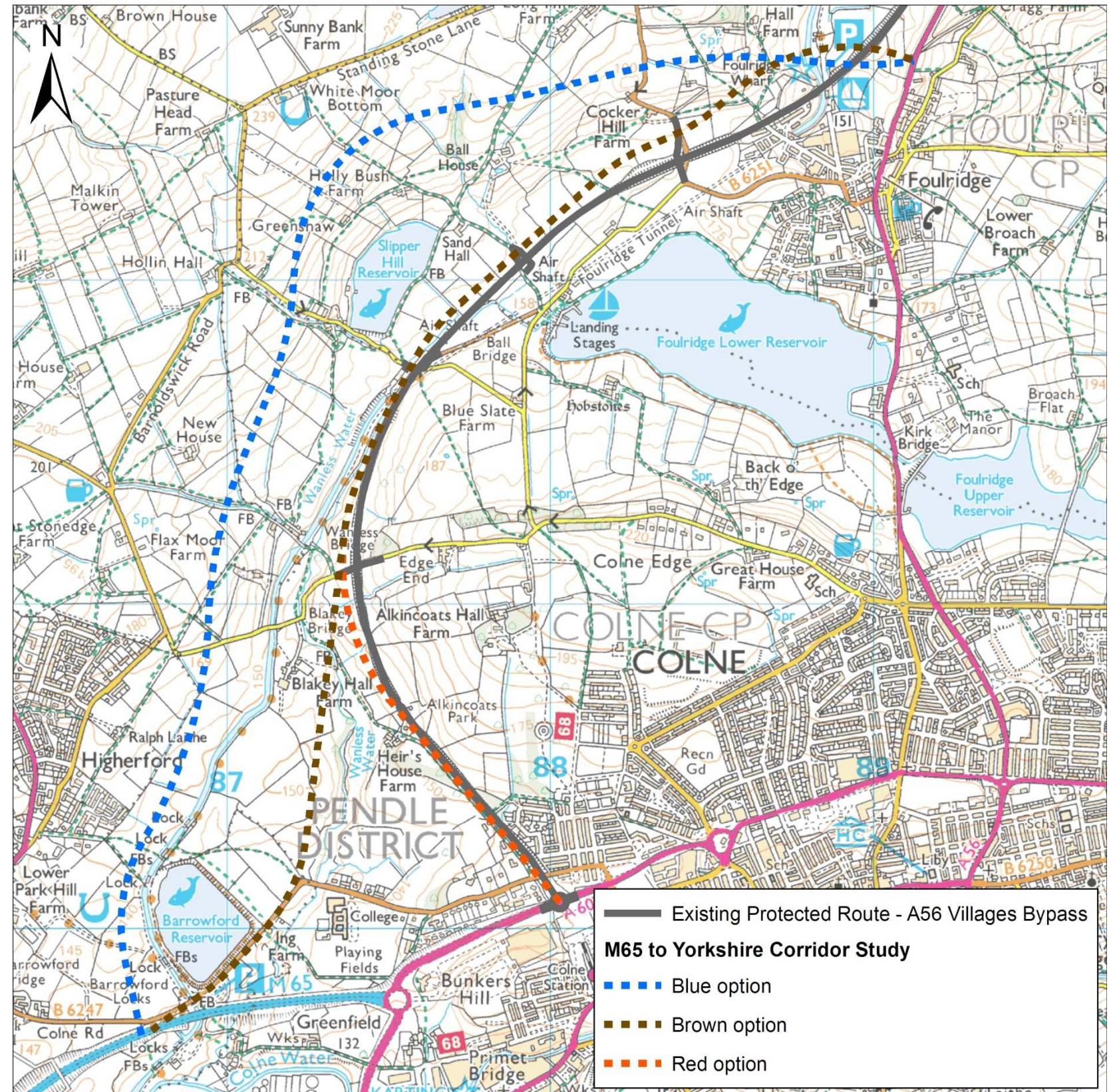
Developer funding: £2m

Blackburn with Darwen Borough Council: £1m

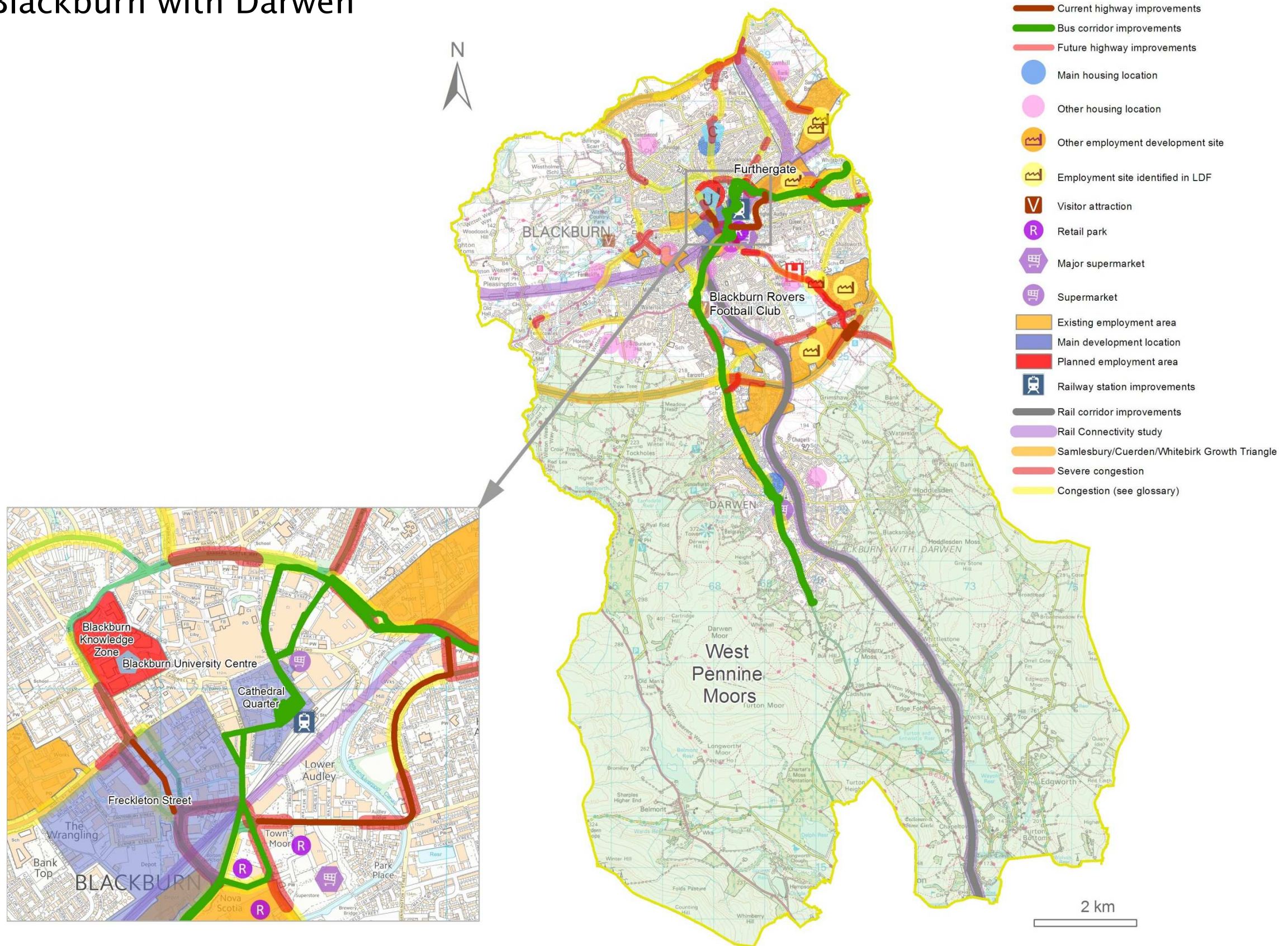
Appendix 2 – A56 Colne to Foulridge Bypass

Map showing the currently protected route for the southern section of the A56 Villages Bypass scheme and the three southern options identified in the M65 to Yorkshire Corridor study.

We will now undertake the next stage of the work that will give us the evidence to draw up detailed design proposals for all the southern options. These options will include what could ultimately be done 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. Once this work has been completed we will be able to consult on our final proposals.



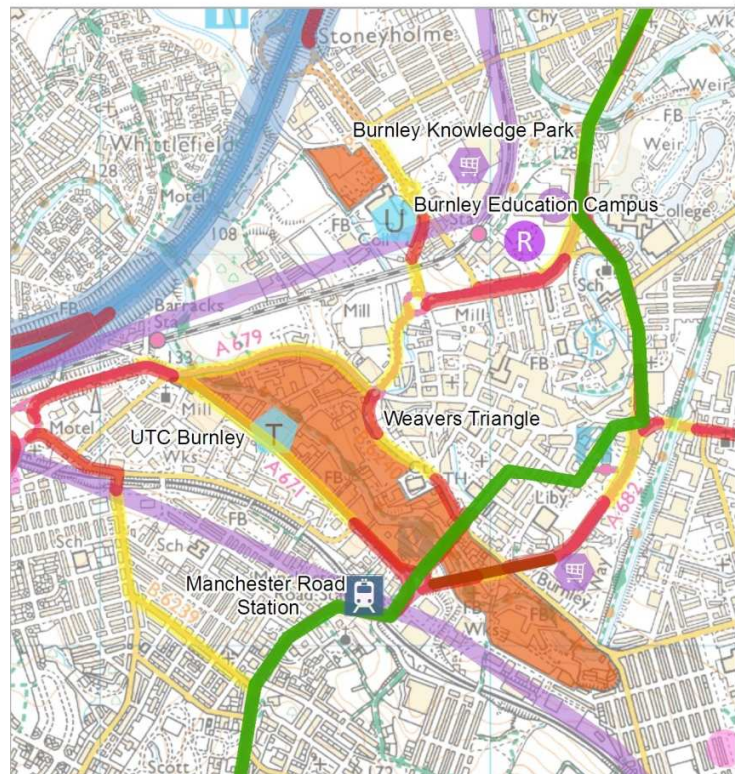
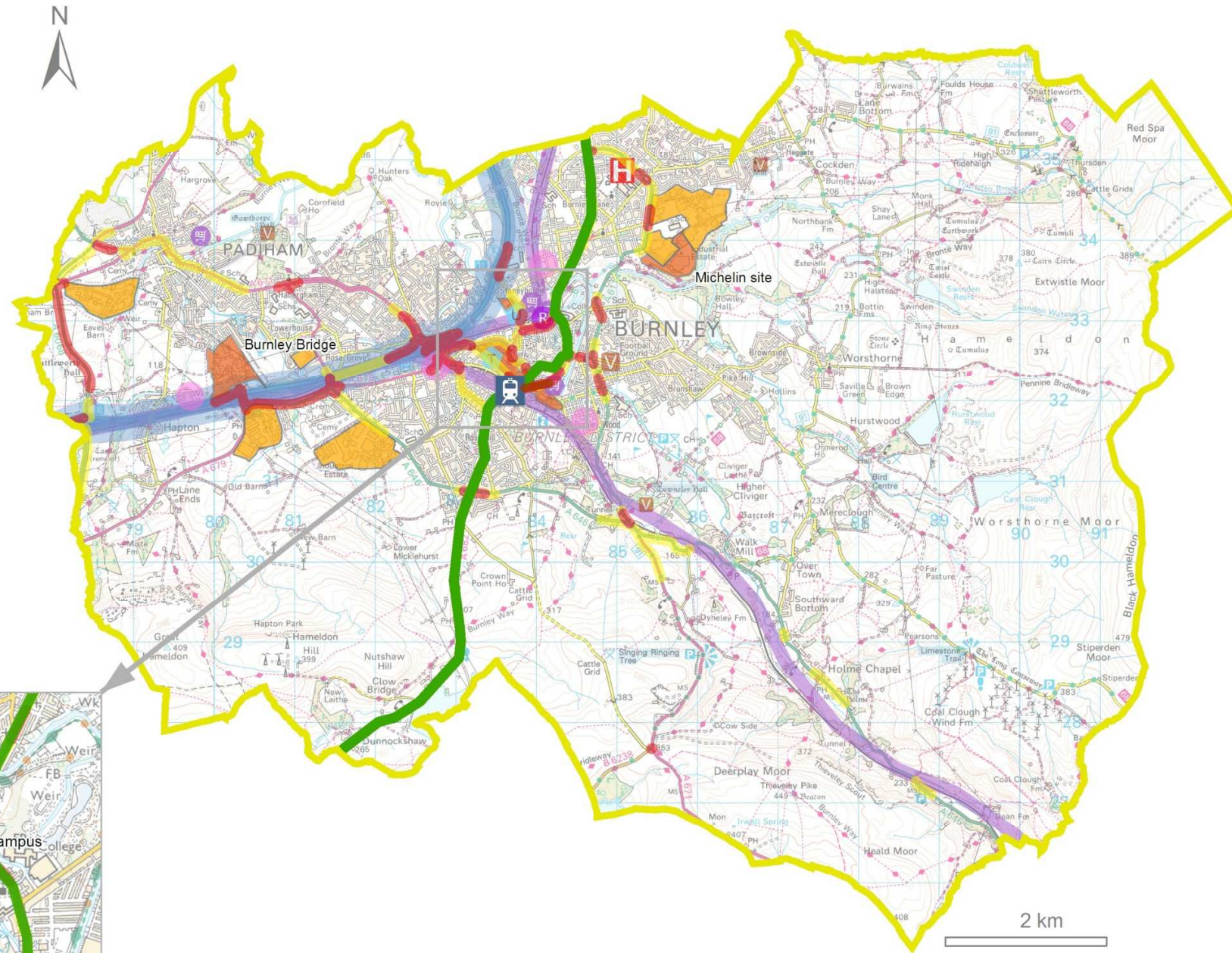
Appendix 3 Blackburn with Darwen



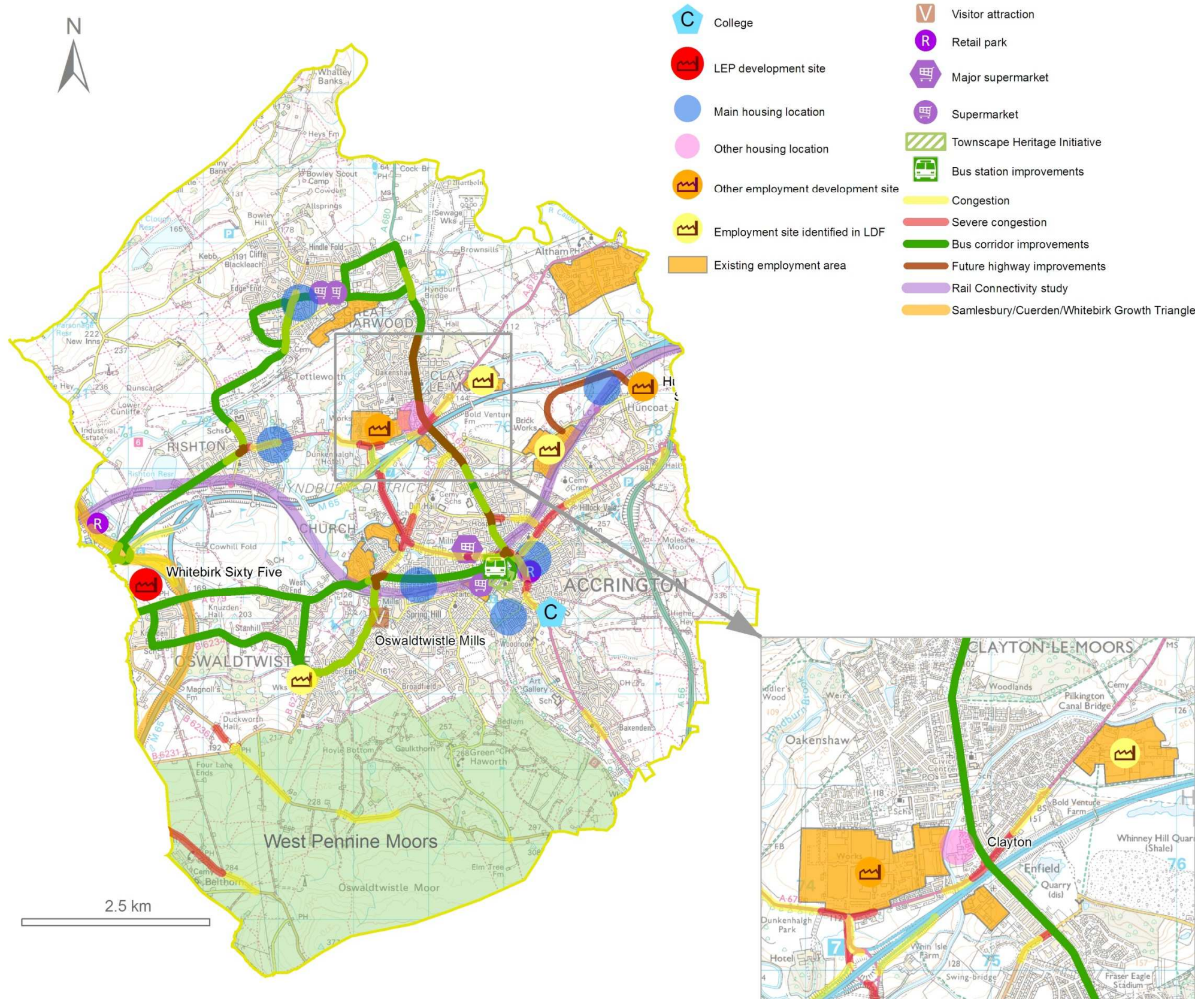
Appendix 4 District Maps

Burnley

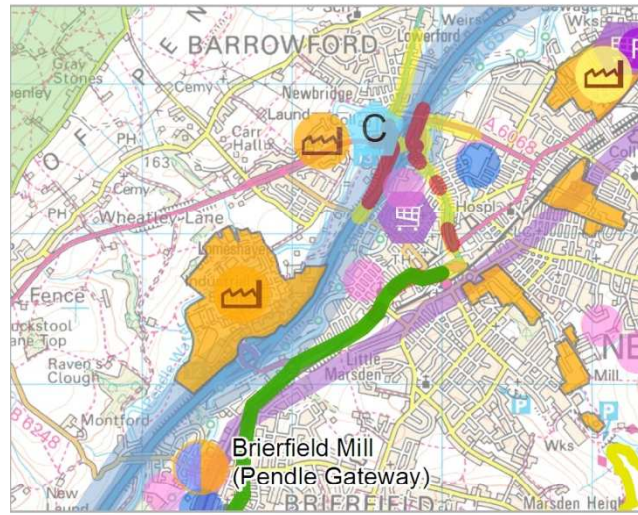
-  Rail station improvements
-  Bus corridor improvements
-  Future highway improvements
-  LEP development site
-  Existing employment area
-  Severe congestion
-  Congestion
-  University college
-  University technical college
-  Main housing location
-  Other housing location
-  Hospital
-  Retail park
-  Major supermarket
-  Supermarket
-  Visitor attraction
-  Burnley/Pendle Growth corridor
-  Rail Connectivity study



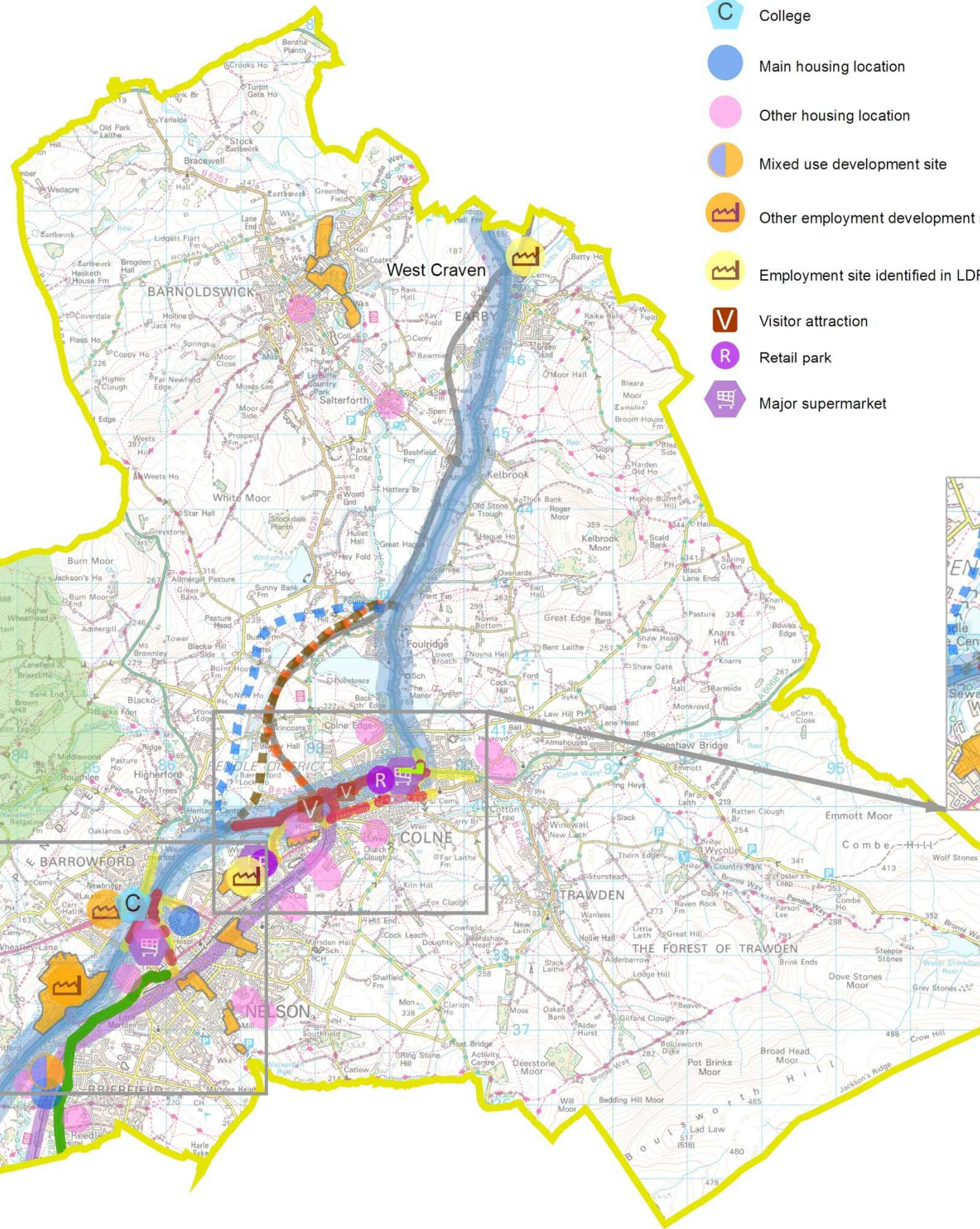
Hyndburn



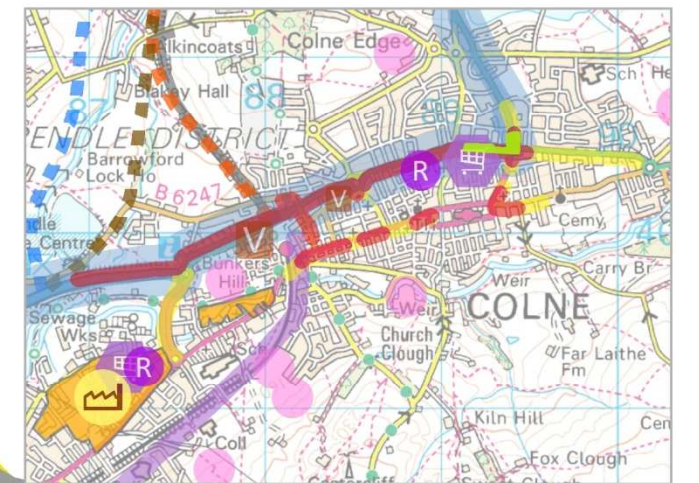
Pendle



1km



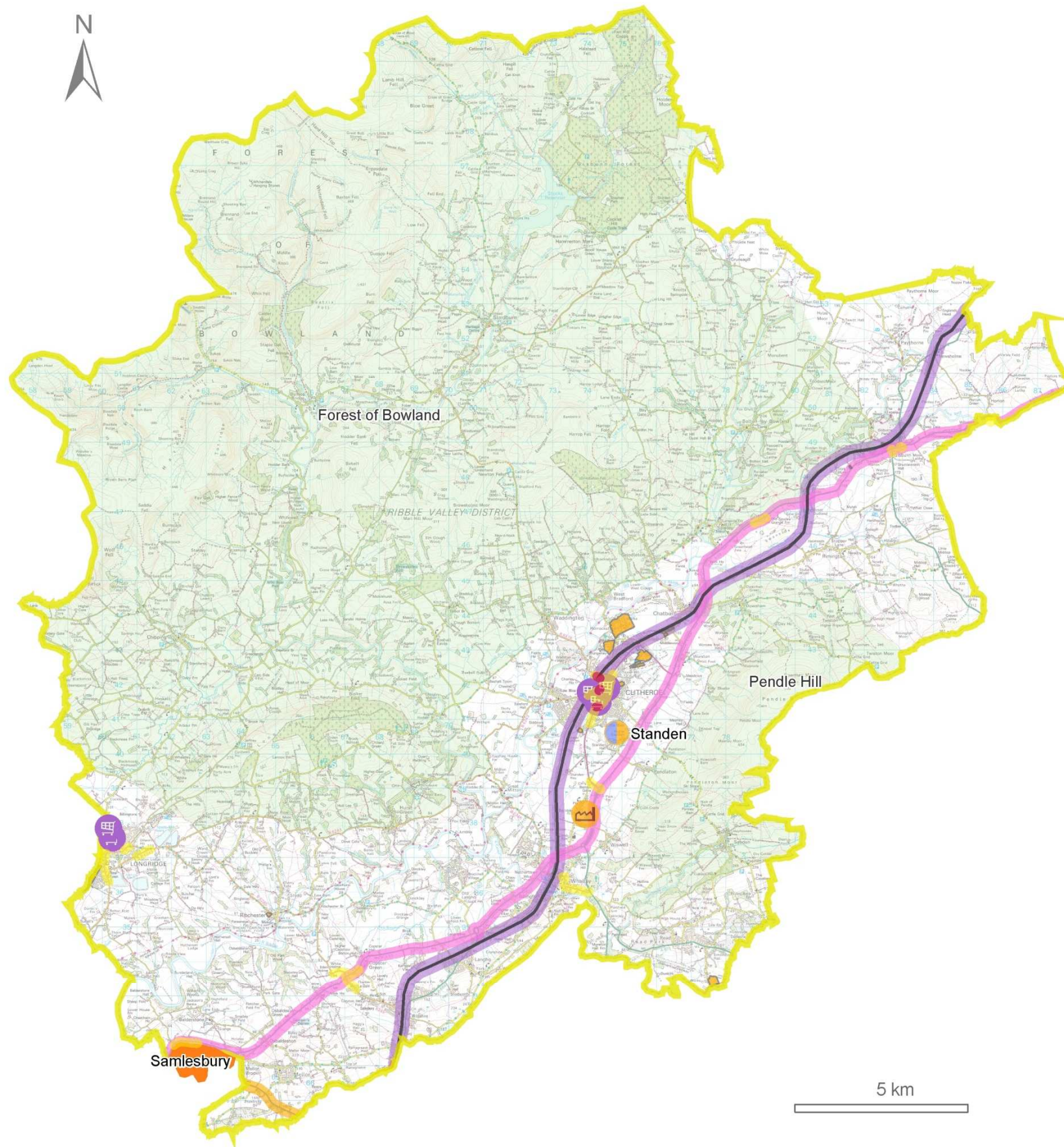
- College
- Main housing location
- Other housing location
- Mixed use development site
- Other employment development site
- Employment site identified in LDF
- Visitor attraction
- Retail park
- Major supermarket
- Existing employment area
- Air quality management area
- Severe congestion
- Congestion (see glossary)
- Bus corridor improvements
- Burnley/Pendle Growth corridor
- Rail Connectivity study
- Existing Protected Route - A56 Villages Bypass M65 to Yorkshire Corridor Study
- Blue option
- Red option
- Brown option



1km

















2.5 km

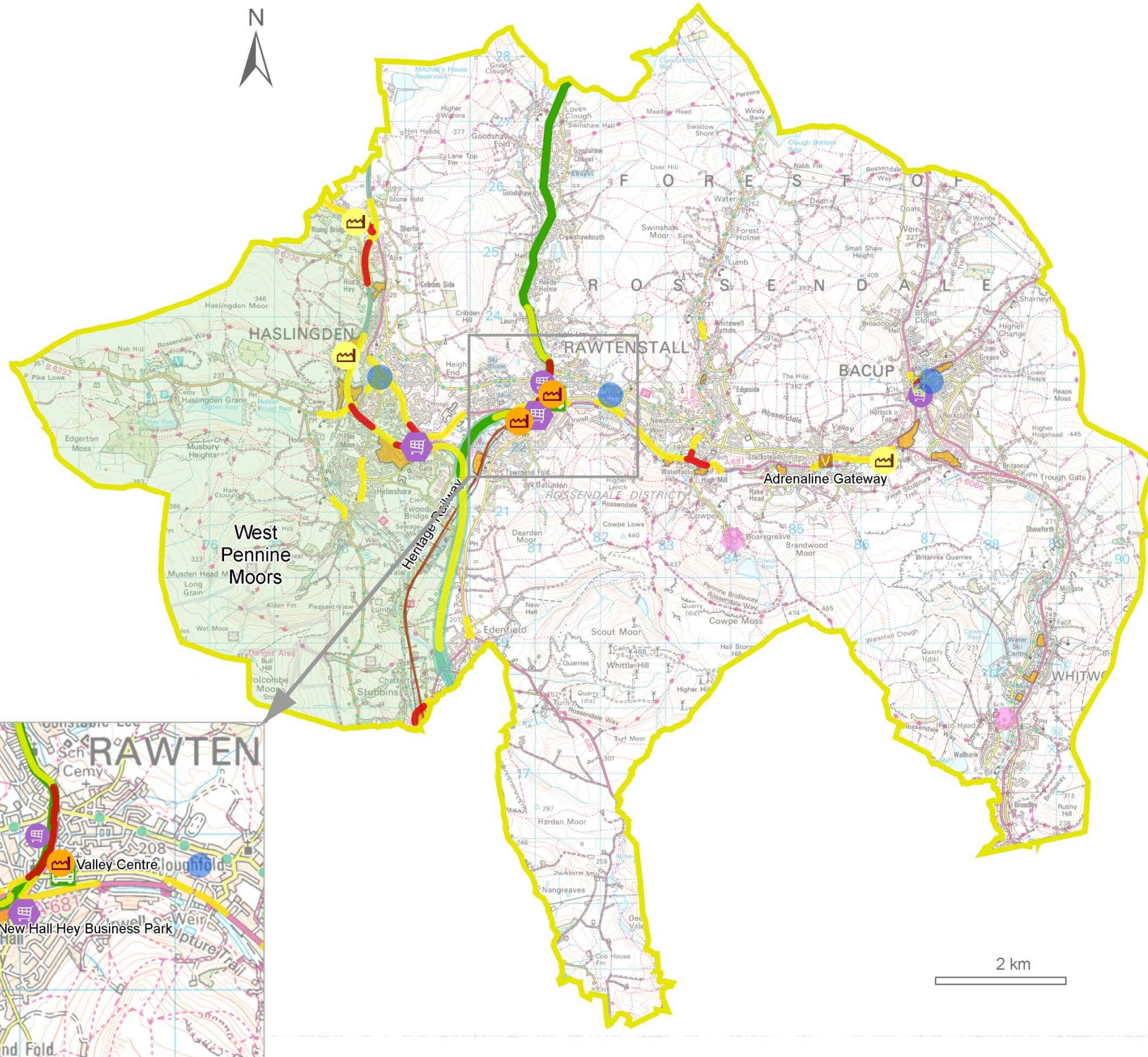
Ribble Valley



-  Other employment development site
-  Mixed use development site
-  Supermarket
-  Existing employment area
-  Enterprise zone
-  Samlesbury/Cuerden/Whitebirk Growth Triangle
-  Rail Connectivity study
-  Ribble Valley Growth corridor
-  Severe congestion
-  Congestion (see glossary)

Rossendale

-  LEP development site
-  Main housing location
-  Other housing location
-  Other employment development site
-  Employment site identified in LDF
-  Visitor attraction
-  Retail park
-  Major supermarket
-  Supermarket
-  Existing employment area
-  Townscape Heritage Initiative
-  Bus station improvements
-  Bus corridor improvements
-  A56/M66 Gateway
-  Severe congestion
-  Congestion (see glossary)



Appendix 5 Glossary

Air Quality ~ the condition of the air around us. Pollution is often a cause of poor air quality. Carbon Emissions ~ carbon dioxide (CO₂) and carbon monoxide (CO) produced by vehicles and industrial processes.

Core Strategy ~ the key compulsory local development document specified in United Kingdom planning law. It sets out the vision, objectives, strategy and policies that will manage development and use of land in an area. Every other local development document is built on the principles set out in the core strategy, regarding the development and use of land in a local planning authority's area.

Compulsory Purchase Orders (CPO) ~ compulsory purchase orders allow certain bodies to buy land or property even where a land owner does not want to sell it. A CPO is a last resort and only used where taking the land is necessary and it is in the public interest.

Congestion – a condition on road networks that occurs as use increases that is characterised by slower speeds, longer journey times and increased queuing. The maps in this masterplan use the following definitions based on average speed during peak hours:

Road type/Speed limit	Severe congestion	congestion
Urban 30mph & 40 mph	< 10mph	10 – 20 mph
50mph & 60 mph	< 20 mph	20 – 30 mph
Dual carriageway and motorway 70 mph	< 40 mph	40-50 mph

Economic Development ~ long term actions to improve the standard of living and economic health of an area. Actions can involve many areas including education, infrastructure, competitiveness, environmental sustainability, social inclusion and health.

Green Belt ~ an area of open countryside or farmland between urban areas, where development is restricted to limit urban growth and prevent separate urban areas joining together over time.

High Speed Rail ~ High Speed 2 (HS2) will be the UK's new high speed rail network, built initially between London and Birmingham. Phase 2 of HS2 will extend the route to Manchester and Leeds.

Highway Authority ~ an organisation legally responsible for looking after the highway network (roads, footways and cycle ways) in an area and which has certain legal powers as a result. In Lancashire, the County Council is the highways authority for most roads in the county.

Infrastructure ~ the basic facilities needed for society to function, such as roads, railways, communications systems, electricity, gas and water supplies, and public buildings including schools.

Integrated Transport (IT) Block ~ Government capital funding provided to County and Unitary Councils for support for small-scale transport improvement schemes.

Lancashire Advanced Engineering and Manufacturing Enterprise Zone ~ the Enterprise Zone is made up of the two BAE Systems sites at Samlesbury and Warton. The Lancashire Economic Partnership (LEP) worked with BAE Systems to launch the Zone in April 2012, and it is intended to become a world class location for advanced engineering and manufacturing.

Lancashire Enterprise Partnership (LEP) ~ a public/private sector partnership which provides leadership for the county's economy and therefore has an important role in

directing local economic development activity for job creation and growth.

Local Development Framework (LDF) ~ a set of documents setting out the policies and plans which will shape how an area develops and which make up the local plan for a local planning authority's area.

Local Sustainable Travel Fund ~ a government fund to support measures to encourage economic growth and reduce carbon emissions.

Local Transport Plan ~ a statutory document that sets out how the County Council will provide sustainable and accessible transport capable of supporting the county's economic growth over the next few years and beyond.

Sustainable ~ in this masterplan, sustainable means something that "meets the needs of the present without compromising the ability of future generations to meet their own needs". Making plans, policies and schemes sustainable means balancing environmental, social and economic issues.

Nature Conservation Value ~ areas of the natural environment with valuable habitats or plant or animal species to be protected and enhanced that need to be considered by a planning authority when they are preparing their local plan and making decisions on planning applications.

Park and Ride ~ a system for reducing urban traffic congestion in which drivers leave their cars in parking areas on the outskirts of a town or city and travel to the city centre on public transport. Most park and ride is bus based; rail based sites are usually called 'Parkways'.

Pinch Point Programme Funding ~ part of the Government's growth scheme providing funding to tackle specific places on the national main road network where traffic congestion is at its worst.

Rolling Stock ~ the carriages and wagons that make up a train. The quality and capacity (the number of people or quantity of goods that can be carried) of rolling stock affects the level of service on a route.

Side Roads Order (SRO) ~ a legal order that allows a highway authority to make alterations to roads or other highways affected by a major road scheme including closing or diverting roads or private accesses affected by it.

Spatial Planning ~ how the public sector influences the distribution of people and activities in an area. It includes land use planning, urban planning, transport planning and environmental planning. Other related areas are also important, including economic development and community development. Spatial planning takes place on local, regional, national and international levels.



East Lancashire

Highways and Transport Masterplan



East Lancashire Transport and Highways Masterplan Consultation Report - Draft Masterplan

December 2013

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1. Introduction

1.1 This report provides details of the consultation and engagement of the draft East Lancashire Highways and Transport Masterplan. The draft East Lancashire Highways and Transport Masterplan sets out the County Council's ideas for a future highways and transport strategy for East Lancashire.

1.2 Consultation response to the A56 route options which were published as part of the masterplan is covered in a report which is published separately.

2. Main Points Arising from the Consultation

2.1 Across all consultation groups support was given to the draft East Lancashire Highways and Transport Masterplan.

2.2 There was a general consensus that improved connectivity is essential for the future economic growth of East Lancashire. Whilst there was recognition that outward connectivity to Yorkshire and Manchester was vital, it was also felt that connectivity within East Lancashire was also an important factor and underplayed in the current draft.

2.3 There was a significant response calling for the East Lancashire Railway to be utilised as a commuter link and incorporated into the proposals within the draft East Lancashire Highways and Transport Masterplan.

2.4 A number of stakeholders across different groups expressed concern at the lack of sustainable transport measures in the masterplan.

2.5 There were a number of specific comments suggesting junction, traffic light phasing and public transport improvements.

2.6 There was overriding support for the A56 route proposals, in particular, the brown route from stakeholders. However, from members of the public opinion is polarised as to the merits, or not, of a bypass.

3. Consultation and Engagement

3.1 Consultation on the draft East Lancashire Highways and Transport Masterplan was carried during October and November 2013 and views

were sought from District Councils, Members, Stakeholders, District and Parish Councils and members of the public.

3.2 At the start of the consultation a news release was issued and a series of briefings were held with the media. These included Radio Lancashire, the Lancashire Telegraph, 2BR radio and the Colne Times. A further two news releases were issued, the first to promote the consultation event being held at Colne Library and the second as a consultation deadline reminder.

3.3 Media relations activity has resulted in extensive media coverage. For more details see appendix 3.

4. Questionnaires

4.1 A key consultation exercise was a questionnaire relating to the proposals outlined in the draft East Lancashire Highways and Transport Masterplan. This identified key aspects and sought views on the whether the masterplan captures the issues and challenges facing East Lancashire.

4.2 In total 437 responses were received. The key findings are as follows

- Over two-thirds of respondents (69%) agree that the county council's vision for East Lancashire's transport network should aim to ensure that employment sites are well connected both nationally and internationally. A quarter of respondents (25%) disagree with this aim.
- Over two-thirds of respondents (68%) agree that the county council's vision for East Lancashire's transport network should aim to provide local developments with local transport connections that they need to succeed. A quarter of respondents (25%) disagree with this aim.
- Around three-quarters of respondents (74%) agree that the county council's vision for East Lancashire's transport network should aim to help people from all communities to travel to employment and education.
- Over three-quarters of respondents (77%) agree that the county council's vision for East Lancashire's transport network should aim to make sustainable travel (eg trains and buses) the choice wherever possible, even in rural areas.

- Over four-fifths of respondents (85%) agree that the county council's vision for East Lancashire's transport network should aim to make walking and cycling safe and easy choices for local journeys.
- Over three-quarters of respondents (76%) agree that the county council's vision for East Lancashire's transport network should aim to make improvements to our streets and public spaces that support both new development and existing communities.
- Just under nine-tenths of respondents (87%) agree that the county council's vision for East Lancashire's transport should aim to make the area attractive for visitors.
- Just under four-fifths of respondents (79%) agree that the county council's vision for East Lancashire's transport network should aim to make the area easy for visitors to travel around without a car.
- Overall, almost three-fifths of respondents (57%) agree with the county council's vision for improving East Lancashire's transport network. Two-fifths of respondents (40%) disagree with the vision.
- Four-fifths of respondents (81%) agree with the county council's proposal to focus on improving rail connections between East Lancashire and the growth areas of Preston and Central Lancashire, Manchester (including Manchester Airport) and Leeds.
- Around three-fifths of respondents (57%) agree with the county council's proposal to look at the A56/M66 corridor and how traffic congestion can be reduced and the reliability of bus services improved. Just under a third of respondents (31%) disagree with this proposal.
- Just under two-fifths of respondents (39%) agree with the county council's proposals to look at the main routes between Samlesbury, Cuerden and Whitebirk, including the M65. However, two-fifths of respondents (40%) say that they don't know about the proposals.
- Over half of respondents (56%) agree with the county council's proposal to look at what needs to be done to make sure that our roads can support the economic growth planned for Burnley and Pendle. Over a third of respondents (35%) disagree with this proposal.
- Over two-fifths of respondents (43%) agree with the county council's proposal to look at what needs to be done to the A59 between Samlesbury and North Yorkshire boundary and also the A671/A6068

route between Whalley and M65 Junction 8. Just under two-fifths of respondents (37%) say that they don't know about the proposal.

- Over three-fifths of respondents (63%) agree with the county council's proposals to focus on access to and between the main towns and employment areas. Over a quarter of respondents (27%) disagree.
- Respondents were then asked for any additional comments they had about any of the proposals. Over two-thirds of these comments related to the Colne – Foulridge bypass, with the majority of these expressing concerns at one or more of the route options

4.3 Further detail and analysis from the questionnaires are included as appendix 1

6. Members

6.1 A briefing for county councillors was held on 14 October. All county councillors were invited to attend. For those councillors who were unable to attend, the event was webcast and documents were posted on the members' portal. Additional briefings were also held with members from Pendle, Rossendale and Ribble Valley. One written representation from a Member was received.

6.2 Issues raised were:

- Clarification sought on a number of specific issues
- Request for the inclusion of a number of railway stations to be included into future feasibility studies
- Requests to bring forward the re-opening of the Colne to Skipton railway line
- Request for Councillors to be kept informed as the proposals outlined in the master plan progress

7. District Councils

7.1 Responses were received from five district councils within and one external to East Lancashire. In all cases districts were supportive of the masterplan. Issues raised included:

- Acknowledgement that improved connectivity is essential for the economic growth of East Lancashire
- Support given to the proposed A56 Brown Route
- Support given to the various studies proposed within the masterplan and calls for districts to be involved in their progression

- A recognition that the proposals have the potential to create economic opportunities along the M65
- Specific comments suggesting junction, connectivity to strategic sites, traffic light phasing and public transport improvements
- Calls for public transport and local connectivity in rural areas to be further emphasised
- Support for improvement of rail services between Clitheroe and Manchester
- A call for sustainable transport infrastructure to support the Adrenalin Gateway
- Calls for the consideration of the East Lancashire Railway to be utilised as a commuter link

8. Town and Parish Councils

8.1 Town and Parish councils within and adjacent to East Lancashire were consulted. In addition to email and letter correspondence informing them of the consultation officers provided briefings at 3 tier forum events at Pendle, Rossendale, Hyndburn and Burnley.

8.2 Although a number of Parish and Town Council's responded, only one responded specifically to the Masterplan, with others targeting their comments primarily on the A56 Bypass.

8.3 Issues raised in relation to the Masterplan were:

- Calls for a direct rail link between Preston and Clitheroe
- Calls for additional trains to be provided between Clitheroe and Manchester
- Calls for a rail link north from Clitheroe to Hellifield

9. Stakeholders

9.1 Emails were sent to a wide range of stakeholders informing them of the consultation. Guidance from the Local Transport Plan 3 was used as a guide in terms of recommended statutory and non statutory stakeholders. Additionally, district councils in East Lancashire were asked to share their databases from the LDF process to target more localised groups and communities.

9.2 Responses from stakeholders were received by letter, email, and online questionnaires. The responses varied depending on the type of organisation represented and often related to the interest the group represented; issues raised included:

- Support given to the concept of master planning and a desire from a number of stakeholders to be actively involved in the process as it develops
- Support for the A56 Bypass of Colne with preference towards the Brown Route
- Calls from stakeholders to be involved as and when proposals set out in the masterplan progress
- Concern that parts of the evidence base presented in the masterplan are from dated information sources
- Whilst wider connectivity is acknowledged, a call for inward commuting within the area to be more widely considered
- Calls for specific schemes to be incorporated into the masterplan
- Support given to the studies proposed within masterplan
- Comments that the masterplan gives insufficient recognition of the role the M65 and M66 plays in the functioning of East Lancashire's economy and its communities. A number of considerations and suggestions are proposed
- Calls for the Burnley Inner relief Road to be included in the masterplan
- Specific comments suggesting junction, traffic light phasing and public transport improvements
- Concerns expressed that the Whinney Hill link road is dependent upon developer contributions
- Calls for the consideration of the East Lancashire Railway to be utilised as a commuter link, including a petition signed by 2069 signatures.
- Calls for new rail infrastructure e.g. rail connection between Colne and Manchester
- Clitheroe to Manchester Rail Corridor improvements welcomed
- Concern that major employment sites in Rossendale are not recognised in the masterplan
- A number of comments relating to the lack of sustainable transport measures in the masterplan. E.g lack of allocated finance for public transport infrastructure, lack of pedestrian or cycle networks proposed
- A greater recognition to be given to the potential benefits that behavioural change can bring in terms of sustainable travel
- Wider recognition should be given to the potential of technology both in terms of managing traffic and reducing the need to travel
- Calls to references to pinch point scheme at M65 j5, air quality and traffic noise issues to be incorporated into the masterplan
- Consideration needs to be given to the requirement for the masterplan to have accompanying SEA and/or HRA
- A number of comments opposing the need for a A56 bypass around Colne

10. Members of the Public

10.1 Other than the issues expressed within the questionnaires, there was no additional representation received by members of the public specific to the draft East Lancashire Transport and Highways masterplan. Again representation was targeted at issues particular to the A56 Bypass.

11. Conclusions

11.1 Consultation has been undertaken to gain a wider understanding of the important travel and transport issues and challenges in East Lancashire. Consultation has taken place with a wide range of interested parties, including district councils, town and parish councils, stakeholders, and the general public.

11.2 Due to the wide geographic spread and strategic nature of the proposals outlined in the draft East Lancashire Transport and Highways master plan many of the responses received are very detailed and not all points can be covered in this overarching report. Many of these comments provide important and valuable suggestions and local intelligence and will be considered and taken forward as the master plan progresses.

11.3 Appendix 2 to this report sets out in summary tables the main issues raised in the consultation by members, district councils, town and parish councils, stakeholders and members of the public.

11.4 Further consultation in relation to individual schemes will take place as the master plan process progresses and respondents to this consultation process will be informed.



Appendix 1: Questionnaire Report

**East Lancashire
Masterplan 2013**

Report

December 2013

Heather Walmsley and Mick Edwardson

December 2013

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1. Executive summary

Lancashire County Council undertook a 7-week consultation to inform the East Lancashire masterplan. The consultation was conducted by a combination of paper-based and online questionnaires. In total 437 responses were received.

1.1 Key findings

- Over two-thirds of respondents (69%) agree that the county council's vision for East Lancashire's transport network should aim to ensure that employment sites are well connected both nationally and internationally. A quarter of respondents (25%) disagree with this aim.
- Over two-thirds of respondents (68%) agree that the county council's vision for East Lancashire's transport network should aim to provide local developments with local transport connections that they need to succeed. A quarter of respondents (25%) disagree with this aim.
- Around three-quarters of respondents (74%) agree that the county council's vision for East Lancashire's transport network should aim to help people from all communities to travel to employment and education.
- Over three-quarters of respondents (77%) agree that the county council's vision for East Lancashire's transport network should aim to make sustainable travel (eg trains and buses) the choice wherever possible, even in rural areas.
- Over four-fifths of respondents (85%) agree that the county council's vision for East Lancashire's transport network should aim to make walking and cycling safe and easy choices for local journeys.
- Over three-quarters of respondents (76%) agree that the county council's vision for East Lancashire's transport network should aim to make improvements to our streets and public spaces that support both new development and existing communities.
- Just under nine-tenths of respondents (87%) agree that the county council's vision for East Lancashire's transport should aim to make the area attractive for visitors.
- Just under four-fifths of respondents (79%) agree that the county council's vision for East Lancashire's transport network should aim to make the area easy for visitors to travel around without a car.
- Overall, almost three-fifths of respondents (57%) agree with the county council's vision for improving East Lancashire's transport network. Two-fifths of respondents (40%) disagree with the vision.
- Four-fifths of respondents (81%) agree with the county council's proposal to focus on improving rail connections between East Lancashire and the growth areas of Preston and Central Lancashire, Manchester (including Manchester Airport) and Leeds.
- Around three-fifths of respondents (57%) agree with the county council's proposal to look at the A56/M66 corridor and how traffic congestion can be reduced and the reliability of bus services improved. Just under a third of respondents (31%) disagree with this proposal.
- Just under two-fifths of respondents (39%) agree with the county council's proposals to look at the main routes between Samlesbury, Cuerden and

Whitbriik, including the M65. However, two-fifths of respondents (40%) say that they don't know about the proposals.

- Three-fifths of respondents (60%) strongly disagree with the county council's new proposal for the A56 Colne-Foulridge bypass. However, just under a quarter of respondents (24%) strongly agree with this proposal.
- Over half of respondents (56%) agree with the county council's proposal to look at what needs to be done to make sure that our roads can support the economic growth planned for Burnley and Pendle. Over a third of respondents (35%) disagree with this proposal.
- Over two-fifths of respondents (43%) agree with the county council's proposal to look at what needs to be done to the A59 between Samlesbury and North Yorkshire boundary and also the A671/A6068 route between Whalley and M65 Junction 8. Just under two-fifths of respondents (37%) say that they don't know about the proposal.
- Over three-fifths of respondents (63%) agree with the county council's proposals to focus on access to and between the main towns and employment areas. Over a quarter of respondents (27%) disagree.
- Respondents were then asked for any additional comments they had about any of the proposals. Over two-thirds of these comments related to the Colne – Foulridge bypass, with the majority of these expressing concerns at one or more of the route options

2. Introduction

The East Lancashire Masterplan looks at problems, gaps and opportunities affecting the roads and public transport in East Lancashire and the impact of these on the people, places and economy of the area. It sets out Lancashire County Council's vision for travel and transport in the future and explains what the county council will do next to meet the current and future needs and hopes of the people of East Lancashire, which covers Burnley, Hyndburn, Pendle, Ribble Valley and Rossendale.

A range of proposals have been developed to meet the future transport needs of East Lancashire for rail, roads, public transport, walking and cycling. A public consultation was conducted to seek views in relation to the proposals.

3. Methodology

The consultation ran from 23 October 2013 to 13 December 2013 and was conducted through a paper and online questionnaire. Paper copies were available from libraries and at a public meeting on 20 November 2013. In total 437 questionnaires were returned.

3.1 Limitations

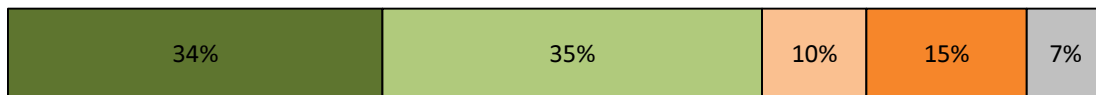
Although the survey was available for anyone to respond to, the aim of the consultation was to gain the views of those who will be affected by the proposals and so the responses should not be seen as the view of the overall Lancashire population.

In charts or tables where responses do not add up to 100%, this is due to multiple responses or computer rounding.

4. Main research findings

Respondents were first asked several questions about the overall vision for the East Lancashire masterplan. Over two-thirds of respondents (69%) agree that the county council's vision for East Lancashire's transport network should aim to ensure that employment sites are well connected both nationally and internationally. A quarter of respondents (25%) disagree with this aim.

Chart 1 - How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to ensure that employment sites are well connected both nationally and internationally?

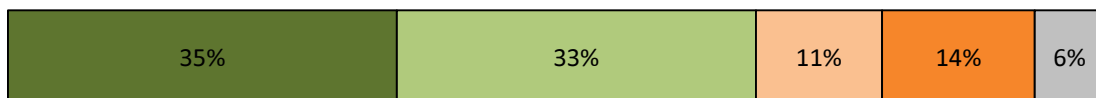


- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 410

Over two-thirds of respondents (68%) agree that the county council's vision for East Lancashire's transport network should aim to provide local developments with local transport connections that they need to succeed. A quarter of respondents (25%) disagree with this aim.

Chart 2 - How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to provide local developments with local transport connections that they need to succeed?



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 409

Around three-quarters of respondents (74%) agree that the county council's vision for East Lancashire's transport network should aim to help people from all communities to travel to employment and education.

Chart 3 – How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to help people from all communities to travel to employment and education?

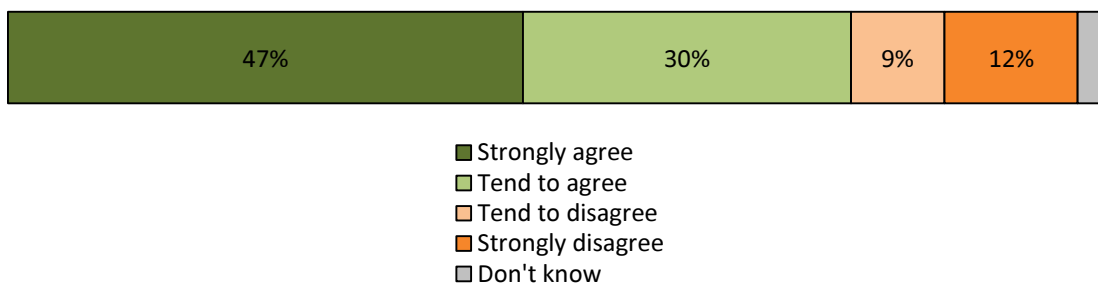


- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 406

Over three-quarters of respondents (77%) agree that the county council's vision for East Lancashire's transport network should aim to make sustainable travel (eg trains and buses) the choice wherever possible, even in rural areas.

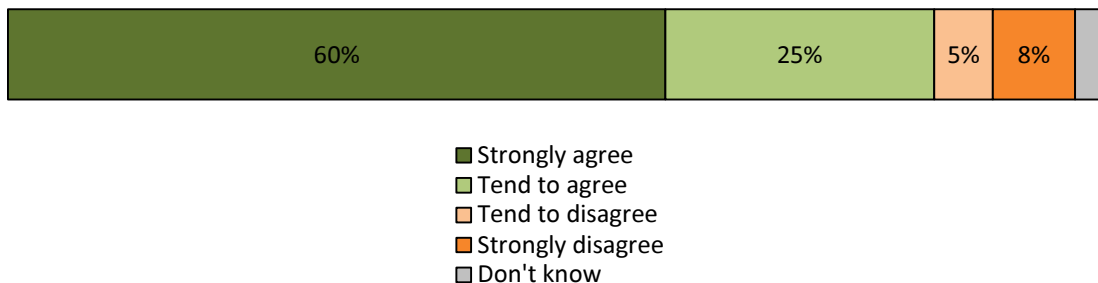
Chart 4 – How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to make sustainable travel (eg trains and buses) the choice wherever possible, even in rural areas?



Base: all respondents 411

Over four-fifths of respondents (85%) agree that the county council's vision for East Lancashire's transport network should aim to make walking and cycling safe and easy choices for local journeys.

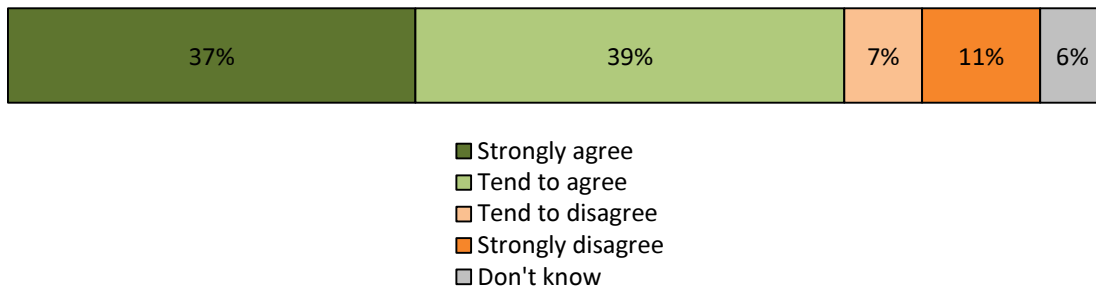
Chart 5 – How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to make walking and cycling safe and easy choices for local journeys?



Base: all respondents 412

Over three-quarters of respondents (76%) agree that the county council's vision for East Lancashire's transport network should aim to make improvements to our streets and public spaces that support both new development and existing communities.

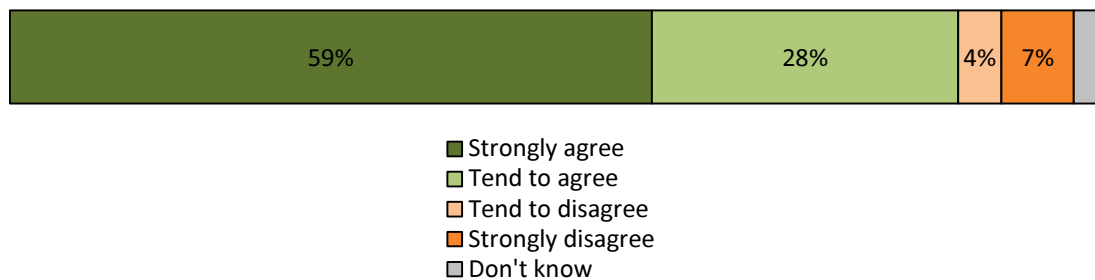
Chart 6 – How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to make improvements to our streets and public spaces that support both new development and existing communities?



Base: all respondents 409

Just under nine-tenths of respondents (87%) agree that the county council's vision for East Lancashire's transport should aim to make the area attractive for visitors.

Chart 7 – How strongly do you agree or disagree that the vision for East Lancashire's transport should aim to make the area attractive for visitors?



Base: all respondents 408

Just under four-fifths of respondents (79%) agree that the county council's vision for East Lancashire's transport network should aim to make the area easy for visitors to travel around without a car.

Chart 8 – How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to make the area easy for visitors to travel around without a car?



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 409

Respondents were then asked how strongly they agree or disagree with the county council's overall vision for improving East Lancashire's transport network. Overall, almost three-fifths of respondents (57%) agree with the county council's vision for improving East Lancashire's transport network. Two-fifths of respondents (40%) disagree with the vision.

Chart 9 - Overall, how strongly do you agree or disagree with the vision for improving East Lancashire's transport network?



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 411

Respondents were then asked how strongly they agree or disagree with specific proposals for East Lancashire's transport network. Four-fifths of respondents (81%) agree with the county council's proposal to focus on improving rail connections between East Lancashire and the growth areas of Preston and Central Lancashire, Manchester (including Manchester Airport) and Leeds.

Chart 10 - How strongly do you agree or disagree with the proposal to focus on improving rail connections between East Lancashire and the growth areas of Preston and Central Lancashire, Manchester (including Manchester Airport) and Leeds?



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 423

Around three-fifths of respondents (57%) agree with the county council's proposal to look at the A56/M66 corridor and how traffic congestion can be reduced and the reliability of bus services improved. Just under a third of respondents (31%) disagree with this proposal.

Chart 11 - How strongly do you agree or disagree with the proposal to look at the A56/M66 corridor and how traffic congestion can be reduced and the reliability of bus services improved?

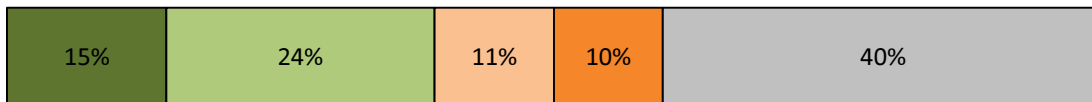


- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 417

Just under two-fifths of respondents (39%) agree with the county council's proposals to look at the main routes between Samlesbury, Cuerden and Whitbirk, including the M65. However, two-fifths of respondents (40%) say that they don't know whether they agree or disagree with the proposals.

Chart 12 – How strongly do you agree or disagree with the proposals to look at the main routes between Samlesbury, Cuerden and Whitbirk, including the M65?



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 413

Three-fifths of respondents (60%) strongly disagree with the county council's new proposal for the A56 Colne-Foulridge bypass. However, just under a quarter of respondents (24%) strongly agree with this proposal.

Chart 13 - How strongly do you agree or disagree with our new proposal for the A56 Colne-Foulridge bypass?



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 428

Over half of respondents (56%) agree with the county council's proposal to look at what needs to be done to make sure that our roads can support the economic growth planned for Burnley and Pendle. Over a third of respondents (35%) disagree with this proposal.

Chart 14 - How strongly do you agree or disagree with the proposal to look at what needs to be done to make sure that our roads can support the economic growth planned for Burnley and Pendle?

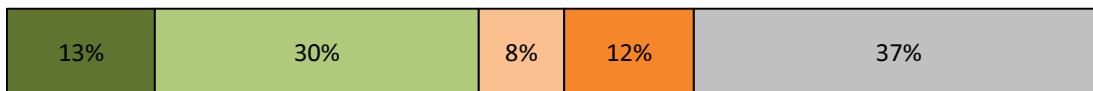


- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 423

Over two-fifths of respondents (43%) agree with the county council's proposal to look at what needs to be done to the A59 between Samlesbury and North Yorkshire boundary and also the A671/A6068 route between Whalley and M65 Junction 8. Just under two-fifths of respondents (37%) say that they don't know whether they agree or disagree with the proposal.

Chart 15 – How strongly do you agree or disagree with the proposal to look at what needs to be done to the A59 between Samlesbury and North Yorkshire boundary and also the A671/A6068 route between Whalley and M65 Junction 8?



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 423

Over three-fifths of respondents (63%) agree with the county council's proposals to focus on access to and between the main towns and employment areas. Over a quarter of respondents (27%) disagree.

Chart 16 - How strongly do you agree or disagree with the proposal to focus on access to and between the main towns and employment areas?

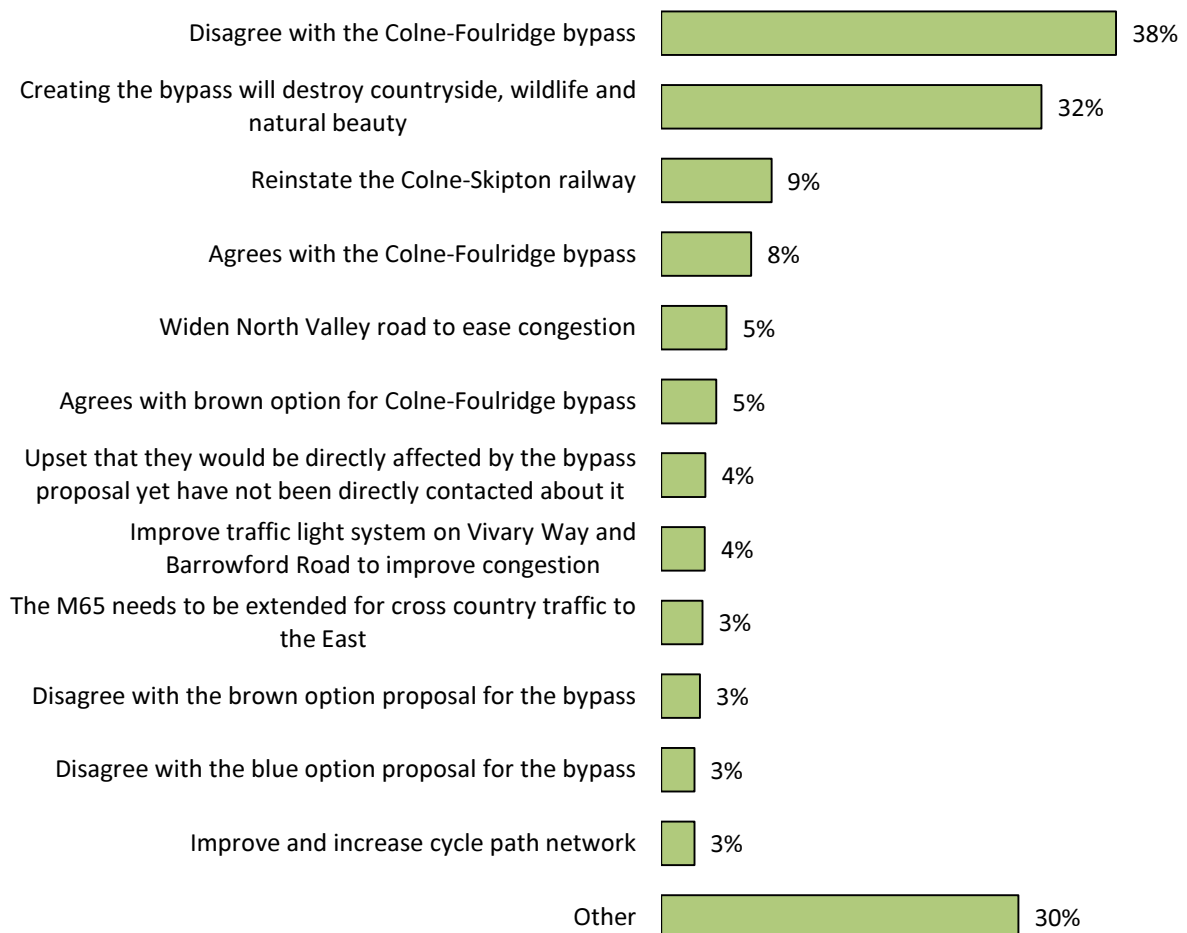


- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 421

Respondents were then asked for any additional comments they had about any of the proposals. Around two-fifths of respondents' additional comments (38%) were to disagree with the Colne-Foulridge bypass.

4.1 Additional comments



Base: all respondents 436

Appendix 1: demographic breakdown

	Count	Percentage
Have you read the East Lancashire Master Plan document?	362	84%
Yes		
No	67	16%

	Count	Percentage
Are you responding to this consultation on behalf of an organisation?	21	5%
Yes		
No	409	95%

	Count	Percentage	
How often do you use the following types of transport? Car	Every or most days	311	77%
	A few times a week	71	18%
	A few times a month	10	2%
	Less often	5	1%
	Never	7	2%
	Count	Percentage	
How often do you use the following types of transport? Bus	Every or most days	13	4%
	A few times a week	33	9%
	A few times a month	56	15%
	Less often	160	43%
	Never	106	29%
	Count	Percentage	
How often do you use the following types of transport? Train	Every or most days	5	1%
	A few times a week	15	4%
	A few times a month	65	18%
	Less often	200	54%
	Never	83	23%
	Count	Percentage	
How often do you use the following types of transport? Bicycle	Every or most days	18	5%
	A few times a week	47	13%
	A few times a month	74	20%
	Less often	85	23%
	Never	146	39%

		Count	Percentage
Are you...?	Male	229	57%
	Female	172	43%

		Count	Percentage
What was your age on your last birthday?	18 and under	0	0%
	19-24	23	6%
	25-34	68	18%
	35-54	164	43%
	55 and over	125	33%

		Count	Percentage
Are you a deaf person or do you have a disability?	Yes	17	4%
	No	381	96%

		Count	Percentage
Which best describes your ethnic background?	White	389	98%
	Asian or Asian British	3	1%
	Mixed/multiple ethnic group	1	<1%
	Black/African/Caribbean/Black British	1	<1%
	Other ethnic group	4	1%

		Count	Percentage
What is the name of your organisation?	Canal & River Trust	1	<1%
	Foulridge anti - bypass campaign	6	1%
	Friends Against the Colne Bypass	1	<1%
	Great Harwood PROSPECTS Panel	1	<1%
	NR Engineering	1	<1%
	Pendle anti-bypass group	1	<1%
	Pendle Borough Council	1	<1%
	Resident of Colne	1	<1%
	Ribble Valley Rail	1	<1%
	Rossendale Borough Council	1	<1%
	Self employed consultant PGM service	1	<1%
	SELRAP - Skipton-East Lancashire	2	<1%
	StoneHouse Logic Limited	1	<1%
	Sustrans	1	<1%

www.path-n-pedal.com	1	<1%
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	Count	Percentage
What is your home postcode? BB1	1	<1%
BB2	1	<1%
BB3	1	<1%
BB4	5	<1%
BB5	2	<1%
BB6	1	<1%
BB7	5	1%
BB8	243	56%
BB9	53	12%
BB10	7	2%
BB11	3	1%
BB12	9	2%
BB18	47	11%
BD23	10	2%
Other	8	2%

	Count	Percentage
If you work, what is the BB1	1	<1%
postcode of your main place BB2	4	1%
of work? BB3	2	<1%
BB4	3	1%
BB5	5	1%
BB7	6	1%
BB8	44	10%
BB9	43	10%
BB10	19	4%
BB11	23	5%
BB12	7	2%
BB16	1	<1%
BB18	25	6%
BD23	10	2%
LS1	6	1%
Other	66	15%



Appendix 2: Comments Received

Respondent	Comments
Members	
County Councillor Alan Schofield	'Motorway Gateways' statements on page 29 imply for the M65 that there are, or will be, problems caused by existing 2-lane stretches between M61 and Whitebirk. As a user (including at some peak times) I do not see, so far, any significant need to extend the existing 3-lane stretches (which already occur at various sections of the whole M65). Rather, there tends to be fairly free-flowing through traffic in either direction, despite the mention on pg 30 of "evidence" relating to "peak times".
	Pg 3 includes for the M65 gateway (among "What we will do next") an intended production of a Samlesbury/Cuerden/Whitebirk Growth Triangle Study - and pg 39 table indicates that delivery of such study is "subject to securing Growth Deal". Presumably the study would include perceived impacts of the Lancashire EZ Samlesbury site development (as referred to on pg 17 - Economic Growth priorities), including particularly any highways/transport relationship links to/from proposed Samlesbury EZ northern (A59) and/or southern (A677) access points? Page 30 appears to recognise such SEZ (and Preston and M6 N&S and M61 S) crucial link(s) for Blackburn & wider East Lancs. - Will the study be in-house or by external consultants; and, if the latter, what will be the cost to LCC?
	The statement on pg 31 that ".. the A59 does not carry a significant volume of through traffic" may appear surprising; but could become truer whenever the proposed Colne/Foulridge Bypass comes to fruition (ie in effect an extension of eastern end of M65 so as to avoid existing bottleneck there, thus encouraging further use of M65 into and from North Yorkshire / West Yorkshire).
	Local county councillors should be kept informed on the scope, development and progress on findings of the proposed Ribble Valley Growth Corridor Study (A59 and A671/A6068 routes). Page 31 includes "The study will identify where junctions may need to be improved or where other highway works may be needed to ensure that capacity, reliability and safety issues do not hinder economic growth".
	Pg 39 indicates that full delivery of "A59 Ribble Valley Growth Corridor Improvements (ELCS)" is subject to securing Growth Deal; and with £0.5m in 2015/16 & £1.5m in 2016/17.
	Pg 31 includes this statement regarding the A59, "Apart from Copster Green and Gisburn, all communities along the route have bypasses".
	It should be noted by the authors of the Consultation Draft that, in the case of Copster Green, Salesbury, (1) most of Copster Green is out with the A59, (2) the existing local 40mph maximum speed limit on the A59 works well (and can be compared to existing 30mph section on A59 farther west at Osbaldeston), and (3) any resurrection of a past LCC proposal for a Copster Green etc bypass would most likely be seen locally as unnecessary and to attract again much understandable opposition.

	Colne-Foulridge bypass (eg page 26 and particularly Appendix 2) . While much of the Consultation Draft is devoted to Roads, it is the above-mentioned Colne-Foulridge Bypass that can be seen as the most significant roads improvement included, whenever it may come to fruition (financial completion by 2021/22 per pg 38).
	Rail transport within and to/from East Lancashire. Brown route favoured for the Colne bypass road in Consultation Draft has an identified advantage of not interfering with (a future) Colne-Skipton rail link reinstatement. Rather than the aspiration and funding for business case (and consultants!) appearing to being left so far with the Skipton-East Lancashire Rail Action Partnership (SELRAP) - qv page 28, LCC ought to take a lead in bringing that rail link to fruition. Opening up that rail route to Skipton, North Yorkshire, would thereby also provide access to the Skipton-Leeds existing, frequent and high quality rail services into West Yorkshire. One of the Opportunities listed on pg 22 is proximity to Preston, Manchester AND Leeds.
	A comparison with rail services in West Yorkshire (eg as mentioned above) - ie including quality stations and standard & frequency of trains - serves to support strongly the view that rail services in East Lancashire are in dire need of investment and promotion. In reality the Consultation Draft can be seen to be somewhat lacking in Rail Transport developments! There ought to be a vision and practical strategies to convert road users to rail users wherever practicable. Development or investment programmes from Lancashire Enterprise Partnership and/or 'Transport for Lancashire' do not appear to give sufficient focus to such a vision. As the Consultation Draft states on pg 31, "... encouraging more car use is not an option".
	And, as regards public transport choices, still having in Lancashire a concessionary travel scheme that relates solely to Bus Travel, and not to Rail, does not help in trying to attain that vision.
	Beyond further electrification, rail connections are expected to be improved between Ribble Valley, Blackburn and Manchester (pg 28). However, most of the money (£12-£13m) I understand would be spent on "selective double tracking of the railway line between Bolton and Blackburn". And while an expected outcome is to be greater frequency of trains between Blackburn and Manchester (half-hourly rather than hourly at non-peak times, and an increased frequency at peak periods) - and possibly always no less than 3 carriages/cars at peak times - it is very disappointing if no corresponding improvements are included for the Ribble Valley line east of Blackburn.
	While the economic and environmental benefits of existing (and any future) increases in rail freight traffic should be welcomed, what the Ribble Valley line needs, apart from improving information and shelter facilities at existing stations, is more frequent services to/from Blackburn at non-peak times (with probably 2-car trains sufficient for those journeys) and better access to stations by existing, and potentially additional, passengers.
	One of the questions posed on pg 32 is "Is there any need for extra rail stations?". For the Ribble Valley line between Blackburn-

	Clitheroe and beyond, there ought to be early and/or updated feasibility studies (but preferably not by too-expensive consultants) focussing on: Skew Bridge area (in Blackburn); Billington, in Ribble Valley SW; Clitheroe South; and Chatburn (new site) and Gisburn.
District Councils	
Pendle Borough Council	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

<p>Ribble Valley Borough Council</p>	<p>Thank you for consulting the Council on the draft Masterplan which was considered at the recent meeting of the Council's Policy and Finance Committee on 12 November 2013. The plan was discussed further at the Member briefing provided by your officers, the opportunity for which was appreciated and generated some constructive discussion on the issues raised by the plan.</p>
	<p>I enclose a copy of the Council's report together with the appropriate minute. You will note that on the whole, the Council is supportive of the plan and recognises that the Masterplan is a top line strategy forming part of the approach to transport issues and it is acknowledged that the Masterplan provides a framework for further work and future investment planning. I consider it is important to recognise that the consultation provides a platform for further collaborative working and dialogue on this key issue for the borough.</p>
	<p>Of concern to Members was the need to ensure that public transport services and local connectivity is recognised as a key issue, particularly for rural areas and it is important to recognise the significance of any reduction in access to services, employment, education and that distance deprivation is not allowed to serve as a disadvantage for rural communities.</p>
	<p>In general whilst recognising the nature of the Masterplan, Members, considered that local connectivity issues were perhaps less of a focus for the Masterplan overall. It was considered that the Masterplan should place a greater emphasis on this issue in planning future work streams.</p>
	<p>Members also recognised that public transport needed to be future-proofed to take account of the growing costs of travel and the likely impacts this would have and the need to ensure that people could travel both into and out of the Ribble Valley effectively. There is a need to ensure the economic impacts, for example of the ability of local businesses to attract staff is recognised in planning for public transport</p>
	<p>The approach to a further programme of studies on the strategic routes was recognised by Members and supported, particularly with the planned growth in the borough, however I would emphasise that Members are keen to see progress with the studies and subsequent investment identified and implemented at the earliest opportunity.</p>
	<p>It is also important to ensure that sufficient priority is given to strategic network improvements given the emerging growth patterns and opportunities to support both the local and wider county economy that will arise as a result of development in Ribble Valley. This is especially so if such priorities are to be considered in the broader context of East Lancashire. This is an issue the Council would welcome continued and more regular dialogue with your authority.</p>
	<p>A wider concern that has arisen in the borough and has been the subject of discussions with our Parish Council Liaison Committee and at the Three Tier Forum, is the need to recognise the vital role that the key routes in the rural area play for local communities and business. If these routes are considered in the context of countywide designations and classifications, their significance</p>

	may be masked. We ask that it is borne in mind that for many parts of Ribble Valley a road classified as a “C” road will be the equivalent of an “A” road for that community.
	The Council is particularly supportive of the measures being taken to improve rail services between Clitheroe and Manchester and is aware of current and planned investment. You will be aware from your rail teams of the growth in passenger traffic that is occurring on the Clitheroe line and this is something the Council would wish to see capitalised upon in any transport strategies, with opportunities to encourage further growth being moved forward given the growth in the local area.
	More could be made in the Masterplan of this and in particular the recognition of opportunities that are available including the possibilities to expand the use of the line eastwards, the potential for new stations, better services to Preston as well as improved links to Manchester and beyond to the Airport, which would support economic growth in the area. Perhaps this could be identified as a piece of work to be undertaken.
Hyndburn Borough Council	There is a need to ensure that the Masterplan for East Lancashire sits alongside the other masterplans and is not subservient to them. Whilst it is recognised that significant levels of funding are being injected into highway improvements in Central Lancashire, that does not make East Lancashire any less important.
	The masterplan is concerned with the wider transport network, not just the highway network. In Hyndburn there are a number of priorities that need to be included:
	Pennine Reach High Quality Bus Route, including Accrington Bus Station and Great Harwood Interchange which are key elements of Pennine Reach.
	Phase 1 of the Whinney Hill Link Road. The first phase of the Link Road connects A679 with Altham Lane and costs around £2.5m. The development of this road would allow the development of the Strategic Employment Site at Altham and the Strategic Housing Site on the former Huncoat Colliery Site. Both of these strategic sites have the potential to generate substantial numbers of new jobs and would represent a significant investment in the local economy.
	Phase 2 of the Whinney Hill Link Road would stretch from the housing site at Huncoat Colliery to the junction of Whinney Hill Road / Bolton Avenue. This would be funded at a later date when funding has been identified.
	The development of the Todmorden Curve rail link from Pennine Lancashire to Manchester.
	Continued investment in cycleways and the development of existing cycle routes so that connect with the network of National Cycle Routes.
	It is important that the local road network effectively interacts with the Strategic Route Network. The comments on the strategic route network are set out above
	In addition, the text of the Masterplan should make it clear that the Whinney Hill Link Road at Huncoat should be funded from a variety of sources that could include local and central

	government funding, European funding and planning contributions (s.106).
Rossendale Borough Council	Rossendale Borough Council welcomes the concept of Transport Masterplans as a mechanism for assessing priorities for transport investment. The development of an up to date evidence base, including the planned studies, to underpin transport priorities is also supported.
	Transport is fundamental to the prosperity of Rossendale. Maintaining and enhancing high quality external links is essential to the performance of local businesses and facilitating recreational visits. In addition, half the working population of the Borough are employed within neighbouring authorities, particularly in Manchester, Bury and Rochdale. Good internal communications are also important to access key services.
	I am aware that you will have already received comments from Rossendale Business Leaders and East Lancashire Chamber of Commerce and endorse the comments made with respect to Rossendale.
	The Council have the following detailed observations: Links to Manchester. The Masterplan proposes two studies that would have a direct impact on links between Rossendale and Manchester. These are the A56/M66 Rawtenstall to Manchester Gateway Study and the Rail Connectivity Study. Each of these are welcomed but how they are undertaken is essential and this Council would wish to be fully engaged in the process, including in the development of the relevant Briefs.
	The A56/M66 is essential not only for Rossendale but as a strategic artery for movement into East Lancashire. It currently suffers from severe and increasing congestion at peak hours while any accidents cause considerable disruption. The role of the road as a strategic public transport corridor is also significant and enhancing the reliability of the X41/X43 is supported. It should also be recognised that this is not just a road travelling through the area- there is considerable economic development close to the road that supports large numbers of jobs and could support more with the right investment.
	Indications that the Study will consider congestion issues within Greater Manchester and under the control of the Highways Agency/Transport for Greater Manchester are welcome. A “whole route” approach that addresses the needs of all users is regarded as essential.
	The use of the East Lancashire Railway as a commuter rail link is fundamental to local economic aspirations and is identified as such in the Core Strategy. The railway performs an important role as a tourist asset that does generate economic benefit though a large proportion of this accrues to adjacent Boroughs. As local business leaders and the Chamber of Trade have noted the benefits that would accrue to the local economy from having a link to the national rail network would be very significant. Previous studies have taken a narrow transport cost benefit approach to the re-opening of the rail link as well as emphasising the technical challenges of operating a heritage railway and modern trains alongside each other. While it is accepted that these issues do

	<p>require addressing it is essential that the Connectivity Study takes a much broader view of economic and social benefits (such as has been the case with HS2) than has hitherto occurred. Equally a creative approach should be taken to addressing the technical issues that do exist. This authority would wish to be fully involved in all aspects of this piece of work.</p>
	<p>Rawtenstall Town centre A holistic approach to transport proposals in and around Rawtenstall Town Centre is essential. The town is central within the Borough acting as a public transport hub as well as a key access point onto the A56/M66. It is identified in the Council's adopted Core Strategy as the primary retail centre in the Borough as well as receiving the largest allocation of new housing. Rawtenstall is therefore central to the economic prospects of the Borough. At present there is inadequate interchange between the main bus X43 and 464 corridors. St Mary's Way/the Gyratory create major severance and air quality issues and contributes to the impression that Railway Station is poorly linked to the town centre core.</p>
	<p>The Masterplan includes a number of initiatives that would impact on Rawtenstall, especially movement in and around the town centre. These are welcomed but it is important that these are considered in relation to each other, rather than in isolation.</p>
	<p>The development of new facilities for buses is a local priority. The Architectural competition identified a range of options for how high quality provision can be delivered. Rossendale Borough Council would welcome further discussion on how new stands and passenger facilities can be integrated into the broader redevelopment scheme.</p>
	<p>The Nelson-Rawtenstall Bus Corridor Study is welcome. How buses are routed through Rawtenstall Town Centre to the new Bus Facility and traffic lights controlled will be important to how broader traffic movement in the town centre and the attractiveness of the town centre as a whole. Aspirations for a "Park and Ride" facility at New Hall Hey require discussion as this area has a complicated planning history and there are a number of aspirations for development at this strategic Gateway.</p>
	<p>Other committed projects: The Todmorden curve and improvements to Burnley Manchester Road station are welcomed as they bring improved access to the national rail network, especially to residents in the north of the Borough.</p>
	<p>Public Transport: Many bus services operate at the margins of viability or are heavily subsidised. As the major shareholder in Rossendale Transport this Council is particularly keen to work with the Transport Authority look at innovative solutions that will both maintain and enhance accessibility while reducing operational costs. Initiatives such as demand responsive and community transport require particular consideration.</p>
	<p>Cross-border links to neighbouring areas are particularly important in the east and south of the Borough. Whitworth in particular has strong links to Rochdale and we would welcome the Transport Authority working with Transport for Greater Manchester to provide through routes to key locations such as Kingsway</p>

	Industrial Estate and Fairfield/Oldham Hospitals. Rochdale MBC has previously suggested extending Metrolink north into Whitworth.
	Todmorden is an important rail hub for both Leeds/Manchester and is only five miles from Bacup. Given the relative isolation of Bacup and aspirations for regeneration, such as through the Townscape Heritage Initiative (recognised in the Masterplan), the Council would welcome dialogue on how the towns connectivity could be enhanced.
	Cycling: Rossendale is a hub for Adrenaline based sports with Lee Quarry Mountain Biking Centre being of national importance to the sport. The Pennine Bridleway is also an important asset for both horse riders and cyclists. Recent improvements to the cycleway along the former railway in Whitworth are welcome. There is currently no attractive, linked-up long distance route suitable for less experienced riders. A considerable amount of work has been undertaken on developing a strategy for developing a long-distance route between Rawtenstall and Rochdale. The Council supports this initiative and sees that it has significant potential to attract riders from a wider catchment than just Rossendale. This is subject to some detailed issues, particularly around ongoing maintenance liabilities being satisfactorily resolved.
	It is understood that Sustrans are developing ideas for the Baxenden-Stubbins corridor which will build on project ideas previously developed by REMADE. The Council has secured section 106 funding for some works in the vicinity of Helmshore Viaduct. The Council is also supportive in principle of the enhancement of this corridor as part of NCN6.
	Overall while the general principles of developing a Cycle Strategy are welcomed it is not clear from the document how this will be developed and schemes prioritised for funding. A prioritised Action Plan is required
	Local Travel: The Council welcomes the overall proposals in this section which it recognises need further development. The following are issues and opportunities that should be addressed in Rossendale:
	Improving the public realm in Rawtenstall; Bacup and Haslingden to improve access for those on foot as well as the attractiveness of the town centres
	Accessibility planning –especially to key employment centres; hospitals and education centres
	Walking-Rossendale has the largest Rights of Way network in Lancashire which has great potential for increased use with associated health and access benefits. A report on the PROW network is shortly to be published by an Overview and Scrutiny Committee Task Group.
	Other: Figure 10 requires revision particularly with respect to the definition of housing locations
Additional information sent in by Rossendale	The Rail Connectivity Study should take a wide view of the economic/social benefits of investment, making a reasoned case for investment rather than purely following the DfT formulae though ultimately this will be necessary. This is particularly

Borough Council via questionnaire	applicable to the Rawtenstall-Manchester rail link where an innovative approach will be required to the technical elements of the proposal to produce a workable scheme. There is concern that the wider economic benefits as identified by local businesses are not likely to be captured unless some "out of the box" thinking is undertaken.
	It is also essential that the rail link and the A56/M66 Study are seen as complementary as they both serve parallel corridors. The A56/M66 corridor has significant problems at peak times that hard shoulder running may help but not totally resolve. The wider economic benefits to businesses along the A56 corridor from reduced congestion should also be recognised.
	The regeneration and wider economic health of town centres needs specific attention as these locations find themselves squeezed by internet shopping etc. It is important therefore that all the proposals for Rawtenstall town centre are considered holistically to deliver a high quality experience for users.
	This requires attention to be given to traffic circulation; bus services and connectivity for pedestrians and cyclists. This needs to be done in a manner that respects and complements the Conservation Area but encourages economic development.
	Urban realm improvements are also important to Bacup, complementing the Townscape Heritage Initiative. Such improvements are also required in Haslingden. Development of Strategic Cycle routes is welcomed but this study will require clear programming.
	The Rochdale-Rawtenstall route is regarded as particularly strategic with much work already undertaken. Capital but also maintenance investment is required. Accessibility will be an increasing challenge with bus subsidies reducing. Innovative solutions will be required to ensure that those without access to a car do not become more socially excluded.
Burnley Borough Council	The concept behind the master plan of putting together a coherent transport plan to drive economic growth is long overdue and for this reason we welcome the document.
	However, as the document stands we feel that it falls somewhat short of our expectations. In this letter I will raise a number of strategic issues that the master plan needs to address and the attached Appendix includes some more detailed comments.
	Firstly, it is not entirely clear as to the status of the document. The document admits that there are a number of shortcomings in the evidence base, namely the latest census travel to work data, and that a number of studies are needed to prepare an evidence base.
	The document also acknowledges that the local plans are an important part of the evidence base, but that these are in varying stages of completion. Over the last few months Burnley Council has made significant progress on its local plan with the completion of a Joint Strategic Housing Assessment with Pendle, an Employment Land Review and a draft Issues and Options Paper

	<p>(including core strategy and site allocations) for consultation early in 2014. We look forward to being able to share this information with you as part of the evidence base. However, in light of the missing data and emerging local plan evidence, is it prudent to be progressing a master plan and setting priorities for the next 13 years? Or are we to understand that the document as it stands is a baseline study and statement of intent with a completed master plan and priorities to follow once all of the evidence base and studies have been completed?</p>
	<p>Secondly, we are somewhat disappointed at the “tone” of the document. Whilst we cannot deny that East Lancashire, in common with other northern industrial towns including Preston, has a legacy of social issues the document focuses on these social issues almost to the exclusion of the economy. The document fails to recognise that East Lancashire accounts of 35% of all jobs in Lancashire and £9.7m of GVA per annum.</p>
	<p>East Lancashire’s manufacturing output accounts for more than 50% of the Lancashire’s output. Much of the economic evidence is based on past trends, which reflect a manufacturing economy undergoing massive re-structuring with the off shoring of low value production and a massive reduction in employment as a result of efficiencies and automation.</p>
	<p>Whilst employment in manufacturing declined significantly during the latter half of the last century it did not indicate a sector in terminal decline. The growth in demand for civil aviation aircraft and car production together with a highly skilled workforce and a high number of exporting businesses provide a sound basis for future manufacturing growth in East Lancashire. It is widely acknowledged that it is these businesses that will lead the country back to economic growth. In deed this is already happening with Burnley being the only place in Lancashire to achieve positive economic growth between 2009 and 2012. We would welcome a future draft that is unashamedly about growth in the East Lancashire economy reflecting the economy today and its future prospects, not a pre-recession economy. It is after all growth and employment opportunities that will resolve the East Lancashire’s legacy of health and social issues.</p>
	<p>We are also disappointed that the document makes no reference to the role of town centres. As well as providing an important retail, leisure and education function, Burnley Town Centre is a significant employment location with approximately one third of the borough’s jobs concentrated there. There is no acknowledgement of the constraints that the current highways system places on Burnley Town Centre. Either this document or the proposed Corridor Study needs to address access into and around Burnley Town Centre to provide capacity to unlock potential growth sites for retail and employment as well as improve the pedestrian environment.</p>
	<p>The only exception to this is the proposed Centenary Way Viaduct Major Maintenance scheme justified on the basis that its current inability to carry abnormal loads will inhibit future growth in Burnley. We find this strange considering that future employment sites e.g. Burnley Bridge is located to the North and West of the</p>

	<p>borough. We believe that this money could be better utilised with improvements to the Northern part of the Inner Relief Road and the Gannow to Junction 9 corridor supporting the development of additional land in the Knowledge Quarter, Burnley Bridge and Rossendale Road as well as improvements to the pedestrianized area to support investment in retail and leisure in the town centre. However, we are confident that these are issues that we can address through the “corridor study”.</p>
	<p>The masterplan sensibly suggests the completion of a number of further studies. A Rail Corridor study is much welcomed. Despite improvements already underway including the Todmorden Curve which has been an excellent example of partnership work and the proposed Blackburn Manchester improvements, the East Lancashire rail service is woefully under-resourced compared to the rest of the North West. The study needs to focus on improvements in frequency, quality and journey time improvements with a longer term aim of electrification, without which East Lancashire will continue to be the poor neighbour in terms of rail travel. It also needs to link with proposals for improvements to the Calderdale line</p>
	<p>The proposal for further work on the M56/M65 corridor is also sensible, but it is essential that it does not focus exclusively on its link with Rossendale and its function as a bus corridor. It is a vital link for businesses and residents to the Greater Manchester economy and a major trunk route connecting East Lancashire businesses to the wider motorway network. Peak time congestion needs to be addressed.</p>
	<p>An M65/A56 corridor study is also welcomed, although whilst we would support the A56 Colne By pass this needs to be balanced with addressing other issues along the corridor. The study must include the A679 which runs alongside the M65 connecting Burnley’s major employment sites including Burnley Bridge, N65, Rosendale Road and Burnley Town Centre and is currently under considerable strain. It is also worth noting that much potential future housing and employment growth in Burnley will be served from the M65 Junctions 9 and 10 and the adjoining A679. We are also concerned that the £3m allocated to the Burnley Pendle Growth Corridor Improvements is a somewhat derisory amount compared with the scale of the issue and the potential for private sector employment and housing development in this corridor.</p>
	<p>In summary, the concept of a Transport Masterplan is welcomed, however there are still a number of issues to address and we could not endorse a masterplan or funding priorities that are not based on an up to date evidence base. We understand that the master plan is a fundamental part of the Lancashire Growth Plan and we look forward to working with you to take this forward.</p>
	<p>Also more detailed comments (Appendix 1 attached to letter):</p> <p>Page 8: The description of Burnley needs to identify that the urban areas of the borough are surrounded by countryside, rather than identifying the borough as largely rural as this suggests that it has a rural economy. We would not agree that Burnley’s economic strengths is in ‘hotels’ and we suggest that you revisit</p>

	<p>this and use the correct SIC code description '<i>accommodation and food services</i>'. Even then, although it is a significant part of the economy the comment does not reflect Burnley's real economy and its key strengths in manufacturing and health. The description needs to emphasise the role of Burnley town centre as a centre for employment, retail and services. Burnley College has been identified as an educational establishment within the borough, but the remaining education providers have been overlooked, particularly UCLan, the University Technical College (UTC) and the University College of Football Business (UCFB). Padiham is the second largest settlement within the Burnley borough and fulfils a market town role which needs to be identified within this section.</p>
	<p>Page 10 It needs to be noted that Burnley also has public transport links to Yorkshire and Manchester via the Todmorden Curve and Calderdale line. The map on page 11 does not identify tourism opportunities in Burnley such as Gawthorpe Hall, Townley Hall or the fact that there is more than one Higher Education establishment within the borough.</p>
	<p>Page 13: As stated within the masterplan itself, the information regarding travel within East Lancashire is out of date and the map does not identify routes from Calderdale or Rossendale into Burnley or from Burnley into the Ribble Valley.</p>
	<p>Page 17 The UTC is discussed but it states that it is opening in August 2013. It needs to state that the facility has opened.</p>
	<p>In relation to housing and employment growth, the draft Burnley Local Plan Issues and Options Consultation Paper proposes growth options for up to 150 that dwellings per annum and up to 90 hectares of additional employment land over the plan period (depending on the growth scenario chosen following consultation in February 2014). As well as core strategy the consultation also sets out site allocation options for both housing and employment land.</p>
	<p>Page 22: The SWOT analysis - should '<i>rising educational standards</i>' and '<i>Todmorden curve providing new direct rail links to Manchester</i>' not be included as a strength? Will the Preston City Deal provide any opportunities for East Lancashire? In terms of weaknesses '<i>Limited housing choice and quality</i>' and '<i>Transport network unable to cope with future demands</i>' has been included twice. A '<i>Lack of town centre investments and development</i>' has been included in weaknesses, however, within Burnley, Charter Walk is currently being partially redeveloped and public realm improvements to St James Street are proposed. This should be seen as an opportunity.</p>
	<p>Page 25: The description of the Manchester Road Station Development should acknowledge that this is a unique partnership approach utilising a mix of funding from LCC, BBC, Network Rail, and the Interreg VB programme. It should also be amended to reflect the fact that the crossing on Trafalgar street is not being implemented. Please also amend '<i>Education and Enterprise Zone</i>' to "Knowledge Quarter".</p>
	<p>Page 29: The Highways Agency is responsible up to junction 10 of the M65.</p>

	<p>Page 30/31: For the M65 corridor, it needs to be recognised that there are already issues with congestion on the M65 at junction 9 and the surrounding roads, particularly Accrington Road (A679) travelling towards Burnley town centre. Other congestion issues exist at Westgate linking the town centre to Gannow roundabouts (M65 junction 10) which need to be included within any analysis of the M65. The A679 and the town centre inner ring road need to be included in any studies of the M65 corridor.</p>
	<p>Page 32: The masterplan states that an Accessibility study will ask questions as to whether improving Rosegrove would provide benefits. The Todmorden Curve Business Case, by AECOM jointly commissioned by BBC and LCC, identifies that the new Manchester service will lead to a significant increase in passenger numbers at Rose Grove Station and that there is a requirement for an increase in car parking provision and better station facilities.</p>
	<p>Page 33: Burnley has recently completed a Green Infrastructure (GI) Strategy for the borough which identifies a number of potential green transport routes across the borough. These include:</p> <ul style="list-style-type: none"> • Providing better links from north Burnley to Thompson Park and Queens Park; • Provide better links to greenspace from the Gannow Lane area of west Burnley; • Extend the green travel route network from south Burnley industrial estates to Hapton; • Promote routes for horse-riding; • Extend the cross-boundary green travel route network between Casterton Ave and Pendle.
	<p>Page 35: This section makes reference to THI programmes for Bacup and Accrington. A THI bid is has been submitted for Padiham, including proposals for public realm improvements, with a decision expected in January 2014.</p>
	<p>Page 36: Within the developer contributions section there seems to be a heavy reliance on CIL. As yet, CIL has not been introduced within East Lancashire and with the potential viability issues of certain sites, there may not be the opportunity to achieve the required resource from this funding stream.</p>
	<p>Page 37: Burnley Borough Council should be identified as the delivery body for both Manchester Road Station and the Todmorden Curve. The status of the Todmorden Curve should be amended to Under Construction. Please also note the correct spelling of Todmorden.</p>
	<p>Page 38: The table should include the funding sources for the Manchester Road Station and the Todmorden Curve. Again the spelling needs amending.</p>
	<p>Appendix 3: There are some key sites and features missing from the map. What is the difference between a “Main housing location” and “Other Housing Location”. Why are there no future employment sites identified on the Burnley map.</p>
Chorley Borough Council	<p>Chorley Council have the following comments on the East Lancashire Highways and Transport Master Plan Consultation: Chorley Council welcomes the Rail Connectivity Study including covering connectivity between East Lancashire and the growth area</p>

	of Preston/Central Lancashire and linkage to Manchester/Manchester airport.
	Chorley Council welcomes the Samlesbury/Cuerden/Whitebirk Growth Triangle Study including assessing increased capacity on the M65 between the M61 and Whitebeck.
	Request Chorley Council (and other Central Lancashire authorities) are involved as a stakeholder on both these Studies.
Town and Parish Councils	
Clitheroe Town Council	The Town Council would like to see a direct rail link between Preston and Clitheroe
	The Town Council would like additional trains to be provided between Clitheroe and Manchester;
	The Town Council would like to see a rail link north from Clitheroe to Hellifield
English Heritage	At this stage we have no comments to make.
Pendle Vision Boards	I am writing on behalf of the Pendle Vision Board in support of the East Lancashire Highways and Transport Masterplan. Pendle has approximately 3,000 workplaces with the majority of these located in the towns of Colne and Nelson (urban areas) and also Barnoldswick & Earby (rural areas). A significant number of these are manufacturing premises, with a substantial global market.
	Local businesses make a significant contribution to the Pendle economy and the private sector representatives of Pendle Vision Board feel it is important that they have good access routes across the borough. The proposed new road (brown route) linking the M65 to the A56 north of Foulridge would alleviate the current back-log of traffic through the North Valley area of Colne. It would also create a faster more direct access route, particularly for freight traffic, to the areas of Barnoldswick, Earby and Kelbrook, where a number of large employers are based, such as Rolls Royce, Euravia and Silentnight.
	The new route would also open up access to employment sites along what is termed the Burnley/Pendle Growth Corridor and Pendle's end of the imaginatively named 'Arc of Innovation' which we fully support as it is consistent with Pendle's Jobs and Growth Strategy. Importantly, it will provide connections between local towns, encouraging employment opportunities across the area and will be a catalyst for substantial economic growth.
	And, whilst commenting on improvements to connectivity across Pendle, I would also like to take this opportunity to reiterate our encouragement for the roll-out of Superfast Broadband across the areas to ensure the broadband network is suitable to allow all of our businesses to compete in the global economy and interact in the growing digital society.
East Lancashire Chamber of Commerce	The Chamber is pleased to have the opportunity to contribute to the Masterplan. Transport is rightly identified as an enabler and a vital support for the East Lancashire economy now and into the future. It is essential that Lancashire County Council and Blackburn with Darwen, as the Transport Authorities, act in

	concert if East Lancashire is to have a coherent and relevant Masterplan.
	There is much to commend in the Consultation document, and sound analysis of the characteristics of the component Boroughs and of the challenge of balancing the environment, health, personal mobility, social conditions and growth. Rather than reprising those issues in detail, this submission focuses on the tangible schemes and plans that will support the economy now and into the future.
	We fully understand that once the sums are done there may be a need to prioritise – the Chamber would wish to be consulted further at that stage.
	It is unconventional as a Masterplan in that it recognises that there is often insufficient data on which to form conclusions, so there will have to be studies commissioned to prepare the case. It is assumed that resources will not be diverted elsewhere in the meantime It is important to recognise that this has to be a forward-looking process. Extrapolating East Lancashire’s requirements from its past requirement, and using out-of-date data (some being used is from 2008, when the economy was in a very different place), does not, for example, reflect the realities of the economy now.
	The rebalancing of the economy towards our strengths, and the corresponding development of our industrial areas along the motorway corridor, will add to traffic. The concept that increased commuting and car-ownership (to the regional averages) will be a sign of East Lancashire overturning its below par education and skills levels, with less parochial travel to work and learn patterns, will add to the challenges – unless viable alternatives can be found.
	The tone of the first iteration of the Consultation Document seems to underestimate the increasing confidence and actual growth of the substantial productive sectors in the economy.
	Much is made, properly, about links to outside growth areas like Manchester, Leeds, Central Lancashire and Salford/EZ, but the renaissance of manufacturing in particular is likely to see inward commuting increase to satisfy the skills and labour requirement: as is the housing offer and the push for a bigger recreation and leisure economy.
	For the movement of goods, whether by own-account or by haulier/courier, the internal motorways, the M65 and M66, are a priority, and access to the national motorway and trunk road networks is paramount.
	We are in broad agreement with the Vision. The balance between economic growth and environmental considerations will be critical if the area is to retain its distinctive nature, both rural and urban.
	While we recognise that development plans for the sub-region are not agreed across the whole of the East Lancashire due to some gaps in evidence, we consider the following schemes, as set out in the Local Transport Plan (LTP) and the Transport for Lancashire (TFL) Local Major Transport Scheme Investment Programme for Lancashire, to be justified and appropriate for prioritisation: LTP

	<p>Todmorden West Curve Pennine Reach Burnley: Manchester Road Station Rawtenstall Bus Station Haslingden Road Corridor Improvements Blackburn Town Centre Orbital Route Completion TFL Clitheroe to Manchester Rail Corridor Improvements M65 Junction 4 Upgrade A56 Colne-Foulridge Bypass</p>
	<p>The schemes in the current programme that we question and/or require further information on are</p> <ul style="list-style-type: none"> Centenary Way Viaduct Major Maintenance Scheme. This is not a major route for commerce (it doesn't join 'growth' areas). Unlike the other schemes it is not investment and should have been on a programme of continuous maintenance from revenue budgets. There are also higher priorities for Burnley in our opinion, for example the inner relief road joining the UClan Innovation Park, and the North and Eastern Industrial Areas with the M65
	<p>The Nelson to Rawtenstall Bus Corridor Study is presumably to be taken in conjunction with, and jointly commissioned with, the A56/M66 Haslingden-Rawtenstall to Manchester Gateway Study. (See below)</p>
	<p><u>Proposed Schemes :Where support is given as proposed</u></p> <ul style="list-style-type: none"> A rail connectivity study focusing on improving connections between East Lancashire and Central Lancashire, Manchester (including Manchester Airport) and Leeds. We would also hope that a proposal could be forthcoming to improve the rolling stock - which is vital if behaviours are to change. Salmesbury/Cuerden/Whitebirk (Rishton) Growth Triangle Study Ribble Valley Growth Corridor Study East Lancashire Accessibility Study East Lancashire Strategic Cycle Network.
	<p>Proposed Schemes: Where further work is required or missing: Colne-Foulridge By-Pass & The Burnley/Pendle Growth Corridor Study</p>
	<p>We are very pleased to see this included and regard it as a priority, not just to provide the physical link to the East and the end of the 'arc of innovation' at Rolls Royce, Euravia and Weston's, but also to give the psychological lift from that end of the M65 being a cul-de-sac to Pendle being "on the road to somewhere" and connected. Freight operators would be pleased to be separated from local traffic and townspeople.</p>
	<p>We do however note that there are 3 potential routes, each with their own merits and challenges. There will need to be further consultations, studies and economic impact/value-for money assessment to establish the final route.</p>

	However, we observe that all options will need to have several crossings with local roads, so for safety considerations there will have to be managed junctions and speed controls. It is important not to sever links with the local communities who will be offside the by-pass.
	We also note the intent to protect the potential to re-open the Colne to Skipton Railway - while laudable and desirable, this would probably not be a major consideration for the nearby industries if it was to prove a deal-breaker on the by-pass due to costs.
	The link to Laneshaw Bridge looks expensive and possibly poor value for money compared to other schemes elsewhere in the sub-region.
	As a Chamber, we do not consider extension of the M65 to the East as being a factor in this Consultation
	<u>A56/M66 Haslingden-Rawtenstall to Manchester Gateway Study & Rail to Manchester</u> . We consider the Consultation to be weak in regard to the traffic issues both within Rossendale and in regard to what is the primary gateway for a major part of East Lancashire to the South and the national Motorway network.
	While respecting the pragmatism and welcoming the proposals of the road based solutions to reduce pinch points, improve junctions and accesses and introduce traffic management systems on the M66, these seem unlikely to ease the problems on this congested and dangerous motorway now, let alone into the future.
	The 'reliability of bus services' is not the key, when a) the Motorway is congested and subject to periodic grid-lock of accident-caused delays b) takes over 1.5 hours from Pendle to Manchester (and working on the bus is only an option for some)
	The economic case needs further evaluation, but the unanimous view of the business consulted is that a rail link from Rawtenstall to Manchester would catalyse investment in hotels and commercial development in Rawtenstall, while opening up the commuter market with its disposable income, and providing for the reverse flow with visitors having access to the leisure and recreational amenities of the area. It would also provide an alternative to using the M66.
	We would encourage further discussion with Network Rail in anticipation of the HLOS ahead of CP6, and with the Highways Agency on its 'Route Based Strategies'. With the advent of the Northern Hub this may be the window for this rail discussion
	<u>M65</u> The Consultation does not pay sufficient attention to the role of the M65 in the functioning of East Lancashire's economy and its communities.
	The Consultation refers to the Salmesbury/Whitebirk/Cuerden Growth zone (M65jcn's 1 to 5) and less definitively to the Burnley/Pendle Growth Corridor (9-14?). A holistic view needs taking of the whole M65.
	The Motorway was at capacity in 2008.
	The M65 has three unusual characteristics: it is two lanes in parts, it has 15 junctions in 25 miles, and while it is Highways Agency

	<p>managed from junctions 1/1a to 10 it is LCC's responsibility from 10 to 14.</p> <p>Parts of the 2 lane section were designed to be 3 lanes some twenty years ago. Since then there has been substantial development, and it is not just Whitebirk (jcn 6) that is going to add to the load, but also the development of Junction7 Business Park, Burnley Bridge (jcn 9), Aircelle/Michelin (jcn 10), Lomeshaye expansion (jcn 12) and Boundary Mill (jcn 14).</p>
	<p>These industrial developments, vital for the local economy, will have to compete with local traffic moving between the string of townships, for Motorway space.</p>
	<p>Because of the M65's function as a service road, and the queues (dangerous) at all junctions, through-traffic effectively has one lane. (In effect a population of almost 400,000 has just one East-West lane). Being just two lanes, any incident closes the whole Motorway. A review, including increased public transport options is essential.</p>
	<p>It is not as though the service roads off the Motorway help alleviate the problem. The congestion and time to get off the industrial estates has noticeably worsened over the last 12 months – 30 minutes is not unusual at peak times.</p> <p>In short, the M65, far from supporting growth, is likely to become a barrier.</p>
	<p><u>Whinney Hill</u></p> <p>We note that the County Council will work with Hyndburn Borough Council and Developers to develop a CIL/S106 funding package to develop this link road. While not ideal, we welcome the explicit recognition of the need for the scheme</p>
	<p><u>Burnley Inner Relief Road</u></p> <p>The inner relief road, from Gannow Top /M65 jcn 10 to the Innovation Development zone at the UCLan campus and the northern industrial areas is a vital link; all the more so as jcn 11 is a single direction access junction (from the less significant west). It would alleviate the town centre traffic problems. This appears to be the most significant omission in the Document.</p>
	<p><u>Behavioural Change</u></p> <p>To accompany these welcome investments in infrastructure there will have to be behavioural change as well if the full benefit is to be realised – especially in use of public transport and for short journeys. As examples, the Industrial Areas that are not in the Pennine Reach scheme should be served by regular and reliable buses; children should be encouraged to walk more (provided there is a safe environment); traffic can be effectively managed and future technologies may help with smooth flows. However these are 'hygiene' factors rather than alternatives, or even mitigations, rather than alternatives to investment.</p>
Hyndburn Business Leaders'	<p>Hyndburn Business Leaders' is an established forum of 16 leading companies who are representative of Rossendale's business and education communities. We act with and advise East Lancashire Chamber of Commerce on policy matters that are local and specific to Hyndburn. The Chamber has a significant constituency in Hyndburn mainly of mid to large SME's. This response should be read in conjunction with the Chambers pan-East Lancashire</p>

	<p>submission. We would be pleased to add further information if required and to contribute to the plans for the area as they develop.</p>
	<p><u>Hyndburn Growth</u> Industrial expansion is planned along the M65 corridor at Huncoat, Junction 7, and Rishton (Whitebirk). The major M65 junctions are jcn 6 (Whitebirk) which has had remedial upgrading, and jcn 7 (Accrington/Clitheroe) which severely congests at peak times.</p>
	<p><u>Proposed Schemes</u> The Pennine Reach Bus Corridor will join the towns, industrial areas, communities and schools & colleges. It will help mitigate current congestion, but, with educational standards rising, and the change of distribution of industry it will only mitigate rather than overcome future demand.</p>
	<p>The Whinney Hill Link Road is important if the Altham and Huncoat industrial area are to be linked with the highway network and the congestion that occurs around Clayton-le-Moors (including Clayton Business Park) is to be relieved. It is disappointing that his scheme, which has been recognised in the protection of land for its development, is alone in the Masterplan in requiring developer's funding exclusively rather than some public funding contribution. We would ask that his be reconsidered to either help prime or accelerate the scheme. We look forward to the East Lancashire Accessibility Study building on the work of Pennine Reach.</p>
	<p>The 'Rail Connectivity Study' should be to Hyndburn's benefit – but we would ask that the quality of rolling stock is also in the scope of the study.</p>
	<p><u>Further Work/Missing:</u> The Consultation seems to assume that the M65 is fit for purpose between Junctions 5 and 9. While this section is predominately 3 lane, the junctions are all at critical levels. Because Hyndburn is on the M65 – M66/A56 crossroads, all growth in the Pendle to Blackburn corridor has implications for traffic volumes. We would ask that any Motorway Study considers the whole of the M65, the junctions, and the adjacent roads.</p>
Ribble Valley Business Leaders'	<p>Ribble Valley Business Leaders' (RVLB) is an established independent forum of 20 leading businesses who are representative of Ribble Valley's business and education communities. We act with and advise East Lancashire Chamber of Commerce on policy matters that are local and specific to Ribble Valley. The Chamber has a significant constituency in Ribble Valley mainly of mid to large SME's (as well as large companies like BAE Systems), and Group members also represent the wider retail and leisure sector. This response should be read in conjunction with the Chamber's pan-East Lancashire submission. We would be pleased to add further information if required and to contribute to the plans for the area as they develop.</p>
	<p><u>Ribble Valley Growth</u> The Consultation fairly reflects the economic and demographic conditions and trends for the area. There is the significant presence of BAE Systems at Salmesbury and the prospect of thousands of new jobs at the Lancashire Advanced Engineering and Manufacturing Enterprise Zone. RV is though also a large Borough with sizeable rural areas that can lead to</p>

	<p>some isolation. While it is important to preserve the nature of the area, it is difficult to see anything other than some housing expansion, resulting in both increased commuting and travel-to-learn volumes.</p>
	<p><u>RV Schemes already in the programme:</u>The Clitheroe to Manchester Rail Corridor improvement is welcomed. Direct routes into London are from Preston or Leeds for RV Businesses. Improved feeder trains to these two stations would help make travelling by train more viable.</p>
	<p><u>Proposed for Further Investigation:</u>We support both 'The RV Growth Corridor Study will include the A59 between Salmesbury and Yorkshire and also the A671/A6068 route between Whalley and M65 Junction 8. The East Lancashire Accessibility Study which will focus on travel between the main towns and employment areas, but also including travel for education and leisure. It will also consider how public transport can best serve rural East Lancashire.</p>
	<p>There is also mention of a 'Rail Connectivity Study' which will 'focus on the growth areas of Preston and Central Lancashire, Manchester (including Manchester Airport) and Leeds' The Colne-Foulridge by-pass and the proposed Whinney Hill link road would ease traffic around Ribble Valley</p>
	<p><u>Other Commentary:</u> The upgraded rail service between Manchester and Clitheroe needs to be matched by upgraded rolling stock – it will not just be the service of necessity for commuters, but will be the first part of visitors' experiences.</p>
Rossendale Business Leaders'	<p>Rossendale Business Leaders' is an established forum of 16 leading companies who are representative of Rossendale's business and education communities. We act with and advise East Lancashire Chamber of Commerce on policy matters that are local and specific to Rossendale. The Chamber has a significant constituency in Rossendale mainly of mid to large SME's, and for this consultation 'Valley at Work' a local group of generally smaller companies and retailers has also been engaged. This response should be read in conjunction with the Chambers pan-East Lancashire submission. We would be pleased to add further information if required and to contribute to the plans for the area as they develop.</p>
	<p><u>Rossendale's Growth.</u> It is vital in such long-term infrastructural investment plans that they are forward looking. The Consultation document acknowledges that there are serious congestion issues and economic limitations in Rossendale and its surrounds now, but does not seem future proofed, other than some unspecific generalities about behaviour changes.</p>
	<p>The Document gives Rossendale's population growth as a forecast 13%, way above the rates for the rest of East Lancashire: it is reasonable to assume a relationship with the demand for transport. Rossendale has the highest commuting levels, predominately to the South and Greater Manchester, and the relationship with that growing economy indeed underlies Rossendale's anticipated growth.</p>
	<p>There is little regard to Rossendale's indigenous economic</p>

	<p>growth, perhaps simplistically because there is no single major employment site. We would note that major employment sites in Rossendale appear not to be recognised within the current draft and ask that this be revisited. Nonetheless, in terms of leisure and recreation, Rossendale has a high potential, and in transport terms that means inward journeys.</p>
	<p>Rossendale is of course the major Gateway between East Lancashire and the South. With the investment in industrial parks through East Lancashire, and the projected growth in Manchester the traffic flows between the two economies is bound to increase. Through traffic is a major consideration as well as local movements.</p>
	<p>Rossendale is also unusual in that it has virtually no interest in East-West transport arrangements in Lancashire. This is as true for education as it is for industry and commuters. Rossendale students and apprentices are remote from Central Lancashire, for example. Our students and schools achieve results consistently above the averages for East Lancashire and are therefore likely to be more mobile as they enter the labour market.</p>
	<p><u>Rossendale – Schemes already in the programme</u> We are pleased that the LEP has approved</p> <ul style="list-style-type: none"> • Rawtenstall Bus Station • Nelson to Rawtenstall Bus Corridor Study • Haslingden/Rawtenstall to Manchester Gateway Study
	<p>There will also be some benefit, especially for the north of the Borough, from the Todmorden Curve and Manchester Rd Station developments in Burnley as well as the pinchpoint alleviation on the Grane Road at the M65 junction with Blackburn</p>
	<p><u>M66/A56 Congestion and Traffic Management / the Case for Rail</u> The Rossendale Business Leaders have (unanimously) identified rail links to Manchester as the key to unlocking Rossendale’s economic potential. From the way the Consultation Document is worded we assume that this is not part of the ‘Rail Connectivity Study’</p>
	<p>We would therefore ask for a proper and forward looking study and review of the case for a rail and/or Metro link between Rawtenstall and Manchester is commissioned. The Business Leaders Group brings together a great deal of knowledge regarding Rossendale’s economy and the constraints that hold it back.. The Business Leaders Group feel 100% confident that a rail link would bring economic benefits that would far outweigh cost.</p>
	<p>In this respect it is felt that it is vital that the brief for any study is designed to recognise this and to take into account the suppressed demand within the economy as a result of many years of poor connectivity.</p>
	<p>With the Northern Hub currently in development, it is timely to declare Rossendale’s interests.</p>
	<p>We are pleased to see the proposals to look at improving the road gateway, including addressing the Motorway accesses and addressing pinch points, and would wish to be involved as the brief and reports evolve. However we do not believe, for example, that more frequent and reliable bus services, welcome as they would be, can be of the scale to solve the problems.</p>

	<u>Alternative Transport</u> It is perhaps ironic that we have the best cross country mountain biking facility in Europe, when cycling as a travel to work or learn alternative is difficult.
	The topography of the Borough is hilly, with traffic converging in to the crowded valleys. Indeed the A681 Bacup-Stacksteads-Rawtenstall could do with a by-pass – but there’s no land. Cycling is for the muscular on the hills and not for the faint-hearted in the valleys. We would, therefore, strongly endorse the proposals for a ‘valley of stone greenway’ which would give a safe and fast off road route for cyclists and pedestrians from Rawtenstall to Rochdale. This would be a significant addition to Rossendale’s transport infrastructure’
	Bus services within Rossendale can be improved, but with such a high proportion of commuters, it can only be a part-solution.
	As local businesses and employers the members of the Business Leaders Group are aware of a number of significant choke points and hot spots within the Rossendale road network which are not yet identified in the study. We would ask that provision be made to identify such issues in consultation with local stakeholders and a commitment be made to develop appropriate responses.
Environment Agency	Thank you for consulting us on the above Masterplan. We have no comments to make at the present time but look forward to future involvement with the identified schemes
Ramblers	We welcome the opportunity to be able to comment on the East Lancashire Highways and Transport Masterplan Consultation Draft. The Ramblers Association is the Country’s leading walking organization, which seeks to improve footpaths, access to open country, preserve the beauty of the countryside and to promote walking.
	The following comments are offered on the Draft Plan The impression is gained that this Plan is intended for printing on a A3 printer, but most domestic printers only handle A4 paper. A version suitable for printing on A4 paper should have been provided.
	The word ‘footpaths’ appears on pages 4 and 27, and on page 4 it states ‘Making our cycling and walking networks attractive is key to this’, plus also page 4 ‘we can reduce dependence on private cars’ but nothing is stated about the need for a footpath network that is well maintained. A well maintained footpath network encourages people to walk more, but if problems on the footpath network are not resolved within a reasonable period of time, then people may decide to walk less.
	No mention is made of the Ribble Way, for significant amounts of money are needed to be spent to maintain and improve this recreational route, for in many places the River is somewhere in the distance. Many of the signs on the Way are in need of renewal / repair.
	On page 5 it states one of the objectives is to ‘Improve people’s quality of life and wellbeing’, which ought to include physical and

	mental health, for going for a walk ought to assist with these aspects.
	Would endorse the comments on page 16 regarding the railways about the 'journey times to Manchester, Leeds and Preston are lengthy', 'rolling stock is generally of poor quality' and that 'Rossendale has no mainline rail service'. It is also noted that trains on the Todmorden Curve are scheduled to start in Dec 14 which should be a good new service.
	On page 20 the statements about the planned improvements to the Clitheroe to Manchester train service are welcomed.
	Also with the comments on page 28 that the end parts of the Colne to Blackpool South railway line being single track which can cause operational problems on occasions is endorsed.
	Also would endorse the comments about air quality on page 16 and elsewhere in the Draft Plan.
	On page 18 it mentions 'tackling obesity' and 'increasing levels of physical activity' for walking can play a very useful part. Whilst we like to see people walking more in towns as part of their normal lives, it must also be remembered that walking in the countryside for relaxation and enjoyment is also important.
	The comment on page 19 that 'However increasing car use is unlikely to be sustainable in the future' is endorsed.
	The comments in the plan to improve the bus services are noted.
	Disappointed that no mention is made about 'traffic noise' and the need for 'quiet surfaces', for noise can be a significant nuisance for many people.
	It is acknowledged that Foulridge suffers from congestion and that one option is to build a bypass. We would like to see consideration being given to converting the former railway line from Colne to Skipton into a cycleway / walking trail and that any bypass for Foulridge is built on an alternative alignment.
	Many reports are to be found about the effects of a significant percentage of the population taking insufficient exercise, which has considerable implications for the health authorities. Several health authorities are involved with 'walking for health' campaigns, so it is necessary to have a good public footpath network in order for such campaigns to be effective
CPRE	I am writing with the Campaign to Protect Rural England (CPRE) Lancashire Branch comments on the draft East Lancashire Highways and Transport Masterplan. Burnley, Hyndburn, Pendle, Ribbles Valley, Rossendale is situated within the geography that our Branch is responsible within CPRE.
	For 80 years Lancashire Branch has informed policies and plans to best protect rural Lancashire in the future. Transport has a major impact on the beauty and tranquillity of the countryside - whether through land take, signage clutter, light pollution or noise - but it is also essential for a living countryside in which people can get on with their daily lives.
	We believe that a beautiful, thriving countryside is important for everyone, no matter where they live. Millions of town and city dwellers recharge their batteries with a walk or a bike ride in the local Green Belt, spend weekends and holidays in the countryside, or enjoy fresh local produce. We want to protect the rural places

	of Lancashire and ensure that future generations can enjoy beautiful rural landscapes.
	Life's too short to want to think about every different way of travelling before each journey. Everyday travel tends to be based on habit, and some habits are hard to change, so it is essential that the East Lancashire Travel Masterplan builds on previous work to encourage more people to swap their car to more sustainable transport modes. We appreciate the positive change that the £150million East Lancashire Transport Masterplan could bring about and note that 51% of the finance is currently geared towards public transport infrastructure and we think this could be even greater. It should build on earlier success, such as the £1.25 million partnership project led by Lancashire County Council that transformed Accrington's scruffy and down-trodden rail station to an award winning eco-friendly transport hub and community resource centre via the Local Transport Plan, which we congratulate.
	In fact, increased investment in public transport modes would be in accordance with the National Planning Policy Framework, March 2012 (NPPF) core planning principle relating to transport, which calls for plan-making and decision-taking to 'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'.
	Having read the consultation documents (including appendices) we are broadly supportive of the Vision, to direct traffic to the strategic road network, seeing the benefits of maintaining rural road networks as free of congestion and associated adverse impacts, such as noise and air pollution. And, we agree walking and cycling must be prioritised by new developments to enhance the access and enjoyment of rural landscapes in East Lancashire. Below I set out the key recommendations of the Branch on the draft Masterplan, in order that the final draft can more fully address the identified three key problems of: Lack of connectivity, specifically by rail; High car dependency and provision of new infrastructure for the car; and Insufficient allocation of infrastructure for cyclists.
	Currently there are no direct rail services to Manchester other than from Clitheroe and Blackburn. The Masterplan has looked to address this through the re-instatement of the Todmorden West Curve. The re-instatement will allow a direct service from Burnley to Manchester, with journey times looking to average about 55 minutes, reducing to 45 minutes in 2016, which is obviously good.
	However, this still leaves Colne with no direct service to Manchester. Has consideration been given to a rail connection to Colne? It would be a lost opportunity for Colne having no and the town will not benefit from the transport improvements from the "Northern Hub" development in Greater Manchester. It also seems counter-intuitive to have it benefit from better connections to the Leeds City Region in Yorkshire and not the Manchester City Region in Lancashire. Ultimately this gap in rail services will lead to rising car dependency and may inhibit any growth aspirations

	as the location is cut off relative to elsewhere in Lancashire.
	Rossendale also has no direct access to the mainline service. This again is a major issue for sustainability principles and access to transport as the people of Rossendale are missing out on the travel choice of rail and the infrastructure improvements that the rest of the region is implementing.
	Pendle, which is rural in nature, also has growth aspirations in the lifetime of its Local Plan and lacks a rail connection and it will mean any expansion in population will incur large amounts of daily work commuting as the population has to use the car to travel elsewhere in the region to access highly skilled jobs.
	Commutes by car in East Lancashire around 70 per cent, which is excessively high for an area, even when acknowledging it is predominately rural. The high use of the car is in direct result of the lack of provision sustainable transport infrastructure and we conclude that there should be further restricted investment in infrastructure that benefits the car over sustainable transport uses. Resolving the high car dependency ought to be more of a priority of Lancashire County Council to reduce car travel more significantly in order to reduce road congestion, and thereby reduce the adverse effects of petrol and diesel emissions, reducing climate change and improving air quality across East Lancashire.
	We would prefer to see no more new bypasses. Bypass proposals are the direct consequence of not tackling high car usage and a lack of investment in sustainable transport uses. Money should be spent in getting people out of their cars and onto trains, buses and bikes and therefore reduce congestion in urban areas.
	Evidence shows that bypasses are the first stage in building over the natural environment and extending negative externalities out into the rural areas. Generally, we therefore are opposed to new bypasses due to the loss of Lancashire's important agricultural land assets brought about.
	We do note that there is major investment in the Pennine Reach High Quality Bus Corridor with some £39.9m being directed to improved bus corridor improvements, which at least supports public transport infrastructure.
	There are no proposed cycle lanes, no research looking into the different types of cycle lanes or any networks as far as we can see. As we are aware that East Lancashire does attract cyclists from near and far, even the likes of Sir Bradley Wiggins trains for The Tour on the hills, so we hoped that this Masterplan would promote cycling more than it does, to enable resident and visiting cycle users enhanced enjoyment of the countryside. Even given, the weather and uneven terrain which may not favour cyclists in comparison with other areas, we think the Masterplan disregards this form of sustainable transport, which is disappointing.
	Based on this point, and in accordance to the NPPF transport plan-making core principle (see above) we therefore recommend as part of this consultation stage that Lancashire County Council reconsidered the future of cycling in East Lancashire and improves the options for future travel. Improved research looking into the cycling network and how it could connect to Trans-Pennine and

	neighbouring Cumbrian and Greater Manchester networks, assessing the cycle infrastructure, especially at transit stops which encourage inter-modal travel could result in real value for money projects being implemented.
	The Masterplan does not address investment into pedestrian routes and networks. Again we are disappointed by this and believe a transport plan for East Lancashire ought to improve walking as a travel mode, for sustainability reasons and the direct health and well-being benefits. Walking is specifically referenced by the NPPF transport plan-making core principle We therefore recommend that research into improving the walking environment in East Lancashire should be included in the Masterplan. We want to encourage more people to access rural parts of Lancashire on foot and whilst walking enjoy the many beautiful landscapes of Rural Lancashire.
	In summary, we are pleased with the vision of Lancashire County Council, and wish to highlight the benefits of more sustainable transport modes making a number of recommendations for improved rail, cycling and walking infrastructure for future transport investment. We hope the Transport Masterplan for East Lancashire helps preserve and enhance the countryside of Lancashire in years to come.
	We look forward to the progression of this Masterplan to final version and trust that it will pick up on some of the points we raise in this letter to improve the future benefits to Lancastrians.
Highways Agency	We welcome many of the statements in the draft consultation document and we are aware that we have an integral role in assisting growth in East Lancashire. In order to maximise growth opportunities we aim to ensure that the strategic corridors of the M66 / A56 (T) and M65 operate effectively and efficiently and integrate fully with the local highway network to deliver the aspirations of the masterplan.
	To this end we are, of course, aware of constraints on our network, which we are seeking to address through our Route Based Strategies (RBS's) over an initial 5 year and ultimately 15 year horizon. The Masterplan should accord with the RBS but focus on connectivity of the SRN with the local network so that the strategic and local road networks are considered holistically. This will avoid duplication of our RBS activity and we are happy to share with you any information that you require from our RBS work.
	I have set out below some more specific comments / queries / suggestions: The 2-lane sections of the M65 are identified within the consultation document as a constraint. Capacity improvements on our motorways are now primarily dealt with through the introduction of Smart motorways. These were formerly known as a 'managed motorways' and use a range of innovative technology to actively control the flow and speed of traffic and to provide driver information on overhead signs. Smart motorways vary the speed limits in response to conditions on the road, as well as using the hard shoulder as an extra lane to make journey's times more reliable, improve traffic flow and reduce congestion. If local authority partners see this as an essential

	part of their growth strategy, it should be identified within the masterplan document and local plans to provide the necessary support for the Agency's future roll out of this type of scheme. We can then work together to increase capacity on the M65 motorway, particularly on the most pressured links
	There should be some reference to the possibility to extend technology. Technology improvements could potentially enable joint management of the trunk road / local highway routes in advance of future Smart motorways and on those sections of motorway / routes that would not benefit from Smart motorways
	As mentioned above, the Highways Agency's RBS intervention is an initial five years, plus a further aspirational view 10 years beyond that (2030). The masterplan is looking 13 years into the future. We therefore need to explore the possibility of savings / value for money through shared contracts and by aligning both of our strategies to provide added value for all parties
	Has any account been taken of areas of capacity constraint outside Lancashire, which could impact on Lancashire's ability to grow and affect the economic viability of the wider area? Perhaps some reference should be made to our authorities working together to identify major junctions that need relief to unlock the potential for growth in the wider area.
	The Masterplan does not reference the Highways Agency's Pinch Point Scheme at M65 J5 within the M65 Gateway section. This should be referenced as it is an important scheme that will help to improve traffic flows at this key location. It will be delivered before the end of March 2015 and we are working closely with Blackburn Council in this regard.
	There will be a need to focus on how investment plans for the local network can address interconnectivity issues.
	We recognise the importance of the Samlesbury / Cuerden / Whitebirk /Growth Triangle Study and we are looking at proposals to improve the traffic flows / reliability at the key M6 / M61 interchange
	The Highways Agency is looking to enhance its modelling capability of the strategic routes, which we can share with you in due course and we will also share information from any future studies that we undertake in the East Lancashire area, which could assist the masterplan
	It is felt that there should be some reference to air quality issues. As you know, there is an emerging tension between the drive for economic growth / additional trips and the need to improve air quality for those living adjacent to those routes.
	Similarly, the reduction of traffic noise is a high priority and the same tensions exist between additional trips, resulting from economic growth, and the impact on those living adjacent to these routes. This should possibly be reflected within the document.
	In addition to the above, we would wish to continue with and enhance our established partnership working and would suggest that the document could possibly be strengthened by clearly setting out where the local authorities can potentially work together in partnership with the Highways Agency in order to

	share information / expertise / contracts / modelling / knowledge and joint delivery of future schemes.
United Utilities	Here is our representation for your consultation on the East Lancashire Highways and Transport Master Plan. The Council should read our comments in conjunction with our historical responses and the covering letter; please do not extract/use our comments in isolation; as this may lead to confusion or a misunderstanding of our message.
	Please note our historical consultation responses to your Councils' planning consultations; planning applications and pre developer enquiries are still valid and you should consider them when developing your East Lancashire Highways and Transport Master Plan and supporting policies.
	We would like to be notified of the Council's decision on whether to accept our comments and the future progress of the East Lancashire Highways and Transport Master Plan
	In addition we would like arrange a meeting to discuss your East Lancashire Highways and Transport Master Plan in more detail, to identify if any future diversions and/or protections measures will be required by us to support and deliver the aims of your Master Plan.
	Thank you for your consultation and seeking the views of United Utilities Water PLC in this process. We support growth and sustainable development within the North West. Our aim is to proactively share our information; assist in the development of sound planning strategies, to identify future development needs and to secure the necessary long-term infrastructure investment. We wish to build a strong partnership with all Local Planning Authorities to aid sustainable development and growth within the North West. We aim to proactively identify future development needs and share our information. This helps: <input type="checkbox"/> ensure a strong connection between development and infrastructure planning; <input type="checkbox"/> deliver sound planning strategies; and <input type="checkbox"/> inform our future infrastructure investment submissions for determination by our regulator.
	Water and wastewater services are vital for the future well-being of your community and the protection of the environment. When developing your Local Development Framework and future policies you should consider the impacts on its community and environment and ensure infrastructure capacity is available.
	We have no specific comments to make at this stage, but wish to be included in further consultations and where necessary, the development of the Council's future sustained economic growth plans and polices, to ensure that all new growth can be delivered sustainably and with the necessary infrastructure available in line with the Council's delivery targets.
Network Rail	Network Rail has the following comments to make. Network Rail welcomes the opportunity to comment on the Draft for Consultation of the East Lancashire Highways and Transport Masterplan. We recognise the importance of working closely with local planning departments on transport strategy, and understand that agreeing priorities will be the key to ensuring valuable investment opportunities are not missed. Within Network Rail, our

	<p>role is to encourage greater use of the rail network in an effective and efficient way, ensuring there is sufficient capacity to accommodate projected demand in passenger and freight services.</p>
	<p>Network Rail is currently undertaking the Long Term Planning Process, which is designed to understand rail travel markets of the future and produce an output in the form of Route Studies to match the analysis of markets (Market Studies) with local requirements and aspirations to provide a series of options for Funders. The process replaces the previous Route Utilisation Strategy programme, and the study of relevance for East Lancashire will be the North of England Route Study. The Market Studies have recently been published on Network Rail's website and work on the Route Study will begin in the second quarter of 2014. The East Lancashire Highways and Transport Masterplan includes aspirations that can be used to inform the route study, so we welcome the timing of the publication of the document.</p>
	<p>The Long Term Planning Process Regional Urban Market Study recommends that one conditional output for East Lancashire should be improvements to the service offering between Clitheroe, Blackburn and Greater Manchester. Further information about the Long Term Planning process can be found at http://www.networkrail.co.uk/long-term-planning-process/?cd=1. A separate recommended conditional output is to improve the service offering between Blackpool, Preston and Leeds (from the Long Term Planning Process Long Distance Market Study).</p>
	<p>A recommended conditional output from the Long Term Planning Process Regional Urban Market Study is to improve journey times on rail routes in East Lancashire. This conditional output would match the Masterplan's ambition to see improvements in rail services in the area.</p>
	<p>Additional work to improve the railway in East Lancashire is being conducted through the 'Red Rose Alliance', a joint working programme between Northern Rail and Network Rail that intends to improve performance, journey times and infrastructure reliability on the 'Roses Line', particularly in light of the current blockade of Holme Tunnel and the opportunity this brings to improve other elements of railway infrastructure on the route.</p>
	<p>We welcome the intention for Lancashire County Council to conduct a Rail Connectivity Study and we also welcome the opportunity for Network Rail to continue to work with Lancashire authorities and stakeholders to understand the needs and aspirations for East Lancashire and to improve rail transport links across the area. Outputs from the Rail Connectivity Study and any other work can be used to inform the North of England Route Study, which forms the next phase of the Long Term Planning Process. Continued dialogue with local stakeholders will be vital to ensure the success of the Route Study, particularly as the Route Studies will provide evidence for input into future franchise specifications, the Initial Industry Plan for Control Period 6 and other network enhancement mechanisms.</p>
Natural England	<p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved,</p>

	enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.
	The Master Plan is proposing new infrastructure and Natural England would like to take this opportunity to highlight the need to address and minimise the environmental impacts of this at the appropriate stage. Early consideration of environmental impacts during the scheme business planning and sifting phase is recommended in addition to meeting the requirements of the Environmental Impact Assessment (EIA) regulations at the later stages of scheme development. Environmental (as well as economic and social) impacts can be identified for each option using the Government's webtag appraisal process.
	Natural England understands the schemes identified within the Master plan are at identification stage only and therefore it would be difficult to undertake a meaningful assessment at this stage, however as work progresses to options stage we would expect a full assessment with respect to the Habitats Regulations to ensure potential impacts can be considered when identifying the most sustainable option for schemes emerging from the Master plan.
	In order to give further certainty it may be beneficial to caveat the report so that it clearly states that once further environmental assessment has taken place proposals which result in adverse impacts on European sites will not be supported by the Master plan.
	It is important that the detailed assessment of the potential options of the route needs to take place at an early stage to help inform the process with the most sustainable option. The options for the route should be assessed in relation to the impacts on European designated sites, as this information will help to inform the decision making process and ensure the most sustainable option is selected.
	It is recommended that Lancashire County Council consider the iteration between the master plans and the LTP, updating the LTP's SEA if necessary, and also considering whether the master plans themselves require SEA or HRA by screening them against the criteria in the relevant legislation (The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004 No.1633, and the Conservation of Habitats and Species Regulations 2010)
	Both HRA and SEA are iterative processes and should be undertaken in good time to influence the plan. We would like to take this opportunity to remind you the DfT's guidance on SEA of LTPs says; 2.2.2 The SEA Directive defines 'environmental assessment' as a procedure comprising: preparing an Environmental Report on the likely significant effects of the draft plan on the environment; carrying out consultation on the draft plan and the accompanying Environmental Report; taking into account the Environmental Report and the results of consultation in decision-making; and providing information when the plan is adopted and showing how the results of the SEA have been taken into account.
Urban Sustainability,	Not only is a direct rail link Manchester to Rossendale essential, it is also essential that the consultation is carried out in an effective

	<p>manner.</p> <p>No information has been put on your website to help those wanting to make an input to this consultation. This invalidates your consultation and you need to start again.</p>
Jake Berry MP	<p>Please find attached copies of a petition, supporting the proposal to bring back a commuter rail link to Rossendale. The Excel Spreadsheet includes those who have signed the petition online. A total of 2069 signatures were received supporting this proposal. Jake would be grateful if this petition could be considered as part of the consultation on the Highways and Transport Masterplan.</p>
Together Housing Group	<p>Thank you for the opportunity to comment on the draft Highways and Transport Masterplan for East Lancashire. The Together Housing Group is the largest social landlord in the area with 15,000 homes in East Lancashire, Housing Pendle in the Borough of Pendle, Twin Valley Homes in Blackburn with Darwen, and Green Vale Homes in the Borough of Rossendale.</p>
	<p>Living and working in East Lancashire, I am aware that East Lancs has poor connections to the wider region, with the train line and M65 stopping in Colne, so any attempts to improve transport links to Leeds, Manchester Liverpool and London are welcome. This helps the mobility of our tenants, and our staff, which is currently limited, with very little tenant movement between boroughs.</p>
	<p>Worklessness is high amongst our tenants, and better transport links should attract more inward investment resulting in new jobs, which can only be beneficial to our customers. Better connections to Manchester and Leeds could result in a broader housing offer in East Lancashire, which is currently dominated by low value terraced houses. The authors of the strategy need to be mindful that Burnley and Pendle have very recently published a Strategic Housing Market Assessment, and Rossendale has just commissioned a SHMA which will be published in 2014.</p>
	<p>I am supportive of the current and proposed TfL schemes, with particular comments on: Haslingden Rd corridor improvements in Blackburn; congestion in this area is a barrier to movement from the M65 to Royal Blackburn Hospital, industrial sites, and the B6232 Grane Rd Link to Rossendale and vice versa. Any improvements to this road will be of benefit.</p>
	<p>Colne-Foulridge Bypass: this is a source of controversy amongst local residents near the proposed route, but there is a clear case to deal with congestion in Colne at the end of the M65. The consequent improvement in air quality would be beneficial to residents in the North Valley area of Colne. In addition, there are strong economic arguments to link the M65 to the West Craven area, where high-tec manufacturing companies thrive with scope for further investment and growth a link would bring.</p>
	<p>Burnley/Pendle Growth Corridor Study: I welcome the County Council's proposals to undertake a Burnley/Pendle Growth Corridor Study, as there are opportunities for economic growth along the M65.</p>
	<p>Rail Connectivity Study: Colne is served by a poor rail service and I welcome the proposal to commission a Rail Connectivity Study to consider the possible solutions to this, with the re-opening of the</p>

	Colne to Skipton line a favoured option as this would provide improved links into Yorkshire from East Lancashire. In addition, I welcome the suggested analysis of re-opening a rail link from Rawtenstall to Manchester using the line operated by the East Lancs Railway.
West Craven Committee	That the Engineering and Special Projects Manager be asked to pass onto County Council the Committee's view that the East Lancashire Transport Masterplan be welcomed and that its long term aspiration was, that whichever route was chosen for the Colne to Foulridge Bypass, it should link into the A59 going beyond Earby and into Yorkshire.
Burnley Bondholders	I am responding to your consultation on behalf of Burnley Bondholders. Burnley Bondholders is a group of 135 local organisations, businesses and business leaders who work together to influence agendas, lobby for investment and very actively promote Burnley as a place where top employees want to work and where businesses choose to locate. We welcome the opportunity to comment on the master plan and would like to raise a number of issues.
	Over the past five years, Burnley Bondholders have worked tirelessly to raise the profile of Burnley and to challenge the frequently held negative perceptions of the place. Sadly, it is clear that our influence has not yet reached County Hall. The master plan paints a grim and dated picture of Burnley and the rest of East Lancashire. The document is based entirely on past trends, and does not represent the current reality, nor a future path.
	It is also important that the plan does not only cater for the needs of the existing population but actually invests in activity that will assist business to retain and attract the brightest employees from outside the area. It does not make any business sense to plan for a future based on past poor performance!
	A focus on resolving some of the issues along the M65 corridor is welcomed and it is clear that there are growing capacity issues and queuing at key junctions. We feel however that a major shortcoming of the document is that the focus on the M65 itself fails to address the issues on the adjoining road network.
	Two of Burnley's three motorway junctions only face in one direction, and this puts an increased strain on the surrounding road system, with Accrington Road, Westgate and Active Way being particularly congested at peak times. Proposed new developments at Burnley Bridge, the Weavers Triangle and in the Town Centre will only serve to make the situation worse.
	We have noted that there is a proposed investment in maintenance of the Centenary Way Viaduct. As businesses we would question why the viaduct has not been subject to routine maintenance and why it is seen as key to the economy when it doesn't actually directly serve any existing or potential employment sites.
	We also feel that the document underplays the role of the M66. The master plan seems to place the M66 as a Rossendale issue with focus on bus services, when it is in fact a key route between East Lancashire and Greater Manchester and vital to business. We would like to see this corridor extended along the A56 to ensure

	an effective link between M65 and the M66.
	Finally, it is somewhat galling to see the Todmorden Curve and Manchester Road Station scheme described as LEP projects. There is no acknowledgement of the central role that Burnley Borough Council have played in bringing these schemes forward. Without their tenacity, supported by Bondholder lobbying, the Todmorden Curve would still be a distant prospect. Instead we have secured £7.5m, the scheme is under construction and it will be a major game changer for Burnley and East Lancashire.
	Once again, thank you for the opportunity to respond to your consultation, and we believe that investment in the transport and highway network are key building blocks for business and the economy.
Bradford City Council	Our main interest is in the highway and rail proposals in the Colne area and we would ask to be kept informed of future progress on these and any potential impacts on Bradford District
Rosendale Transport Ltd	We do not consider that LTP3 reflected the importance of local bus services to the challenging geography and demography of Rosendale. Rosendale is habitually forgotten by decision makers in terms of local bus service planning and the high internal daily commuter flows of the area. Economic regeneration may be difficult, but the citizens of this Borough, who do not have cars, depend entirely on buses to mitigate deprivation, achieve community resilience and increase healthy behaviour. Rosendale Transport believes that a closer relationship and co-operation with Lancashire County Council will realise a more effective, socially inclusive local bus network in the future at an affordable cost on a long term basis.
	It is concerned to note that the East Lancashire Accessibility Study will only focus on travel between main towns and employment areas. This will disadvantage people who need to travel on a more local basis to access key services in education. In addition, travel for social reasons has been clearly shown to be essential for the promotion of health and well-being.
	We contend that this company is optimally placed to co-ordinate local travel in Rosendale and that community transport options must be properly integrated with our network. In this way, value for money can be delivered in relation to the outcome of the strategic objectives of economic regeneration, improvement in health and well-being, social cohesion and community resilience. Buses are vital for Rosendale and must remain properly funded as the primary facilitator of communication and accessibility to maximise the health effects of transport policy and planning.
	As far as the challenges listed on page 22 of the consultation document are concerned; local bus services proved solutions to most of the weaknesses and threats in Rosendale. Failure to ensure that the network is supported as necessary will undermine the efforts to address the challenges. This is particularly important in relation to first and last buses between key locations in the Borough and services for Saturdays and Sundays. Rosendale has no main line rail services. Rosendale Transport will work with LCC to realise the best and most comprehensive

	network based on support for a core local bus service network.
	Rossendale Transport wishes to be fully considered on the arrangements for a bus station and bus shelters in Rawtenstall. This should also include priorities for traffic management to favour local bus services in and through the town centre. Public transport provision provided by this company has more than sufficient capacity to meet the challenges of the future, provided that LCC works with the stakeholders in the Borough to achieve this aim on a consistent basis.
Transport for Greater Manchester	The Rail Connectivity Study: As you are aware TfGM has recently assessed, through the 2012 East Lancashire and West Rochdale Access Study (ELWRAS), the potential of the East Lancashire Railway to operate commercial services and we would be happy to share information from that study with you. This would enable the Rail Connectivity Study to consider the issue from the perspective of whether anything has changed since 2012. As the Masterplan acknowledges, the ELWRAS appraisal demonstrated that the operation of services would not provide good value for money and would also require on-going revenue support. The study concluded that bus priority and traffic management measures should provide the basis for addressing needs in the area. We therefore welcome the fact that the Rail Connectivity Study will consider connectivity across East Lancashire and will be complimented by the A56/M66 road based study.
	A56/M66 Haslingden/Rawtenstall to Manchester Gateway Study: TfGM is aware of the importance of express bus services in linking East Lancashire with Greater Manchester and would therefore welcome measures both to improve access to those services and to increase their reliability.
	Within Greater Manchester a number of programmed measures will assist traffic flow along the route taken by these express services. The A56 Bury-Manchester route will be one of those to receive Bluetooth detectors. These will provide better information on traffic flows and alter GM Urban Traffic Control to problems, enabling remedial action to be taken. In addition, an Advanced Vehicle Location (AVL) driven system will give priority to late running buses at signals (provided the vehicles are fitted the detectors), complementing existing bus priority measures along the corridor.
	One of the schemes prioritised by the GM Local Transport Body which will, subject to LEP approval, be included in Strategic Economic Plan, is a new link road from Heywood Distribution Park to Junction 19 of the M62. This will provide a more direct route for HGVs, which currently join the motorway at Junction 18 and should therefore reduce congestion at the M66/M62 junction. These measures will therefore compliment any further improvements identified through the proposed study.
	In order to identify the most cost effective measures to improve East Lancashire connectivity, it will be important to link together the three strands of the Masterplan (Connecting East Lancashire, Travel in East Lancashire and Local Travel) to develop packages of measures: connecting people to the main public transport corridors as well as improving the corridors themselves.

	TfGM will of course be happy to work with Lancashire in the progression of the proposed studies.
North Yorkshire County Council	Thank you for the opportunity to comment on the details of the East Lancashire Highways and Transport Masterplan and thank you for extending the deadline for North Yorkshire County Council to allow the views of our Craven Area Committee to be sought.
	The Masterplan consultation was considered at a meeting of North Yorkshire County Councils Craven Area Committee on 12 December. The Committee were extremely concerned by the sudden appearance in this consultation of proposals for the delivery of an A56 Colne - Foulridge bypass which may have significant impact on traffic in the communities of Thornton in Craven, Cowling and Crosshills/Glusburn in North Yorkshire.
	As you will be aware one of your officers attended a meeting of the Craven Area Committee on 12 September 2013 to give a presentation on the M65 to Yorkshire Corridor Study. Members of the Committee were disappointed that at this presentation no mention was made of the imminent consultation on a bypass which was launched just six weeks later. It was felt that this should have been included in the presentation to the Area Committee and that, in the light of its potential impact on communities in North Yorkshire, the bypass proposals should have been discussed in detail with NYCC before the launch of the public consultation.
	However, moving forward, the Area Committee agreed to set up a small working group involving the NYCC Executive Member for Highways and Planning Services, local County Councillors and highways officers to look at these cross boundary traffic issues. I would therefore like to invite your Cabinet Member for Highways and Transportation or other Member representative to join this working group and further would urge you to ensure that an appropriate officer will be available to join with the Working Group to ensure a cross boundary approach is taken to this matter.
Paul Levet	I have pleasure in attaching a presentation I recently gave to the Clitheroe Rotary Club on train services from Clitheroe to the Dales & Scotland. You will note that as part of a project to increase rail passenger numbers on the Settle & Carlisle line we are proposing a Manchester Carlisle service. This will result in residents of Blackburn & Clitheroe being able to access rail services.
www.path-n-pedal.com	Strongly agree with proposed use of old rail trackbeds as cycleways. Rail trackbeds connect centres of population, have gentle gradients and are therefore ideal for conversion to cycle/walking routes. They are a real gift and should never be overlooked when planning expansion of a cycle network.
	It would make a great deal of sense to utilise every available mile of disused trackbed across the County, not just those contained in the existing proposals. Lack of power of compulsory purchase for cycle-routes has thwarted schemes in the past - but this may become available in the future....Suggest Lancashire lobby Parliament for a change in the law, to facilitate land acquisition from non-co-operative landowners.

	<p>There is plenty of scope to better utilise canal towpaths for cycle journeys (both for commuting & leisure). Although significant sections of towpath thankfully have an adequate surface, there remains many miles of poor to very poor unsurfaced towpath. It can be a great disappointment to embark on a day out with the bikes, only to find the surface runs out half-way between towns. It's no fun having to struggle through mud and deep ruts, while trying to avoid falling off the bike - confirmed from personal experience!</p>
	<p>Based on the Dutch experience, there is clear potential for up to 30% of all journeys to be made by bike. Meanwhile, here the comparable figure is below 3%. The No.1 reason given for not using a bike in the U.K. is fear of traffic. At the same time, a high proportion of all journeys made are typically under 4 miles, a distance within most peoples ability to cycle. Sadly, what provision there is for bikes in the County is often disjointed and can appear to be something of an afterthought. There is a lot that can be learned from the Dutch model, where cycle-routes and road traffic are kept safely apart. A comprehensive network of safe, separate and good-quality cycle tarmac can have very surprising results - e.g. a number Dutch schools see over 90% of students travelling to/from their school by bike...What better way to reduce congestion associated with the 'school run', not to mention providing students with valuable daily exercise!</p>
	<p>N.B. It would be well worth viewing the excellent videos posted on 'youtube' by a Mr.David Hembrow. He is an Englishman who moved to the Netherlands several years ago with his family. A keen cyclist, David has filmed many examples of Dutch cycle infrastructure.....In addition, he also offers study-tours to U.K. planners from his Dutch base. The link is: http://youtube.com/hembrow#p/u</p>
Sustrans	<p>We very much support: 1) The Rail Connectivity Study under the Connecting East Lancashire theme. The report highlights some of the considerable difficulties/limitations on journeys by rail in and out of East Lancashire, and in particular on the poor quality of service on the Preston/Colne stopping trains.</p>
	<p>2) The East Lancashire Strategic Cycle Network under the Local Travel theme. We hope that the definition of a 'good' cycle network will emerge fairly rapidly given the wealth of information available and the best European practice on encouraging people to use bikes for short everyday journeys.</p>
	<p>Please ensure the three themes are complementary, working together, and not undermining the Local Travel theme. Also developing the Local Travel initiatives will require resources both in staff terms and in capital works ie Local Travel should have a high enough status that it is not forgotten.</p>
	<p>We have worked with LCC and the districts on many schemes in East Lancashire, and look forward to continuing this work on practical projects.</p>
NR	<p>Working at NR Engineering on Skipton Road for the last 10 years</p>

Engineering	has shown me how short sighted it was to leave the motorway end at Colne, and the planning permission granted to Boundary Mill just compounded the traffic problems. Often there is traffic queuing on the motorway past Barrowford, even on weekends, I'm surprised no one has ever had a serious accident on the Boundary Mill roundabout. I can't tell you how many hours we have lost with people travelling up and down North Valley, nearly all our visitors complain about it.
	The co2 emissions must be horrendous sometimes due to the lack of traffic planning and management. When I travel home at night towards Nelson the queue of traffic extends from the top of Skipton Road from the Union pub all the way back to Nelson.
Stonehouse Logic Limited	In my opinion , due to the nature of East Lancashire (climate, terrain and a spread of smaller towns) the effective means of transport remain the car primarily and bus - for travel internally to the county. Rail is suitable for transport to Manchester/Liverpool and cities beyond. This makes any investment in cycling of benefit to leisure primarily, with only a very minor benefit to commuters.
	As someone who has cycled to work in the past I can agree with feedback on this being for the fit, confident and well equipped (for rain!) rider only. Having cycled in Holland there is a huge world of difference - that would take decades of investment to achieve even in the flatter parts of the county.
	We should accept the car has a large part to play in the success of the region and not introduce policies that ignore this - you only have to visit the newer business parks to see that limiting car parking results in unsafe parking (on verges, double-parking etc) and frustration to visitors.
	Looking at Hyndburn in particular I would like to see the M65 Junctions fully developed for commerce and retail - with limited residential - to make the most of these assets.
Friends Against the Colne Bypass	The Colne bypass will not reduce traffic congestion on Vivary Way. As a result of poor planning procedures, a number of retail outlets are now situated alongside the road as a ribbon development and a bypass will do little to reduce the traffic. It is foolhardy to assume otherwise.
Foulridge Anti-Bypass Campaign	The Colne / Foulridge bypass is NOT required A full analysis of the traffic travelling either north OR East needs completing before any decisions are made . I think you'll find there is more travelling East.
	I work in Aerospace industry and don't agree that the bypass would improve links in any way The blue route is a joke! The Foulridge anti-bypass committee has now reformed If you think £34m will be enough to cover the bypass - think again! Nearer £120m !!! Bad estimate Many environmental issues not considered
Foulridge Anti-Bypass	I strongly disagree with any of the routes for the Foulridge-Colne bypass as i believe it would be extremely damaging for both the

Campaign	village and the beautiful surrounding countryside. I do not believe that the so called traffic congestion is a valid reason for this!
	As a Foulridge resident for the last ten years (also dealing with the traffic on a regular basis which has never been worse than expected) i find this very saddening. We bought our house wanting to live in a semi rural village location and clearly this will be no more if the plans go ahead.
	It is also not a Bypass as it will carve up and destroy Foulridge with noise and vehicle pollution. Our house is currently for sale and obviously this is already having a negative impact on us and many others in the village. If this goes ahead it will definitely seal the deal for our family to leave the area.
	So all this nonsense spoken by local councillors that our children etc. need this is already being proven to not be !true as mine do not! I cannot help but feel this whole thing has been handled in the most appalling and unprofessional manner and think that surely the many millions of pounds needed for this could be put to much better causes than taking away one of the few remaining unpoilt local landscapes.
SELRAP	The Executive of SELRAP has taken the opportunity during the additional 7 days provided for responses to Jacob' Study, to fine tune our response as follows: SELRAP, the Skipton-East Lancashire Rail Action Partnership, is a voluntary group that campaigns for the re-instatement of the Colne-Skipton railway line, thus completing a new trans-Pennine route for passengers and freight, and linking the city regions of Central Lancashire, Liverpool, Manchester, with that of Leeds.
	The new route would also link Merseyside ports with those on the east coast, and connect the East and West coast main lines. Led by an Executive Committee with task-specific officers, SELRAP has more than 2000 members, supporters, affiliated groups & supporting organisations. The campaign to reopen the Colne-Skipton rail line is currently supported by 198 sitting MPs, 49 UK MEPs, 101 Peers, 540 Councils [including Lancashire and North Yorkshire] and over 150 businesses and business organisations.
	Insofar as any road proposals within the Colne-Skipton corridor are concerned, SELRAP's policy has always been to take a neutral stance with the proviso that, in the event of any [of them] progressing to reality, reinstatement of a double track electrified railway on its original formation, should not be prejudiced. Accordingly, at the outset to this response, SELRAP wishes to restate that long-held position.
	The report into the need for major Highway improvements in the road corridors in and around Colne, published by Jacob's on behalf of Lancashire County Council, has been thoroughly read by members of the Executive Committee of SELRAP, and a group from that Executive given the task to make an educated response to Lancashire County Council. The preparation of the Proposals

	Report has been thorough and, we are pleased to note, has taken into account the needs of the case for the reinstatement of the Colne-Skipton rail line.
	Jacobs have sensibly broken the original A56 Villages Bypass Plan scheme into a variety of possible routes, providing the possibility of option selection, and divided the route under discussion into two sections: Southern and Northern. They include 3 options each respectively: Red, Brown and Blue, and Pink Purple and Green. This enables members of the public to comment more easily on sections which affect them most. We would like to congratulate Jacobs on this methodology.
	SELRAP, of course need to make comment on both the Southern and Northern sections [within Lancashire] - the remaining section being within North Yorkshire's domain.
	Our comments on each of the alternatives are as follows: · Red route: This covers a revised route of the original A56 Villages Bypass Plan, and it is a relief to SELRAP that recommendations made on page 53 of the report, this plan has now been put aside. The recommendation by LCC is "... that the Brown and Blue options be considered for major scheme development." · Brown route: This was introduced in order "...to avoid conflict with the railway track bed at Vivary Way, the Brown Option would start from a new junction on the M65 motorway (between the existing Junctions 13 and 14)."
	There are however some issues within this route which carries traffic to the north side of Foulridge. These are noted in the report on: o Page 28 - "The combined road and rail corridor would require a minimum width of 25.5m plus local widening for bends and visibility. Localised widening would be required to incorporate both the railway and the road. This cross section does not include for the extent of any earthworks, which could increase the corridor width significantly." The latter is of concern to SELRAP, and accordingly we would appreciate confirmation that these [rail and road] works would not prevent the reinstatement of the double track formation.
	It has also been noted that the report takes into account the later reinstatement of Colne-Skipton railway line following any road building activity. SELRAP are of the view that, in the event of progression of the bypass, it is imperative for the building of the Bypass to take place in parallel with the railway reinstatement. Clearly this would reduce the relative cost of both rail and road proposals, both at the planning & development stage, and during construction. It would also reduce the timescale of the respective projects. For a whole raft of practical and environmental reasons, it would make plain common sense.
	Further cost savings could be made via the fact that reduced traffic flow on Vivary Way [in Colne] as a result of the bypass could reduce the scale of the rail crossing infrastructure requirement at this site, though this would need to be carefully sequenced. This would enable the Southern route, once opened

	to provide a diversionary relief route for traffic during the engineering works relating to the reinstatement of the line, crossing Vivary Way.
	Blue route: This route removes some of the issues that are caused by a road and rail corridor would require a minimum width of 25.5m, particularly where there are pinch points on the route.
	Pink route: SELRAP has no comment to make about this route, except that it provides a duplication of an existing road
	Purple route: The only interest that SELRAP has in this route is that there will be a need for a short bypass at Earby to avoid existing level crossing sites, which would not be allowed to be renewed in the reinstatement of the line at these locations.
	A Map has been passed to LCC officers by ARUP suggesting that the cost of the northern route could be reduced by using the existing road between Foulridge and Kelbrook.
	Green route: This is currently not relevant to SELRAP's case for the reinstatement of the Colne-Skipton rail link, except that the route taken by the railway would provide alternative travel opportunities for those wishing/needing to travel to West & North Yorkshire, which they would otherwise access using the A6068. It appears from studies carried out by the LCC that East-West and West-East traffic using the A6068 has increased. This traffic increase includes cars and goods vehicles. It would be expected that the reinstatement of the Colne-Skipton rail link would enable this growth in road traffic to be arrested and even reduced over time
	Cycle paths The A56 Villages Bypass included in its remit the importance of "... improved facilities for cyclists." It is part of SELRAP'S remit to include improvements for cyclists within the reinstatement where feasible. It is hoped that whichever option is chosen, "... improved facilities for cyclists" will be included. This could also include a cycleway being built between Foulridge and Kelbrook on the existing road, there being ample width in its present formation.
	Freight - table 5-B: Potential Employment Sites We have noted that there are plans for two potential employment sites, both of which appear to be located adjacent to the existing track bed. It is to be hoped that there will be facility for rail access, to be built into these sites, enabling there to be alternative means of freight access and exit using the rail network. The line from Liverpool to Hull, which includes the Colne-Skipton rail link was part of the lowest gradient crossing of the Pennines, and built to include freight use. It is SELRAP's understanding that, once more freight could become a key part of this line. It would be regrettable if freight access to these sites was not built in at their inception. Impact of Railway Reinstatement on Vivary Way
	Two previous studies have been carried out on the reinstatement of the Colne-Skipton rail link. The need for the railway to cross Vivary Way has been dealt with in these two studies: · Steer Davis

	<p>Gleave - carried out on behalf of Lancashire County Council in 2003 · JMP Consulting - carried out on behalf of SELRAP in 2007 In the latter study a figure of £3.13m was included in the total reinstatement figure of £80.65m (for a double track formation). NB. Base costs have now been estimated down by ARUP in 2013 to £72.42m, with that for a single track rebuild reducing to £38.21m. A discussion between Officers of Lancashire County Council, SELRAP and ARUP concluded that a further study was required to obtain a more accurate and up to date figure for all capital costs, including crossing Vivary Way.</p>
	<p>For the avoidance of both anomaly and doubt, it would also be helpful if costings for Road and Rail proposals were costed using the same optimism bias. (e.g. Brown route £34m +/- 40%; Rail reinstatement £38.21m or £72.42m +/- 40%). We look forward to being included within the proposed Rail Connectivity Study consultation process, and of receiving further details on this. Should you need to discuss any issues relating to the SELRAP submission, please contact: Peter Nowland, Vice Chairman of SELRAP, 3 Ivegate, Colne, Lancashire, BB8 9BN - Te. 01282 871659</p>
Foulridge Anti-Bypass Campaign	<p>Dear Sir / Madam, I would like to know the reason for the proposed extension of the M65 through foulridge.</p>
Foulridge Anti-Bypass Campaign	<p>Don't build roads on open countryside or through the middle of Foulridge village. Don't build industrial sites on fields. No to Foulridge bypass.</p>
The Canal & River Trust	<p>The Canal & River Trust own and manage the Leeds & Liverpool Canal and its supporting infrastructure. The Trust has a range of charitable objects including: · To hold in trust or own and to operate and manage inland waterways for public benefit, use and enjoyment; · To protect and conserve objects and buildings of heritage interest; · To further the conservation, protection and improvement of the natural environment of inland waterways; and · To promote sustainable development in the vicinity of any inland waterways for the benefit of the public.</p>
	<p>Having reviewed the draft Masterplan we wish to comment on the proposed A56 bypass and cycling. A56 BYPASS The plans indicate several options for the route of the bypass and we note that the 'brown route' is the preferred option. However, all the route options have the potential to have significant impacts on the waterway including reservoirs, locks, tunnels and mooring sites.</p>
	<p>Unfortunately the plans do not provide the detail for us to provide detailed comments at this stage but due to the potential significant impacts we'd recommend that we meet with the Council to discuss the proposed route options in order to develop a route that does not adversely affect the canal and its operation.</p>
	<p>Some of the issues that will need to be discussed are: · Impacts on Barrowford Reservoir which the new route is shown crossing</p>

	or running close to the toe of the Southern Embankment. · Impacts upon the Wanless beck feeder (discharge from Slipper Hill and Lower Foulridge Reservoirs).
	Impacts upon Foulridge Tunnel including elements such as access to ventilation shafts
	Impacts upon Historic Horse Path as there is no towpath through tunnel and therefore there is a route owned by the Trust for towpath users.
	Impacts of the crossing/s of the canal in the foulridge wharf area.
	CYCLING We note and support the masterplans vision for promoting cycling as a sustainable transport option. We wish to highlight that the towpath provides a sustainable transport route through the East Lancashire area connecting communities with their work and educational facilities and also offers leisure, health and wellbeing benefits arising from this use. However, the use of the towpath increases our maintenance liabilities and we recommend that the masterplan considers targeting funding towards the improvement and maintenance of the towpaths to ensure that they are fit for purpose to enable the community to fully take advantage of the benefits that they offer.
	Furthermore, encouraging the use of the towpaths can help reduce greenhouse gas emissions and road congestion as recommended by paragraph 30 of the National Planning Policy Framework. In light of the above comments, we look forward to meeting with you to discuss the matters raised in more detail.
Ribble Valley Rail	Strongly support improvement in rail journey times to Manchester, Leeds and Preston, especially selective doubling of railway track between Blackburn and Bolton which should hopefully provided a more reliable and possibly more frequent service between Blackburn and Manchester, and reduce the number of cancellations of Clitheroe/Ribble Valley line trains because of late running from Manchester.
	Strongly support any proposals to improve and increase rail services north of Clitheroe towards Hellifield, Settle and Carlisle
	Welcome the Todmorden curve project and prospect of additional Blackburn-Manchester service via Burnley and Todmorden
	Would support any extension of the present electrification project of Manchester-Bolton-Blackpool line into East Lancashire to give the area a faster, more reliable, modern and environment-friendly rail service
Great Harwood Prospects Panel	Walking and cycling should be a priority.
	Greenways should be linked up and the Martholme Viaduct walking / cycling route between Read and Great Harwood should be reopened to encourage tourism and additional cycling and walking across east Lancashire

Self employed consultant PGM services	This questionnaire is skewed to result in the answers you want to support your case. Any question that may result in a negative response has been left out.
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Appendix 3: Media Summary

Media Coverage Analysis

Consultation on the draft East Lancashire Highways and Transport Masterplan opened on 23 October and ran until 13 December. Views were sought from a range of stakeholders which include district councils, councillors, district and parish councils and members of the public.

Media relations

The masterplan was approved for consultation by the cabinet member for Highways and Transport on 10 October. A news release was issued and a series of briefings were held with the media. These included Radio Lancashire, the Lancashire Telegraph, 2BR radio and the Colne Times.

A further two news releases were issued, the first to promote the consultation event being held at Colne Library and the second as a consultation deadline reminder.

Media relations activity has resulted in extensive media coverage. From 10 October to 13 December there were more than 68 articles printed in the local media. See appendix 1.

Stakeholder engagement

A briefing for county councillors was held on 14 October. All county councillors were invited to attend. For those councillors who were unable to attend, the event was webcast and documents were posted on the members' portal. Additional meetings were also held with members from the three East Lancashire authorities?

Details of the consultation were also posted on the CFirst member portal.

A briefing was given to Pendle Borough Council councillors on 4 November.

Emails were sent to a wide range of stakeholders informing them of the consultation as well as promoting the event in Colne.

Website

A dedicated area for the consultation was developed on the county council's website. Visits to the page to date (23 October – 13 December) are as follows:

www.lancashire.gov.uk/corporate/web/?siteid=5489&pageid=43429&e=e

Stats for	Page views	Avg. Time on Page
23/10/13 – 13/12/13	5,245	00:04:35

The consultation was also posted on the 'Have your Say' consultation pages of council's website

www.lancashire.gov.uk/corporate/consultation/responses/response.asp?ID=219

Social media messages

A series of messages were posted on the county council's social media channels – Facebook and Twitter - throughout the consultation period.

- Our messages on Facebook reached over 4,300 people.
- Our messages on Twitter reached over 60,000 people.

Consultation documents

Consultation documents were made available at locations across East Lancashire on 23 October.

Barnoldswick Library	Church Library	Preston County Information Centre
Barrowford Library	Bacup Library	Chorley Interchange
Burnley Central Library	Clitheroe Library	Clitheroe Interchange
Longridge Library	Briercliffe Library	Accrington Library and Information Centre
Great Harwood Library	Brierfield Library	Nelson Interchange
Earby Library	Oswaldtwistle Library	
Whalley Library	Adlington Library	Rawtenstall Library and Information Centre
Rishton Library	UCLAN University Library	Leyland Library
Clayton le Moors Library	Preston Harris Central Library	
Nelson Library	Burnley County Information Centre	
Chatburn Library	Blackburn Visitor Centre	

A56 Bypass consultation event

Consultation materials were delivered to Colne Library on Friday 1 November, with a public consultation event held at Colne Library on 20 November. The consultation detailed the main aspects arising from the draft East Lancashire Highways and Transport Masterplan and options relating to the A56 Bypass. The purpose of the event was to give local residents as early an opportunity as possible to view the options for the A56 Bypass.

At the event, members of staff were on hand to answer questions and discuss the route options outlined in the masterplan.

Over 400 people attended the event.

Headline	Publication	Published	Value (£)	Reach	Weighting	Score	Total score	PR no
Vital bid to keep traffic moving	Lancashire Telegraph	15/10/2013	151.32	20870	2	2	4	PR13/0483
Pledge to widen M65 to three lanes	Lancashire Telegraph	15/10/2013	870.48	20870	2	2	4	PR13/0483
New plans launched for east Lancs infrastructure	Insider Media Limited (Web)	15/10/2013	1369	51000	1	2	2	PR13/0483
Plan could see motorway widened in Lancashire	Lancashire Evening Post	16/10/2013	1619.64	20379	3	2	6	PR13/0483
New bypass proposals are part of a county-wide transport masterplan	Nelson Leader	18/10/2013	887.7	13030	1	2	2	PR13/0482
Plans to set Burnley on road to riches	Burnley Express	18/10/2013	952.77	7550	3	2	6	PR13/0483
Sign up to help revived rail link plans gain momentum	Rossendale Free Press	18/10/2013	628.68	10600	1	2	2	PR13/0483
Whinney Hill road 'is missing link to improve network'	Accrington Observer (Friday)	18/10/2013	552.78	9759	2	2	4	PR13/0483
New bypass proposals are part of a county-wide transport masterplan	Colne Times	18/10/2013	935.55	13030	1	2	2	PR13/0483
The closest we have ever been to the £40m. bypass around Pendle's villages	Colne Times	18/10/2013	859.65	13030	1	2	2	PR13/0483
'Masterplan to guide county's transport needs	Clitheroe Adv and Times	24/10/2013	262.88	6631	1	2	2	PR13/0483
25-year debate could soon be over	Nelson Leader	25/10/2013	229.35	13030	1	1	1	
Campaign to bring the Villages Bypass to life	Nelson Leader	25/10/2013	1171.5	13030	1	2	2	
Mixed reactions from residents to bypass plan	Nelson Leader	25/10/2013	783.75	13030	1	0	0	
Campaign to bring the Villages Bypass to life	Colne Times	25/10/2013	1206.15	13030	1	2	2	
Mixed reactions from residents to bypass plan	Colne Times	25/10/2013	820.05	13030	1	0	0	
25-year debate could be over	Colne Times	25/10/2013	260.7	13030	1	1	1	
250 already on board in supporting rail link	Rossendale Free Press	25/10/2013	261.95	10600	2	2	4	
Businesses back bypass campaign	Nelson Leader	01/11/2013	552.75	13030	1	2	2	
MP wants support for rail link plan	Lancashire Telegraph	02/11/2013	132.6	20870	2	2	4	
Andrew Stephenson	Lancashire Telegraph	04/11/2013	205.92	20870	2	2	4	
Keep shouting about transport	Rossendale Free Press	01/11/2013	513.76	10600	2	2	4	
GET US BACK ON TRACK	Rossendale Free Press	01/11/2013	138.58	10600	2	2	4	
Town is 'bypassed' by relief road plans	Lancashire Telegraph	05/11/2013	630.24	20870	2	-1	-2	
The M65 and the A56 Bypass the story so far	Colne Times	01/11/2013	1676.4	13030	1	2	2	

Businesses back bypass campaign	Colne Times	01/11/2013	504.9	13030	1	2	2	
Plans drawn up for long-awaited bypass	Lancashire Evening Post	06/11/2013	2163.61	20379	3	2	6	
Earby council send 'constructive criticism' to County Hall on plan	Nelson Leader	08/11/2013	532.95	13030	1	-1	-1	
MP slams county council for hold up with plans	Nelson Leader	08/11/2013	252.45	13030	1	-1	-1	
Track bed protected by current options	Nelson Leader	08/11/2013	242.55	13030	1	2	2	
Worries for town if by-pass goes ahead	Lancashire Telegraph	09/11/2013	488.28	18293	2	-1	-2	
1,500 sign rail link petition	Lancashire Telegraph	12/11/2013	59.28	18293	2	1	2	
Earby council send 'constructive criticism' to County Hall on plan	Colne Times	08/11/2013	551.1	13030	1	1	1	
MP slams county council for hold up with plans	Colne Times	08/11/2013	259.05	13030	1	-1	-1	
Bypass would benefit jobs, claims councillor	Lancashire Telegraph	15/11/2013	238.68	18293	2	2	4	
Mr Pendle's Diary	Nelson Leader	15/11/2013	354.75	13030	1	1	1	
Bypass meeting next week	Nelson Leader	15/11/2013	110.55	13030	1	2	2	
Barlick to back 'brown' route bypass?	Nelson Leader	15/11/2013	671.55	13030	1	2	2	
Doing nothing not an option	Clitheroe Adv and Times	14/11/2013	191.86	6631	1	-1	-1	
Traffic study	Lancashire Telegraph	18/11/2013	23.4	18293	2	2	4	
Roads need more work	Rossendale Free Press	15/11/2013	141.96	10600	2	0	0	
Road is labelled 'a ticking timebomb'	Lancashire Telegraph	20/11/2013	603.72	18293	2	-2	-4	
Bypass meeting next week	Colne Times	15/11/2013	115.5	13030	1	2	2	
Bypass 'would help keep thousands of jobs here'	Craven Herald And Pioneer	21/11/2013	395.6	12678	1	1	1	
Some sense at last?	Clitheroe Adv and Times	21/11/2013	230.02	6631	1	2	2	
Public reaction at bypass consultation	Nelson Leader	22/11/2013	635.25	13030	1	1	1	PR13/0549
End years of misery by doing something sooner, not later	Nelson Leader	22/11/2013	394.35	13030	1	2	2	
End years of misery by doing something sooner, not later	Colne Times	22/11/2013	384.45	13030	1	2	2	
So much wrong with bypass	Lancashire Evening Post	27/11/2013	1435.59	20379	3	-1	-3	
Air views on travel masterplan	Lancashire Telegraph	29/11/2013	62.4	18293	2	2	4	PR13/0592
Scheme could create new facilities	Nelson Leader	29/11/2013	168.3	13030	1	2	2	
Have your say on proposed bypass	Nelson Leader	29/11/2013	1400.85	13030	1	2	2	
Still time to air views on transport scheme	Burnley Express (Tuesday)	03/12/2013	114.3	11246	1	2	2	

Have your say on proposed bypass	Colne Times	29/11/2013	142 7.25	130 30	1	2	2	
Scheme could create new facilities	Colne Times	29/11/2013	163. 35	130 30	1	2	2	
Consultation 'disaster'	Lancashire Telegraph	05/12/2013	188. 76	182 93	3	-2	-6	PR13/0483
Fears that bypass would bring more villages traffic	Craven Herald And Pioneer	05/12/2013	360. 64	126 78	1	-2	-2	PR13/0483
Extra time for bypass views	Lancashire Telegraph	09/12/2013	215. 28	182 93	2	2	4	
Earby house plan decision deferred	Nelson Leader (Barnoldswich and Earby)	06/12/2013	338. 25	130 30	1	2	2	
Time running out to have your say on plan	Clitheroe Adv and Times	05/12/2013	64.6 6	663 1	1	2	2	PR13/0592
Reopen the railway line	Nelson Leader	06/12/2013	166. 65	130 30	1	-1	-1	
Residents oppose bypass proposals	Nelson Leader	06/12/2013	602. 25	130 30	1	-2	-2	
Proposal for bypass sparks traffic fears for villages	Lancashire Telegraph	10/12/2013	121. 68	182 93	2	0	0	
Reopen the railway line	Colne Times	06/12/2013	166. 65	130 30	1	-2	-2	
Bypass will hit county heritage	Lancashire Evening Post	13/12/2013	343. 56	203 79	3	-1	-3	
How about a route on the other side of Colne?	Nelson Leader	13/12/2013	410. 85	130 30	1	-1	-1	



East Lancashire

Highways and Transport Masterplan



East Lancashire Transport and Highways
Masterplan

Consultation Report - A56 Colne to Foulridge Bypass Proposals

December 2013

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1. Introduction

1.1. This report provides details of the consultation and engagement of proposals relating to route options for the A56 contained within the East Lancashire Highways and Transport Masterplan. The draft East Lancashire Highways and Transport Masterplan sets out the County Council's ideas for a future highways and transport strategy for East Lancashire.

2. Main Points Arising from the Consultation

2.1 From the wider East Lancashire Transport and Highways Masterplan consultation, there was overriding support for the A56 route proposals, in particular, the brown route from stakeholders. However, from members of the public opinion is polarised as to the merits, or not, of a bypass.

2.2 Of the routes presented, the brown route proved the most popular choice

2.3 There was opposition to any form of bypass

2.4 There was opposition to the blue route

2.5 There were many comments concerning the adequacy of the consultation. These were primarily aimed at length of consultation, lack of detailed information and insufficient notification to local residents

2.6 There were many different detailed route alignments proposed, together with a number of suggestions to improve local infrastructure to improve traffic flows and alleviate congestion

3. Consultation and Engagement

3.1 Consultation on the draft East Lancashire Highways and Transport Masterplan was carried during October and November 2013 and views were sought from District Councils, Members, Stakeholders, District and Parish Councils and members of the public.

3.2 At the start of the consultation a news release was issued and a series of briefings were held with the media. These included Radio Lancashire, the Lancashire Telegraph, 2BR radio and the Colne Times. A further two news releases were issued, the first to promote the consultation event being held at Colne Library and the second as a consultation deadline reminder.

3.3 Media relations activity has resulted in extensive media coverage. For more details see appendix 5.

4. Consultation Event

4.1 Due to the specific nature of proposals affecting the Colne/Foulridge area, a consultation event detailing the main aspects arising from the draft East Lancashire Highways and Transport Masterplan and the different route proposals for the A56 Bypass was arranged at Colne library. The event took place on November 20th between 11am and 7pm. At the event staff were available to answer any queries and leaflets and questionnaires specific to the A56 proposals were available. Over 400 people attended the event.

4.2 Based on conversations with the public at the event, the key issues to emerge were as follows:

- Recognition that Colne suffered from congestion
- Opposition to the bypass
- Support for the proposed brown route
- Opposition and some limited support for the blue route
- Various suggestions for alternative routes
- Issues of blight and CPO raised with landowners and residents impacted by the preferred brown route
- Issues raised around traffic management if a bypass was built
- Concern that the consultation process was inadequate

5. Masterplan Questionnaire Responses

5.1 A separate questionnaire accompanied the draft East Lancashire Transport and Highways Masterplan. Further detail and analysis are included as appendix 6.

6. Event Questionnaire

6.1 As part of the consultation event, a questionnaire specific to the A56 proposals was distributed. A copy of this questionnaire is included as appendix 1. After the event, copies were made available at Colne library. At the close of the consultation 116 questionnaires were received.

6.2 The responses from those who expressed an opinion on proposed routes are as follows

50 prefer Brown route
10 prefer Blue route
3 prefer Red route
2 prefer original A56 Bypass route
2 agree with concept of a bypass but only if the northern section is carried out at the same time
2
1 agrees with need for bypass but not the routes presented
1 prefers any option but green
1 prefers pink

41 opposed all route suggestions the Bypass
Of those, 6 suggested widening Vivary Way as an alternative and 5 suggested that the bypass should go to the South of Colne

6.2 As part of the questionnaire, respondents were invited to submit further comments. Issues raised included:

- A bypass is long overdue and will greatly reduce the congestion problem
- Agreed in principle but a general reassurance needed for the environmental damage done to wildlife and agricultural land
- Must strive to protect the railway line
- For and against arguments for different routes i.e. against blue route because it will disturb pristine tourist/agricultural land, while others support it as it will cause minimal disruption to residents; against green route as it will affect green belt land etc.
- Widen existing routes such as Vivary Way or North Valley Road instead
- No right turn on Vivary Way both directions will vastly speed up traffic
- A bypass is not necessary as traffic is not that bad
- Assumption traffic is going north to Skipton instead of straight to Keighley and Bradford
- Too expensive
- Will compromise the railway line

- Will have a devastating environmental impact on farmland and the countryside. It will impact heavily on tourism, wildlife and general amenities along the Leeds and Liverpool canal corridor
- A bypass will take trade away from local businesses

Responses and comments made via questionnaires are included as appendix 2

7 Email Representation

7.1 During the consultation period additional emailed communication was received in relation to the A56 route options. 72 responses were received. A number of these were from organisations opposing either specific routes or questioned the need for a bypass altogether. 3 petitions were received; of these, 2 opposed the blue route and one was against any potential bypass route.

7.2 Comments received via email included:

- A route is necessary to support economic growth – but still need to protect Colne to Skipton line
- A number of alternative routes proposed and suggestions to widen existing routes e.g. Vivary Way and introduce intelligent traffic system instead
- 3 petitions received. 2 opposing the blue route with signatures totalling over 300 and 1 opposing all routes with 91 signatures
- Comments relating to the perceived inadequacy of the consultation process, e.g. local residents not consulted, not enough events, not enough information, not enough time
- Views expressed that a bypass is not necessary as traffic is not that bad and once traffic reaches the roundabout at the bottom of Skipton Road, it disperses and there is no longer congestion
- Concerns relating to the environmental impact on farmland and the countryside and the impact on tourism, wildlife and general amenities along the Leeds and Liverpool canal corridor
- Concerns that the bypass will take trade away from local businesses
- Concern expressed by landowners and residents in close proximity to the various routes
- Large proportion of traffic goes to the retail outlets and so the bypass will not reduce congestion

- No decision should be made even in principle on the route choice without the railway viability study

Responses and comments made via emails are included as appendix 3

8 Written Representation

8.1 During the consultation period additional written representation was received in relation to the A56 proposals. At the close of the consultation 30 written representations had been received. The majority of these were opposed to the either specific routes or questioned the need for a bypass altogether. A number of representations were copies of already recorded email representation or petitions.

8.2 Views expressed through written representation included:

- Consultation period needs to be extended as many people were unaware of the proposal and the consequence of the scheme
- A strong opposition against the blue route
- 'A filter road [at] the end of the motorway onto Vivary Way, then a one way system from the junction of Crown Way extending the two lanes along to the roundabout. The lighter traffic going the other way would then have a one way system back along North Valley Road, to Rigby Street and onto Crown Way to rejoin Vivary Way.'
- Too expensive
- Will have a devastating environmental impact on farmland and the countryside. It will impact heavily on tourism, wildlife and general amenities along the Leeds and Liverpool canal corridor
- A bypass will take trade away from local businesses
- Widen existing routes such as Vivary Way and introduce intelligent traffic system instead
- No need for a bypass – a lot of traffic is visiting the commercial outlets

Responses and comments made via written representation are included as appendix 4

9 Conclusions

9.1 Consultation has been undertaken to gain a wider understanding of the important public and stakeholder perceptions of the different A56 route options.

9.2 Due to the early nature of the consultation many of the responses received are very detailed and not all points can be covered in this overarching report. Many of these comments provide important and valuable suggestions and local intelligence and will be considered and taken forward as and when the route proposals are taken forward.

9.3 Appendices 2, 3 and 4 to this report set out in summary tables the main issues raised in the consultation.

9.4 Further consultation will take place as and when the route options are taken forward and respondents to this consultation process will be informed.

Appendices

Appendix 1: Questionnaire distributed at Colne Library event

A56 Colne Bypass Event. Colne Library November 20th 2013

Completed forms or letters, to be received by 6th December 2013, can be sent to

Andrew Hewitson
A56 Bypass Consultation
Room C4
County Hall
Preston
PR1 0LD

Or attached to an email and sent to Andrew.Hewitson@lancashire.gov.uk

1. Of the routes presented, which do you prefer?

2. Do you have any other comments?

3. Contact Details



Appendix 2: A56 Route Options Questionnaire

A56 Route Options: Questionnaire Responses

Of the routes presented, which do you prefer?	Do you have any other comments
None, a waste of money which could be invested in Education & Health in Pendle. Railway from Colne/Skipton supported	The blue route should be dismissed now: <ol style="list-style-type: none"> 1. Detrimental impact on wildlife 2. Loss of greenbelt, outside local plan 3. Spoil the community enjoyment of the canal corridor & reservoir 4. Far too costly, involving significant land assemble, new motorway junction & engineering issues at/on Red Lane (country road) 5. Increased noise & light pollution for residents in Higherford
Blue – Southern section	If brown option was taken, I would be interested in how the comment "could use a portion of Barrowford" would take place
None – widen Vivary Way	<ol style="list-style-type: none"> 1. Most traffic would not use proposed route 2. Most congestion if traffic to/from Colne and the units McDonalds, KFC, Matalan etc., on Vivary Way 3. Little or no congestion from M65 motorway 4. Damage to countryside 5. Concern over industrial development on route
None – would not object to railway	The bottleneck is from Boundary Mill to North Valley Road. Once you get to Langroyd Road the route to Skipton is clear. I travel to Skipton every day from Foulridge/Red Lane area and I never have any delays (20-25 mins). Why not widen North Valley Road, cheaper, would resolve this issue! Please don't build a road that isn't needed. The majority of traffic goes to Aire Valley (extend M65!)
Brown	The blue route will disturb a pristine corridor. It will also disturb the green belt further.
Dislike all the plans – especially the blue route	Why is it necessary? Delays through Colne area are no more excessive than other towns. Is it worth the cost, loss of beautiful green belt areas and impact on nature?
None	Do not feel the need for this bypass, money could be spent of better things. Bought my property in Hill Top for peace and quiet, not for a bypass.
None!	Blue route has not been thought through! Why cannot you just extend the M65 through to the Aire Valley.
None	<ol style="list-style-type: none"> 1. If public transport was vastly improved would take a lot of traffic from roads 2. All options are going to add more traffic problems onto A56 outside Foulridge 3. The only thing we are trying to promote i.e. tourism

Of the routes presented, which do you prefer?	Do you have any other comments
	<p>is going to be blighted by road going through the countryside</p> <p>4. We need to know just how much traffic is actually going through to Yorkshire via the main road to Keighley</p>
Brown, red, pink, purple	NO to the green option due to the environmental impact and huge costs, this land is green belt and should not be developed
None of the above	Insane idea in a beautiful area of the Pennines, I believe these plans will destroy this peaceful area and along with Pendle Councils plans for new industrial areas on Barrowford Road and in the Foulridge and the increased commuter and delivery traffic will actually cancel out any proposed benefits
For the Southern section, the blue option	It would not affect where we live as much as other routes
For the Southern section, the blue option	I would hope that the consultation is genuine as it is clear that the brown is preferred on a cost basis. I also feel it would avoid a bottle neck at Warden Bridge corner below the old grammar school on Barrowford Rd.
Brown	ASAP, very busy Fridays, more than any other day
Brown route	Keeping the access to the old railway line open for leisure use is important to me. A single carriage road sounds reasonable for the traffic volumes.
Brown	There have been instances when the traffic lights at the Vivary Way/Crown Way/Barrowford Road junction have not been working, when this has occurred the traffic has been running quickly and smoothly along Vivary Way. In my opinion, therefore, perhaps a roundabout could be the solution to the congestion at peak times.
Red 1, brown 2	N/A
None!	It appears to be a plan to bypass a town that is currently thriving due to the volume of visitors. The M65 has killed off other local towns by bypassing them. Colne will undoubtedly suffer the same fate and small businesses will suffer. This seems to be a sledge hammer to crack a nut. The length of road on Vivary Way that suffers congestion at only peak times is less than 1 mile long. The environmental impact of any of these routes is too significant to ignore
Brown	<ol style="list-style-type: none"> 1. Reinstatement of railway a priority, so track bed must not be encroached on 2. Having a single lane bypass is absurd, it will not cope with traffic from the M65 and will be a traffic jam around Colne. Traffic will then re-route through

Of the routes presented, which do you prefer?	Do you have any other comments
	Colne and problem will remain unchanged 3. THE BEST THING IS TO FORGET ABOUT IT AND RE-INSTATE A THROUGH RAILWAY TO SKIPTON
None	I have a serious concern about the lack of communication to residents who are affected.
Brown route	I accept the economical arguments that allow access to potential employment areas, the air quality among the North Valley is unlikely to improve without intervention on this scale.
None unless brown, pink and purple can be done at the same time	The damage down to a beautiful area of countryside would be devastating, so if it is to happen, then the two sections of the route need to be done at the same time, otherwise the problem will just be moved further along to Earby. If the two sections cannot be done together then don't destroy the countryside to make a road that does not make a difference.
Blue route	I have grave concern about the effects on the amenities and wildlife along the corridor of the Leeds & Liverpool canal. What will be the effects on the stability of Barrowford Reservoir? How will the cost of strengthening the Foulridge Tunnel where the brown route crosses it be covered? What provision will be made to replace car parking at Foulridge Wharf? What guarantees are there that navigation will be kept open during construction works?
None – widen existing route	Total destruction of a small village (Foulridge), also the Wharf and surrounding countryside ruined. To achieve what! Why not widen existing route? Would you like to change your existing view from your property from fields, sheet, tweeting of birds, wildlife, to a great road noise, pollution, have you thought how you would feel if this was about to happen to you!! In your back garden, also all the other beautiful villages!
None – make the current road wider	Improve what is there – already built up. Make road wider with a straight through centre route. Scars of the land/lovely housing ruined, current roads will still be busy. Most routes don't help West Yorks traffic, spoiling canal walking/cycling great health benefits – used very widely. Ending at Earby – Wysick – madness. What about Thornton. Earby houses will suffer traffic front and back. Pink option will not remove traffic from Kelbrook/Earby
Brown	The blue route would destroy the canal and associated green belt area. This area is heavily used for leisure as it is located very close to a high density urban population

Of the routes presented, which do you prefer?	Do you have any other comments
None	Definitely do not want either the blue option or the green option
Brown, straight of motorway	This is needed now, not in 1years time, the traffic is appalling
Neither. The route through the beautiful countryside is not acceptable, there is no real choice? Blue option absolute travesty.	Please review the efficiency of existing traffic through Colne, or look at another option through industrial part of Colne, if really necessary
Brown	N/A
None of them	Why build anymore roads just for them to be filled up with more traffic, using prime land for agriculture, tourism, walking. A blot on the landscape
None – no more ruining of countryside	The routes will ruin the countryside along the canal. There will be more traffic through Foulridge eventually – where will the road from the bypass to Foulridge be going? Will there be one? It will be a rat-run up through Foulridge.
Blue/any use of brown sites	Long awaited and can be only a good thing towards transport across East Lancs.
Brown route	<ol style="list-style-type: none"> 1. The O/S map should have been enhanced to make the alternatives more comprehensible 2. The M65 should have been marked as such 3. Bounday Mill and Vivary Way should have been marked as datum points 4. A 3D plan of the area with the options laid on via coloured ribbons would have been beneficial 5. The proposed start of the brown route looks like a spare exit when, in fact, it is a roundabout 6. This new roundabout will just back all the traffic up one junction 7. A one day consultation day in the library is not enough for such a major change to our infrastructure. Presentation not detailed and explicit enough, in sufficient material to take away, read, digest and comment on
Brown (with blue second choice)	It will be so beneficial I think for local businesses. I have friends who like to visit Colne & Foulridge who are deterred by the congestion – they take their trade elsewhere. I also have friends who prefer me to meet/visit them so they avoid Colne. That's not good
Brown route	I have heard they may be electrifying the rail lines, would this have any impact on either route?
Blue route	Believe a bypass would only move the traffic problem to

Of the routes presented, which do you prefer?	Do you have any other comments
	Foulridge, Earby, etc. If the traffic problem was managed better on Vivary Way then there would be no need for a bypass, also the effect on the countryside would be disastrous.
The Blue route as 1 st option, then brown route as 2 nd . I'd like a railway line on the railway track beds.	The canal corridor is very attractive, and many local people use it for cycling, walking and general leisure opportunities. It is important for wildlife too. The track bed should be protected, so that a railway line could be re-instated in the future.
Brown	Any route should avoid existing BHS's and endeavour to result in a net gain in biodiversity as required in the NPPF
None	The 'preferred' brown route takes away an amenity area enjoyed by a great many people. The issue is movement of traffic. Traffic is delayed on North Valley by the proliferation of lights and the ability of a single vehicle to turn right and hold up the traffic. Take away the "stop start" by removing the problems caused by the lights and a minority of vehicles turning and the congestion issue would go away. There is not specific need for traffic to cross North Valley, it could be routed to travel in a 'circular' direction around the route. A degree of thought would alleviate the situation rather than destroy what is an area of great countryside value and amenity to the area. N.B. The "problem" only exists at certain times of day.
None – The valley south of Colne is the obvious route	At least half (or more?) of the traffic from Preston is going to Keighley. The valley south of Colne is the logical and obvious brown field route. Choosing any other route is to deny the people of Foulridge, Colne and Barrowford an area of peace in which to walk, sail, cycle etc. Condemning more fields to tarmac forever, what a shame, you have not even considered Colne's south valley
Brown	I am not convinced any of the options are going to improve anything! The environment is to be savaged by the effects of it all, noise, loss of beautiful countryside and quality of life for many residents. The problem is likely to reoccur further up the road and attract more ?
Brown route	Red route would be better on track of old railway. Less disruption all round. The railway will never come back and if it did it could always go through the fields you are now tarmacing over!
None	I strongly suggest the SOUTH VALLEY option. Business parks etc could be built alongside this route

Of the routes presented, which do you prefer?	Do you have any other comments
	which would benefit the area. This could also save the unspoilt countryside around Foulridge.
South Valley	I think the south valley route would be the best option. Save the countryside around Foulridge. A traffic survey carried out approximately 10 years ago showed 10% more traffic went towards Keighley, granted this was 10 years ago but it was the most recent survey.
None	These plans would blight a large section of beautiful countryside. Pendle is trying to attract tourist to it's environment. This would be a disaster. How would the many local footpaths get over the bypass or would walkers have to take their life in their hands!! A better proposal would be a bypass going on the south valley to the far side of Laneshawbridge. This route would utilise a rundown ex industrial part of Colne. In my opinion much more heavy traffic travelling through Colne carry on towards Keighley and not Skipton.
Brown route	N/A
None – I'm against the bypass	<ol style="list-style-type: none"> 1. The environmental impact upon the canal wildlife, tourism and natural beauty all will be ruined 2. Another road is not the answer to congestion. Smart traffic lights and right turns on the valley need consideration
None	Continue the M65 eastwards to meet with the Keighley dual carriageway at Cross Hills.
N/A	Relocate eastern end of bypass to new position east of Accomby Hall (Farm) to avoid conflict with exit of Skipton Old Rd, Foulridge from Kelbrook. When incidents occur on the A56, "rat run traffic", including heavy goods oversize vehicles with no local route knowledge, use this as a bypass route resulting in a complete "log jam" plus damage to property/walls etc, there are no realistic passing places other than for local traffic.
N/A	Traffic flow on North Valley Road in Colne. This is the current bottle neck. There is a need to eliminate ALL right turns since it is allowing for turning traffic that currently stops the flow. Traffic that needs to go right should continue to the roundabout and return on the other side.
N/A	A better solution to the whole problem is to take the blue route, but instead of turning East to Foulridge to carry on north going west of Barlick and on to join the A59 west of West Marton. This would clear through traffic from all townships. The existing roads are quite adequate for purely local traffic.
N/A	It is no use stopping the new road at Foulridge: The

Of the routes presented, which do you prefer?	Do you have any other comments
	brown route must continue to Barlock New Road with NO connection to the A56 before that. Stopping at Barlick New Road too would only push the problem further north, i.e. the pink/purple route must be a part of the scheme from the start. N.B. Thornton needs to be bypassed as well, to give a fast route all the way to Skipton.
South of Colne	Criminal to spoil beautiful countryside along the canal corridor Barrowford – Salterforth
None of them!	Whichever option is chosen, it will be hugely expensive and very controversial, involving the destruction of countryside and farmland. It can only be a partial solution to the North Valley traffic horror, there will still be HGVs and others using that route or Colne main street to access W Yorks.
The brown route	We all use roads and after the dust has settled the people complaining will use it too.
The original A56 village bypass to A49	The brown route will only increase traffic through Kelbrook – Earby. Would like to see traffic modelling and environmental impacts if brown route is preferred
Purple – original A56 villages bypass all the way to the A59	Too many deaths on A56 between Foulridge & Earby. Current situation 'protects' to some extent amount of heavy traffic through Kelbrook & Earby. Already increased traffic on A56 when there are problems on A1/M62 etc.
Brown route	What is happening at the Yorkshire end, perhaps take it further North going from motorway to single carriageway could cause speeding problems and also congestion with HGVs.
Brown	<p>1.The brown route shows a better flow of traffic as compared to the red route which will be diverted at a 90o turn</p> <p>2.The red route is very near the houses situated in Priestfield Avenue, Alkincoates Road and Reginald Street and some house would have to be demolished</p>
Brown route	Something has got to be done otherwise Colne will be a no go area, it is getting that way now. Forget the railway, build the bypass
Brown route	A.S.A.P!
None	I have so many I would need an A4 notebook
A bypass is needed	30 years too late, but agrees that a bypass is needed ASAP, hopefully ?? issues of local rat running. Benefit to local health issues
None	Poor idea. Sheet not big enough, house prices down, outstanding countryside ruined. A massive assumption that all traffic is going north to Skipton instead of straight on to Bradford & Keighley.

Of the routes presented, which do you prefer?	Do you have any other comments
Brown (tbc)	<ol style="list-style-type: none"> 1. Keep option for railway reinstatement 2. Avoid all Biological Heritage Sites, avoid Habitats of Principal Importance in England and avoid site supporting notable species of ?? 3. The development should/must result in a net gain in biodiversity (and no net loss in sites, habitats or species) as required by Material Planning Policy (WPPF)
Brown route	In favour of anything that alleviates traffic in North Valley Road
Brown	I spoke initially to Guy who was very helpful and passed me onto the correct person for my enquiries. The event was excellently run, very organised and very informative. I own land opposite Barrowford Reservoir and also opposite Ing Farm. I felt quite happy with the answers and await further developments.
Brown route	N/A
Brown & purple	N/A
Brown route	Sooner the better!
Brown & pink	Would not want to hinder future bypass of Thornton in Craven. Would like to be involved in modelling of Colne-Skipton-Cross Hills to understand current and future flows
N/A	Horrendous traffic on B?? Ave, Talbot Street & Ruskin Avenue, 15 minutes late due to local traffic jam
None	The destruction of leisure facilities i.e. dog walking, cycling, tourism. I feel you should not build on green fields. The canal is a huge tourist attraction for Pendle and the bypass detracts from the natural beauty of the area. Better traffic management of North Valley is a cheaper, less destructive option.
N/A	Sorry, the blue route is a disaster, that area is green belt and currently an amenity to Barrowford as regards locals and tourists.
Brown	The environmental impact on the local countryside would be huge (the canal corridor would no longer be a quiet tourist attraction). I understand that the proposed new road will be single lane – the potential for road traffic accidents will be similar to those on the Higham bypass- very bad. The idea that this/these new roads will attract new industry etc. is negated by the fact that some present industrial sites are still unoccupied after 5/10 years. Traffic in every town at 'rush' hour is extremely slow. This does not justify building new roads, traffic is just moved along to another area.
Blue	The blue route was not well represented at the meeting today – no maps to take away and few details. It does

Of the routes presented, which do you prefer?	Do you have any other comments
	not destroy the attractive countryside around the river and canal where may people walk and the noise would be less obtrusive. The north end needs more thought and time spent on it. This applies to the other options as well. The extra cost is of little significance as this is subject to – or + 40% variation! in all cases.
Blue (purple or pink depending on whether Thornton in Craven will ever be bypassed)	I was glad to find out the width of the road, but feel there is not room to accommodate this along Barrowford Road, Colne and that the assumption it can be built alongside the track bed of the old railway in quite untenable. The works needed to cross Barrowford Road and the existing canal bridge would seem to be massive and I can't see Barrowford Road being allowed to join the brown route. The blue route is surely much easier to build, considerable bridge works will surely be needed at the Foulbridge end for both routes. Most effort needs to be put into smoothing traffic from along North Valley Road.
Brown (or red)	Section overlying Barrowford Road needs cycle friendly facilities (land, crossing etc.)
Brown route	Thinking 20 years ahead the brown route has got to be best as traffic builds up over the years, better to do it now. The red route will cause congestion for Barrowford and traffic will back up there
Red route	The chances of the railway being reinstated are minimal. The traffic would have to use part of Vivary Way but as all the traffic going into Yorkshire/Skipton would peel off along the railway, there would be far less congestion. This way would stop spoiling the lovely countryside of the blue or red option. The canal is a local beauty spot by Barrowford Locks – DON'T RUIN IT!
Alkincoats	Too many traffic on the road, I would like to take some traffic of the road.
Brown, along with the pink. The northern section bypassing Laneshawbridge not needed	Red option totally unacceptable as it uses rail track bed. How much delay is there through Colne? Is this worth jeopardising land at Barrowford Road and Foulridge? Blue route looks too intrusive. The orange/brown option is probably better to provide growth for Barnoldswick.
Brown	The amount of traffic which will be directed through Earby on the existing A56. The use of the A56 through Earby East by traffic from North Yorkshire and the North East which may previously have used the A59 to the M6. The access to the M65 will be encouraged through the relief of the bottleneck through Colne.
None – best of bad	The obvious solution would appear to be an

Of the routes presented, which do you prefer?	Do you have any other comments
bunch red	improvement/widening of North Valley Road, reduction of turnings and use of derelict land. Other options decimate large swathes of green land across the most attractive stretch the Leeds/Liverpool Canal.
None	Improve the existing North Valley Road
Brown	Where there is a parallel alignment of the bypass and rail line, there is the possibility of constructing the road and railway together. This would save money, prevent excessive disruption from construction and prevent excessive land take, created by two entirely separate construction periods.
Brown route	Can't sleep due to traffic, children can't get across the roads due to congestion and older people can't cross the road safely to the community centre.
Pink	This should have been done when the M65 was built, if people in high places had not objected
Brown	Concerns about impact on Foulridge Wharf area as would be a large flyover across an area protected for environmental reasons, as is an historic beauty spot.
Red option	This route would have the least impact on the countryside. The idea of using the blue route in particular would be ridiculous, or disaster, as Barrowford locks and the canal corridor is probably one of the most beautiful areas of Pendle. It is also extremely well used by walkers and cyclists, and is one of the areas selling points
Brown	What would be the next stage if the brown route was used?
Brown and green combination	Very little consideration for transport links to the East of Pendle. Large economic cities of Bradford and Leeds not linked to well and not addressed here. Lots of commuting to and from West Yorkshire with more opportunities for links to HS2 and airports for commercial and personal services.
Brown	Would prefer bypass not to be built. Vivary Way should be extended as a dual carriageway along North Valley. The traffic problem in Colne is made worse by building retail outlets along North Valley where all shoppers travel by car.
Brown route	This bypass is long overdue and should have been done long ago when it was proposed before. The roads through Colne have been used like a motorway for over ten years and it has caused great difficulty for town people and everyone using these roads. It will be too little too late but please don't let the above go on any longer. These days there is too much traffic on the roads and this is the problem and the only good option

Of the routes presented, which do you prefer?	Do you have any other comments
	is to reduce this. Cannot comment on blue and green options.
Red and brown options	As I live on Skipton Road, Colne and the heavy traffic is awful.
Brown route	Green route ridiculous – massively expensive, environmental issues also wildlife. What happened to the original south valley route, which was the preferred route when the motorway was constructed? This still seems to be a more direct route towards Keighley.
None	Over my dead body
Brown route as long as it does not prevent the reopening of the double track railway	In the text of the EL Transport & Highways Masterplan Jacobs makes it clear that this is the case but the map shows the brown route infringing onto railway land which would prevent the reopening of the original double track railway. Previously, LCC assumed for the purposes of the M65 – Foulridge corridor study that only a single track railway would be restored. Please clarify and confirm that there would still be capacity for rebuilding the original double track railway, especially as then existing el. railway is being upgraded
Blue	<p>The blue option mainly agricultural land but would have the least impact on people property dwellings and livelihoods, also the rail trackbed.</p> <p>Why have LCC and Jacobs consultants not re-looked at the proposed option of some 10-20 years ago. Passing through Lenches, Waterside, Carrybridge between Cottontree and Trawden to join the A6068 behind Reedshaw Moss or possibly negotiated route with North Yorkshire County Council into the Aire Valley road system?</p> <p>Should the blue option be selected, instead of entering the A56 at approximately The Masala Room Restaurant consideration should be given for it to enter further along towards Accorn Lee Hall Farm or even the Kelbrook side of Accorn Lee Hall Farm.</p>
The brown route probably is preferable	<p>It does not mean I would like to see it constructed. My choice is the South Valley of Colne. It probably is the most viable.</p> <p>People from as far away as Manchester come to Foulridge to work, I have spoken to them, they enjoy the area. If a bypass is constructed they would go elsewhere, so would the revenue. Also people from Colne walk in the area every day. Where I live in Whitemoor Road, I am tormented by a large volume of</p>

Of the routes presented, which do you prefer?	Do you have any other comments
	<p>traffic. I would rather tolerate this than see a Foulridge bypass.</p> <p>It would be unfair on Kelbrook and Earby if a Foulridge bypass is constructed and not bypassing Kelbrook and Earby.</p>
The red and brown options	<p>Praise be that traffic from villages Kelbrook, Sough and Earby is removed. I feel it does little for Colne.</p> <p>The high proportion of HGVs come through Crosshills on Keighley Road from Leeds etc. in ratio to HGVs from Skipton Road, more traffic comes down Byron Road. Also the 3 into 2 lanes on the M65 is resulting in an increase in traffic incidents.</p>
The original route which was planned when the M65 was built i.e. the route along Colne South Valley linking to Yorkshire. A large amount of traffic travels to and comes from Keighley area both through Colne and along Byron Road. It would make sense for traffic to go over the Moss and link up with the dual carriageway into Keighley and beyond.	<p>The brown route would go through an area of outstanding natural beauty and would completely destroy the tourist attraction for the area. Local farmers and residents in properties affected would lose land and also the current accesses to their properties. The continuous noise from the road would be next to the properties 24 hours a day. A lot of the homes, buildings, farms and canal entrances and bridges are listed buildings etc. and are connected to English Heritage. Wildlife, trees, plants etc. would be completely destroyed when the aim is to preserve and protect, not destroy. The A56 through Foulridge would become a rat-run for vehicles, especially with the planned employment site which would ruin the village. The industries in Barnoldseick have not been affected by the non-existence of a bypass, so why now? At the Borrowford end it looks virtually impossible to build the road alongside the canal and future railway line due to limited space.</p>
Brown route	<p>I wish in particular to object to the blue route. As you can see from my postcode I live very near the route so it would be an intrusion (visual, noise, etc.) to myself and my neighbours. But it is also essential to look at the bigger picture.</p> <p>The blue route cuts through land at a greater height and with varied levels. The elevation would mean more exposure of the road to the wider area with consequent extra visual and noise intrusion. The varied levels mean that larger, more expensive and intrusive engineering works will be required. These are likely to involve deep scarring cuttings around Old Ebby's</p>

Of the routes presented, which do you prefer?	Do you have any other comments
	<p>reservoir and Cocker Hill together with a large viaduct over the canal wharf. This route would create poor vehicle economy as the vertical alignment would have to climb from the M65 to Cocker Hill then drop down again.</p> <p>The new transport proposals involve keeping the option to reopen the Colne-Skipton rail line. When the railway is reopened the route is closely fixed to the old trackbed. And it makes sense for the two transport routes fit in the same corridor. The blue route would create another corridor almost parallel to the rail line, thus sterilising more land.</p>
None.	<p>I accept the congestion along Vivary Way/North Valley Road must be addressed, however, I doubt any of the proposed routes to push traffic north of Foulridge/Earby will solve the problem.</p> <p>Where are the statistics/survey results which prove the majority of traffic wishes to travel to North Yorkshire? From the observation only I should say 75% of traffic heads towards West Yorkshire via Keighley Road, and would therefore continue to use this existing route. Or, more alarmingly, to avoid congestion at peak times would use the proposed bypass, if built, to double back through Foulridge Village to access Keighley Road.</p> <p>I note your proposed bypass documents mentions a commitment to support green areas and promote the use of these areas to involve Pendle residents in outdoor activities to improve their health and wellbeing. My second point is that any of the existing proposals I have seen would damage the over easily accessible safe green area used by many urban residents for recreation (walking, jogging, cycling, boating, fishing, birdwatching) not only in making the area between Barrowford Lock and Kelbrook less</p>
	<p>attractive due to traffic noise and emissions, but in that this would have a detrimental effect on the wildlife. I have seen deer, hare, heron, bullfinches, lesser spotted woodpecker, bluejay, toad, amongst the more common wildlife expected, and have heard reports of the sighting of badger and kingfisher.</p> <p>I think much more imaginative and long-term solutions should be considered, linking the M65 to the A629 north</p>

Of the routes presented, which do you prefer?	Do you have any other comments
	of Keighley, for instance. More expensive perhaps, but more useful as a solution for the future.
South Valley	<p>If the brown route is taken you will just dump the traffic to cause another congestion site.</p> <p>Please take a good look at improving traffic control on the North Valley.</p> <p>If not the name Mr Beeching could be placed on lots of shoulders.</p>
None. Waterside is the one	<p>You should be looking back at the original site of Waterside, as this is an industrial site, which is intended for such projects i.e. bypass and leave an area of outstanding natural beauty for generations to come and enjoy. We are the custodians of this lovely area and once it's gone it's gone and you can never bring it back. Are you sure you've really thought this through? I don't think so, people will not thank you for this.</p>
I prefer the brown route	<p>I hope the brown route will not interfere with the views from Alkincoats Park in Colne.</p> <p>It is a sad, yet proven fact, that more roads create more cars and traffic using the roads, so hope this will not be the case, as countryside and farm land must be protected, and mass transit must be enhanced and encouraged. Most important to redevelop already developed land, rather than branch out on undeveloped land.</p>
The brown option	<p>Costly and controversial or not, this is necessary.</p> <p>If we are to have a bypass then work needs to start as soon as possible – the congestion can only get worse!</p>
I do not agree with the proposed Foulridge bypass	<p>This is a completely road-based document with no specific plan for pedestrian, cyclists or public transport users.</p> <p>We are supposed to be reducing CO2 emissions but their plans would increase such emissions.</p> <p>To help traffic through Colne, North Valley Road bypass should be made dual carriageway rather.</p> <p>Why is there no mention of opening the Colne-Skipton line as an alternative to the Foulridge bypass.</p>
The brown route	<p>A Colne Bypass along with the intended developments would bring far more traffic. This in turn would create a demand for yet more roads – causing a vicious circle.</p>

Of the routes presented, which do you prefer?	Do you have any other comments
	So, we would prefer not to have any of the bypasses, but have placed the brown option as the most acceptable.
The brown route	<p>It makes sense to choose the brown route as the problem area is from the end of the M65 either on Vivary or up through Colne and you usually find that by the time you get to the other side of Skipton Road, the traffic has eased off considerably.</p> <p>It can often take up to ½ hour at certain parts of the day to get through Colne.</p>
<p>I don't believe we should be building a bypass at all as:</p> <p>a) it moves traffic congestion further along roads but does not solve the problem. Need intrans to reduce the traffic by reinstating the Skipton-Colne railway line</p> <p>b) it would also have a negative impact on tourism in this beautiful area of Pendle due to its noise and visual impact when part of this countryside is lost.</p>	<p>To attain a smooth flow of traffic and reduce the congestion I would urge that the following measures be taken on North Valley:</p> <ol style="list-style-type: none"> 1) Use traffic mitigating measures such as <ol style="list-style-type: none"> a) removing the filter traffic lights at the Barrowford Road/Vivary Way/Crown Way junction and making this junction no right turn in both directions on Vivary Way with signs directing traffic to Barrowford Road from the east via North Valley Road, Rigby Street and Crown Way would be inexpensive and should be done now b) narrowing the highway and making it permissible to pedestrians as has been done in the centre of Poynton, Cheshire (Poynton regenerated You Tube video 14 mins) c) making the speed limit 20mph - slower speed limits help smooth traffic flow (even used on M25) and this makes the road safer for pedestrians and cyclists d) taking out traffic lights and establishing alternate filtering as happens when traffic lights are broken 2) The opening of the missing rail link would take vehicles off the road including freight. There are two existing major roads to north and west Yorkshire but no railway.
I prefer NO bypass at all - the mile tunnel valley with its tranquil environment is a jewel in Pendle's tourist attractions, for lovers of the	<p>Instead, to attain a smooth flow of traffic, reduce congestion and reunite North Valley estate with the rest of Colne</p> <ol style="list-style-type: none"> 1. Use traffic mitigation measures such as: <ol style="list-style-type: none"> a) Removing the filter traffic lights at the Barrowford Road/Vivary Way/Crown Way junction and making this junction no right turn in both directions on Vivary Way with signs directing traffic for

Of the routes presented, which do you prefer?	Do you have any other comments
<p>countryside, hikers, dog walkers, cyclists - it has National Cycle Network Route 68 (the Pennine Cycleway) going through it, the Leeds-Liverpool Canal, the tunnel, Barrowford Locks and an ancient ford and Lake Burwain and Foulridge Wharfe - a major road would wreck this with its din and visual impact.</p>	<p>Barrowford Road from the east via North Valley Road, Rigby Street and Crown Way. This would be very inexpensive and should be done now.</p> <p>b) Blocking off roads selectively, eg when Langroyd Road and Windy Bank were shut for roadworks in the year 2000 traffic flowed smoothly on North Valley (Colne Times 8/12/2000). Cars from those streets found alternative routes.</p> <p>c) Narrowing the highway and making it permeable to pedestrians as has been done in the centre of Poynton, Cheshire (Poynton regenerated You Tube video 14 mins).</p> <p>d) Making the speed limit 20mph - slower speed limits help smooth traffic flow (even used on the M25) and make the road safer for pedestrians and cyclists.</p> <p>e) Taking out traffic lights and establishing alternate filtering as happens when traffic lights are broken.</p> <p>2. Reinstating the Colne to Skipton missing rail link which would take many vehicles off the roads, both passengers and freight. There are two existing major roads to north and west Yorkshire but no railway.</p> <p>3. If after all these measures have been implemented and evaluated thoroughly, there is still a <u>real</u> problem, then any bypass proceeded with SHOULD BE IN A TUNNEL! What's good enough for the Chilterns is good enough for Northern folk!</p>
<p>Brown Route</p>	<p>I would prefer the brown route. Provided the old railway line to Skipton is protected. However instead of constructing a complicated bridge over the canal and old railway line at Foulridge it would be simpler and I would think cheaper to extend the route to join the Kelbrook-Barnoldswick Road. Thus only having to construct a simple bridge over the canal.</p>
<p>I felt that insufficient information was made available at Colne to reach an informed view. I am not convinced about the need for a bypass.</p>	<p>1. The event at Cone was not well prepared - I was given a map with red and brown routes with no colour! Maps did not show sufficient detail. Not enough space to view display boards.</p> <p>2. I felt that the brown route was being 'promoted' and there was inadequate information about the other routes.</p> <p>3. I have lived in Barrowford since 1974 and know the area of the proposed brown route very well as I regularly walk along the towpath of the Leeds Liverpool Canal and the many footpaths in the area. The lovely countryside would be destroyed if the brown route went ahead.</p>

Of the routes presented, which do you prefer?	Do you have any other comments
	<p>4. Tourism has been promoted in Pendle and has grown in recent years because the lovely countryside attracts walkers, cyclists, etc.</p> <p>5. Once the countryside is destroyed, it is gone for future generations.</p> <p>6. I understand the need for jobs, but many of the newly built 'Business Parks' are not full eg Barrowford Business Park. Why take green fields when there are many derelict sites in Colne where industry could be sited eg Waterside.</p> <p>7. I am frustrated that when the M65 was built more thought was not given to the route to Yorkshire. Since then Boundary Mill has been built as well as retail parks on North Valley Road. This has limited the options available for road widening, etc.</p> <p>8. When I drive along North Valley Road, I see many large vehicles from Keighley. A bypass stopping at Foulridge will not help them.</p> <p>9. I am concerned that the building of a bypass will just move the 'bottle necks' and queues in the peak times elsewhere. Unless there are less cars on the road, traffic is bound to build up at busy times in urban areas.</p> <p>10. I am also concerned about the cost of this project. I would rather the money was spent on the NHS for example.</p> <p>11. A bypass could take away passing trade from shops and businesses in Colne.</p>
Brown but see below	<p>Prefer 'brown' route but have concerns regarding the B624 from and to Vivary Way from the proposed junction to the bypass on Barrowford Road as this may become a 'rat run' and create problems for legitimate users and residents on the route leading to accidents. Also please could you supply further details of the proposed junction from the bypass and onto the B6247 as the details are not clear.</p>
Blue option, followed by brown	<p>Colne library did not have a large scale map to indicate exactly where the blue option would go (I understand that the brown option is the preferred option by county!).</p> <p>My other concern other than removing this bottleneck is ensuring that the railway track bed is unaffected by this scheme.</p> <p>Whatever happened to the sensible south valley bypass!</p>
The brown route from midway	<p>It is imperative that the rail track be left available. Cross-subsidisation would be available if the two</p>

Of the routes presented, which do you prefer?	Do you have any other comments
<p>between jn13 and 14 towards the A56 north of Foulridge (presumably downgraded to dual carriageway from the roundabout onwards to jn 14). Ideally this will eventually extend as a bypass to Earby and Wiseacre on toward Skipton.</p>	<p>projects could be developed together. This would have enormous economical benefits to the area and logistically to transport movements from Liverpool as a port of entry towards Hull, Middlesbrough and Newcastle onward to northern Europe in addition to connecting the area to major cities as a commuter seat. Traffic censuses should be made of the relative traffic density and split between Skipton bound and Bradford bound vehicles before taking the additional bypass across to the A6068 east of Laneshaw Bridge. As a low cost temporary measure for the traffic problems on North Valley I would like to see the traffic lights phased to facilitate better flow along the densest route and the various pedestrian lights linked to the road lights to minimise interactive delays to vehicle movement. Consideration should also be given to increasing the green interval times to improve the flow rates.</p>

Appendix 3: A56 Route Options: Email Comments Received

Respondent Number	Comments
1	<p>May I please ask you to consider my proposals:-</p> <p>BROWN AND ORRANGE OPTION: Bypassing Vivary Way and North Valley road in Colne making a Junction off the M65 as partly shown in the Brown route, continuing virtually in a straight line behind Holt House Playing Fields in Colne to join a short section of Red Lane which then joins the roundabout at Langroyd. Vehicles to be directed in a straight line facing Castle Road to join the A56 via the much needed roundabout.</p> <p>This proposal would indeed be a huge cost saving over the rest of the Councils proposed routes and would have little impact on the environment. Please find attached plan which clearly states my proposal.</p> <p>I would also like you to consider my proposal for the Kelbrook and Earby By-Pass, This would start at the Kelbrook roundabout and would run in the direction of the proposed Pink route to join the purple route to Bypass the Dangerous 'S' Bends towards Thornton in Craven.</p> <p>The A56 which runs between Langroyd, Foulridge and Kelbrook is more than adequate for East Lancashire's future needs.</p> <p>As a resident of Foulridge, a Bypass is not required through the village.</p>
2	<p>As Higherford residents we received no formal notification regarding the proposed routes of the above bypass, only being made aware of this by neighbours who were obtaining signatures to a petition opposing it.</p> <p>Leaving to one side the scandalous lack of information and whether there is actually a need for a bypass at all, we feel we must register our absolute amazement and disgust at the proposed blue route.</p> <p>One of the biggest assets of our area is the beauty of the unspoilt countryside that surrounds us. The area around Slipper Hill is one of the most picturesque landscapes this side of Pendle Hill, together with the canal corridor heading towards the Foulridge Tunnel and Barrowford Locks which attracts large numbers of walkers and tourists. To suggest putting a brand new road through this area of greenbelt, must we assume must have been conceived from behind a desk by someone who has no knowledge or appreciation of the area?</p> <p>We would be interested to know how Pendle Council intends</p>

	<p>on attracting tourism to the area whilst it seems hell bent on concreting over some of our prized assets. I am sure this would not happen or even be suggested in other sensitive landscapes of such natural beauty. We await your views on this matter.</p>
3	<p>I am totally opposed to a new Colne By-Pass</p> <p>The congestion problem at Colne (coming from the M65 end) is due to the traffic lights at Preston's then the next roundabout, again which has traffic lights. Next it would be the traffic lights at the Sainsbury's garage and then it would be the next set of traffic lights at Sainsburys. The roundabout at the top leading to Foulridge and Colne town centre isn't usually a problem.</p> <p>The congestion problem has also increased due to Boundary Mill, Sainsbury's, Asda, Next and Argos. This traffic will not be removed. Don't start bulldozing the countryside just because retail outlets are increasing in the industrial belt.</p> <p>We have recently paid £325,000 to take our 3 children under the age of 7 and live in the countryside away from the industrial belt and the retail giants and the Co2 emmissions.</p> <p>I travel along the Foulridge to Colne main road every day, I drop my children at school at 8.30am. Yes it is busy but it's peak times and it's also the school run for more than one school. By 8.57am each day the traffic is gone.</p> <p>I travel through the Colne valley 3 times a week during off peak times and the traffic is never a problem. It takes me approx 3 mins to get from the top to the bottom. So because of peak time traffic you are going to spend how much? Ruin the village of Foulridge and 4km of countryside. Absolutely ridiculous!</p> <p>Solve the problem – get rid of all the traffic lights! Try a one way system or a turn left only.</p> <p>I am not sure who carried out the survey but I guess pay any one £100,000 and they will tell you what you want to hear.</p> <p>Also there is a rumour that the government is only going to give this money if more industrial units are created at both ends of the bypass, can someone please confirm that? Keep the industrial units in Colne!</p> <p>Bannisters old retail outlet is still empty so why create more? Is this simply all down to money? I can't help feel that there is a hidden agenda here because none of it makes any sense.</p> <p>The old railway line – which train enthusiast, is it exactly that thinks this is going to be re-opened one day? And for what, the scenic route from Colne to Earby? Do they realise the road near Preston's would have to be raised? How much is it going to cost to re-open this railway and are the Council going to pay out after building this new by-pass? I don't think so.</p>

	<p>Well here is another one, re-open the train line then and get everyone to commute on the train! Thus reducing congestion – but the won't will they I bet about 3 passengers are on it.</p> <p>People in the village are just finding out about this now – it has been terribly publicised, everyone affected should have received a letter, we don't all read the local paper.</p> <p>The council I assume have agreed to the retail giants in Colne so therefore one would assume it is up to them to sort the road system in Colne – remove all the lights and see what happens!</p>
4	<p>I am writing to you with regard to the consultation process of the proposed Colne Bypass. My wife and I are wholly against this and appose the construction of the Bypass and we believe if it is necessary the Red route must be the most viable followed by the brown route.</p> <p>The new Blue route is an abhorrent suggestion and one that seems to have been plucked out of thin air. We wonder who is to benefit from this route which surely should have been made public many years ago if it is to be considered now.</p> <p>I believe strongly that there are measures not yet taken that would solve the traffic problem which is no worse than most towns and cities during peak times, these could be a filter road at the end of the motorway onto Vivary Way, then a one-way system from the junction of Crown Way extending the two lanes along to the roundabout. The lighter traffic going the other way would then have a one-way system back along North Valley Road, to Rigby Street and onto Crown Way to rejoin Vivary Way. Also there could be better use of intelligent traffic lights. This would save tens of millions of tax payers monies.</p> <p>We understand a survey has shown that over the past 10 years traffic at the end of the M65 has only risen by 13%, there is no indication that this traffic actually goes along to Valley Road and therefore it is safe to assume that the increased traffic is there because of the popular stores recently opened at the end of the M65.</p> <p>We are not engineers but we know the problems that builders had when building houses in the area the proposed new road is to end in Foulridge, this boggy marshland ground would need pile driven foundations to carry the flyover that would be needed for the steep incline from Foulridge Wharfe to its emergence near to the Masala rooms where it would reconnect to the main road.</p> <p>Has anyone considered the impact that the increased volume of traffic will have to drivers in Foulridge. We, the residents that have to try to enter Skipton Road from The Causeway at peak times have to wait longer to do this than it takes to travel from the end of the M65 to North Valley Road. This planned new road will make it much worse, we could be</p>

	<p>waiting for tens of minutes to get onto the A56 Skipton Road especially if turning right towards Keighley.</p>
	<p>I read that the planners rate the area shown for this new road as mainly agricultural, this is far from the truth this area is one of great beauty and has many walks which are widely used by both locals and numerous people from all parts of this country. It is a fact that His Royal Highness Prince Charles was in high praise of the work done to keep and restore the heritage of the area, I am sure he would be appalled at the planned destruction of such a beautiful place.</p>
	<p>Finally, we and all the people we have spoken to are appalled at the lack of information given to us regarding this huge change to our environment. We only found out by chance remark made by a neighbour and this seems to be the general opinion of everyone.</p>
5	<p>I am writing regarding the proposed routes for the Colne bypass with serious concerns regarding the blue route.</p> <p>Flawed and inadequate public consultation: It was only a chance conversation that enlightened by husband and myself to the public consultation regarding the various routes. On further inspection we were appalled to discover that the blue route runs adjacent to Barnoldswick Road and is in the field opposite our home.</p> <p>On discovering this proposed plan my husband went to speak to our neighbours on Barnoldswick Road at the Cross Gaits Pub and the landlord was completely oblivious to the scheme and outraged at the potential loss in business from passing trade being diverted by the proposed route. In what sense is this a public consultation?</p> <p>We understand that the consultation period ends on the 6th December and the only consultation day in Colne Library on the 20th November proved impossible for us to attend given that we both work long hours with evening events out of area. This only catered for the people who are based locally and do not use the roads as commuters! Even the local MP's recent publication 'Pendle Matters' makes no reference to the proposed bypass.</p> <p>Since finding out about this route my husband has been involved in the Higherford Residents Action Group and has started an online petition which is rapidly gathering support among residents who were oblivious to the proposals. I will put a copy of the petition in the post to you along with the comments that have been submitted. To access it online, please go to http://www.petitions24.com/signatures/noblueroute/ Petition signatures opposing the blue route total:205</p> <p>Regarding the blue route, it is said in the scheme that it will be through agricultural land. 'Mere' agricultural land undersells the value of the beauty of the environment overlooking Foulridge, Colne and the surrounding area.</p>

	<p>It makes far more logical sense to allow the route to following existing transport routes i.e. brown / red route which will have far less visual impact as they are ‘tucked’ away in the valley bottom. The brown and red options have always been suggested historically and local residents have been aware of the possibility. We trust that the brown route will remain the preferred option.</p>
	<p>We can hear the current M65 from the elevation of our property and in fact, noise travels readily so that we also ‘enjoy’ the Colne Festival from our property and can even hear music festivals taking place in Trawden. Having the blue route adjacent to our home would be unbearable.</p>
	<p>From a personal perspective, our family chose to move to Blacko because of the rural location. We have a duty to maintain the beauty of the local area.</p>
	<p>Is £38 million spent on 4 miles of road good value for money? Have all the options been explored in terms of time sensitive lights or even adding a third lane as you leave the motorway so that two lanes continue straight on and one filters off to the right by Lloyd garage.</p>
	<p>Simple mitigation could be looked at first. Waiting for 5 minutes on Vivary Way does not compare to congestion in other urban areas. Plus, a bypass would not result in traffic moving away from Vivary Way because of the significant amount of misguided retail planning permission that has been allowed as a ribbon development adjacent to the road.</p>
	<p>Please can you confirm that the road is a single carriageway?</p>
	<p>Finally, as the deadline for public consultation is the 6th December, please could you outline what the timescale is for considering the responses and for sharing the outcome of the consultation. Thank you.</p>
6	<p>My name is Freddie Cannon and I live in Colne. I am appalled at the Colne/Foulridge bypass proposal because: it will destroy an area of beautiful countryside, which is a far too a high price to pay for being able to drive around Colne five minutes faster.</p>
	<p>Perhaps the most sinister thing about this bypass proposal is the inclusion of “potential employment areas” on Greenfield land. Pendle is full of both Brownfield sites and empty commercial/industrial units. Why destroy Beauty by covering fields in hideous metal boxes for the sake of narrow vested commercial interests?</p>
	<p>If there is money for this proposal, why is there none for the reopening of the Colne to Skipton rail line? This would be an extension to the popular Aire valley line to Leeds/Bradford. The railway would bring far more economic and social benefits to the area than being able to get to Earby five minutes faster.</p>

	<p>If the bypass is built, North Valley will still be congested due to both existing and PROPOSED traffic generating business.</p> <p>It encourages car use, which makes a mockery of any environmental credentials that Lancashire county council have.</p> <p>About 1/3 of Pendle have no access to a car (from Jacobs report). This scheme will bring no benefits to the poorest.</p> <p>Lancashire has problems keeping its existing roads gritted (in winter) and properly maintained, why add more?</p> <p>The age of cheap oil is coming to an end. This seems like a very outdated transport policy.</p>
7	<p>I write in response to the consultation on the Colne Bypass proposals. I would like to make the following points for your consideration:</p> <p>Much more consultation is required. Not everyone reads the Nelson Leader or could attend the event in the Colne Library, if it was not for the Higherford action group, my wife and I would not have known about the proposals.</p> <p>The other point I would make in relation to the 'consultation' process is that no information has been made available in relation to the housing and development sites that will form an integral part of the bypass proposal. These sites could easily be as damaging environmentally as the road itself.</p> <p>Further work needs to be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.</p> <p>No decision on a preferred route should be made, even in principle, until the current viability study for the railway line reopening is completed as this route would seem to be a practical alternative. We would prefer the 'red route' to be chosen and believe the majority of people would also agree.</p> <p>More traffic research needs to be done on the wider area, including the Barnoldswick Road/Gisburn Road /Junction13 bottlenecks and the impact of another junction on the motorway.</p> <p>The 'blue route' should not be considered as an option as it is the worst possible route environmentally, ruining the tranquil canal corridor around Barrowford Locks, damaging the tourism potential of this beautiful area and bringing traffic noise to many people in Higherford.</p> <p>I strongly urge you to seriously consider the above points prior to any decisions being made. I would also like to stress that it is critically important that all Lancashire County Council staff involved in preparing proposals have visited the sites and walked the proposed routes as we have been told that many have not done so. It is impossible to understand the potential environmental damage that can be caused without a good first-hand knowledge of the area.</p>

8	<p>I write in response to the consultation on the Colne Bypass proposals. I would like to make the following points for your consideration:</p> <p>Much more consultation is required. Not everyone reads the Nelson Leader or could attend the event in the Colne Library, if it was not for the Higherford action group, my wife and I would not have known about the proposals.</p> <p>The other point I would make in relation to the 'consultation' process is that no information has been made available in relation to the housing and development sites that will form an integral part of the by pass proposal. These sites could easily be as damaging environmentally as the road itself.</p> <p>Further work needs to be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.</p> <p>No decision on a preferred route should be made, even in principle, until the current viability study for the railway line reopening is completed as this route would seem to be a practical alternative. We would prefer the 'red route' to be chosen and believe the majority of people would also agree.</p> <p>More traffic research needs to be done on the wider area, including the Barnoldswick Road/Gisburn Road /Junction13 bottlenecks and the impact of another junction on the motorway.</p> <p>The 'blue route' should not be considered as an option as it is the worst possible route environmentally, ruining the tranquil canal corridor around Barrowford Locks, damaging the tourism potential of this beautiful area and bringing traffic noise to many people in Higherford.</p> <p>I strongly urge you to seriously consider the above points prior to any decisions being made. I would also like to stress that it is critically important that all Lancashire County Council staff involved in preparing proposals have visited the sites and walked the proposed routes as we have been told that many have not done so. It is impossible to understand the potential environmental damage that can be caused without a good first-hand knowledge of the area.</p>
9	<p>I strongly feel that having beautiful countryside surrounding more urban areas is part of the attraction to the area in which I live. The peace and tranquillity in such surrounding areas is attractive to both locals and tourists. The valley where the proposed road is such an area.</p> <p>If one runs a car one must accept that traffic waiting times occur more often than not. I moved from Colne a number of years ago following the increase in traffic due to the motorway/ Vivary way extension. The traffic has always been of a high level since the completion of the motorway. Interestingly I moved to Barrowford where traffic was to be</p>

	<p>alleviated from by the motorway extension. Barrowford may be quieter than it may have been had the M65 not been extended. There is however a larger volume of traffic now than a few years ago. This is something I accept as a fact of life however I firmly believe that one road build leads to another problem. Developing our beautiful surrounding areas into A roads with industrial development part and parcel is never the correct environmental answer.</p> <p>I understand that a survey has been ongoing however I feel this consultation has not been placed in the community for long enough to reach everyone it will affect. I ask for an extension to the consultation period.</p>
10	<p>Dear Mr Stephenson</p> <p>We received your letter dated sometime in November on 30 November informing us about the Colne A.56 by-pass. It states that the consultation closes on 6th December, which gives interested parties very little time to consult.</p> <p>As we are living in a time austerity, we are of the opinion that traffic flow could be vastly improved along the existing roads, by ensuring that along North Valley Road no traffic enters it to turn right, only left. This would mean that the only traffic lights needed would be for pedestrian crossings. Cars entering along North Valley Road would have to go to one of the roundabouts at either end to turn, in effect, right. This would cost considerably less than a new by-pass.</p> <p>If the traffic consultants, Jacob, had done their survey thoroughly, and if the officials at County Hall knew anything about our area, they would have found that once traffic reaches the roundabout at the bottom of Skipton Road it disperses and there is no longer congestion.</p> <p>The plans at the "consultation" in Colne library and the ones downloaded from the internet did not show any development at either end of the proposed by-pass, however the plans published in The Colne Times, if one examined them very carefully, did show this. Surely there are sufficient industrial buildings that are not occupied, so why build more?</p> <p>Perhaps in the four days left for consultation you could give these ideas some thought.</p>
11	<p>We are totally against the building of the bypass. All it will achieve is transfer one area of congestion to another a relatively short distance away and at great expense.</p> <p>In effect it destroys an area of natural beauty and wildlife for minimal benefit.</p>
12	<p>I am writing to you today as a resident of the area to object to the proposed A56 'villages by-pass'.</p> <p>Each of the proposed routes that I saw at Colne Library recently give me concern in that an otherwise scenic area of Pendle which attracts many visitors will end up decimated by concrete.</p>

	<p>There are additional matters that I take issue with in the letter from Andrew Stephenson MP, mainly his statement about the volume of traffic travelling on the road each day. The figure of 25,000 vehicles each day travelling may be correct but I assume this is 12,500 in each direction. Some will be local traffic and the rest passing traffic. Does this really warrant a new road?</p>
	<p>I firmly believe that the vehicles travelling along the North Valley Road each day are not through traffic to Skipton or Keighley but 50% (if not more) are visiting the retail outlets and Sainsbury's that Pendle Borough Council rather short-sightedly allowed permission for. Once vehicles have passed the last roundabout on North Valley Road there is no congestion either in Trawden, Laneshawbridge or Sough/Earby. Or was the objective to create congestion to justify a new road later on?</p>
	<p>What consideration has been given to improving the flow of traffic of North Valley Road without the proposed by-pass? It is clear to me that the problems are caused by the 3 right turns along the North Valley Road route with single lane movement only. It cannot be necessary to have these 3 right turns into a small town such as Colne.</p>
	<p>If the section between Lloyds BMW and the last roundabout travelling east towards Skipton Road roundabout was improved to a dual carriage way, making that roundabout the only right turn into Colne then traffic for the retail park would be able to travel around the roundabout and make a left turn at a fraction of the cost with minimal disruption and demolition.</p>
	<p>From the various documents, I can see that Pendle Borough Council prefer the brown route. Would it not be best to listen to public opinion and at the end of the consultation period then choose their preference?</p>
	<p>I ask that you reconsider your plans for this proposal and look forward to hearing from you.</p>
13	<p>I am totally against the proposed plans for the brown route or the blue route ,and think the whole plan needs rethinking as it will spoil all our countryside and leave nothing left for the tourism which is being promoted in our area, the council need to get their heads together and come up with alternative plans which will not affect our green and pleasant land in any way.</p>
	<p>There are enough business parks and housing sites in our area without adding more and compulsory purchasing peoples homes which they have worked hard to acquire. This plan has not been thought about properly and the people it will most affect have not been consulted. There must be alternative ways to ease congestion on the north valley rd.</p>
14	<p>I don't believe a bypass is necessary at all. The volume of</p>

	<p>traffic at the end of the motorway is due to Boundry Mill, Matalan, McDonalds, Sainsbury's etc.</p> <p>I strongly feel that if a bypass was to be built it would take away a lot of trade from our local towns of Colne and Barrowford. So much for supporting our local economy, they will end up a ghost town like Nelson.</p> <p>Traffic signals and widening the road would cost a lot less and would be just as effective.</p> <p>Also, what an eye-sore the flyover would look at Foulridge, it will be visible for miles and miles around and ruin our local area, which is enjoyed not only by our local community but by tourists who come a long way to see and walk in such beautiful countryside.</p> <p>I oppose the blue route in particular as the one that would ruin most of our local countryside, not only with the loss of spectacular views but also the noise.</p>
15	<p>As a resident of the area I very strongly object to the proposed A56 'villages by-pass'.</p> <p>Each of the proposed routes that I saw at Colne, Library recently give me concern in that an otherwise scenic and idyllic area of Pendle which attracts many visitors will end up decimated by concrete.</p> <p>Moreover the proposed route on the old track bed is now a biological heritage site.</p> <p>There are also weather issues as it is frequently misty along the canal stretch early motoring (a motoring hazard) and I understand also that the route would not be wide enough for both a road and the rail line re-opening (notwithstanding what has been said in the proposals) I seem to recall this was also an issue in 2000.</p> <p>There are additional matters that I take issue with in the letter from Andrew Stephenson MP, mainly his statement about the volume of traffic travelling on the road each day. The figure of 25,000 vehicles each day travelling may be correct but I assume this is 12,500 in each direction. Some will be local traffic and the rest passing traffic. Does this really warrant a new road?</p> <p>The congestion in North Valley is only at peak time, only along that stretch of road and is no worse than in almost all major towns at some time.</p> <p>I firmly believe that the vehicles travelling along the North Valley Road each day are not through traffic to Skipton or Keighley but 50% (if not more) are going to and from Colne itself and/or visiting the large number of retail outlets and Sainsbury's superstore that Pendle Borough Council rather short-sightedly allowed permission for. One can observe from the roundabout at the end of North Valley how little traffic flows through to Laneshawbridge or towards Foulridge and it is where the actual congestion disappears.</p> <p>Once vehicles have passed the last roundabout on North</p>

	<p>Valley Road there is actually no congestion either in Foulridge, Trawden, Laneshawbridge or Sough/Earby.</p>
	<p>Or was the objective to create congestion on North Valley to seek to justify a new road later on? And for the purpose of further retail development at the end of and along that road?</p>
	<p>The congestion on North Valley has been created in my opinion by:- not constructing the motorway through South Valley as originally proposed, (I also seem to recall prominent County Councilors objecting at the time because one County Councilors' house was directly in line for demolition).</p>
	<p>The number of roundabouts and traffic lights and junctions into North Valley which hinder traffic flow and cause the congestion. (once through North Valley there is no congestion through to Foulridge, Nelson/Burnley or Laneshawbridge.</p>
	<p>The number of retail outlets allowed by Pendle Council create a great influx of traffic to the area and a rubbish problem as KFC and McDonalds rubbish is discarded in the countryside within a 2 to 3 mile radius.</p>
	<p>The majority of traffic is travelling to/from Colne itself and or the retail outlets, not North Yorkshire.</p>
	<p>What consideration has been given to improving the flow of traffic of North Valley Road without the proposed by-pass?</p>
	<p>It is clear to me that the problems are caused by the above and therefore will not be alleviated by a bypass, and in the alternative if the problem is the volume of traffic heading for North Yorkshire which I genuinely do not believe, is it not just going to dump the problem in Foulridge instead of North valley?</p>
	<p>I do seriously wonder if the real plan is for a bypass so that there can more retail development at the end of the proposed bypass in Foulridge! Queue objections once again from the residents of Foulridge.</p>
	<p>If the section between Lloyds BMW and the last roundabout travelling east towards Skipton Road roundabout was improved to a dual carriage way or widened (and there is room for that), making that roundabout the only right turn into Colne then traffic for the retail park would be able to travel around the roundabout and make a left turn at a fraction of the cost with minimal disruption and demolition.</p>
	<p>Alternatively radical as it may be, if North Valley and Albert Road through Colne centre were both made one way, this would create dual carriageways and free flowing traffic. Given the size of the town and the number of roads running into both North Valley and Albert road this would not be a major inconvenience for drivers either.</p>
	<p>There are real alternatives to improving the traffic flow without building a bypass and destroying the beautiful countryside.</p>

	<p>From the various documents, I can see that Pendle Borough Council already prefer the brown route. Would it not be best to listen to public opinion and at the end of the consultation period then choose their preference which maybe not to build a bypass? Or does the Council not care at all about public opinion?</p> <p>Can you please acknowledge receipt of my objections and pass a copy to Lancashire Country Council Consultation Environment Directorate Room D32</p>
16	<p>My wife and I attended the event at Colne library. I fully expected our MP to be there as we had received a flyer from him a few days earlier in which he favoured the brown route for the proposed Colne Bypass. We were a bit surprised as it was the first we had heard of such a plan.</p> <p>At the 'consultation' we looked at the map of the brown route and were horrified to see that the route cut through one of the most beautiful and most visited areas of countryside in Pendle.</p> <p>We were shocked to find out that none of your staff at the meeting had ever seen or visited the area of the proposed road.</p> <p>There was no one from Pendle Council at the consultation which was surprising, as they are the people trying to push this project through.</p> <p>I feel the lack of advance information about this proposed project is unacceptable. Has a full report on the environmental and ecological effect on the proposed route been carried out? If not, I would advise one to be done before any further decision is taken.</p> <p>The proposed route would destroy ancient woodland, farmland, a grade 2 listed house, the much used canalside footpath, and the rural peace of a beautiful area.</p> <p>I think a study should be done into possible improvements to North valley road. Introducing intelligent traffic lights to speed traffic flow, street widening where possible, etc. I hope you take our views into consideration.</p>
17	<p>Pendle has spent much time and money to change it's image from being an area of dirty, run down, long gone industries to one promoting it's beautiful countryside. The success of the 'Walking Festival' is a testament to the numbers of people attracted here from other parts of the country.</p> <p>The BLUE route would certainly ruin many of the views and paths that they come to use.....and the BROWN route to a lesser extent.</p> <p>Has a recent independent survey been done as to the number of people who would actually use the railway if it were reopened? Very few I suspect. The existing journey from Preston to Colne is not for the faint-hearted, never mind extending it.</p>

	<p>I understand from figures given at a recent public meeting that figures travelling through Colne have not increased in the last 10 years. The increase, is in traffic using Colne as destination. North Valley Road, with its many retail outlets, cannot really be widened, but could it be made one way travelling eastward and incorporating the existing Craddock Rd system going west.</p>
<p>18</p>	<p>I attended the event at Colne Library and submitted some thoughts on the form provided. I would now like to make the following points for your consideration : I feel that the consultation has been woefully inadequate as many people affected by the route have not been notified of the proposals.</p> <p>The map of the Brown Route shows very little detail and omits Grade 2 listed buildings such as Blakey Hall Farm.</p> <p>The Brown Route is being described as the "preferred route" but the consultation process is not yet complete.</p> <p>The Red Route would use the old railway line from Colne to Skipton and would reduce the impact on the environment by not using green fields but I understand the railway line is "protected" so that the line could reopen. It has been closed for over 40 years. What evidence is there for an increased demand for rail travel between Colne and Skipton ? I use the bus service which runs every 30 minutes. However the main issue would be how the line could be reconnected with Colne Railway Station which is now "marooned " on the other side of a dual carriageway and a BMW garage and Colne Leisure Centre are also in the way. I hope the consultation will include the cost of reinstating the railway line.</p> <p>I am not clear how the Brown Route could "improve safety" at Junction 14 as I understand a roundabout would be put in place between Junctions 13 and 14 for traffic to join the proposed bypass. Traffic queues back at both Junction 13 and 14. Surely a roundabout will make this more dangerous.</p> <p>I have lived in Barrowford since 1974 and regularly use the road between Barrowford and Colne. I am not clear how I could continue to use this route as I would have to cross traffic coming off the M65. I understand that a roundabout is to be put in place but traffic will be leaving the M65 at speed.</p> <p>My preference is for consideration to be given to improving the flow of traffic on North Valley Road by the use of intelligent traffic lights and road widening.</p> <p>Both the Blue and the Brown Routes go through lovely countryside and impact on the Leeds Liverpool Canal corridor, a popular area for walkers, cyclists and of course boat owners and holiday hire boats. Tourism has been successfully promoted in Pendle and the proposed routes would damage this growing industry.</p> <p>I hope you will give serious consideration to the above points before a decision is made. It is really important</p>

	that you take on board the first hand knowledge that local people have of their area.
19	<p>I write in response to the consultation on the Colne Bypass proposals. I would like to make the following points for your consideration: I think the consultation period for this proposal has been too short as the statistical basis on which it is predicated is incomplete and the analysis open to dispute. The necessity for commercial and housing development to contribute to the cost of the bypass has not been communicated adequately to local people.</p> <p>I do not think that there is a proven case for any bypass for Colne. From information given to us at a local residents meeting by the Leader of Pendle Council, the research indicates that the destination for any increase in traffic is Colne and that through traffic has not increased in the last ten years. The solution should surely be in improving traffic flow through Colne rather than destroying a beautiful landscape.</p> <p>Any of the proposed routes will adversely affect the local environment, to the detriment of local tourism amenities and the local wildlife.</p>
20	<p>I write in response to the consultation on the Colne Bypass proposals. I would like to make the following points for your consideration: I think the consultation period for this proposal has been too short as the statistical basis on which it is predicated is incomplete and the analysis open to dispute.</p> <p>The necessity for commercial and housing development to contribute to the cost of the bypass has not been communicated adequately to local people.</p> <p>I do not think that there is a proven case for any bypass for Colne as the research indicates that Colne is the destination and the solution should be in Colne rather than destroying the rural margin. If planning to alleviate the traffic problems in Colne concentrated on intelligent traffic control and a gyratory system taking in the east side of the town the need for any bypass would be obviated.</p> <p>By creating a bypass it is likely that traffic currently not converging on Colne would find it an easier route from the north and exacerbate the congestion rather than alleviate it.</p> <p>Any of the proposed routes will adversely affect the rich natural habitats of the area. Not only would the immediate environment be degraded but an unnatural barrier to the wildlife travelling across it would be created.</p> <p>Pendle is always trying to encourage visitors to stay in the area and this proposal will degrade the environment and detract from the tourist amenities.</p>
21	Further to meeting you at Colne Library on Wednesday 20th November, I am writing to pass on the attached petition from residents of Higherford, Barrowford and Blacko. Specifically we oppose the Blue Option and for the reasons listed in the

	<p>Petition Summary and Objections. I have sent you a hard copy of the Petition via Recorded Delivery and would appreciate you acknowledging receipt of both this email and the hard copy.</p> <p>Petition received with 76 signatures opposing the Blue Route</p> <p>we oppose the Blue Option and for the reasons listed in the Petition Summary and Objections</p>
22	<p>I write in response to the consultation on the Colne Bypass proposals. I would like to make the following points for your consideration: Much more consultation is required. Firstly, not everyone reads the Nelson Leader (local paper) or could attend the Colne Library event</p> <p>and secondly because no press coverage has been given to the employment and housing sites that will be developed as an integral part of the by-pass proposal. These sites could be at least as damaging environmentally as the road itself.</p> <p>Further work should be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.</p> <p>No decision on a preferred route should be made, even in principle, until the current viability study for the railway line re-opening is completed as this route would seem to be a practical alternative. I believe the majority of people would prefer the red route.</p> <p>More traffic research needs to be done on the wider area, including the Barnoldswick Road/Gisburn Road/Junction 13 bottlenecks and the impact of another junction on the motorway</p> <p>The "blue route" is a complete no-no as it is the worst possible route environmentally, ruining the tranquil canal corridor around Barrowford locks, damaging the tourism potential of this beautiful area and bringing traffic noise to many people in Higherford.</p> <p>I strongly urge you to seriously consider the above points prior to any decisions being made. I would also like to stress that it is critically important that all Lancashire County Council staff involved in preparing proposals have visited the sites and walked the proposed routes as we have been told that many have not done so. It is impossible to understand the potential environmental damage that can be caused without a good first-hand knowledge of the area.</p>
23	<p>I'm afraid my reply to the routes proposed for this bypass is going to be unhelpful in your search for public opinion. Both routes will take up swathes of countryside or will dispatch any plans for reinstating the Colne to Skipton rail link.</p> <p>Neither is likely to be popular here.</p> <p>Besides this consideration Colne is a small market town</p>

	<p>which has recently seen great improvements in small businesses and speciality shops and restaurants. To run a bypass will ring the death knell for the town.</p> <p>We have lived in Colne all our lives and, as motorists are well aware of the congestion problems this bypass is supposed to solve but would prefer to put up with the inconveniences, or find another route in and out of the town, or simply set off on a journey that little bit earlier.</p>
24	<p>I have looked at the plans for proposed choices of bypass to Colne and Foulridge. While the Brown route would appear to me to be the preferred option, especially if combined with the Green continuation terminating beyond Laneshawbridge, the congestion in Colne Valley Road would I guess be largely eradicated, but wouldn't this simply be moving the problem onto someone else's patch?</p>
25	<p>Just want to state that I am strongly against the building of a bypass through a green belt area.</p> <p>I would also like a detailed breakdown of the total cost to build this bypass as I think £34m will not be nearly enough. Please keep me informed of events</p>
26	<p>I write in response to the consultation on the Colne Bypass proposals. I would like to make the following points for your consideration: Much more consultation is required. Firstly, not everyone reads the Nelson Leader (local paper) or could attend the Colne Library event, and secondly because no press coverage has been given to the employment and housing sites that will be developed as an integral part of the by-pass proposal</p> <p>These sites could be at least as damaging environmentally as the road itself which will directly impact several key locations such as the Grade 2 listed building at Blakey Hall Farm & Foulridge Wharfe being significantly affected if the plans are approved.</p> <p>Further work should be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.</p> <p>No decision on a preferred route should be made, even in principle, until the current viability study for the railway line re-opening is completed as this route would seem to be a practical alternative. I believe the majority of people would prefer the red route.</p> <p>More traffic research needs to be done on the wider area, including the Barnoldswick Road/Gisburn Road/Junction 13 bottlenecks and the impact of another junction on the motorway.</p> <p>The "blue route" is a complete no-no as it is the worst possible route environmentally, ruining the tranquil canal corridor around Barrowford locks, damaging the tourism potential of this beautiful area and bringing traffic noise to</p>

	<p>many people in Higherford.</p> <p>I strongly urge you to seriously consider the above points prior to any decisions being made. I would also like to stress that it is critically important that all Lancashire County Council staff involved in preparing proposals have visited the sites and walked the proposed routes as we have been told that many have not done so. It is impossible to understand the potential environmental damage that can be caused without a good first-hand knowledge of the area.</p>
27	<p>I would like my view to be noted please during this consultation period RE: the proposed Colne Valley by-pass. I do not support the by-pass at all as it will completely spoil the canal area which is an important area for nature and tourism</p> <p>I do not believe that the by-pass will reduce traffic greatly. Most traffic on the valley seems to carry onto Laneshawbridge and beyond in that direction. I believe the answer could lie in smarter traffic 'green wave' lights systems on the valley.</p>
28	<p>I wish the following opinion to be considered in your planning discussions. The same letter will be sent to local press. I am writing to express my concern about the proposed Colne by-pass and the devastating effect the current proposals will have on the Borough of Pendle.</p> <p>No-one can deny that something needs doing to improve conditions on North Valley Road, but to by-pass is to create more problems than it solves, using a sledgehammer to crack a nut and in the process, destroying miles of green land, part of the beautiful tourist area that borders the Leeds Liverpool Canal at probably its most attractive stretches either side of the tunnel. This would make a by-pass a boon to tourists leaving the Valley – because there would be little left to stop for!</p> <p>We must also consider the business needs of the area. Colne is perhaps the only town in Lancashire with NO EMPTY SHOPS and Barrowford is full of high quality businesses. How long will these businesses last when we take traffic away?</p> <p>Colne and Barrowford need people through to maintain their economic viability. The challenge for the transport plan must surely be to manage the traffic not divert it, for without it these towns go the same way as Nelson and Accrington did after the M65 went past.</p> <p>North Valley Road is a largely wide corridor with derelict property by the side – ample room to widen and rationalise – reduce the number of entry and exit points to maintain flow on a dual carriageway right through to Skipton Road, still allowing traffic through the town. A service road behind the retail parks could keep those businesses in the loop while also encouraging visitors into the town itself.</p>

	<p>The prospect of this most serene stretch of the canal, much loved by the many visitors from local towns and from far afield, not to mention boaters from all over the country, being destroyed by an unimaginative road solution that will cause more problems for the borough than it solves, is a distressing one.</p>
	<p>I acknowledge that I have a personal interest in this issue because of where I live, but the principles remain valid, we need to be extremely careful of destroying our natural resources, especially when the supposed benefits are extremely questionable.</p>
29	<p>Improving traffic flow through Barrowford Road, Vivary Way, Crown Way junction in Colne</p> <p>Further to our conversations at the by-pass consultation at Colne Library last Wednesday, I've redrawn the map of my suggestions.</p> <p>This would improve traffic flow along Vivary Way east and even more so west and could be done relatively cheaply and quickly now.</p> <p>Jacobs' figures show westbound traffic is slower and this is because less westbound traffic can get through the lights at this junction because of the filter light for the other direction. As you are aware, in the peak hours much of the eastbound traffic that uses the filter is just using it as a rat-run to jump the queue and rejoins the A6068 at the Harrison Drive/Spring Lane roundabout.</p> <p>As we discussed, I believe there are further ways of improving both traffic flow and safe pedestrian flow, at the same time reuniting the North Valley estate with the town. This could include some of the ideas in the 'Poynton Regenerated' 14 minute youtube video. Some more No right turns might also be useful (these could still allow a legal right for emergency vehicles to turn right if the Emergency Services felt they still needed that flexibility). It should not be forgotten that when Windy Bank and Langroyd Road were blocked off in the year 2000 by roadworks, traffic flowed smoothly on North Valley (Colne Times article attached).</p> <p>Indeed I would suggest it would be worth a visit (maybe taking some Councillors too) and if Martin Cassini could be contacted to do a study on Colne's problems and solutions, he might like the challenge!</p> <p>Please get in touch if you would like to discuss anything further.</p>
30	<p>One further, personal objection to the by-pass I would like recorded. I worked for Lancashire County Council for many years and on retirement I was given a long-service award of £200. I donated it to pay for a bench which was positioned</p>

	<p>above the southern canal tunnel so that anyone sitting on it could look along the canal, chatting with friends or in peaceful contemplation. (photos attached – I didn't know the ladies sitting there but was very glad to see them making use of it). It is on the Pennine Cycleway National Cycle Network Route 68. Unfortunately, when enlarged, the brown route in the Jacobs report on the Colne By-pass appears to pass right through it! Hence my further objection.</p>
31	<p>Having viewed your proposals, I have the following comments to make about your proposals for the Colne Bypass: With regards to the A56 bypass of Colne proposals, I favour an option that will enable the reopening of the rail link to Skipton from Colne. With a bypass in place, there will be less need for Vivary Way for Colne traffic. As well as Whitewalls Drive, there could be a link from the roundabout at the end of the M65 to the Barrowford Road to take some traffic into Colne along the existing Barrowford Road using the existing road bridge over the railway line route. The existing Vivary Way site could then provide space for extra car parking for Boundary Mill and for extra sports facilities near the Sports Centre. Whether access from the roundabout at the end of the M65 could provide also the start of the A56 bypass of Colne for the Brown Option is also a possibility.</p>
32	<p>Clearly our area needs urgently some relief of the traffic problems brought about by the M65 finishing at Colne. Many people call it the "Road to Nowhere".</p> <p>A solution is required for both business and to the relief of local residents. This problem was brought about by taking the approach not in my back yard, which has held back our area and misery for many for many a year. A campaign against the M65 extension via south Valley into Yorkshire has given years of misery to north valley and Foulridge. Held back Colne as a town and most of the business in the area and certainly prevented many new businesses coming to the area, increasing job opportunity and wealth of the area in the whole of Burnley and Pendle.</p> <p>The Master Plan for East Lancashire looks to be fair attempt to address some of the problems above and many others. As one who has lived in Foulridge for last 37 years, who has seen the problems grow, both as a resident and business person. I just hope it will be completed in my life time.</p> <p>Clearly my main interest is the Bypass and the possible reopening of the Colne to Skipton railway line. This is all in my back yard. I think both are possible, with railway line running alongside the road most of its way into Yorkshire.</p> <p>On the basis of something has to be done, which is the best way forward? It looks to me to be from the shortlisted by pass options: Brown/Red route for the Southern section and Pink/Purple for the Northern section.</p>

	<p>One hopes both sections might be completed more or less at the same time, so we just do not get the problem moved to the villages further along the route. I do assume the Yorkshire C.C. on the side of the county border is being consulted to take the route onto the Skipton Bypass and other roads out of that area.</p>
	<p>I do feel and hope the final alignment takes into full consideration the environment to ensure the new road and possibly the railway have good green screening and noise limiting features. One way on some of the noise is a road surface, which absorbs the noise, which I am given to understand is available.</p>
	<p>The road should run north/west of the railway line. The number of junctions limited to 2 at Foulridge and Kelbrook. Earby would either be served via Kelbrook or at the end of the bypass. The sighting of these junctions needs to position as much as possible away from current properties.</p>
	<p>Comments on the other options. Blue route on the Southern section would take it away from many properties, but I expect at the cost of the environment and monetary cost.</p>
	<p>The Green route Northern section, I assume is alternative route. Then you would be better off going via South Valley as originally planned 30 plus years ago.</p>
	<p>Clearly this type of project is not going to please all, but we do need something doing sooner than later.</p>
33	<p>The Colne bypass is, in my opinion, long overdue. You can take it that my wife and I fully support the proposal.</p>
	<p>I would recommend the brown route. Apart from this, my experience is that a big percentage of the 25000 vehicles reported to be going along the valley continues in the direction of Keighley and therefore the green section round to beyond Laneshaw Bridge would also be extremely beneficial.</p>
34	<p>I am a Foulridge resident. Firstly, let me state that I am totally in favour of the long, long, overdue Foulridge bypass.</p>
	<p>However, with reference to the recently proposed Brown Route for the bypass, I cannot see how this routing would prevent the "Northerly" congestion passing through Colne and onward through to Foulridge? The majority of traffic which passes through Foulridge is travelling to Skipton, the Dales and beyond into North Yorkshire. So how would a planned easterly routing to Keighley and West Yorkshire, resolve that problem? I think the planners or committee's need to sit down, look at the real facts of where the traffic is heading and give this routing some thought before it is decided on!</p>
	<p>It is quite obvious to me, that there would be a considerable cost for a road that does not make sense, if the Brown route is followed. It seems quite obvious when I first saw the proposed recent publicised routing, what a nonsense it</p>

	<p>would be. I can certainly see road users still going through the center of Colne, to avoid a considerable detour if the brown route is proposed.</p> <p>A routing North should be the way to go, as per the original villages bypass route, or something close to it, if biological avoidance routing has to be considered.</p> <p>The northern routing needs to follow the same routing as the old railway line from Colne to the villages as much as possible. This is where all of the traffic congestion is. Not the Keighley routing.</p> <p>Also this routing has been preserved for many years. It seems to me also, that there could be a convergence of project plans by building both the new bypass and the reinstatement of the Colne to Skipton railway line simultaneously. This would save costs overall considerably, if combined, rather than have separately built projects.</p> <p>The infrastructure, grading and services could be combined and laid down together. It just needs the Railway and Lancashire County Council to get together to consider this feasibility. Has there been an application made to the European Council for the possible funding of the projects? If not, why not?</p> <p>I hope that my comments above can reach the appropriate levels of the committee, for them to think again.</p>
35	<p>I write as clerk to Earby Town Council (ETC). At the recent meeting of full council the matter of the Colne Bypass was debated both at length and in some depth. Feelings locally on this matter are intense and passions held, both for and against, are very strong. This was reflected and evident in the above mentioned meeting with a thorough and rigorous examination of the recent proposals.</p> <p>The consensus was that traffic from the M65 through Earby would increase considerably should the proposed plan go ahead, and that this would have a detrimental effect on the town as a whole.</p> <p>Particular problems could be foreseen for houses and shops adjacent to the A56 due to vibration and the large railway wall would also suffer, let alone the problems posed by the sheer volume of traffic given the distinct lack of controlled crossing places, there being but a solitary one outside the Station Hotel.</p> <p>Earby Town Council has been, and is, a strong supporter of SELRAP and wish to see the re-laying of the railway line and reintroduction of services. Council strongly oppose therefore any use of the track bed here.</p> <p>Whilst this proposal will clearly ease the traffic congestion that exists in Colne it appears that little or no thought has</p>

	<p>been given to the consequences that this action will have on outlying areas, especially Earby.</p> <p>Further that this proposal flies in the face of the Highways Services decision to downgrade the A56 from a trunk to a minor road. Do you propose to revisit this decision in light of these new proposals?</p> <p>I have been instructed to request details of traffic flow for some of the areas concerned and as a consequence would you please provide ETC with the most up to date figures of vehicle numbers/traffic flow:</p> <p>i) From the end of the M65 and through Colne. ii) Through Earby both from the Colne direction and from the Skipton direction.</p> <p>Please supply dates of when the surveys were undertaken and breakdowns of vehicles into their distinct groups.</p> <p>I look forward to taking your reply back to full council when received.</p>
36	<p>I have looked at this and would like the opportunity to discuss some of the content especially the view that support for SELRAP is hindering the correct answer to the problem. As much as I agree with the sentiments of this group as far as I understand the cost of reinstating the line north out of Colne would be preventive. How could the line cross Vivary Way without the implementation of a bridge for either the road or the line either of which I believe would be sufficient to supper the scheme.</p> <p>In addition to this any such crossing would require the line between Burnley and Colne to have the second track reinstated. I know that the design for the new crossing on Railway Street, Brierfield does not accommodate the reinstatement of a two track system.</p> <p>This being the case the why do we not let SERAP know their case is dead and use the basic line infrastructure to reduce the cost of the bypass around Colne and Foulridge only departing the line to By-Pass Kelbrook, Sough and Earby where the old line ran through the towns. Again all of this was discussed between 1984 and 1990.</p> <p>As for seeing a Pendle link to Leeds via the M62 is madness. As is using the A6068 Colne to Cross hills road as both roads are already oversubscribed at peak times. I say this with years of experience of travelling from J27 M62 back to Earby. But even before this whilst working at Buoyant Upholstery we got directions to Kirkstall Road Via M62 making the journey about twice as long as my route via Ilkley. Pendle to Leeds needs to use the improved routes in the Wharfe Vally A65 & A660 as routes to Bradford use the A629 & A650 Aire Valley Routes.</p>
37	<p>It was disappointing to find out that our house may have to</p>

	<p>be demolished? This was by telephone from a friend 10 days before the end of a consultation period that I only found out about by visiting the cafe in the Pendle heritage centre. Another local person visiting was not even aware of the planned roads. It seems to me that everyone effected should have received some notification. Obviously when your home is going to be directly involved you would not be happy?</p> <p>However I am realistic & know that there is a traffic problem in Colne & offer these observations. Whichever route is chosen the lovely local countryside will be spoilt forever for both residents & visitors. You may or may not know the area but many locals & visitors enjoy the walking & leisure opportunities that the area offers. It is an oasis in the midst of the old industrial towns of Pendle.</p> <p>Are there alternatives? Possibly more one way traffic on the roads adjoining the North Valley? A roundabout at the takeaways? Hopefully experts have been consulted.</p> <p>My preferred route would be along the old railway line as it causes the least destruction to the beauty of the area. However I understand that it is not even being considered because of the railway lobby.</p> <p>Thank you for reading this email & hopefully you will never receive a call informing you that your house may be demolished.</p>
38	<p>Further to my letter of the 16th November, last night I attended a meeting at Foulridge Village Hall on the above. Unfortunately what I have learnt last night and further maps shown in the local paper last week showing a new Industrial Estate, north of Foulridge which looks to be between the canal and old railway line, plus further details of how it joins the A56 north of Foulridge across the Canal and Rail bed looks like a road in the sky built on a high banked flyover.</p> <p>In my letter of the 16th November I mentioned green screen and noise limiting features. If above is what is going to be proposed, it is certainly not sympathetic to this or very environmentally friendly.</p> <p>I would also add if the bypass is going to be completed both South and North sections need to be completed at the same time in conjunctions with North Yorkshire, so it feeds the traffic onto the Skipton bypass system, not dump the problem into Earby or in the Villages between Foulridge and Skipton.</p> <p>Back in the 80's when the Bypass was last proposed we had a similar discussion regarding how a junction could be arranged to reconnect to the A56. Attached you will see a scan of the possible plan at that time. The roundabout "B" was the original suggestion, which also showed large earth works and at the time we managed to get it moved to position "A".</p> <p>In those days the bypass was an alternative to the railway</p>

	<p>line, if now one wishes to protect the rail bed, my suggestion would be to keep the bypass north west of the rail bed and by coming over or under the rail bed further up where the land is flatter, one does not need the large embankments, in fact it might be possible for the bypass to go under the rail bed at this point, helping to screen and lower noise.</p>
	<p>It is the opinion of many that most of the traffic goes not towards Skipton, but towards Keighley from North Valley, Colne. This does need an up to date survey being completed to check the true picture today. Alternatives using the south valley should be considered.</p>
	<p>Clearly it needs decisions taken on this plan quickly and fairly, as this will and is having an effect on every ones house prices in Foulridge and the ability of people's mobility to move, with all the different plans suggested, does add to the plight.</p>
	<p>I do hope when your planners get down to details a sympathetic approach is taken and the wishes of the local people are fully considered.</p>
39	<p>I object to the proposal for the Colne-Foulridge Bypass</p>
	<p>I do not have a preference- all routes presented appear to be high cost & high impact Green Field investment by the Local Authority and I do not agree that the Brown Option should be adopted as the proposed route.</p>
	<p>I feel that the consultation period has been too short.</p>
	<p>I feel the information in the consultation document is too wordy and difficult and yet it does not address many of the issues. I have studied the proposal document at my local library and online. The maps and plans do not sufficiently illustrate the massive impact this proposal will have on an area of unspoiled countryside.</p>
	<p>For example just how elevated the road will need to be to accommodate the plans for re-instating the railway link.</p>
	<p>There is no mention of the impact of future development such as Business Parks, Industrial Units and Retail Developments, which will spring up along the route, and themselves induce traffic.</p>
	<p>I feel that the South Valley area of Colne is already an unsightly blighted brown area, which could be improved and adapted to take business park development instead of proposing to develop the Barrowford Road area.</p>
	<p>Local Planning Policy over the last 15 years has contributed to the congestion from the end of the M65 through Colne and the North Valley area. The development of Boundary Mill, Sainsbury and the retail park along with fast food outlets along North Valley Road have had a huge impact on traffic flow.</p>
	<p>This could have been avoided had the South Valley been developed/re-developed instead. I fear many of these outlets will look to re-locate along the proposed route if it goes</p>

	<p>ahead.</p> <p>From M65 Junction 14 through North Valley road there is poor direction signage, road markings, traffic light sequence and use of one-way routes all of which could be improved to relieve congestion, at a fraction of the cost to the proposed scheme, both environmental & financial.</p> <p>Just a final note on traffic figures: - The Proposal Document shows an AADF figure of 25000 vehicles per day on the A6068 along North Valley. When the previous Foulridge Bypass was under consultation in 1994, the predictions for traffic growth, as stated in "LCC Colne-Foulridge Bypass Statement of Case", were based on the existing traffic figure, for AADF of 23650. Average growth rate was put at 3-4% per annum; the NRTF indication was an increase of 34% to 55% from 1996 to 2015. Clearly this prediction has not been correct.</p> <p>I believe further traffic studies and consultation are needed to make an informed decision about such a costly invasive and controversial proposal before any further decisions are made.</p> <p>I feel that the proposal to extend the M65 along any of the various routes is ill conceived with scant information to make informed choices other than that congestion must be relieved and is a "Predict and Provide" proposal which is too costly at £10 million per kilometre and will destroy a beautiful area of Lancashire Countryside.</p>
40	<p>We live at Waterside, on Mile End Close in Foulridge, and as you'll know from the plans, our home is around 500 meters or so from the proposed bridge/road over the Canal and as such we wanted to voice our extremely strong objections to any of the proposed plans and put these on record.</p> <p>The building of this road will destroy the natural peace and beauty of what is very popular beauty spot for those of us that live close by and those who use this area for recreational purposes.</p> <p>It will have an enormous effect on the quality of life for myself and the rest of the residents in the path of this road, bringing constant noise and pollution, as well as disturbing the habitat of local wildlife. In addition we would have to put up with a great deal of inconvenience during the build.</p> <p>We do not want these plans to go ahead - can you please confirm that you have recorded our complaint.</p>
41	<p>I write in response to the consultation on the Colne Bypass proposals. I would like to make the following points for your consideration: Much more consultation is required. Firstly, not everyone reads the Nelson Leader (local paper) or could attend the Colne Library event, and secondly because no press coverage has been given to the employment and housing sites that will be developed as an integral part of the by-pass proposal. These sites could be at least as damaging</p>

	<p>environmentally as the road itself.</p> <p>Further work should be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.</p> <p>No decision on a preferred route should be made, even in principle, until the current viability study for the railway line re-opening is completed as this route would seem to be a practical alternative. I believe the majority of people would prefer the red route.</p> <p>More traffic research needs to be done on the wider area, including the Barnoldswick Road/Gisburn Road/Junction 13 bottlenecks and the impact of another junction on the motorway.</p> <p>The “blue route” is a complete no-no as it is the worst possible route environmentally, ruining the tranquil canal corridor around Barrowford locks, damaging the tourism potential of this beautiful area and bringing traffic noise to many people in Higherford.</p> <p>I strongly urge you to seriously consider the above points prior to any decisions being made. I would also like to stress that it is critically important that all Lancashire County Council staff involved in preparing proposals have visited the sites and walked the proposed routes as we have been told that many have not done so. It is impossible to understand the potential environmental damage that can be caused without a good first-hand knowledge of the area.</p>
42	<p>I would like to express my views on the proposed Colne by-pass and residential/business developments. As a Higherford resident for many years and having witnessed the M65 being constructed I am well aware of the traffic problems caused by the motorway terminating at Colne, I believe half of all the traffic is going to Colne either to shop or live which leaves the remaining through traffic either going in the direction of Skipton or Keighley.</p> <p>Instead of spending £30/40 million on a single carriageway road and spoiling beautiful open countryside (green belt) plus all the proposed development it would bring, would it not be possible to improve and upgrade the existing North Valley road into a dual carriage with intelligent traffic management ? There is space available and the road is mainly passing through what is now a business park. This would ease the bottle neck caused by the abrupt ending of the M65 motorway which in turn put the flow of traffic onto a single carriageway with a series out of sync traffic lights and a traffic island, this in my view is the main reason for most of the congestion.</p> <p>One last point, I do think the consultation and in particular the way residents have been notified or not in most cases by Pendle Council as well as Lancashire County Council has</p>

	been abysmal.
43	<p>I have just responded using the online Survey for the Transport "Masterplan" specifically in relation to the A56 bypass proposals. Whilst I acknowledge that this proposal was issued in October 2013, I was not made aware that this proposal had been in place until I received a letter via post from my local councillor late last week, only providing a week for me to respond to this issue.</p> <p>Whilst I acknowledge that this is at early stages in the project, I believe that detail of these proposals should have been delivered to the local community of Foulridge when the consultation was issued. As mentioned above, I did receive a letter from my councillor last week which confirmed that it would affect me and that I should respond to it, but there was no sign post of where to find the information. I was required to trawl through the Lancashire.gov website to try find it but took me a significant period of time to find.</p> <p>As a result of this, I would like to be invited to any public consultation meeting in relation to the proposed plans and a copy of any further developments of the plans so that I will be aware of the effects to the local community in a timely manner.</p> <p>I would like to also note my adverse opinion to the proposed plans for the A56 which is proposed to decimate the Foulridge community and landscape.</p>
44	<p>Although resident outside Lancashire, we are fairly frequent visitors to the area and are familiar with the various major and minor routes through the surrounding countryside. We are also aware of the congestion problems in Colne itself. It strikes us, on examining these plans, that none of the proposed routes will satisfy the purpose of improving traffic flow, since they would all try to take the traffic in the wrong direction!</p> <p>More particularly, our concerns are for the impact on Blakey Hall Farm, which would be directly affected by 2 of the proposed 3 options, dissecting land designated as a Biological Heritage Site and SELRAP route. We first stayed there in 1997 whilst walking the Liverpool-Leeds Canal. The Boothmans were working a loss-making dairy farm on their land and operating a small-scale Bed & Breakfast business. We were so taken by some special quality on that part of the canal, the natural features, the surrounding landscape, the wonderful air of peace and tranquility and the warm hospitality offered by Rachel and Stephen. It has become a haven for us ever since. We have followed them on their journey out of farming and through the Government drive to "Diversify."</p> <p>Supported by local agencies they have invested everything into building a popular and successful Self-Catering and B&B business, appealing to other clients who appreciate the</p>

	<p>same qualities we have come to love. In doing so, they have had to allow and account for frustrations created out of the myriad regulations and restrictions placed upon listed properties and rural development. It is, therefore, a travesty of Justice that a completely unnecessary and misplaced road can be forced through their property, destroying so much more than a few acres of turf! This is also their childrens' heritage.</p> <p>The persistent vehicle noise and associated pollution so close to the house will also have a detrimental and unavoidable impact.</p> <p>This is a prime example of compulsory purchase plans demonstrating complete disregard for personal endeavour in the name of progress.</p> <p>The simplest and most reasonable solution to Colne's problems would be to take the "Brown field" approach... widen the main road and reduce the number of traffic light crossings.</p> <p>We would urge all planning officials to scrap these plans and give more careful consideration to the wider issues, not just take the perceived line of least resistance.</p>
45	<p>In welcoming our local M.P's circular letter re Public Consultation and also encouraging support for the by-pass I wrote the following, to him, which I think out lines my position as being well and truly in favour of favour of a By-pass/relief road</p> <p>I am pleased to read of your support for the scheme but worried that the antis vociferous campaigns may receive maximum publicity, suggesting a groundswell of support for their campaign which is not representative of the views of the silent majority who are in support of a by-pass. Long, long ago Edmund Burke said, "All that is required for evil to flourish is that good men do nothing"</p> <p>The present situation may not be an exact parallel with Burke but I am concerned that the thousands of people who have longed for.....pleaded for.....a by-pass/relief road may be sitting back complacently, not appreciating that their support needs to be made as apparent as that of the protesters.</p> <p>I am writing in the hope that, perhaps through your Leader/Times column, you will be able to emphasise the need for those who support a new road to make their support ever more apparent; this may be our only chance in the next twenty years.</p> <p>I write not just as a motorist but also as one who lived on the A56 Burnley Road for almost thirty years , in pre-motorway days, before moving to Foulridge.....and consequently can appreciate keenly the noise, vibration, pollution and also every day dangers to young families for the people who live along and in the vicinity of North Valley Road and Langroyd</p>

	<p>Road.</p> <p>Protesters claim that more North Valley traffic proceeds to Heifer Lane than turns off towards Skipton but do not take account of the traffic which by-passes Colne by using the Barrowford, Barnoldswick Road, Hill Top route to Barnoldswick and Foulridge. A by-pass would afford considerable relief to the roads through Barrowford as well as Colne and offer quicker and less stressful journeys for travellers.</p> <p>We moved to Hill Top in 1977 and began to use the Barrowford/Barnoldswick Road route regularly and were amazed to find what we had hitherto considered to be quiet country roads were in fact often busy thoroughfares, particularly at peak times.</p>
46	<p>Why build a road on open countryside? It's not even a bypass it's just another road through Foulridge.</p> <p>Four roundabouts and nine crossings on a one and a half mile stretch of road is what causes the congestion on North Valley Road.</p> <p>Only fools would build industrial parks on green fields when there are brown field sites aplenty.</p>
47	<p>A by-pass would definitely be beneficial to the local and wider communities. Ideally an extension of the M65 through to Keighley would be the solution which would produce the maximum national benefit.</p> <p>However since long term strategic vision is not possible we must accept what is on offer as a short term fix to the problem. So I would argue that the Blue Route for the proposed by-pass is infinitely preferable as it has less impact on the canal route which is a particularly beautiful and historically interesting area of the county.</p> <p>Possibly it would be better to hold out for the M65 extension even if it takes another 20years. By accepting the short term solution the maximum benefit of the expenditure is not realised and the possibility of extending the M65 becomes more</p>
48	<p>I would like to express concerns over the planned bypass from the M65 to Foulridge.</p> <p>Firstly, it is imperative that the public are able to examine the data produced by the traffic surveys on the existing roads. Are these available on the website?</p> <p>All except the green route are predicated on the assumption that the bulk of traffic passes through Colne towards Foulridge and not to Keighley. However, the inclusion of the green route suggests that the planners themselves are not entirely sure of the desired outcome of a new road: is it to facilitate traffic flow towards Foulridge or towards Keighley?</p> <p>Secondly, it would be a Pyrrhic victory for the council to build</p>

	<p>a bypass along the blue route to ease traffic, only to lose vital tourism in the area.</p> <p>The planned blue route will adversely affect the tranquility of the countryside around the Barrowford, Blacko and Foulridge area; an area that is enjoyed by many visitors each year.</p> <p>In the age of social media, it will not take long for the news of the bypass to result in adverse publicity that will lead to the brand image of Pendle being irreparably damaged. This would be a foolish step, given the amount of effort and funds the council has invested in tourism in the area. What Pendle needs is a boost to its urban areas, not damage to its countryside.</p> <p>Regarding the possible prevention of the reinstatement of a railway between Colne and Skipton, it is far more important to establish direct rail links with the cities to the south, such as Manchester than to invest in a railway that may be little used and prohibitively expensive to rebuild. Therefore, the brown route would appear to be the least disruptive if a Foulridge link is the required outcome.</p> <p>Finally, if it is established that a bypass is needed, surely it would be most beneficial to the many existing and potential businesses in Colne to widen North Valley Road, allowing the easier flow of traffic through the town. Since North Vally Road is the bottleneck, surely this is where the council must focus its attentions.</p>
49	<p>At Barrowford Parish Councils last meeting the East Lancashire Highways & Transport Masterplan Consultation October 2013 was discussed and it was resolved to submit the following observations and comments on the proposed Foulridge Bypass.</p> <p>That the Parish Council supports the construction of traffic alleviation Measures at Vivary Way/ North Valley Road and the A56 villages in principle, but feels that:</p> <p>That insufficient information and detailed plans/maps have been made available to enable the Parish Council to make an informed decision as to a preferred route.</p> <p>The Parish council feels that the traffic problems at Vivary Way/North Valley Road and the A682 Gisburn Road Barrowford are not wholly due to the construction of the M65 and its termination on the outskirts of Colne, but over the years this has been exacerbated by the permitted ribbon development by retail companies along this already inadequate route.</p> <p>Has the County Council considered that if the proposed small scale bypass is built, that within a short timescale similar ribbon development along any route would engulf the adjacent land and create potentially massive congestion to any proposed route?</p>

	<p>All the proposed routes from the Barrowford end immediately go through some of the most scenic rural land adjacent or within the canal corridor. The potential blight to one of Pendle's most beautiful tourism areas by both the new bypass and the probability of extensive commercial development centred adjacent to the junction with the M65 needs to be strongly controlled to preserve the natural beauty of the southern end of the proposed extension."</p>
	<p>That the advertisement locally of the Public Consultation has been woeful with few local people being aware of this consultation.</p>
	<p>As you can see from the parish councils comments the local feeling is that better information relating to any possible route needs to be available and further consultation after this information has been made available.</p>
50	<p>I have felt the need to write to you regarding the consultation on the potential bypass. I am a resident in Blacko here in Pendle although I have lived many years previously in Barrowford and 30 years in Colne prior to that, so I am very familiar with the area and it's traffic problems, indeed I can remember the completion of the m65 motorway and used to cycle on the road prior to it opening on my way to Nelson and Colne college in 1988 and have seen the traffics problems develop over the many years since.</p>
	<p>As the study conducted by Jacobs has revealed there is not actually any evidence to suggest a significant increase in traffic passing through Colne and then carrying on the journey to either Skipton or Keighley and beyond. However, the results did reveal an increase circa 13% in traffic where Colne is the destination. This would seem to stack up when measured against the backdrop of development in Colne over the last 10 years or so, new Boundary Mill, Sainsbury's, Matalan, McDonald's, KFC, Argos, Next and Dfs to name a few.</p>
	<p>It is also worth noting that the recent decision by Pendle Borough Council to grant planning permission for another supermarket (Lidl and a new public house) on the former Smith and nephews Glenn Mill site will only add to the congestion on the current layout.</p>
	<p>If the figures are correct, and I have no reason to doubt them, then the building of a bypass would not actually solve the problem. All the bypass would do is take any traffic bound for skip ton and beyond, which the evidence suggests is not the real problem.</p>
	<p>In addition, as is always the case with any new road, it would in all probability attract new traffic, which if going in the direction of Skipton would not have any significant impact but would only add to the congestion that is and would still be there in Colne if the bypass was constructed.</p>
	<p>Now let me be clear I accept we need to find a solution to</p>

	<p>the traffic congestion in Colne, which does impact the surrounding villages such as Barrowford and Higherford. I think the only debate that needs to be had is around what that solution is and perhaps more importantly a solution that is within and affordable framework. I am not against the building of new roads providing they are going to achieve the intended objective, however, in this case I am not convinced that the proposal put forward would meet the objective based on the supporting evidence that has been presented so far.</p>
	<p>I would also like to point out that although I am a resident of Blacko the bypass would not directly impact me, it does not run past my house or impact on the environment of my property so this correspondence is not written as a result of nimbyism, but I do offer a potential cost effective quick and practicable solution that I think is definitely worth exploring, and would help preserve the valuable countryside.</p>
	<p>My proposal is to effectively make the middle of Colne which encompasses parts of the wards of Vivary and waterside a Colne circular, this could be achieved by the following: At the Lloyd's BMW the road going north to the north valley roundabout to be a one way (2 lanes) travelling north, the whole of the North valley Road to become a two/ three lane one way road again travelling north all the way on Windsor street to the Skipton Road roundabout. Skipton bound traffic could continue to use the Langroyd road as the currently do now and Keighley bound traffic can continue as they currently do on Byron Road.</p>
	<p>Then Skipton Road (turning right) heading east up to the town centre to become a two/ three lane one way travelling east, this would then continue round by the police station on Craddock road. Then carry on as a two/ three lane one way all the way down Albert road to the junction with the crown hotel. The circular could then be complete by turning right down Queen street (which is already a one way street) back down to the traffics lights at the Lloyd's BMW garage</p>
	<p>The roads in between the the two sides of the circular such as spring lane, Stanley street, new market street and windy bank could be used (as they currently are now) as arteries to switch from travelling north to South and vice versa.</p>
	<p>Coupled with intelligent traffic lights I believe this would produce significantly better results aimed at reducing traffic congestion in Colne than a proposed bypass. This could also be done at a fraction of the estimated cost £34 million +/- 40%.</p>
	<p>This would also have the added advantage that this could be completed in a relatively short timescale thus, providing the benefits almost instantly instead of the 6-8 year minimum timeframe that a bypass would require.</p>

51	<p>Can you be serious? For perceived economic reasons, which may or may not be in truth affected by whether a road is, or is not built, you are pushing through to an artificially created time line, the choice of a series of unworkable routes.</p> <p>No detailed, in date, traffic survey has been done to establish North Valley Road traffic destination. Surely a first step before commissioning planned routes. Much of the traffic is either accessing local north valley stores, or destined for Keighley, either directly, or via Skipton. Incredibly, no route has been projected for the South Valley.</p> <p>This is the originally projected and natural route, passing through brown fields sites, the old cotton mill areas, now largely derelict and run down. It leads directly to the dual carriageways leading to Keighley and Bradford. Surely this route should be an option and a survey done.</p> <p>Finally, if you ultimately feel you have to go for a north valley route, why on earth not go for the red route on the old railway track?</p> <p>Electrification of the line to Colne will never be done, and the line to Skipton, as you know will never be reinstated. Even if it ever were, in the far future, it could take the track of your so called preferred brown route.</p> <p>The red route would be much cheaper, serve your perceived needs, and be far less environmentally damaging to the only handy green area available to the people of Foulridge, Colne and Barrowford for recreation and tranquility.</p> <p>This would halt the tarmacing over forever of the best bit of country we have left here. Anything else would be environmental terrorism on a par with HS2. I beg you to give these considerations some thought.</p>
52	<p>As a local writer and publisher I am opposed to all prospective routes for the Colne to Foulridge Bypass on the following grounds:</p> <p>The proposed M65 to Foulridge Bypass, contrary to alleviating Colne's (between hours) traffic congestion, would have the antipodal effect of increasing volume by creating a new and alternative rat run for heavy freight, which ordinarily uses the M65 J8 to A59 via A6068/A671. The resulting bottleneck through the rural villages along the A56 would result in noise, disturbance, and nuisance to the detriment of residential amenities.</p> <p>Conversely, if traffic survey statistics indicate that, the majority of traffic is flowing to the easterly Colne to Cross Hills A6068 route; this would again nullify the need for a bypass extension on to the A56 at Foulridge. There is presently a lack of any traffic survey statistics given out to the public consultation process; this makes the proposal biased towards LCC and developers, with the public having nothing substantial to refer.</p>

	<p>Tourism: All of the proposed routes—red, brown, blue and green routes— are out of keeping with the unspoiled and panoramic nature of the existing landscape.</p>
	<p>The red and brown routes would destroy well-established mature oak, beech and ancient hedgerow enclosures, which make for a particular unspoiled stretch as viewed from the towpath of the Leeds to Liverpool Canal.</p>
	<p>The Blakey Bridge area, on the convergence of red and brown routes, is particularly marked in the public conscience for preservation due to both its ecological sensitivity and outstanding character and charm.</p>
	<p>The surrounding vantage points are again used for walking, jogging, horse riding, picnicking, meditation, and photography which will suffer from a loss of amenity.</p>
	<p>The stretch of the canal at Barrowford Locks to Foulridge Warf have mooring facilities for barges. This is one of the main tourist magnets for Pendle due to the peace and serenity of the settings with panoramic views and unique historical character</p>
	<p>Ecological: The bypass would affect and compromise migrating and nesting wildfowl and waders, which use Lake Burwain and Slipper Hill reservoirs.</p>
	<p>Furthermore, the surrounding upland habitat is unique for ground nesting birds which warrants conservation status and protection. The proposed red route runs directly between these two lakes and habitat.</p>
	<p>This stretch of the Leeds to Liverpool Canal, adjacent Wanless Water to Foulridge Warf and beyond, is also home to the rare and protected Daubenton's Bat. This bat has specific conservation regulations and habitat directives in place. The Daubenton's Bat is particularly sensitive to street lighting and requires dark wildlife corridors of rivers and canals such as are presently in place. I would thereby request that any ecological survey would take note of these species and the impact and special conditions thereof, and the report given back for both public consultation and environmental directives.</p>
	<p>Archaeological: The green route would again destroy some unique ancient land enclosures; some, around Noyna, date back to the Iron Age and are of special archaeological interest.</p>
	<p>The blue route has likewise areas of archaeological interest dating back to the Neolithic period, as is inherent in the place-name 'Standing Stone Lane.'</p>
	<p>Topography: The blue route, particularly adjacent Barnoldswick Road and between Slipper Hill Reservoir and Standing Stone Lane is on a sharp incline at 275m. This would create levelling measures having an adverse impact upon surrounding farmland as well as a negative visual impact.</p>

	<p>The inclination of the land to the north of Foulridge would again need a flyover. This would have an adverse visual impact upon the historic character of the village and increase the cost of the bypass beyond a reasonable budget.</p>
	<p>The red and pink routes both run along the preserved rail bed, which is marked for a future re-opening of the Colne to Skipton rail link.</p>
	<p>Business: The proposed red and brown routes would destroy well-established livery and B& B business along Blakey Bottom and Wanless Beck. The brown route runs within metres of Blakey Hall Farm Guest House.</p>
	<p>The proposed route would divert the flow of traffic away from the town of Colne and have a detrimental impact on local high street business; this as has already happened in the case of the M65 extension past Nelson and Brierfield.</p>
	<p>The creation of the Junction 13 Roundabout off the M65 has not alleviated but increased bottlenecking at Nelson and is reasonable to presume that the same would be the case at the proposed bypass roundabout.</p>
	<p>The subsequent despoliation of the green belt would open the route up to industrial development, which is already against the wishes of residents and tourists alike, since it would have adverse impact upon the local character and charm of the area.</p>
	<p>Health: The red and brown routes have a long established network of walking and cycle routes, which Pendle Borough Council has already invested heavily by way of route markers, cycle tracks, and cycle passes.</p>
	<p>The area is chosen for both the lack of noise pollution and its clean air. It provides a healthy green lung and escape route; a quiet space away from the surrounding urbanised areas of Nelson and Colne, with the canal running through to Foulridge and Barnoldswick to the North. This is an irreplaceable amenity providing free benefits towards both physical and mental health.</p>
	<p>In conclusion, the bypass extension would be inappropriate and unsympathetic to the appearance and character of the local environment and would have an adverse effect on the visual amenity of the area as a whole.</p>
	<p>The bypass would have an adverse impact on both the physical and mental health of the local population.</p>
	<p>Despite the proposed route encroaching upon an ecologically sensitive area, there is so far a lack of any survey/s and report/s, independent or otherwise, to indicate how encroachment will affect protected species of flora and fauna.</p>
	<p>The bypass, should it go ahead, would create new problems (rat run) while attempting to alleviate a problem, which has not even been clearly defined to public consultation. This is due to both the lack of traffic survey statistics and/or any</p>

	<p>mention of alternative solutions—traffic alleviating/ widening measures and considerations—for the existing route along Colne's North Valley.</p> <p>I would like to request an extension to the public consultation process beyond 13th December 2013 until all of the relevant reports and data as outlined above become available.</p>
53	<p>We are writing to oppose the above proposal for the following reasons: Establishing the destination of traffic using the North Valley route is essential . The majority of through traffic will have to be shown to be heading north towards Skipton to justify a Colne-Foulridge link, and local traffic will not need a bypass. The Jacobs' survey suggests that most of the increase over recent years has been due to local traffic.</p> <p>All the proposed routes, together with the commercial development that will follow, will blight a large area of open country enjoyed and used extensively by local people and visitors to the area. The character of Pendle, described by the local council as the home of Lancashire's 'hill country' and central to its plans to bring tourism to the area, will be irreparably damaged.</p> <p>The County Council's consultation material suggests that extending the proposed route northwards beyond Foulridge would be financially prohibitive, and it would obviously involve liaison with North Yorkshire. As such, the proposed bypass could transfer congestion from Colne out to the villages along the A56.</p> <p>At a time of reduced public spending a more efficient use of available funding would be to consider all possible ways to enhance traffic flow in the North Valley area, including road widening, one-way systems and intelligent traffic light operation.</p> <p>In conclusion, until definitive evidence is produced confirming that most congestion is caused by through traffic heading north, and that a bypass would not simply shunt it further down the road, the County Council should make proposals that would destroy for ever an area of countryside that adds quality to the lives of people in this part of east Lancashire.</p>
54	<p>Myself and my husband would like to object against the Foulridge bypass.</p> <p>We cannot believe that a bypass, fly over and Industrial estate are even being contemplated in our small rural village.</p> <p>We moved here 6 years ago for a quiet rural lifestyle. We paid a premium on our property to live here and continue to do so by higher council tax. If this goes ahead there would be a great reduction in our property price.</p> <p>There may be a congestion issue in Colne but why does that need to effect Foulridge. We already have one busy, noisy</p>

	<p>road. We don't feel we should have another one to alleviate Colne's traffic problem.</p> <p>What percentage of traffic are travelling to Keighley? To Skipton? How many people commute from Colne and surrounding villages?</p> <p>On North Valley Road where there seems to be an issue is an old mill that has needed knocking down for years. Why not knock that down and instead of putting more shops there which will add to congestion, make that road wider helping to alleviate the problem.</p> <p>We are very concerned about this issue and would like our concerns raised.</p>
55	<p>We strongly disagree with the proposed Bypass from the M65 through Foulridge for the following reasons; we commute on a daily basis on the North Valley Road. The main congestion occurs between the hours of 8.00am – 9.30am and 4.30pm – 6.00pm, as it does through most towns and cities throughout the UK. The traffic starts to back up because there are four sets of traffic lights and three sets of pelican crossings in very short distance on North Valley Road. There is no congestion through Foulridge or Laneshawbridge, the traffic flows freely at all times</p> <p>The bypass is being proposed because of the incompetence within LCC of planning and managing the traffic flow on North Valley Road.</p> <p>North Valley did not have a retail park ten years ago. It had redundant cotton mills on both sides of the road. This would have been an opportune time to widen North Valley road and think about traffic congestion and alter traffic flow. This would avoid spending £34 + ?? million.</p> <p>It is absolutely criminal to contemplate bulldozing a bypass through some of Pendles' most beautiful, tranquil, historic and environmentally diverse countryside. The noise would flood the valley and peaceful and tranquil places such as Lake Burwain would never be the same again.</p> <p>The Pendle Cycle Way, countryside walks and sailing on Lake Burwain will be affected forever. This part of Pendle is a main tourist attraction on par with Wycoller Country Park, which we as lifelong residents of Pendle, feel very fortunate to reside in</p> <p>We ask ourselves as we read the breakdown of the costs of the bypass i.e. developer input over £3 million, matching the LCC contribution. We are looking at 'Fat Cat' business men whose only interest is to make their fat bank accounts even fatter. They are certainly not interested in the congestion on North Valley Road, only in how they can turn it to their advantage.</p> <p>We now find out that a site in Foulridge, a beautiful village, and a site off Barrowford Road are being ear-marked for potential development sites</p>

56	Thank you for including the badger group in your consultation for the proposed bypass around Colne. At this stage we would just like to be included if you get to the position of confirming a route. At which point we would like to work with you regarding any potential conflicts with the badgers located in the area.
57	<p>I am very concerned about the lack of information about the proposed routes for the Colne by-pass. Too little time was given to consultation and the use of outdated traffic numbers needs to be addressed. I would like the following points to be considered:</p> <p>Further work should be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.</p> <p>No decision should be made, even in principle, until the current viability study for the railway line re-opening is completed as this route would seem to be a practical alternative.</p> <p>More traffic research needs to be done on the wider area including the junction 13 bottleneck and Gisburn Road in Barrowford plus the impact of another junction on the motorway.</p> <p>The blue route would have the worst possible environmental impact on the area. This area is well known for its beautiful countryside both for walking and cycling. To lose these assets would affect the area economically and would be detrimental all.</p>
58	<p>I would like to comment on the proposal of the Colne Bypass. I feel there is a need to do something to alleviate the problem with the congestion in Colne and Barrowford.</p> <p>I have just recently found out about the proposal of two of the routes the brown and blue especially. I actually own 10 acres of land that runs from Red lane down to Heirs house lane and looking at the brown route it looks like it goes right through my stables, yard and gardens. I have found this out because of a flyer that was put through my daughters door who lives in Barrowford and broadcast on 2BR radio!</p> <p>Can you please tell me why I have not been informed of this by yourselves after all it is my land that is up for this proposal? Could you please send me more information regarding this matter seen as I stand to lose quite a bit of my land if this proposal goes ahead?</p> <p>I feel disgusted and let down by the Council that I have not had any information/proposal regarding the use of my land.</p>
59	<p>Following the publication of the East Lancashire Master Plan, I would like to make the following comments in relation to the proposed options for the Colne By Pass.</p> <p>Discounted Options. Further work should be carried out to</p>

	look at improving the existing route along North Valley Road, in particular intelligent traffic signals and potential widening
	The report discounts the Red Route on the grounds that it would prohibit the reopening of the Colne to Skipton Railway. Has a study been carried out as to whether this is a viable option in terms of affordability, use, availability of rolling stock?
	The report says that Vivary Way cannot be lowered to permit the rail line to pass over, so what is the proposal if the line goes ahead? Vivary Way goes over the railway line, has this been factored in terms of cost and feasibility?
	New developments: The report talks about proposed new developments at Colne and Foulridge which will add increased traffic to the corridor if permitted to go ahead
	This is currently Green Belt so how much more green belt will be lost to development once a by pass is constructed
	There is a new development planned along the North Valley Road opposite the Matalan site which will increase traffic flows and I have heard rumors that development is being considered on land at the end of the M65
	The report already identifies that 50% of the traffic has a destination of Colne, the above developments will only increase that.
	Traffic assessments: Whilst the report gives figures about the flows through Colne, it does not mention the surrounding network
	M65 - Jct 14 and Jct 13 both have congestion problems which cause vehicles to remain stationary on the main carriageway Gisburn Road - highly congested at peak times
	Providing a roundabout midway between J13 and J14 will only add to the problems
	Further studies need to be carried to determine the impacts not just in Colne
	Brown Route: I fail to see how this can be constructed due to restricted width between the Foulridge tunnel and Wanless water without moving the railway track
	The plans show "at grade" junctions at Red Lane, Slipper Hill and Reedymoor Road. Whilst these roads cannot be cut of by any proposals, to allow traffic to enter / exit the bypass would impact on surrounding network. What consideration has been taken to negate this or have the consultants just gone for the cheapest option without considering the road type and their ability to carry increase traffic flows. Further works needs to be done on this point
	Blue Route: Whilst this option is not the preferred one is does not appear to have been ruled out. This proposal is the worst possible in terms of environmental impact, increased noise levels in a tranquil area which included residential properties and tourist attractions. I thought we were trying to

	<p>attract people to the area promoting the countryside and healthy lifestyles</p> <p>To summarize, I do not think that the report does not go far enough to enable a decision to be made on the options put forward and as such further work needs to be undertaken before decisions are made, in particular.</p> <p>Colne to Skipton railway line - feasibility study required</p> <p>Traffic Impact assessments over a wider area</p> <p>Environmental impact assessments on routes away from the existing traffic corridor</p> <p>Assessment of the new developments on increased traffic flows to Colne</p> <p>Revisit existing route plans where "at grade junctions" are proposed and re cost any changes</p>
60	<p>I doubt if any of the proposed routes around Foulridge will solve any of the problems along the A56 and North Valley. They will cause new traffic dangers on Red Lane and Barnoldswick Road at Cocker Hill and even Slipper Hill Lane.</p> <p>Extra traffic would use these narrow lanes with no footpaths as a short cut, causing additional hazards to the many walkers, cyclists and horse riders who currently make use of these routes for leisure or commuting.</p> <p>There is no current overall traffic survey covering the roads joining the A56 north of Foulridge, North Valley Road and Vivary Way through to the M65 to find out exactly where the traffic goes, so it seems too early to decide which would be the best way to ease the traffic flow through Colne</p> <p>There may be many improvements that could be made to Vivary Way and North Valley Road which currently have eight junctions or traffic controls from the end of the M65 to the junction with Skipton Road, beyond which the traffic begins to flow more smoothly. There are numerous retail outlets along this stretch with turning traffic causing many delays, even at quieter times of day. It appears that no serious thought has ever been given to simple solutions for this.</p> <p>It is not certain that a northern route towards Skipton would be better than a route to the east towards Keighley and the major towns of the West Riding.</p>
61	<p>Further to my email of the 4th December and on hearing that the consultation has been extended today please note that the number of signatures on the petition against the blue route has now risen to over 200. This has not been generated through active encouragement but simply organic word of mouth. Numbers would be far higher if residents had been approached directly.</p> <p>Petition already recorded in representation 5</p>
62	<p>I have previously sent a proposal to the gentleman shown in</p>

	<p>my email below regarding the Colne/Foulridge Bypass. Please could you consider this route which is now named Colne Ring Road.</p> <p>I believe that the council prefer the Brown route which joins the A56 North of Foulridge this is at the Massala Room Restaurant site.</p> <p>The A56 section from Langroyd/Castle Road junction to Foulridge flows well at all times and does not cause congestion!</p> <p>Foulridge is one of the prettiest villages in Pendle having picturesque scenery around the three lakes, the Leeds & Liverpool Canal and Foulridge Valley. If a Bypass was to ahead through Foulridge, Pendle will no doubt loose another attractive location.</p>
63	<p>PLEASE ACPEPT THIS EMAIL AS NOTICE THAT WE CONSIDER LANCASHIRE COUNTY COUNCIL`S CONSULTATION TO BE NUL AND VOID AS IT HAS NOT FOLLOWED PROCEEDURE. THEREFORE AFTER TAKING ADVICE WE WILL BE MAKING A LEGAL CHALLENGE TO THE STUDY AND THE CONSULTATION PROCESS .</p> <p>AS OUR MP MR STEVENSON SAID IT HAS BEEN A COMPLETE BALLS UP!</p>
64	<p>My neighbour, Mr of 20, Barnoldswick Road, Barrowford has requested that I forward his thoughts on the proposals for extension of the M65. He writes</p> <p>Occasionally, road works in Barrowford, with one set of traffic lights, will create a traffic queue, observed outside my home, which will be approximately the length of North Valley Road in Colne.</p> <p>North Valley Road has five sets of traffic lights which creates a road speed of 3 m.p.h at peak times. Compare this to Centenary Way, Burnley's dual carriageway, where vehicles travel on average the same length of road at peak periods at 30 m.p.h. Likewise the Blackburn ring road is another dual carriageway, very well planned and producing similar average speeds at the same peak periods. Both these two roads of Burnley and Blackburn have the potential of carrying 10 times the number of vehicles as North Valley Road, Colne in the same period of time.</p> <p>Perhaps, instead of being hell bent on building a by-pass should not the emphasis have been on producing Pendle's ring road. After all, North Valley Road is without doubt the most important road in Pendle.</p> <p>Let me add to the non-important by-pass. Barrowford, Higherford, Blacko and Fence don't want it and don't need it. It is possible to get to Skipton in 30 minutes, Barnoldswick in 15 minutes and Foulridge in 8 minutes. This has not changed in 30 years.</p>

	<p>If North Valley Road, Colne was changed to be more like a ring road then the people of Trawden, Laneshawbridge and Foulridge would also not want a by-pass. Also, the people of Colne need the ring road more than most.</p> <p>I would also like to mention the effect on the lives this proposed by- pass must have had. For example, the development of up-market properties on the grounds of the Colne Grammar School site. Most of the people here have worked hard and saved hard all their lives to live in a beautiful area. Most of them have just moved in, only to have their lives blighted by a proposed by-pass on one side and an industrial development to the front. We should be encouraging these people to come and live here, not send them away.</p> <p>Perhaps, and maybe, the by-pass will go away and Barnfield can build the same houses on Heirs House, for a future generation to enjoy. I am in my 81st year and I thank God I have been able to enjoy the land that He left us, and which was opened up by the pick and shovel of the canal builders 200 years ago. Please incorporate my views into the submissions now being requested.</p>
65	<p>At the close of the consultation period today, the online petition saying “No” to the Blue Route has exceeded 200 local residents. www.petitions24.com/noblueroute . Furthermore, the Facebook Community Group called “<i>Higherford & Barrowford – NO BLUE ROUTE</i>” has enjoyed 390 reaches with online traffic being up +15% on last week. Petition numbers already recorded in representation 5</p>
66	<p>Photograph 1 shows the towpath on the Leeds / Liverpool Canal close to Barrowford locks. The 'motorway' of yesteryear.</p> <p>Photograph 2. A beautiful landscape close to the canal bridge and Blakey Hall. The proposed bypass would cut through the centre of this scene.</p> <p>Again the photograph speaks for itself and has been admired worldwide with comments such as you are very fortunate to live in such a beautiful place muy bueno bellissima etc etc There must be a way to protect this beautiful landscape. Please include my two photographs in the submission comments and I would be very happy to add more if required</p>
67	<p>I am writing to express my views on the proposed Colne by-pass pursuant to your invitation on the County Council's website. I am a Town Councillor on the Nelson Town Council and this e-mail is endorsed and agreed with Borough Councillor Brian Parker who represents the same ward as do I, Marsden ward in Nelson. Each of us expresses these views in our private capacity as the Nelson</p>

	<p>Town Council resolved not to make any representations at this point and neither has the Pendle Council resolved to make any representations as a body.</p>
	<p>We thoroughly oppose the plan to create a link road from close to the end of the M65 to the A59 to Skipton. It is our view that such a road will despoil Foulridge without actually doing much to solve the problems of congestion in Colne.</p>
	<p>We presume the 'brown route' is merely the precursor to another road to be built later if and when funds permit allowing traffic to by-pass Colne altogether to reach the A6068 to Keighley and beyond. Unless and until that is done the level of traffic through Colne would continue to cause congestion which would be little abated.</p>
	<p>So far as we are concerned the damage to Foulridge makes the proposal unacceptable. Pendle wishes to promote itself as a tourist destination so why desecrate some of the best countryside in the area - particularly what is possibly the most attractive stretch of the entire length of the Leeds-Liverpool Canal?</p>
	<p>We think before even considering any new road to the north of Colne every effort should be made to improve the existing road; we wonder whether Vivary Way and North Valley Road could not be made to carry more traffic and some more modest works facilitate traffic joining the A59.</p>
	<p>Wherever possible traffic lights ought to be avoided on account of their propensity to be the sites of more accidents and those more serious accidents. Roundabouts are inherently less dangerous and more readily maintain traffic flow.</p>
	<p>We also think the possibility of a road to the south of Colne should be investigated. There is no route at present avoiding the town centre of Colne to the south. Quite a modest road joining the M65 to the A6068 roughly following Colne Water would in our view ease the congestion around Colne we all find so irritating and we would be interested to know whether this has been considered with what result</p>
68	<p>I write on behalf of the Higherford Residents Action Group in response to the consultation on the Colne Bypass proposals. Earlier this month we held an open meeting with Councillor Joe Cooney, Leader of Pendle Borough Council, attended by over 60 residents. The following points are the general conclusions drawn by that meeting that I was asked to convey to you for your consideration:</p>
	<p>The Consultation Process: Much more consultation is required. Firstly, not everyone reads the Nelson Leader (local paper) or could attend the single Colne Library event, and plans were clearly not readily available throughout the consultation process.</p>
	<p>Secondly because no press coverage has been given, until the very last minute, to the employment and housing sites</p>

	<p>that will be developed as an integral part of the by-pass proposal. These sites could be at least as damaging environmentally as the road itself. It is imperative that at the next stage residents directly and indirectly affected are leafleted and meetings along the routes are held and proper opportunities for residents to understand and comment on the proposals. Not doing so could leave the whole process open to legal challenge.</p>
	<p>The Urban Solution: All options involve a high environmental price along a very popular and attractive countryside corridor extensively used for outdoor recreation and designated as Green Belt land. For this reason further detailed work should be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.</p>
	<p>This should also include immediately protecting a widened corridor from any further development, particularly at the Glen Mills site.</p>
	<p>Further work must be done to justify in detail any of the “rural options” as there must be a clearer understanding of how much traffic is going to Colne and how much actually requires a bypass elsewhere. It seems from Jacob`s traffic study that traffic is increasing at the end of the M65 but not increasing to Skipton or Laneshaw Bridge/Keighley.</p>
	<p>The Rail Line: No decision on a preferred route should be made, even in principle, until the current viability study for the railway line re-opening is completed as this route would seem to be the most practical alternative. It would be simply ridiculous to select a route and then find only a year or two later that the railway line is not viable for re-opening and could have been used for the bypass after all. It would even make good sense for the County Council to contribute to the railway feasibility study now in order to secure an earlier decision on its viability/release for bypass use.</p>
	<p>It can be envisaged that an argument can be put forward for protecting the railway line because at some point in the future, possibly decades at least, it could possibly become viable. However this needs to be weighed against the environmental damage that would definitely be caused in the next few years by the other bypass options.</p>
	<p>Wider Traffic Patterns There are a number of issues here that require detailed on site traffic study and consideration. These include:</p> <ol style="list-style-type: none"> 1. The impact of traffic flows on the M65 of introducing an additional new junction. The consultant`s report points to existing problems with M65 traffic backing up to Junction 12 and this new Junction will be sub-standard. This is also the route that is experiencing the growth in traffic volumes. If this is not addressed more traffic will be tempted to leave at Junction 13

	<p>and go through Barrowford instead of staying on the M65 to join the bypass (a similar phenomenon occurs now with Barnoldswick bound traffic traffic using Gisburn Road and Barnoldswick Road to avoid the Vivary Way/North Valley Road queues).</p>
	<p>2. Whilst it is accepted that the traffic entering and leaving Junction 13 should reduce , with a consequent reduction of traffic on Gisburn Road in Barrowford no thought appears to have been given to wider traffic patterns for example:</p> <p>A) Will traffic from Gisburn Road:Higherford and Blacko join or leave the M65 via the proposed new junction (13A?) by attempting to use the wholly inadequate junction with the proposed bypass at Barrowford Road?</p> <p>B) Will the creation of junctions on the new bypass at both Slipper Hill and Red Lane increase the likelihood of rat running through these narrow lanes? (Barnoldswick Road in Higherford/Blacko is already carrying far too much traffic)</p> <p>C) Will the likely high speed of traffic on the proposed bypass be a danger to traffic trying to cross it to and from Colne at Red Lane and Barrowford Road? If so, this traffic may revert to using Gisburn Road through Barrowford.</p>
	<p>The Blue Route: The “blue route” is a complete no-no as it is the worst possible route environmentally. Its line will maximise the adverse impact on the very popular and tranquil canal corridor around Barrowford locks, damaging the tourism and visitor potential of this beautiful area that is also regularly used by a great many local residents too for outdoor recreation, including walking cycling and fishing. It will also bring traffic noise and pollution to many people in Higherford. Whilst it is accepted that this is not the County Council`s (or indeed Pendle Council`s) preferred route the residents wish to strongly emphasise that it is a wholly unacceptable route and should at no time be given any further consideration.</p>
	<p>Higherford residents strongly urge you to seriously consider all of the above points prior to any decisions being made. We would also like to stress that it is critically important that all Lancashire County Council staff involved in preparing proposals have visited the sites and walked the proposed routes as we have been told by your officials that many have not done so. It is impossible to understand the potential environmental damage that can be caused without a good first-hand knowledge of the area.</p>

	<p>Finally, we would appreciate a detailed response to these comments please and when appropriate a feedback meeting with the relevant staff from Lancashire County Council, given the poor consultation process to date. If we can assist with the consultation process in the next phases then do please contact me as we are ready to help.</p>
69	<p>I have travelled through to Yorkshire on the A6068 towards Keighley all my working life, nearly 40 years and the volume of traffic has steadily increased. I live opposite to Boundary Mill so every day I have to travel from one side of Colne to the other. Going on North Valley Road in the morning at 6:45 is busy, traffic then splits at the Skipton Rd. roundabout with half going towards Skipton and the other half going towards Keighley. On an evening, my return home from work at 4:30 (school traffic has dissipated by then) along North Valley Rd., I note that not many people turn right towards Skipton. That suggests the M65 is delivering traffic into Colne with generally half going towards Skipton and the other half going towards Keighley as the Skipton Road roundabout is always busy in an evening with cars from the Skipton direction.</p> <p>It takes me around 12 minutes to get from one side of town to the other which is around half my journey time. Roughly 15 minutes from my work to Colne for 9 miles then 12 minutes for 1 mile to get across town. The best option for me would be to have two bypasses.</p> <p>I think but maybe I am wrong with the colours that the brown route and the green route with missing out the villages of Foulridge and Earby altogether and join direct with the A65 from Skipton would be the best options.</p> <p>Through traffic towards Keighley would also stay on the bypass and miss out Colne altogether.</p> <p>Look at the success story of the bypasses around Skipton which has allowed the town to flourish.</p> <p>There is no point in doing this in phases as all that will happen would be to move the problem somewhere else.</p> <p>In other words all three roads need to be built like a star symbol as you look at the maps (hope you understand what I mean. I mean three roads with a star point in the middle near Foulridge).</p>
70	<p>I am dismayed at the proposals to build a Colne bypass and an industrial estate in Foulridge. I have studied the Local Transport Plan, and am not convinced by any of the arguments for a bypass.</p> <p>The favoured plan, the brown route, while relatively short, would have a huge adverse impact on a beautiful part of Pendle. It would have an extremely detrimental effect on wildlife and on the local tourist industry.</p> <p>The accompanying large industrial estate would be situated in a totally unsuitable place: the sole purpose of locating it in Foulridge would be to demonstrate to the</p>

	<p>government that the scheme would have economic benefits. It is acknowledged in the Lancashire County Council's M65 to Yorkshire report that 'any significant sized developments will generate traffic and are therefore likely to place additional pressures on the local road network'. This could negate any of the advantages to traffic management created by the building of a bypass.</p>
	<p>I am opposed to building a bypass on the protected railway route and believe that the line should be re-instated as quickly as possible. All the other bypass options would be extremely costly and disruptive and would be very harmful to the environment. There is a justifiable concern that even the smaller of the options could lead to further big road-building projects in the near future and could cause problems for Yorkshire.</p>
	<p>It is unfortunate that the North Valley is isolated from the rest of Colne by an enormous road. However, the North Valley Road would not disappear if a bypass were to be built. There is no guarantee that traffic would decline, because more local people would travel along the road to work in the new Foulridge industrial estate.</p>
	<p>The problems suffered by the local residents illustrate how disastrous an ill-conceived road project can be. Great care needs to be taken to ensure that, in an effort to repair the damage, further harm is not done. The application should not be rushed through, simply to take advantage of a pot of money from the government. Instead, pressure should be exerted on the government to finance whatever is best for our area.</p>
	<p>We should not have to compete with other districts for funding that is not targeted at our specific needs, for a project that must tie in with national government employment targets. Instead, it should be acknowledged that a local traffic problem exists, and that there should be funding to correct it. It should then be decided how best to deal with the problem, taking into consideration the views of the entire borough, and those of the people of Yorkshire who may be affected by the proposals.</p>
	<p>Various alternatives to alleviating the traffic problems have been suggested in the council documents. A simple change to the signing at junction 31 of the motorway, to direct Skipton traffic away from the M65 and A56 to the A59, so that traffic is more evenly distributed, could make an enormous difference, especially if the signage is similarly altered in Yorkshire for southbound traffic. The road layout could be altered to reduce the number of junctions and crossings on North Valley Road, and the traffic light signals could be linked. These options would be inexpensive and could have a major positive effect, with minimum disruption.</p>

	<p>They should be tried out before committing the people of Pendle to such a major development. More sustainable transport modes such as walking and cycling could be encouraged amongst the large proportion (48%) of people living within Colne who work less than 5 km away. From research conducted by the council, it seems that a high proportion of the traffic in problem areas is local. Adequate, properly linked cycle lanes could be provided and bus travel could be made more attractive to commuters. These options would cost a fraction of the price of building a bypass.</p>
	<p>There is great support for the re-instatement of the Colne to Skipton railway. Now that the Todmorden curve is to be built, it would make even more sense. A railway would not cause as much havoc to wildlife and would be less disruptive to build. In addition, it could carry much of the freight that congests the local roads. It should be a priority to build it.</p>
	<p>I do not believe that the amount of congestion in Colne warrants the building of a bypass. Many other towns are congested. People just need to allow more time to complete their journeys. Slow traffic passing through Colne centre may even be of benefit to the town, because travellers have more time to see the range of interesting shops lining the street. We should be aware that the removal of traffic from Nelson town centre caused a calamitous fall in trade. A similar effect could be experienced in Colne, were a bypass to be built. Traffic would only need to decrease for a short time for the effects to be felt, and it could take some time to reverse the impact.</p>
	<p>Great damage to the local tourist industry could result from such a development. This could have a negative effect on the employment and wealth-creation opportunities provided by this important industry. I am particularly worried that it may set a precedent for further industrial development in other villages of the borough. In addition, it is a well-documented fact that new roads cause more traffic, and bypasses are only helpful in the short term: after a time, they add to traffic problems and environmental pollution.</p>
71	<p>We know the local people of both Foulridge and Colne have different views on the planned A56/M65 bypass, we also appreciate everyone has an opinion. We personally don't see a massive issue with the North Valley Road, we use it daily for going to work, the volume of traffic is as big as anywhere else north of Manchester at rush hour. All towns have queuing traffic; it is unreasonable to expect to be able to drive through a town without having to wait a few minutes for a few traffic lights. However it would benefit from flowing</p>

	<p>a lot better.</p> <p>The traffic frequently queue at the traffic lights at Sainsbury's on the A6068, this causes the traffic to build up and consequently doesn't enable the lights at the end of the M65 at the BMW garage to be on for the right length of time to enable the traffic to flow. The lights are the only problem with the North Valley Road and have been for many years, the problems with the traffic seemed to start once all the lights were installed. Clearly this should be investigated before an expensive bypass is built.</p>
	<p>The bypass will just move the problem further down the road to Foulridge at a huge cost, disruption and upset to the people of Foulridge and it is not clear from the information that it will solve a traffic problem. It may be prudent to monitor the traffic coming from Colne where the bypass will come out in Foulridge to see how much traffic will actually use the bypass as we believe that a lot of the traffic will have their destination in Colne.</p>
	<p>Alternatives should be considered more fully. Could roundabouts, one way systems or widening of North Valley road not be contemplated, this would be far cheaper. These options do not seem to have been explored at all by the planners and could save a lot of money while easing the traffic congestion.</p>
	<p>For example by putting a roundabout in at the Sainsburys junction and having the A6068 road split into three 0.2 mile lanes approaching the roundabout (West to East), one which will slip road/flow left heading towards Skipton up Langroyd (see attached map). This will no doubt rectify the issue of people stuck behind wagons which are continuing on the A6068, most daily heavy haulage and businessmen are travelling towards Keighley, Bradford and onto Leeds. As a result this will allow the traffic to flow better and the lights can then be on green for a longer time at the BMW garage. In addition to this, some congestion is caused by traffic turning right at the bottom of Langroyd, if this was stopped and Langroyd was made into a one way system those cars would be able to flow into the traffic at the roundabout further down near Dave Fishwick vans.</p>
	<p>We are aware that the businesses in Colne are proud to have premises open and no-boarded up shops on their high street, more than likely due to the flow of traffic they get. The plus side of improving the current road system rather than building a new one is keeping trade and business in this area, which Colne really does need to maintain. Also improvements on this small stretch of road would mean no huge demolition and construction on the flood planes in Foulridge.</p>
	<p>We also feel that the fact that the preferred route will preserve the railway line is not well thought out. To reopen</p>

	<p>the railway line will cause significant disruption to Vivary Way and will be of massive cost. Will this be cost effective in terms of the amount of people who will use it and the disruption it will cause? This route also involves building a 60 ft overpass in Foulridge which will be expensive and unnecessary and not to mention unsightly. It would be far better to just build the road along the existing railway line, this will still achieve the bypass that the people of Colne feel is so necessary but will cause much less disruption.</p> <p>In terms of the plan to build industrial Units in Foulridge, this is another idea that we do not feel has been properly considered, there are unused units in Earby, Barrowford and Barnoldswick, why would it be any different in Foulridge? It will also ruin the canal side which is a beautiful area round here and it will suddenly stop any tourism, specially the regular barge canal trips from Foulridge.</p> <p>Finally we would also like to point out that these proposals were not made public in an appropriate way, this was no doubt so that there would be little opposition so the plans can go through without resistance. Having attended the meeting in Foulridge it is clear that most Foulridge residents are against these proposals. There were at least 150 people at the meeting, all against the bypass proposals and we feel that you should take the views of the residents who will be most affected by the proposals into consideration and at least consider some of the cheaper and less disruptive alternatives.</p>
72	<p>STRONGLY SUPPORT the following proposals Connecting East Lancashire</p> <ul style="list-style-type: none"> • Rail Connectivity Study to improve connections between East Lancashire and the growth areas of Preston and Central Lancashire, Manchester (including Manchester Airport) and Leeds. I work in Manchester and it is ludicrous that I have no rail/bus option to go from Colne station to Manchester Piccadilly/Victoria unless I have several hours spare a day! <p>Note that we also STRONGLY SUPPORT the reinstatement of the rail link between Colne and Skipton, linking this to the Colne bypass (see below point you make).</p> <p>Travel in East Lancashire: the Burnley/Pendle Growth Corridor Study to look at what needs to be done to make sure that our roads can support the economic growth planned for Burnley and Pendle, including the A56 Colne-Foulridge Bypass and making sure that it does not make it impossible to re-open the Colne to Skipton railway.</p> <p>The East Lancashire Accessibility Study focussing on travel between the main towns and employment areas and for education and for leisure. It will also consider how public transport can best serve rural East Lancashire.</p> <p>Local Travel: the East Lancashire Strategic Cycle Network</p>

	will provide 'good' links between towns, employment, education and housing.
	Local Links between neighbourhoods, town centres and employment need to be good
	A56 Colne-Foulridge Bypass The A6068 needs to be relieved. Of the routes proposed: my wife supports the Blue Route, I support the Brown Route, with the extension of the Pink Route with the Purple spur to head up towards Skipton
	Both of us are concerned that it does not just enhance the competitive position of Skipton to the detriment of Colne, but if the bypass can accelerate the economic development along the final few junctions of the M65 and along the bypass route itself, then it will be better for all.
	I expect you to confirm that our views have been logged and included as they are <u>within</u> the deadline. Feedback on the website presentation is that it is detailed enough with easy presentation of attachments, however the closure date <u>and time</u> should be clear!

Appendix 4: A56 Route Options Written Representation

Respondent Number	Comments
1	The consultation should be extended as many people in the area are unaware of the proposal and the consequences, particularly the industrial development.
	This area is renowned for its lovely open countryside attracting walkers/tourists as well as well established walking groups. This proposal destroys a lot of our open and peaceful countryside.
	This is an urban problem so you should seek an urban solution. Widen the North Valley Road, improve traffic controls to increase traffic flow. A large amount of the traffic is going to outlets along the North Valley Road now anyway
	Come and look for yourselves at what you will be destroying. You must take into account the effect on local people and their enjoyment of our green and peaceful countryside as a means of getting away from traffic noise, pollution, etc. Once it is gone it is gone forever.
	The engineering difficulties particularly close to the canal are not adequately outlined. Have the canal and river trust been contacted for their comments/concerns?
	The money could be invested in an environmentally more sustainable project such as re-opening the Colne Skipton railway link. The route is protected and in part owned by Lancashire County Council.
2	The brown route will cut through beautiful countryside thus damaging the green belt land which surrounds our local towns. Tourism is a growing industry in this area and the countryside is the main reason for this. The land concerned is of local historical interest and should be preserved at all costs. The road plus the proposed industrial estates would ruin this
	I appreciate that the infrastructure of this country must be improved to keep pace with the ever-growing needs of the population, but more time must be spent on finding an outcome which is less damaging to the countryside and the lives of the people in the surrounding area.
3	Our sympathies are with the people who live on the Valley Road. To a large extent their problems have been exacerbated by the Boundary Mill effect. An 'employment zone'!! The plan creates two more commercial/industrial estates. No doubt these are to 'pay for' the road. If they are successful then much more traffic would be created in two areas which should be left alone.
	Anyone who has walked these fields between Foulridge to

Respondent Number	Comments
	Barrowford will know what a pretty area it is. To destroy it in order to give partial relief to the Valley Road would be tantamount to shooting ourselves in the foot. Partial, because 50% of traffic must come and go the Keighley way.
	The other huge industrial zone north of the wharfe at Foulridge again is an area which because of its beauty is an asset as a leisure facility. An aspect that Pendle is trying to project. We don't think it would be an exaggeration to say that this 'employment zone' would ruin that end of Foulridge. Of course an increase of traffic through Kelbrook would be a detriment to us personally too.
	As we have said the people in Colne need something doing but the 'brown option' is, emphatically, not it.
4	My wife and I are wholly against this and oppose the construction of the bypass and we believe if it is necessary the red route must be the most viable followed by the brown route. The new blue route is an abhorrent suggestion and one that seems to have been plucked out of thin air. We wonder who is to benefit from this route which surely should have been made public many years ago if it is to be considered now.
	I believe strongly that there are measures not yet taken that would solve the traffic problem which is no worse than most towns and cities during peak times, these could be a filter road the end of the motorway onto Vivary Way, then a one way system from the junction of Crown Way extending the two lanes along to the roundabout. The lighter traffic going the other way would then have a one way system back along North Valley Road, to Rigby Street and onto Crown Way to rejoin Vivary Way. Also there could be better use of intelligent traffic lights. This would save tens of millions of tax payers monies.
	We understand a survey has shown that over the past 10 years traffic at the end of the M65 has only risen by 13%, there is no indication that this traffic actually goes along to Valley Road and therefore it is safe to assume that the increase traffic is there because of the popular stores recently opened at the end of the M65.
	We are not engineers but we know the problems that builders had when building houses in the area the proposed new road is to end in Foulridge, this boggy marshland ground would need pile driven foundations to carry the flyover that would be needed for the steep incline from Foulridge Wharfe to its emergence near to the Masala rooms where it would reconnect to the main road.
	Has anyone considered the impact that the increased volume of traffic will have to drivers in Foulridge. We, the residents that have to try to enter Skipton Road from The

Respondent Number	Comments
	Causeway at peak times have to wait longer to do this than it takes to travel from the end of the M65 to North Valley Road. This planned new road will make it much worse, we could be waiting for tens of minutes to get onto the A56 Skipton Road especially if turning right towards Keighley.
	I read that the planners rate the area shown for this new road as mainly agricultural, this is far from the truth this area is one of great beauty and has many walks which are widely used by both locals and numerous people from all parts of this country. It is a fact that His Royal Highness Prince Charles was in high praise of the work done to keep and restore the heritage of the area, I am sure he would be appalled at the planned destruction of such a beautiful place.
	Finally, we and all the people we have spoken to are appalled at the lack of information given to us regarding this huge change to our environment. We only found out by chance remark made by a neighbour and this seems to be the general opinion of everyone
5	I recently attended the public presentation in Colne library regarding the bypass proposals. I was concerned by the quality of information available in the presentation.
	If I am in error I will stand correction, but there did not appear to be one single comprehensive and representative study of traffic for the whole Colne area.
	There appeared to be confusion regarding the volumes of traffic and what travelled where, I heard figures of 50% of traffic travelling to Yorkshire but then 60% of traffic being local within Colne and only 20% travelling to Foulridge. There was doubt as to whether the proposed single carriageway would be sufficient.
	The drawings presented were little more than crude felt tip lines on a map. The presentation did not inspire confidence that the whole issue of traffic in the area has been studied fully and all possible engineered solutions examined.
	It would seem that a very large amount of money is proposed being spent when there would appear not to be a thorough and comprehensive study of traffic or a serious and detailed study with regard to ensuring traffic flow is maintained at peak times on one single short length of road in Colne.
	I has to ask the question: Is the issue the need for a bypass or is it the need to effectively control traffic on one particular length of road during two relatively short periods of time in the day?
	During daytime and in the evening there is not a traffic issue in Colne, no more than in Nelson centre, the main road into Burnley or down through Padiham.

Respondent Number	Comments
	With regard to the proposed routes: The blue route, through designated green belt, is an appalling proposal that would destroy the valuable asset of the canal corridor. I wish to raise serious objection to that proposal. The blue route must not in any way be considered.
	Likewise the brown route, that too would cause immense damage.
	The red route is little better as it too destroys part of this important area.
	The canal corridor from Barrowford to Foulridge is a quite beautiful and important asset for the people of the whole area and should be preserved at all cost.
	It provides local townsfolk with one of the few quiet and peaceful places away from traffic noise and the built-up environment.
	The corridor attracts many people into the area and has always been stated as a key feature with regard to tourism development, placing a road alongside the general route of the canal would destroy a magnificent piece of our local heritage countryside and quite simply wreck any chance of bringing more visitors, and jobs, to the area, no one is going to come here to visit a main road!
	There is also the very serious issue of subsequent development, having placed a road through an area there will be unstoppable pressure to develop the land along its route, to do so would destroy one of, if not the, most valuable green areas in the locality.
	Considering the traffic issue in the North Valley area of Colne: During the morning and afternoon peak periods there is a traffic issue, everyone knows that, its cause is not simply the volume of traffic but the number of 'stop-start' interruptions to traffic flow along part of Vivary Way and North Valley Road.
	There are too many entry and exit points along the route and far too many traffic controls, there was once one control, which when broken removed the then traffic issue, there are now six.
	Any one single vehicle turning right into a side street or turning out of a side street, especially at traffic lights, into or across North Valley Road or Vivary Way, holds up the entire flow of traffic; one vehicle causing disruption to many does not make practical sense and cannot be good traffic management.
	The priority should be continuous flow along that main route at peak time, that cannot be achieved if there is frequent stop-start interruption from traffic controls responding to a minor group of vehicles.
	It would appear that in recent years we have tried to cater for

Respondent Number	Comments
	every possible turn of the traffic without considering the primary need to maintain the <i>flow</i> of traffic at two peak times of the day.
	The issue is quite simply the maintenance of traffic <i>flow</i> , a solution to that matter has to be simpler and cheaper than any bypass option, there being no guarantee that the bypass' associated junctions to local roads will not, by themselves, cause traffic issues.
	If arrangement was made to limit access onto and exit from the length of road concerned, and the traffic in that area managed so that it was continuously flowing rather than stop-start, then the issue at peak time would be avoided.
	It is not vital for all side roads, such as Windy Bank or part of Barrowford Road, to have access onto or across North Valley or Vivary Way, access which results in the consequent hold up to the main flow of traffic. There are alternate ways through the area for side road traffic, a small inconvenience to avoid a larger one. If the lights at Windy Bank/Langroyd Road were replaced by a double lane semi-roundabout all the traffic would be able to flow through North Valley continuously.
	I cannot believe that it is beyond our ability to modify and improve the Colne end of Vivary Way and North Valley Road in such a way that continuous traffic flow is maintained at peak time as opposed to the current stop-start arrangement brought about by traffic light controls and secondary traffic movements.
	Even if reasonable sums were spent on widening, on limiting and controlling access at junctions and on pedestrian bridges as an alternative to light controlled crossings, then such a scheme would be far cheaper than any of the proposals seen, and it would avoid the destruction and loss of a very important amenity in a quite beautiful area of heritage countryside that is an asset for us all.
	If a road could not be placed along the canal corridor because that area of land was a famous historical site then what would we do? We would reconfigure the road layout in the Colne area so as the flow of traffic is maintained at peak time - and that is what we should do.
	The quality of the built environment in many local areas is poor. Through ill considered development we are in danger of destroying one of the area's few positive assets, a road through the canal corridor should not be considered any more than a road through Barrowford Park.
	It has been said that building a bypass will bring more business and employment to the area, is this proven? Has this been determined in any way or is it a generalisation regarding roads and business? Is it a 'fact' upon which

Respondent Number	Comments
	anyone would personally hang their employment and pension? There are already empty business premises elsewhere in the area and easy road access to those premises has not proven effective.
	We will not bring more business and more wealth to Pendle if we ruin one of the key assets that make the area an attractive place in which to live.
	I implore you to seriously reconsider the proposals for a bypass and look to a properly engineered solution to the issue of traffic control and traffic flow within Colne itself.
6	The deadline for consultation is the 6th December yet we only found out in chance that the various routes are out for consultation. Surely those people whose properties will be affected should have received postal notification. The blue route will have significant visual impact.
	Local residents should have had a lot more notice of this project, the 6th of December is 10 days away, outrageous!
	Why were the people whose homes are going to be affected not informed in writing of these proposals and meetings! Disgusting.
	Poor research: One of the key elements in this decision is rejection of the red route as an option as it prevents the reopening of the railway line from Skipton to Colne. At the current time no research has been done into the economic viability of such a line and whether anyone would use it. There is a reason that the line was closed 30 years ago: NO ONE USED IT!
	If at some point in the future the railway was to open, it would be necessary extend the line where it ends at Matalan to the station at Colne. This would necessitate the construction of a flyover on the valley road to take traffic over the railway line!
	To reject the red route - an existing transport route - for a romanticised ideal that a railway will be constructed is hopelessly ill-informed, badly thought-out, environmentally damaging and economically short-sighted when this is also the cheapest option.
	This is not just a road At a meeting of the Higherford Residents Committee, Councillor Joe Cooney pointed out that residents should know that this application is not simply for a road. The council has to demonstrate that this bypass will bring economic growth to the area. As a consequence the areas at both ends of the bypass are now set aside as industrial and residential building areas. THIS IS NOT JUST A ROAD, BUT A PLAN FOR INDUSTRIAL AND RESIDENTIAL BUILDING.
	Traffic survey. Jacobs, the consultants for this project, have performed a traffic survey conducted on traffic volume

Respondent Number	Comments
	between J13 and J14 of the M65 and the valley road. There has been no increase in traffic going to Laneshawbridge or Skipton over the past 10 years. There has however been an increase in traffic at the end of the motorway of 13%.
	This should be no surprise - this is traffic visiting the growing commercial and retail developments that have sprung up in the area (Boundary Mill, Matalan, Sainsburys etc). Will a bypass remove this traffic? No.
	In other words the consultants' own evidence suggests that this is a £35m white elephant to remove traffic that isn't there to be removed!
	The Law of Unintended Consequences: Currently a lot of travellers from Skipton connect to the motorway network via the M6 travelling across the country roads from Broughton. Should a bypass be opened, it is highly likely to attract a great deal more traffic as connecting to the motorway network via the M65 at Colne will become a realistic possibility for these communities if they no longer have to negotiate the Valley Road.
	Blue route seems totally inappropriate, cutting through unspoilt countryside. Why not use the 'brown site' of the old railway - there is no need for that being re-opened, just a fantasy by some people wanting their own little train set. Also blue will affect more of the types who obsess about house prices and will object for selfish reasons, no doubt.
	I presume that you mean the blue route is <u>in</u> appropriate. The area around Slipper Hill Reservoir is beautiful as anyone who has stood there on a cold, dry winter morning will know. The water is a mirror to the blue sky and the mist in the lower valley sits like a blanket until the sun finally allows the rooftops to emerge from their slumber. In the summer, there is the gentle buzz of insects, the smell of blossom in the evenings, the thrill of the lark and the leisurely amble of the hedgehog looking for its evening snack.
	Does anyone who appreciates the stunning area of the countryside (labelled as 'agricultural land') want these sounds replaced by the rumble of lorries, the white noise of types on tarmac and the smell of diesel and petrol fumes? This is not the hobby horse of people obsessed about house prices, but it certainly is a desire to retain the beauty of an area that draws people to Pendle for reasons other than shopping!
	How taking a concrete monstrosity such as a 4 mile highway through an area of greenbelt (and close to an Area of Outstanding Natural Beauty) can be deemed to be in line with the Pendle Council's Core Strategy is certainly a mystery. The light pollution and noise will be extremely

Respondent Number	Comments
	<p>detrimental to the quiet enjoyment expected of the residents in Higherford and Barrowford. Furthermore, Councillor Cooney repeatedly stated on 26th November 2013 that this is 'more than just a road' and the 10% cost (on >£35m plus/minus 40% BEFORE land assembly costs through Compulsory Purchase powers) payable by Pendle will have to be self-funding meaning more development close to the conurbations of Colne/Foulridge (residential and/or business parks) which will simply compound the current traffic movements. It is interesting to note that our current 2x business parks in Barrowford remain under occupied, so why do need a 3rd? We do not want additional housing in this greenbelt location (also in breach of Pendle's current Housing Strategy) especially as there are no local schools in close proximity coupled with poor amenities, as expected in rural settings, and the development simply cannot be within the required 400m of an existing bus stop so will probably be unsustainable for a developer if Pendle has to generate say £5m uplift on the CPO cost to pay their 10% bypass contribution. This proposal is NOT to do with safety - it is to do with congestion - a slow road is a pedestrian and cyclist safe road and we know that driving a car at certain times into any town/city will encounter problems. So after proposing a Colne bypass some 40 years ago and now having traffic count data supplied from locations strategically selected by the appointed professionals showing a 10 year increase being at a MAXIMUM of just +13%, the numbers to support a bypass simply do not stack any more than when this bypass was first declined in the 1970s. Why does Lancashire County Council expect the issues that we all face travelling into Colne at peak times to be any different to Burnley/Blackburn/Preston/Wigan/Bolton (and Manchester/London/etc.) and potentially losing our glorious greenbelt after we were told that the office based professionals in Preston have not even walked any of the routes is an absolute tragedy. Unfortunately, it looks virtually impossible to resurrect the train line between Colne and Skipton after an absence of 30 years and the practicalities and engineering challenges of getting an electrified train line across North Valley Road (by virtue of a 40ft bridge or a tunnel??) will most certainly escalate the costs for the dream possibly to never become a reality (has anybody yet proved that a train line from Colne to Skipton is financially viable??). I believe that the community should focus on improving the train line from Colne to Preston and, if the majority of the local population still seek a Colne bypass after PROPER CONSULTATION with due notice,</p>

Respondent Number	Comments
	<p>promote the red route which has less of an impact to the population in Pendle being more of an environmental fit and less harmful to our abundant wildlife and very enjoyable canal corridor. I understand that our MP for Pendle, Andrew Stevenson, is a patron of SELRAP - does this throw up a conflict of interest with the red route?</p>
	<p>Join the Facebook Community Group called 'Higherford & Barrowford - NO BLUE ROUTE' to keep updated with events and activities linked to this online petition.</p>
	<p>Let's waste more taxpayers money building a road that will drive away the many visitors to Barrowford who comment on how scenic and beautiful the locks and canalside are. Cretins in power just don't understand; they always take the easy option and throw money at a simple so called solution. Fact: the more roads you build, the more cars you attract and you end up with a never ending cycle. Bangkok is perhaps the world's best example of this.</p>
	<p>DEVELOPMENT BY STEALTH and in the guise of a very inadequate consultation period. The initial mistake was with the council in the pockets of local bigwigs who allowed the path of the valley to be blocked and lose possible traffic development. Many years ago there planning was made to demolish Vivary Way and compulsory purchase was put in place; householders did not upkeep their properties as a consequence and then money was spent as the planning changed. In addition, there is an industrial site marked for Barrowford/Higherford: WHILST there is major planning earmarked for a hotel and apartments in the existing Smith & Nephew mill which could be the new industrial site and has a link road possible to motorway. The congestion will not be eased as the majority of traffic is headed towards Bradford via the Moss. This is going to damage some of the most scenic areas of Pendle and a property study should be done on the residents of Earby etc as I expect you would find the majority do not even travel to Colne! There are lots of brownfield sites that can be developed all along the M65 that Pendle residents can travel to for employment! It would also be interesting to know if this is linked to the opening of borders and the dumping of people as has been done as a political strategy in the past. The council should also review the decision makers that make up Pendle residents and how many live in Whalley, Kirkby Lonsdale and the like!!!</p>
	<p>Petition attached with 114 signatures opposing the Blue Route</p>
7	<p>Further work should be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.</p>

Respondent Number	Comments
	No decision on a preferred route should be made, even in principle, until the current viability study for the railway line re-opening is completed as this route would seem to be a practical alternative. We believe the majority of people would prefer the red route.
	More traffic research needs to be done on the wider area, including the Barnoldswick Road/Gisburn Road/Junction 13 bottlenecks and the impact of another junction on the motorway.
	The 'blue route' is a complete is the worst possible route environmentally, ruining the tranquil canal corridor around Barrowford locks, damaging the tourism potential of this beautiful area and bringing traffic noise to many people in Higherford and Blacko.
	We feel that an urban problem is getting a countryside solution. We would like you to seriously consider the above points prior to any decisions being made. I would also like to stress that it is critically important that all Lancashire County Council staff involved in preparing proposals visit the sites and walk the proposed routes as we have been told that many have not done so. It is impossible to understand the potential environmental damage that can be caused without a good first-hand knowledge of the area. ON BEHALF OF PARISH COUNCIL & BLACKO RESIDENTS
8	Much more consultation is required. Firstly, not everyone reads the Nelson Leader (local paper) or could attend the Colne Library event, and secondly because no press coverage has been given to the employment and housing sites that will be developed as an integral part of the bypass proposal. These sites could be at least as damaging environmentally as the road itself.
	Further work should be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.
	No decision on a preferred route should be made, even in principle, until the current viability study for the railway line re-opening is completed as this route would seem to be a practical alternative. I believe the majority of people would prefer the red route.
	More traffic research needs to be done on the wider area, including the Barnoldswick Road/Gisburn Road/Junction 13 bottlenecks and the impact of another junction on the motorway.
	The 'blue route' is a complete no-no as it is the worst possible route environmentally, ruining the tranquil canal corridor around Barrowford locks, damaging the tourism

Respondent Number	Comments
	potential of this beautiful area and bringing traffic noise to many people in Higherford.
	I strongly urge you to seriously consider the above points prior to any decisions being made. I would also like to stress that it is critically important that all Lancashire County Council staff involved in preparing proposals have visited the sites and walked the proposed routes as we have been told that many have not done so. It is impossible to understand the potential environmental damage that can be caused without a good first-hand knowledge of the area.
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	The 'blue route' is a complete no-no as it is the worst possible route environmentally, ruining the tranquil canal corridor around Barrowford locks, damaging the tourism potential of this beautiful area and bringing traffic noise to many people in Higherford.
	We strongly urge you to seriously consider the above points prior to any decisions being made. I would also like to stress that it is critically important that all Lancashire County Council staff involved in preparing proposals have visited the sites and walked the proposed routes as we have been told that many have not done so. It is impossible to understand the potential environmental damage that can be caused without a good first-hand knowledge of the area.
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	proposal. These sites could be at least as damaging environmentally as the road itself.
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	More traffic research needs to be done on the wider area, including the Barnoldswick Road/Gisburn Road/Junction 13 bottlenecks and the impact of another junction on the motorway.
	The 'blue route' is a complete no-no as it is the worst possible route environmentally, ruining the tranquil canal corridor around Barrowford locks, damaging the tourism potential of this beautiful area and bringing traffic noise to many people in Higherford.
	We strongly urge you to seriously consider the above points prior to any decisions being made. We would also like to stress that it is critically important that all Lancashire County Council staff involved in preparing proposals have visited the sites (including North Valley Road) and walked the proposed routes as we have been told that many have not done so. It is impossible to understand the potential environmental damage that can be caused without a good first-hand knowledge of the area.
11	Much more consultation is required. Firstly, not everyone reads the Nelson Leader (local paper) or could attend the Colne Library event, and secondly because no press coverage has been given to the employment and housing sites that will be developed as an integral part of the bypass proposal. These sites could be at least as damaging environmentally as the road itself.
	Further work should be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.
	No decision on a preferred route should be made, even in principle, until the current viability study for the railway line re-opening is completed as this route would seem to be a practical alternative. I believe the majority of people would prefer the red route.
	More traffic research needs to be done on the wider area, including the Barnoldswick Road/Gisburn Road/Junction 13

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	bottlenecks and the impact of another junction on the motorway.
	The 'blue route' is a complete no-no as it is the worst possible route environmentally, ruining the tranquil canal corridor around Barrowford locks, damaging the tourism potential of this beautiful area and bringing traffic noise to many people in Higherford.
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	Further work should be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.
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	The 'blue and brown routes' are a complete no-no as they are the worst possible routes environmentally, ruining the tranquil canal corridor around Barrowford locks/Barrowford Road, Colne, damaging the tourism potential of this beautiful area.
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	More traffic research needs to be done on the wider area, including the Barnoldswick Road/Gisburn Road/Junction 13 bottlenecks and the impact of another junction on the motorway.
	The 'blue route' is devoid of any merit whatsoever - it is

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	<p>Letter came with attached petition containing 111 signatures.</p>
	<p>Comments included <i>("don't want the bypass spanning the greenbelt")</i> <i>("not appropriate for the old, spoiling the new - greenbelt")</i> <i>("stick to the brown route")</i> <i>("spoils greenbelt land, another waste of taxpayers money, improve public transport")</i> <i>("noise impact, spoils greenbelt/views")</i> <i>("spoils greenbelt")</i> <i>("spoils greenbelt")</i> <i>("greenbelt land ruined, noise pollution, disruption of recreational activities")</i> <i>("impact on wildlife and less of greenbelt and noise pollution")</i> <i>("impact on Higherford and open fields")</i> <i>("as above")</i> <i>("as above")</i> <i>("as above")</i> <i>("impact on noise pollution, greenbelt issues")</i> <i>("impact of noise and pollution on beautiful rural areas")</i> <i>("greenbelt needs protection")</i> <i>("impact on wildlife and greenbelt")</i> <i>("gross intrusion of our countryside")</i> <i>("need greater consultation, environmental damage, wider traffic impact")</i> <i>("increase noise pollution, restrict access to open countryside")</i> <i>("impact on wildlife and loss of greenbelt")</i> <i>("we would be massively impacted by limited access to open countryside")</i> <i>("increase noise pollution and massive loss of open countryside")</i> <i>("huge impact on open countryside, key walking area - substantial noise")</i> <i>("spoil the view, affect walking, noise pollution")</i> <i>("impact on wildlife, noise pollution")</i></p>

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	<i>("noise pollution from added traffic, spoiling the countryside")</i>
22	Foulridge Anti Bypass Campaign – Objections to the proposal 91 signatures objecting to any form of Bypass
	Additional comment included on one of the signed forms. "I object to the destruction of Foulridge by this road proposal. It will destroy our area as a tourist area with country walks organised – an area of natural beauty and historical importance, the many eating places, etc."
23	Alongside Barley and Pendle Hill, Foulridge brings many tourists to Pendleside coming either to walk or to sail. I genuinely thought that the Council thought a lot of its tourist industry and wanted to promote it even more. Keith certainly has a lot of visitors to this studio from all over the country who says how stunning the area is and he is often asked for paintings of Foulridge and its lakes.
	When I first heard about the proposed road I believed it was to alleviate the traffic problems along North Valley Road in Colne. Surely there must be many options that could be tried before resorting to drastic measures. Colne has a very thriving town centre with no empty shops so we don't want traffic taken away to Skipton and beyond... we want it to be managed. Also Barrowford has very high class shops. Again we don't want bypassing this lovely village.
	I have since heard that it isn't just a bypass that is planned but an industrial park too. There is a business park in Barrowford which is hardly used and I've heard there are other like this in the area. Where is the sense in building more and what huge price to our environment?
24	We think it is fair to say there is NO NEED FOR A VILLAGES BYPASS AS DETAILED IN THIS CONSULTATION. We consider that as the A56 handles all the traffic going North towards Skipton really quite well from its junction with the A6068 at the Skipton Road roundabout therefore the problem which Colne has must be the through traffic toward Keighley. This is self evident observing the A56 from Colne to the Yorkshire border.
	Occasional problems occur at the Foulridge School area due to ill planned on-road parking – caused solely by a failure to widen the access and use the 30 year old vacant speculator's land fronting the A56 at the main school entrance
	What is needed is a faster route through Colne for the through traffic heading towards the Aire Valley trunk road, which is the natural, if initial, destination for most through traffic.
	This can be achieved by taking the A6068 across the top of

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	Boundary Mill and down and through the South Valley of Colne, which has been an eyesore and mess during my entire 67 years. It avoids the railway arches as well.
	Industrial development as a justification could be better claimed for this South Valley area (where demolition of a huge site is currently taking place, and another huge site has been vacant for 20 years or more). This is already an industrial area, it has always been underused, indeed a mess, throughout the last 40 years.
	Speed up the main route through Colne for local traffic – this could be easily and inexpensively done.
	Destroying idyllic countryside with over long routes, dumping industry in the green belt and piling traffic onto the Yorkshire border, is by analogy an attempt to crack a nut with a sledgehammer, it is over costly and unnecessary and will result in considerable further expense later.
25	Having lived in Foulridge for over thirty years I must object in strong terms to the proposed Colne-Foulridge by-pass draft Master Plan.
	Whilst agreeing in principle that local traffic problems need addressing, the destruction of farm land, pleasing countryside and an attractive village to relieve congestion in Colne seems, as one letter to the local paper puts it as using a "sledge hammer to crack a nut".
	I would be interested to know if any of the consultation team at Lancashire County Council has walked any of the proposed routes – and extend an open invitation to stand in my garden and survey the attractive view that could be spoilt forever
	It is hard to believe in this day and age that the destruction of the countryside and its replacement with tarmac and concrete still persists as a mentality in planners minds. Joni Mitchell, way back in the 1960s said <i>"you don't know what you've got 'til it's gone, they pave paradise to put up a parking lot"</i> . This country is riddled with roads, we surely don't want more. What countryside we have left needs preserving. Once it's gone it's gone forever, and what planner would proudly like to say "There used to be some beautiful countryside here with a great diversity of wildlife, but I was involved in getting rid of it".
26	Oh but I forgot traffic needs to get from 'a' to 'b' a bit quicker... so that makes it alright then... we'll destroy the countryside, that'll sort it out. Actually it won't, it just seems to shift the problem somewhere else.
27	As a resident of Foulridge, the 'brown option' favoured by the Council will drastically reduce my quality of life, and the value of my property. This may be mitigated slightly by extending the route north to the A56 beyond the village

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	boundary. We have the following objections to the Brown Option plan:
28	Our sympathies are with the people who live on the Valley Road. To a large extent their problems have been exacerbated by the Boundary Mill effect. An "employment zone"!! The plan creates two more commercial/industrial estates. No doubt thses are to "pay for" the road. If they are successful, then much more traffic would be created in two areas which should be left alone.
	Anyone who has walked these fields between Foulridge to Barrowford will know what a pretty area it is. To destroy it in order to give partial relief to the Valley Road would be the tantamount to shooting ourselves in the foot. Partially because 50% of traffic must come and go the Keighley Way.
	The other huge industrial zone north of the wharfe at Foulridge again is an asset as a Leisure facility. An aspect that Pendle is trying to project. We don't think it would be an exaggeration to say that this "employment zone" would ruin that end of Foulridge. Of course an increase of traffic through Kelbrook would be a detriment to us personally too.
	After attending a meeting in Foulridge Village Hall on Wednesday, 4 December 2013, when Andrew Stephenson MP, and Councillor Graham Waugh were present, we wish to expand our objections:
	After learning by chance, after reading an article in the Barnoldswick and Earby Times at a relative's home of the proposed by-pass, I was shocked to learn that everyone at the meeting had been similarly in the dark. Like us, not everyone reads this newspaper, and would not expect to learn of such an important development from a press release in a local newspaper.
	We object to the lack of public information, not just in Foulridge but for the people of Kelbrook, Sough, Earby and further on the road from Earby to Skipton via "The Wysick" is far from ideal for heavy traffic.
	Has a consultation process been taken? Do we know where the bulk of the traffic on N Valley is heading? It seems that the N Valley itself is the problem.
	Boundary Mill, Sainsburys, Matalan, etc. outlets that have all been allowed to be built on a through road. That's where so many people are going to and from
	So previous planning decisions are to be rectified by carving a road through one of the most beautiful and historically interesting areas of East Lancs.
	The proposed route would spoil and area used by Pendle people and many visitors from further afield, to enjoy our

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	splendid scenery and countryside amenities. We should not create an urban sprawl. Once these beautiful green sites are gone – they are lost forever. Pendle has long been promoting tourism, what a waste of time and effort that would be if this plan went ahead.
	The plan seems to be rushed with no proper consultation and up to date data on traffic movements
	Is this costly plan feasible when Lancashire County Council is cutting 10% of its budget? It seems that this plan is about industrial development, not improving the environment. Pendle and LCC should be thinking of other ways to alleviate traffic problems, not by ruining our environment.
29	It is difficult to understand why your choice of routes is the most expensive and far longer options, destroying delightful open countryside. But chiefly simply the most costly and likely the most ineffective.
	Back in the late 1960s the proposed route was through what is now the Boundary Mill site and down the Colne South Valley – which was a mess then and is still a mess today. The aim then was eventually to join up with the Aire Valley Trunk Road.
	I would suggest that the route either before or after Boundary Mill through the South Valley is still the least costly and shortest option spoiling less attractive countryside and remedying an area in Colne that has always (in my opinion) been an eyesore.
	It is clear that something needs to be done. The idea that taking away the Barnoldswick and Earby traffic will make a big difference implies those towns have grown considerably and simply put they have not. Whilst removing their traffic will help – just what proportion of help would it be? How many vehicles? I suggest not enough to make the difference needed and such a move simply pushes the problem a little further northwards.
	Traffic to North Yorkshire taking a South Valley route will arrive quicker at their destination. Whilst it is said fair amount of traffic turns left off the A6068 into the A56 much of that especially the larger join the A59 and turn right for the Aire Valley before Skipton. You only need to be sat waiting for the Skipton Road roundabout to have no doubt that more traffic heads towards Keighley than towards Skipton.
	Not only will your proposals cost more to implement but also it will not be long before you realise they are inadequate, as there is no reason to suppose they will take enough of the 25000 vehicles a day to make a big difference to the snare up through Colne. If, however, we accept your surmise then you will find a huge snare up at the bottom of Thornton Hill outside Earby which is totally unsuitable for the traffic you

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	expect, leading to even more road costs, but not in Lancashire which is I suppose where you choose to consider your responsibility ends.
	In "something must be done" as Andrew Stephenson writes you need to consider not only cost but also the existing road system, now.
	Whilst writing of keeping the traffic moving I really do despair at the obvious failings of those who have determined the present road layout. Their ideas significantly fail to keep the traffic moving. Those responsible should be named in our local newspapers, all the better for them to defend their decisions, if they can.
	<p>Might I suggest the following to you as a simple and inexpensive approach to the immediate problems:</p> <p>1) Put a roundabout where the Mini, Lloyds BMW garages, and the Barrowford Road lights now stop traffic (first lights after the end of the M65 roundabout). Use steel wire and posts as a lane barrier so that forward going traffic enters the correct lane only from the Boundary roundabout. The cost of such a roundabout can be removed if the lanes are simply continued solidly to the North Valley roundabout and return, so about 700 yards extra driving for those).</p>
	2) Remove the lights at the former North Valley Hotel. At the same time make Harrison Drive to Birtwistle Avenue one way – heading Northwards – only.
	3) Make Langroyd Road one way (heading Northwards (ie towards Foulridge) and remove the lights, other than for pedestrians). Make Windybank one way down to the main junction.
	This way we combine lane control, remove traffic lights and simply keep traffic moving. There is no particular expense with this scheme other than for the lane barrier and perhaps one roundabout.
30	Colne Bypass proposals - I would like to voice my objections to them and the manner in which LCC has gone about its business. All routes will have a significant impact on our family home; one proposed route will cross our land to the rear and the others will most definitely ruin our view to the front. However, my reasons are not totally about NIMBYism I genuinely feel the Council has mismanaged this process and has not reviewed all the facts and I would ask you to reconsider on the following points:
	<ul style="list-style-type: none"> • Firstly much more consultation is required. I was unaware of the planning approval until I received a circular from Andrew Stephenson, our MP, ten days

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	<p>ago. I have since then read a great deal of documentation but am somewhat surprised that there has been very little mention of the industrial estates and housing developments which appear to be an integral part of these bypass proposals. I appreciate that there is a shortage of housing stock countrywide and perhaps that needs investigation and addressing sensitively. However, we already have a number of shopping and industrial parks in and around Nelson and Colne. Lomeshaye, Boundary Business Park, West Craven Business Park to name but a few and on investigation there are a large number of vacant units available so it would appear that demand for this type of facility doesn't warrant two new estates being built. Whilst I appreciate employment is part of your regeneration scheme there are a number of designates Brownfield sites within Colne which are perfect for this type of development, be that for housing or industrial parks, so why haven't these been considered as viable alternatives, why the rush to get plans approved without proper consultation?</p>
	<ul style="list-style-type: none"> • One of the main reasons for the bypass is mooted to be the need to reduce congestion on North Valley Road and to improve air quality for residents in that area of Colne. However LCC has approved planning permission for a new Sainsbury's and a retail park and the LCC has further plans for the renewal and regeneration of North Valley will only attract yet more vehicles and create yet more congestion. I certainly feel that further work should be done to explore the potential for widening North Valley Road including the provision of intelligent traffic light controls. I also feel that traffic surveys generating accurate data on traffic flow when it leaves the motorway are essential; some traffic is local, some certainly does head to Foulridge but when the last survey was completed 60% of traffic was heading on the Trans Pennine route to Keighley (A6068) so a bypass to Foulridge would do little to stem traffic flow. Let us have some true facts and figures before we build a new road through highly sensitive countryside.
	<ul style="list-style-type: none"> • No decision on a preferred route should be made, even in principle, until all studies have been completed and this includes the feasibility of reopening the railway line between Colne and Skipton. I think most people are in favour of this but I genuinely don't believe a bypass is required. I commute to Manchester daily and am really excited at the new Burnley rail loop which could mean I

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	leave my car at home and commute by train but as things currently stand the traffic on North Valley bears no comparison to what I face trying to get into work each day and Preston is equally a bad at peak times.
	Those of us who live in the path of the proposed bypass have been bound by strict planning regulations enforced by LCC yet it now appears that LCC has reversed its decisions completely and is now keen to extend urban sprawl into highly sensitive Greenbelt?
	We are all aware of Council cut backs and the limited funds available for critical services so why is the LCC budget not being allocated to those much needed areas, education, health, highway repair? Why are so keen to foist a bypass on the people of Colne?
	It is impossible to understand the potential environmental damage that can be caused without good first-hand knowledge of the area and I would urge you and your colleagues to canvas the area, not just those who would be physically and materially affected, but everyone and I would suggest that you walk the proposal routes if you haven't already. Part of your remit at the Council is to provide recreational access on foot, bike or horse and old railway and canal are really well utilised for recreational use. Please don't destroy a beautiful piece of green belt without due cause and I along with most residents feel that without data to back up your argument you don't have cause.
31	I have just had the opportunity of viewing the new proposals for the Colne - Foulridge bypass. My wife and I own one of the small number of properties affected directly by the Brown Route. Indeed, our house would have to be demolished if the Brown Route were adopted.
	Notwithstanding the small number of properties involved, Lancashire County Council has given us no notice of the proposals and I have only found out about them by chance. Before dealing with our opposition to the Brown Route, I wish to set out our contention that the procedure which has been adopted for public consultation in relation to the proposals is defective for the following reasons:
	1) Proper notice has not been given. All persons affected by the proposals should be given notice in writing in order to make their views known. The proposals involve a significant change to the route of the bypass which has been set for at least the last 20 years.
	2) The plans annexed to the proposals are inadequate. The marking is not sufficiently clear to enable anyone to

Respondent Number	Comments
	<p>appreciate fully the routes being suggested. LCC ought to have instructed a suitably qualified surveyor to produce proper plans. I have viewed the plans online at 400 times magnification. An illustration of how poor the plans are is that the Brown Route actually enters the Leeds - Liverpool canal to the North of Red Lane. I assume that this is not intended. I had expected to see better plans at Colne Public Library. However, the plans available at Colne Public Library have no detail at all. No attempt has been made to use a scale which would enable the plans to be properly considered.</p>
	<p>3) The Masterplan leaflet indicates clearly that the decision to adopt the Brown Route has already been made. Only one route is shown. I assume that this an error. Whatever the reason, the effect is the same. Persons who may wish to voice an opinion will be put off doing so for fear that no attention will be paid to their opinion.</p>
	<p>4) The currently adopted route for the bypass is the disused Colne - Skipton railway line ("the Railway Line"). The Brown Route follows the route of the Railway Line for much if not most of its length. Although the route of the bypass is to be changed specifically in order to enable the Railway Line to be reinstated, SELRAP has not been provided with any detailed plans showing how this is to be achieved. I have spoken to a representative of SELRAP today who has confirmed that this is the case. I cannot understand why the issue of how the bypass is to interact with the Railway Line was not resolved before the public consultation procedure started.</p>
	<p>I consider that all of these procedural failures are sufficient to render any subsequent decision by LCC to adopt the Brown Route unlawful.</p>
	<p>As regards the choice of the Brown Route, we have the following points to make: 1) I cannot understand how the construction of a bypass which connects the M65 to the A56 North of Foulridge can hope to reduce traffic. It will merely create a bottle-neck at Foulridge.</p>
	<p>2) As mentioned above, the current route for the bypass is the Railway Line. The stated reason for the departure from this route is the desire to enable the Railway Line to be reinstated. SELRAP hope not only to reinstate the Railway Line but also to upgrade it to a two track line to 21st Century standards. This will involve significant widening of the same together with the bridge widening and other associated works connected with this. It is my understanding that LCC is bound by covenants which prevent it from making use of the Railway Line and the area surrounding the same in any</p>

Respondent Number	Comments
	<p>way which might prejudice such reinstatement and upgrading and has also assured SELRAP that it will take no step which might prejudice such reinstatement and upgrading. It is difficult to see how a bypass on the Brown Route could allow for such reinstatement and upgrading while giving proper access to canal users. The Brown Route and the Railway Line follow the same path to the North of Red Lane. The topography of the area is far from ideal for a road of any size. I have inspected this area on the ground and there is no obvious route to the West of the Railway Line. Railway engineers knew their work and the path of the Railway Line is the only suitable one in this area.</p>
	<p>3) The path of the bypass is to be changed so as to avoid prejudice to the reinstatement of the Railway Line. It is difficult to see the logic behind the choice of a route which follows the path of the Railway Line to a large extent. Surely, the logic behind the change requires a route which is completely different from that of the Railway Line.</p>
	<p>4) The adoption of the Brown Route would involve the demolition of a listed building, Although the proposals do not make this clear, this can only be Blakey Hall Farm. Part of Blakey Hall Farm was built in the 13th Century and it is the oldest building in Colne. It is one of the few remaining manor houses of East Lancashire and is linked to the Blakey family, one of the most prominent families in the North during the late mediaeval period. Permission to demolish Blakey Hall Farm would need to be obtained from English Heritage and the proposals give no information in relation to the likelihood that such permission would be granted. It is unclear whether this issue has been investigated at all. Even if such permission were granted, the costs of compulsory acquisition of Blakey Hall Farm, the surrounding land and the businesses conducted from the same would be prohibitive. A very considerable amount of building work has been undertaken at Blakey Hall Farm over the last ten years for the development of its holiday letting and vehicle storage businesses.</p>
	<p>5) Part of our own house was built in the 14th Century and may well have been the mint used by the Blakey family.</p>
	<p>6) The canal is an important local amenity which brings in visitors from a wide area. The construction and use of the bypass will affect the use and enjoyment of the canal.</p>
	<p>7) The area between Wanless Water and the Railway Line to the South of Red Lane is used by walkers on a daily basis. Their enjoyment of this area will be affected.</p>
	<p>8) The link between the motorway and the Brown Route would appear to involve the construction of a new bridge</p>

Respondent Number	Comments
	over the canal very close to two other bridges. I would like you to confirm that a suitably qualified surveyor has considered the practicality of this part of the proposals on the ground.
	9) Wanless Water passes through a steep ravine to the South of Red Lane. This would need to be bridged. I do not know whether this is possible. Again, I would like you to confirm whether a suitably qualified surveyor has considered the practicality of this part of the proposals on the ground. In contrast, the Blue Route suffers from none of these issues. The Blue Route does not touch the Railway Line at any point and the adoption of the same would not appear to involve any compulsory acquisition or topographical issues. Quite why LCC favours the Brown Route over the Blue Route is a mystery.
	I would appreciate proper answers to the points which I have made.
Additional letter sent in by respondent 31	On 26 th November 2013 I sent a letter to Councillor Fillis setting out the reasons why I contend that the public consultation procedure adopted by Lancashire County Council in relation to the proposed Colne - Foulridge bypass ("the Bypass") is unlawful. I enclose a copy of this letter. I have an acknowledgment of receipt of the same. However, I have not had the courtesy of a response. I can only conclude that Councillor Fillis has no concerns as to whether LCC is acting lawfully or not. I hope that you, as a professionally qualified person, will have concerns as to the legality of LCC's actions.
	As LCC has chosen to consult the public with regard to the Bypass, it has a legal obligation to act fairly and a failure to comply with such obligation will provide the Court with grounds to quash any subsequent decision (see <i>R v Secretary of State for the Home Department ex p Doody</i> [1993] 2 All ER 92)
	I contend that the public consultation procedure has not been conducted fairly for the following reasons: 1) Proper notice was not given. My wife and I found out about the same by chance. As you are aware, our neighbours, Mr. and Mrs. Boothman only found out about the same by chance.
	2) The plans annexed to the Masterplan are inadequate. Those made available in the Colne Public Library are even worse.
	3) The Masterplan leaflet indicates clearly that the decision to proceed with the Brown Route has already been made. This may be due to poor use of English, but this does not matter.
	4) LCC is obliged to set out the factors which it intends to

Respondent Number	Comments
	take into account in deciding (a) whether to build the Bypass at all and (b) which route to take (see <i>R (on the Application of Jennifer Capenhurst and others) v Leicester City Council</i> [2004] EWHC 2124). The Masterplan does not do this.
	a) As regards the decision to build the Bypass at all, the Masterplan suggests that the decision will be based upon a traffic flow analysis. However, the Masterplan contains no evidence in this regard and no suggestion as to how LCC will evaluate the need for the Bypass based upon traffic flow analysis.
	b) As regards the route of the Bypass, the Masterplan contains no indication as to why the Red Route, the Brown Route and the Blue Route have been suggested or how LCC proposes to evaluate the merits of each.
	5) The original path of the Bypass was the disused Colne - Skipton railway ("the Railway"), that is to say the Red Route. The Masterplan states that the path has been changed from the Red Route so as not to prejudice the possibility that the Railway will be reinstated and improved. However, the favoured Brown Route follows the Railway for its entirety north of Red Lane. This is totally irrational under <i>Wednesbury</i> principles.
	6) The Masterplan states expressly that the Brown Route would not interfere with the reinstatement and improvement of the Railway. This is (at best) a reckless statement. LCC has no idea whether it would or would not. I have spoken with a senior representative of SELRAP who has told me that LCC had no discussions with SELRAP about the route of the Bypass before the Masterplan was produced. As I understand matters, there has been no discussion since. My own personal knowledge of the area indicates that it would be extremely difficult to construct a road to the North of Red Lane which would not interfere with the reinstatement and improvement of the Railway. The area undulates considerably and the route chosen by the engineers of the Railway is the only sensible one. I invite you to look at the area and form your own conclusion.
	7) Blakey Hall Farm is a listed building and the Masterplan does not state the likelihood that consent for its demolition would be granted by English Heritage.
	8) The Masterplan does not mention the fact that West Craven District Council was not consulted at all about the Bypass before the Masterplan was produced. There is no evidence that Yorkshire public authorities want the Bypass.
	In short, LCC has provided a lesson in how not to conduct a public consultation. I did not mention in my letter to Councillor Fillis that I am a Barrister. I did not do so

Respondent Number	Comments
	because. I had hoped to receive a reasoned response from him before taking the matter further. I hope to receive a reasoned response from you.

Appendix 5: Media Coverage Analysis

Consultation on the draft East Lancashire Highways and Transport Masterplan opened on 23 October and ran until 13 December. Views were sought from a range of stakeholders which include district councils, councillors, district and parish councils and members of the public.

Media relations

The masterplan was approved for consultation by the cabinet member for Highways and Transport on 10 October. A news release was issued and a series of briefings were held with the media. These included Radio Lancashire, the Lancashire Telegraph, 2BR radio and the Colne Times.

A further two news releases were issued, the first to promote the consultation event being held at Colne Library and the second as a consultation deadline reminder.

Media relations activity has resulted in extensive media coverage. From 10 October to 13 December there were more than 68 articles printed in the local media. See appendix 1.

Stakeholder engagement

A briefing for county councillors was held on 14 October. All county councillors were invited to attend. For those councillors who were unable to attend, the event was webcast and documents were posted on the members' portal. Additional meetings were also held with members from the three East Lancashire authorities?

Details of the consultation were also posted on the CFirst member portal.

A briefing was given to Pendle Borough Council councillors on 4 November.

Emails were sent to a wide range of stakeholders informing them of the consultation as well as promoting the event in Colne.

Website

A dedicated area for the consultation was developed on the county council's website. Visits to the page to date (23 October – 13 December) are as follows:

www.lancashire.gov.uk/corporate/web/?siteid=5489&pageid=43429&e=e

Stats for	Page views	Avg. Time on Page
23/10/13 – 13/12/13	5,245	00:04:35

The consultation was also posted on the 'Have your Say' consultation pages of council's website

www.lancashire.gov.uk/corporate/consultation/responses/response.asp?ID=219

Social media messages

A series of messages were posted on the county council's social media channels – Facebook and Twitter - throughout the consultation period.

- Our messages on Facebook reached over 4,300 people.
- Our messages on Twitter reached over 60,000 people.

Consultation documents

Consultation documents were made available at locations across East Lancashire on 23 October.

Barnoldswick Library	Church Library	Preston County Information Centre
Barrowford Library	Bacup Library	Chorley Interchange
Burnley Central Library	Clitheroe Library	Clitheroe Interchange
Longridge Library	Briercliffe Library	Accrington Library and Information Centre
Great Harwood Library	Brierfield Library	Nelson Interchange
Earby Library	Oswaldtwistle Library	
Whalley Library	Adlington Library	Rawtenstall Library and Information Centre
Rishton Library	UCLAN University Library	Leyland Library
Clayton le Moors Library	Preston Harris Central Library	
Nelson Library	Burnley County Information Centre	
Chatburn Library	Blackburn Visitor Centre	

A56 Bypass consultation event

Consultation materials were delivered to Colne Library on Friday 1 November, with a public consultation event held at Colne Library on 20 November. The consultation detailed the main aspects arising from the draft East Lancashire Highways and Transport Masterplan and options relating to the A56 Bypass. The purpose of the event was to give local residents as early an opportunity as possible to view the options for the A56 Bypass.

At the event, members of staff were on hand to answer questions and discuss the route options outlined in the masterplan.

Over 400 people attended the event.

**East Lancashire Highways and Transport Masterplan - media coverage - 10
October – 15 December**

Headline	Publication	Published	Value (£)	Reach	Weighting	Score	Total score	PR no
Vital bid to keep traffic moving	Lancashire Telegraph	15/10/2013	151.32	20870	2	2	4	PR13/0483
Pledge to widen M65 to three lanes	Lancashire Telegraph	15/10/2013	870.48	20870	2	2	4	PR13/0483
New plans launched for east Lancs infrastructure	Insider Media Limited (Web)	15/10/2013	1369	51000	1	2	2	PR13/0483
Plan could see motorway widened in Lancashire	Lancashire Evening Post	16/10/2013	1619.64	20379	3	2	6	PR13/0483
New bypass proposals are part of a county-wide transport masterplan	Nelson Leader	18/10/2013	887.7	13030	1	2	2	PR13/0482
Plans to set Burnley on road to riches	Burnley Express	18/10/2013	952.77	7550	3	2	6	PR13/0483
Sign up to help revived rail link plans gain momentum	Rossendale Free Press	18/10/2013	628.68	10600	1	2	2	PR13/0483
Whinney Hill road 'is missing link to improve network'	Accrington Observer (Friday)	18/10/2013	552.78	9759	2	2	4	PR13/0483
New bypass proposals are part of a county-wide transport masterplan	Colne Times	18/10/2013	935.55	13030	1	2	2	PR13/0483
The closest we have ever been to the £40m. bypass around Pendle's villages	Colne Times	18/10/2013	859.65	13030	1	2	2	PR13/0483
'Masterplan to guide county's transport needs	Clitheroe Adv and Times	24/10/2013	262.88	6631	1	2	2	PR13/0483
25-year debate could soon be over	Nelson Leader	25/10/2013	229.35	13030	1	1	1	
Campaign to bring the Villages Bypass to life	Nelson Leader	25/10/2013	117.5	13030	1	2	2	
Mixed reactions from residents to bypass plan	Nelson Leader	25/10/2013	783.75	13030	1	0	0	
Campaign to bring the Villages Bypass to life	Colne Times	25/10/2013	1206.15	13030	1	2	2	
Mixed reactions from residents to bypass plan	Colne Times	25/10/2013	820.05	13030	1	0	0	
25-year debate could be over	Colne Times	25/10/2013	260.7	13030	1	1	1	
250 already on board in supporting rail link	Rossendale Free Press	25/10/2013	261.95	10600	2	2	4	
Businesses back bypass campaign	Nelson Leader	01/11/2013	552.75	13030	1	2	2	
MP wants support for rail link plan	Lancashire Telegraph	02/11/2013	132.6	20870	2	2	4	
Andrew Stephenson	Lancashire Telegraph	04/11/2013	205.92	20870	2	2	4	
Keep shouting about transport	Rossendale Free Press	01/11/2013	513.76	10600	2	2	4	
GET US BACK ON TRACK	Rossendale	01/11/	138	106	2	2	4	

	Free Press	2013	.58	00				
Town is 'bypassed' by relief road plans	Lancashire Telegraph	05/11/2013	630.24	20870	2	-1	-2	
The M65 and the A56 Bypass the story so far	Colne Times	01/11/2013	1676.4	13030	1	2	2	
Businesses back bypass campaign	Colne Times	01/11/2013	504.9	13030	1	2	2	
Plans drawn up for long-awaited bypass	Lancashire Evening Post	06/11/2013	2163.6	20379	3	2	6	
Earby council send 'constructive criticism' to County Hall on plan	Nelson Leader	08/11/2013	532.95	13030	1	-1	-1	
MP slams county council for hold up with plans	Nelson Leader	08/11/2013	252.45	13030	1	-1	-1	
Track bed protected by current options	Nelson Leader	08/11/2013	242.55	13030	1	2	2	
Worries for town if by-pass goes ahead	Lancashire Telegraph	09/11/2013	488.28	18293	2	-1	-2	
1,500 sign rail link petition	Lancashire Telegraph	12/11/2013	59.28	18293	2	1	2	
Earby council send 'constructive criticism' to County Hall on plan	Colne Times	08/11/2013	551.1	13030	1	1	1	
MP slams county council for hold up with plans	Colne Times	08/11/2013	259.05	13030	1	-1	-1	
Bypass would benefit jobs, claims councillor	Lancashire Telegraph	15/11/2013	238.68	18293	2	2	4	
Mr Pendle's Diary	Nelson Leader	15/11/2013	354.75	13030	1	1	1	
Bypass meeting next week	Nelson Leader	15/11/2013	110.55	13030	1	2	2	
Barlick to back 'brown' route bypass?	Nelson Leader	15/11/2013	671.55	13030	1	2	2	
Doing nothing not an option	Clitheroe Adv and Times	14/11/2013	191.86	6631	1	-1	-1	
Traffic study	Lancashire Telegraph	18/11/2013	23.4	18293	2	2	4	
Roads need more work	Rosendale Free Press	15/11/2013	141.96	10600	2	0	0	
Road is labelled 'a ticking timebomb'	Lancashire Telegraph	20/11/2013	603.72	18293	2	-2	-4	
Bypass meeting next week	Colne Times	15/11/2013	115.5	13030	1	2	2	
Bypass 'would help keep thousands of jobs here'	Craven Herald And Pioneer	21/11/2013	395.6	12678	1	1	1	
Some sense at last?	Clitheroe Adv and Times	21/11/2013	230.02	6631	1	2	2	
Public reaction at bypass consultation	Nelson Leader	22/11/2013	635.25	13030	1	1	1	PR13 /0549
End years of misery by doing something sooner, not later	Nelson Leader	22/11/2013	394.35	13030	1	2	2	
End years of misery by doing something sooner, not later	Colne Times	22/11/2013	384.45	13030	1	2	2	
So much wrong with bypass	Lancashire Evening Post	27/11/2013	1435.5	20379	3	-1	-3	

Air views on travel masterplan	Lancashire Telegraph	29/11/2013	62.4	18293	2	2	4	PR13/0592
Scheme could create new facilities	Nelson Leader	29/11/2013	168.3	13030	1	2	2	
Have your say on proposed bypass	Nelson Leader	29/11/2013	140.8	13030	1	2	2	
Still time to air views on transport scheme	Burnley Express (Tuesday)	03/12/2013	114.3	11246	1	2	2	
Have your say on proposed bypass	Colne Times	29/11/2013	142.7	13030	1	2	2	
Scheme could create new facilities	Colne Times	29/11/2013	163.35	13030	1	2	2	
Consultation 'disaster'	Lancashire Telegraph	05/12/2013	188.76	18293	3	-2	-6	PR13/0483
Fears that bypass would bring more villages traffic	Craven Herald And Pioneer	05/12/2013	360.64	12678	1	-2	-2	PR13/0483
Extra time for bypass views	Lancashire Telegraph	09/12/2013	215.28	18293	2	2	4	
Earby house plan decision deferred	Nelson Leader (Barnoldswich and Earby)	06/12/2013	338.25	13030	1	2	2	
Time running out to have your say on plan	Clitheroe Adv and Times	05/12/2013	64.66	6631	1	2	2	PR13/0592
Reopen the railway line	Nelson Leader	06/12/2013	166.65	13030	1	-1	-1	
Residents oppose bypass proposals	Nelson Leader	06/12/2013	602.25	13030	1	-2	-2	
Proposal for bypass sparks traffic fears for villages	Lancashire Telegraph	10/12/2013	121.68	18293	2	0	0	
Reopen the railway line	Colne Times	06/12/2013	166.65	13030	1	-2	-2	
Bypass will hit county heritage	Lancashire Evening Post	13/12/2013	343.56	20379	3	-1	-3	
How about a route on the other side of Colne?	Nelson Leader	13/12/2013	410.85	13030	1	-1	-1	

East Lancashire Masterplan Questionnaire

2013

Report

December 2012

Heather Walmsley and Mick Edwardson

December 2013

For further information on the work of the Corporate Research and Intelligence Team, please contact us at:

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Executive summary

Lancashire County Council undertook a 7-week consultation to inform the East Lancashire masterplan. The consultation was conducted by a combination of paper-based and online questionnaires. In total 437 responses were received.

1.1 Key findings

- Over two-thirds of respondents (69%) agree that the county council's vision for East Lancashire's transport network should aim to ensure that employment sites are well connected both nationally and internationally. A quarter of respondents (25%) disagree with this aim.
- Over two-thirds of respondents (68%) agree that the county council's vision for East Lancashire's transport network should aim to provide local developments with local transport connections that they need to succeed. A quarter of respondents (25%) disagree with this aim.
- Around three-quarters of respondents (74%) agree that the county council's vision for East Lancashire's transport network should aim to help people from all communities to travel to employment and education.
- Over three-quarters of respondents (77%) agree that the county council's vision for East Lancashire's transport network should aim to make sustainable travel (eg trains and buses) the choice wherever possible, even in rural areas.
- Over four-fifths of respondents (85%) agree that the county council's vision for East Lancashire's transport network should aim to make walking and cycling safe and easy choices for local journeys.
- Over three-quarters of respondents (76%) agree that the county council's vision for East Lancashire's transport network should aim to make improvements to our streets and public spaces that support both new development and existing communities.
- Just under nine-tenths of respondents (87%) agree that the county council's vision for East Lancashire's transport should aim to make the area attractive for visitors.
- Just under four-fifths of respondents (79%) agree that the county council's vision for East Lancashire's transport network should aim to make the area easy for visitors to travel around without a car.
- Overall, almost three-fifths of respondents (57%) agree with the county council's vision for improving East Lancashire's transport network. Two-fifths of respondents (40%) disagree with the vision.
- Four-fifths of respondents (81%) agree with the county council's proposal to focus on improving rail connections between East Lancashire and the growth areas of Preston and Central Lancashire, Manchester (including Manchester Airport) and Leeds.
- Around three-fifths of respondents (57%) agree with the county council's proposal to look at the A56/M66 corridor and how traffic congestion can be reduced and the reliability of bus services improved. Just under a third of respondents (31%) disagree with this proposal.

- Just under two-fifths of respondents (39%) agree with the county council's proposals to look at the main routes between Samlesbury, Cuerden and Whitbriik, including the M65. However, two-fifths of respondents (40%) say that they don't know about the proposals.
- Three-fifths of respondents (60%) strongly disagree with the county council's new proposal for the A56 Colne-Foulridge bypass. However, just under a quarter of respondents (24%) strongly agree with this proposal.
- Over half of respondents (56%) agree with the county council's proposal to look at what needs to be done to make sure that our roads can support the economic growth planned for Burnley and Pendle. Over a third of respondents (35%) disagree with this proposal.
- Over two-fifths of respondents (43%) agree with the county council's proposal to look at what needs to be done to the A59 between Samlesbury and North Yorkshire boundary and also the A671/A6068 route between Whalley and M65 Junction 8. Just under two-fifths of respondents (37%) say that they don't know about the proposal.
- Over three-fifths of respondents (63%) agree with the county council's proposals to focus on access to and between the main towns and employment areas. Over a quarter of respondents (27%) disagree.
- Respondents were then asked for any additional comments they had about any of the proposals. Over two-thirds of these comments related to the Colne – Foulridge bypass, with the majority of these expressing concerns at one or more of the route options

Introduction

The East Lancashire Masterplan looks at problems, gaps and opportunities affecting the roads and public transport in East Lancashire and the impact of these on the people, places and economy of the area. It sets out Lancashire County Council's vision for travel and transport in the future and explains what the county council will do next to meet the current and future needs and hopes of the people of East Lancashire, which covers Burnley, Hyndburn, Pendle, Ribble Valley and Rossendale.

A range of proposals have been developed to meet the future transport needs of East Lancashire for rail, roads, public transport, walking and cycling. A public consultation was conducted to seek views in relation to the proposals.

Methodology

The consultation ran from 23 October 2013 to 13 December 2013 and was conducted through a paper and online questionnaire. Paper copies were available from libraries and at a public meeting on 20 November 2013. In total 437 questionnaires were returned.

3.1 Limitations

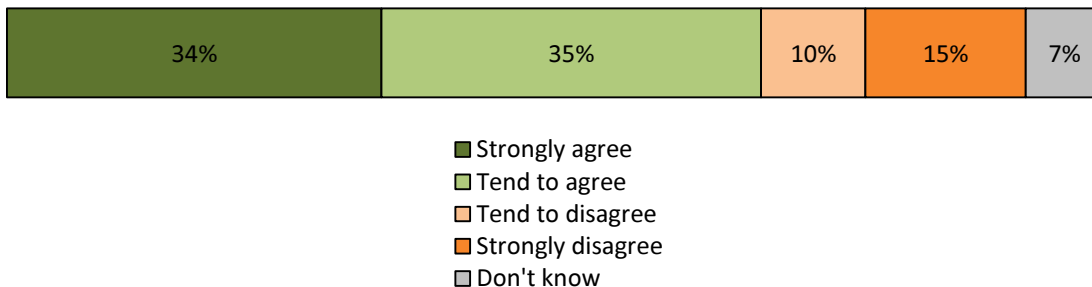
Although the survey was available for anyone to respond to, the aim of the consultation was to gain the views of those who will be affected by the proposals and so the responses should not be seen as the view of the overall Lancashire population.

In charts or tables where responses do not add up to 100%, this is due to multiple responses or computer rounding.

Main research findings

Respondents were first asked several questions about the overall vision for the East Lancashire masterplan. Over two-thirds of respondents (69%) agree that the county council's vision for East Lancashire's transport network should aim to ensure that employment sites are well connected both nationally and internationally. A quarter of respondents (25%) disagree with this aim.

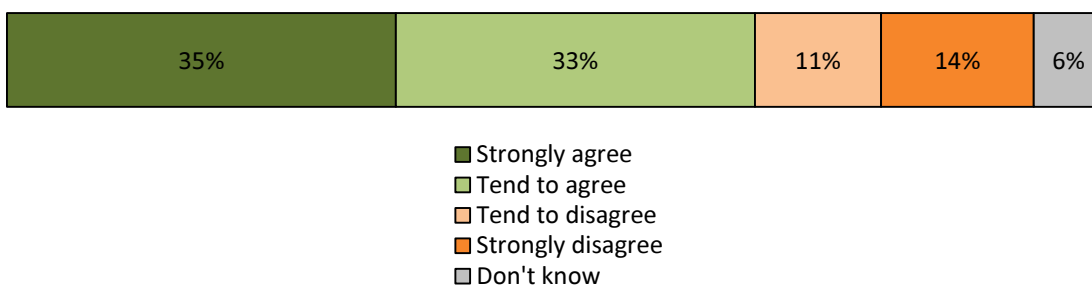
Chart 1 - How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to ensure that employment sites are well connected both nationally and internationally?



Base: all respondents 410

Over two-thirds of respondents (68%) agree that the county council's vision for East Lancashire's transport network should aim to provide local developments with local transport connections that they need to succeed. A quarter of respondents (25%) disagree with this aim.

Chart 2 - How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to provide local developments with local transport connections that they need to succeed?



Base: all respondents 409

Around three-quarters of respondents (74%) agree that the county council's vision for East Lancashire's transport network should aim to help people from all communities to travel to employment and education.

Chart 3 - How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to help people from all communities to travel to employment and education?

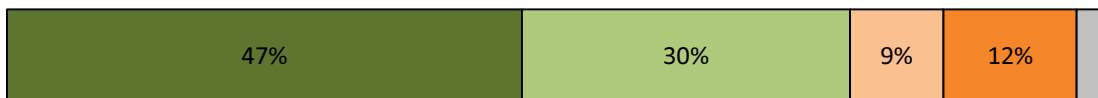


- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 406

Over three-quarters of respondents (77%) agree that the county council's vision for East Lancashire's transport network should aim to make sustainable travel (eg trains and buses) the choice wherever possible, even in rural areas.

Chart 4 – How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to make sustainable travel (eg trains and buses) the choice wherever possible, even in rural areas?

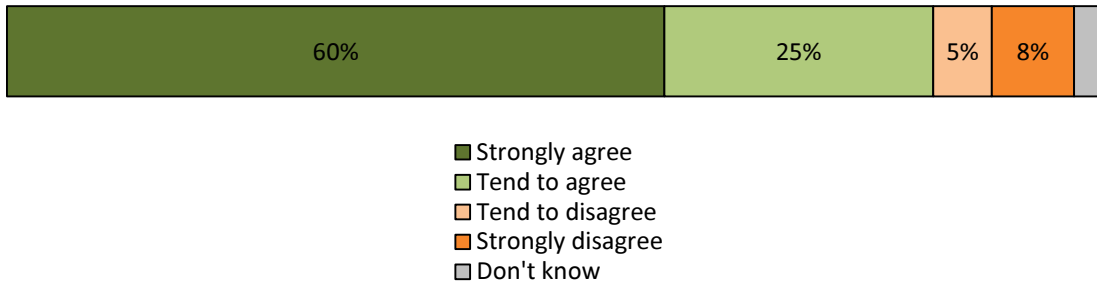


- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 411

Over four-fifths of respondents (85%) agree that the county council's vision for East Lancashire's transport network should aim to make walking and cycling safe and easy choices for local journeys.

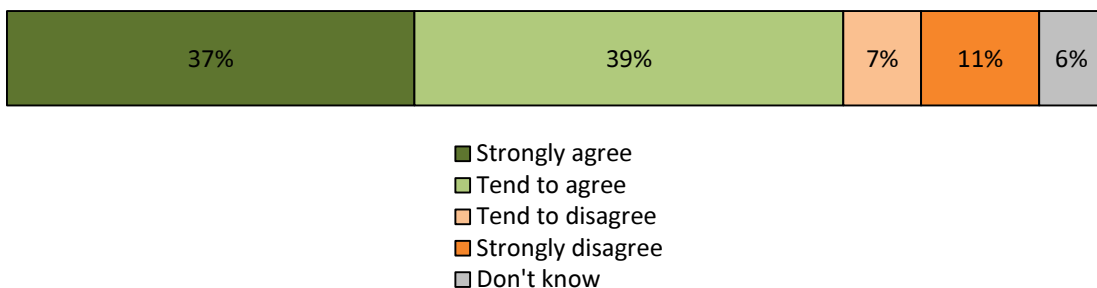
Chart 5 – How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to make walking and cycling safe and easy choices for local journeys?



Base: all respondents 412

Over three-quarters of respondents (76%) agree that the county council's vision for East Lancashire's transport network should aim to make improvements to our streets and public spaces that support both new development and existing communities.

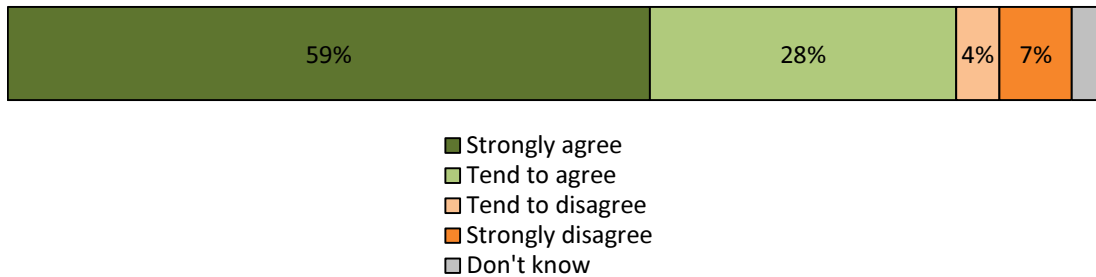
Chart 6 – How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to make improvements to our streets and public spaces that support both new development and existing communities?



Base: all respondents 409

Just under nine-tenths of respondents (87%) agree that the county council's vision for East Lancashire's transport should aim to make the area attractive for visitors.

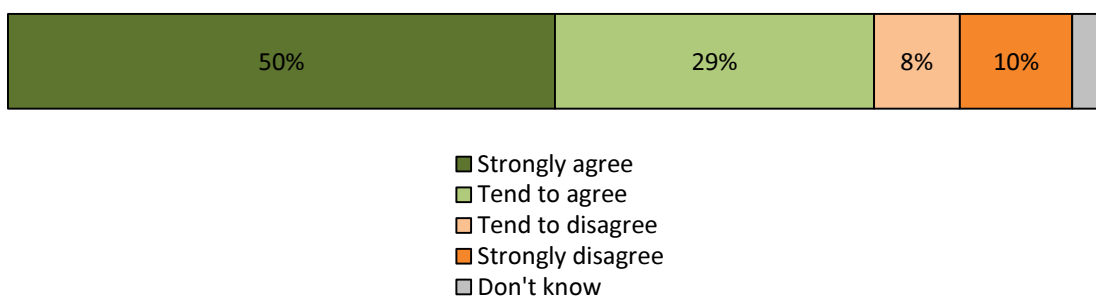
Chart 7 – How strongly do you agree or disagree that the vision for East Lancashire's transport should aim to make the area attractive for visitors?



Base: all respondents 408

Just under four-fifths of respondents (79%) agree that the county council's vision for East Lancashire's transport network should aim to make the area easy for visitors to travel around without a car.

Chart 8 – How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to make the area easy for visitors to travel around without a car?

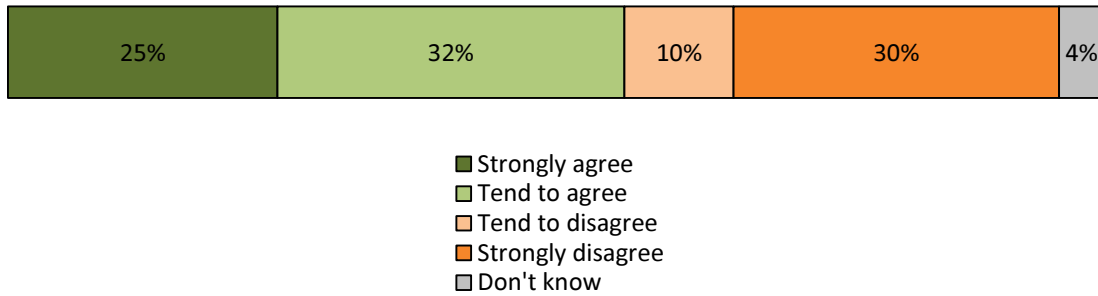


Base: all respondents 409

Respondents were then asked how strongly they agree or disagree with the county council's overall vision for improving East Lancashire's transport network. Overall, almost three-fifths of respondents (57%) agree with the county council's vision for

improving East Lancashire's transport network. Two-fifths of respondents (40%) disagree with the vision.

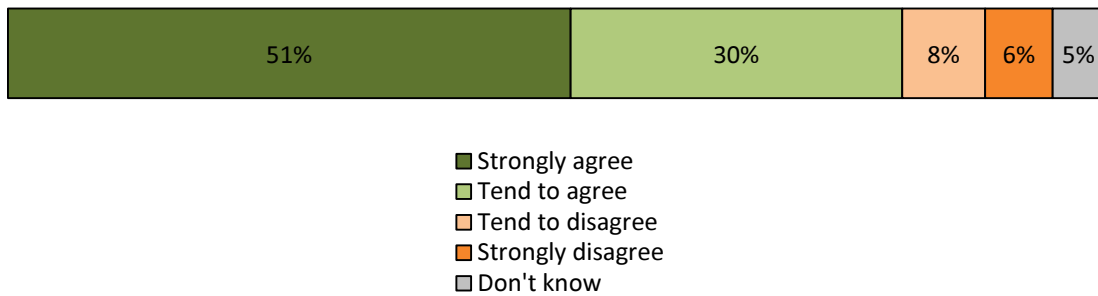
Chart 9 - Overall, how strongly do you agree or disagree with the vision for improving East Lancashire's transport network?



Base: all respondents 411

Respondents were then asked how strongly they agree or disagree with specific proposals for East Lancashire's transport network. Four-fifths of respondents (81%) agree with the county council's proposal to focus on improving rail connections between East Lancashire and the growth areas of Preston and Central Lancashire, Manchester (including Manchester Airport) and Leeds.

Chart 10 - How strongly do you agree or disagree with the proposal to focus on improving rail connections between East Lancashire and the growth areas of Preston and Central Lancashire, Manchester (including Manchester Airport) and Leeds?



Base: all respondents 423

Around three-fifths of respondents (57%) agree with the county council's proposal to look at the A56/M66 corridor and how traffic congestion can be reduced and the reliability of bus services improved. Just under a third of respondents (31%) disagree with this proposal.

Chart 11 - How strongly do you agree or disagree with the proposal to look at the A56/M66 corridor and how traffic congestion can be reduced and the reliability of bus services improved?

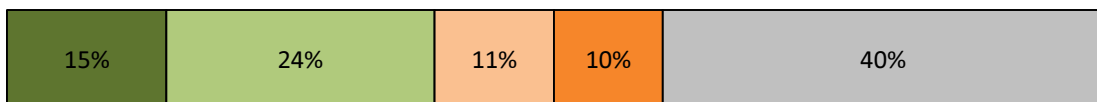


- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 417

Just under two-fifths of respondents (39%) agree with the county council's proposals to look at the main routes between Samlesbury, Cuerden and Whitbirk, including the M65. However, two-fifths of respondents (40%) say that they don't know whether they agree or disagree with the proposals.

Chart 12 – How strongly do you agree or disagree with the proposals to look at the main routes between Samlesbury, Cuerden and Whitbirk, including the M65?



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 413

Three-fifths of respondents (60%) strongly disagree with the county council's new proposal for the A56 Colne-Foulridge bypass. However, just under a quarter of respondents (24%) strongly agree with this proposal.

Chart 13 - How strongly do you agree or disagree with our new proposal for the A56 Colne-Foulridge bypass?



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 428

Over half of respondents (56%) agree with the county council's proposal to look at what needs to be done to make sure that our roads can support the economic growth planned for Burnley and Pendle. Over a third of respondents (35%) disagree with this proposal.

Chart 14 - How strongly do you agree or disagree with the proposal to look at what needs to be done to make sure that our roads can support the economic growth planned for Burnley and Pendle?



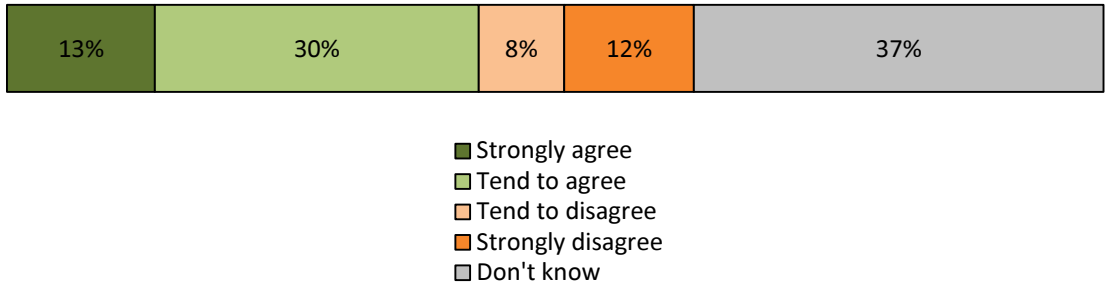
- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 423

Over two-fifths of respondents (43%) agree with the county council's proposal to look at what needs to be done to the A59 between Samlesbury and North Yorkshire boundary and also the A671/A6068 route between Whalley and M65 Junction 8. Just

under two-fifths of respondents (37%) say that they don't know whether they agree or disagree with the proposal.

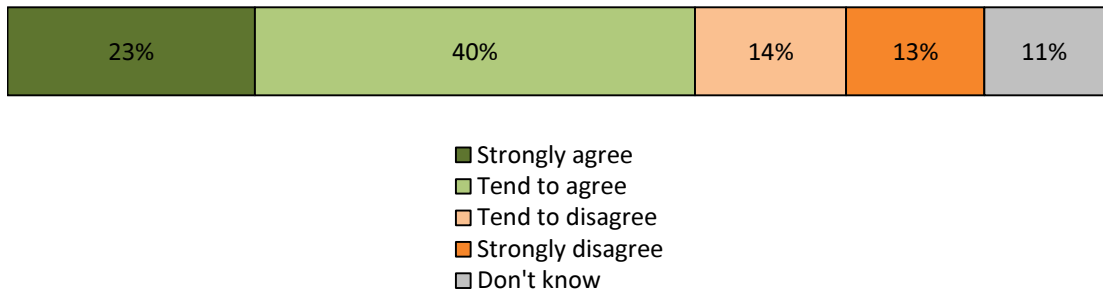
Chart 15 – How strongly do you agree or disagree with the proposal to look at what needs to be done to the A59 between Samlesbury and North Yorkshire boundary and also the A671/A6068 route between Whalley and M65 Junction 8?



Base: all respondents 423

Over three-fifths of respondents (63%) agree with the county council's proposals to focus on access to and between the main towns and employment areas. Over a quarter of respondents (27%) disagree.

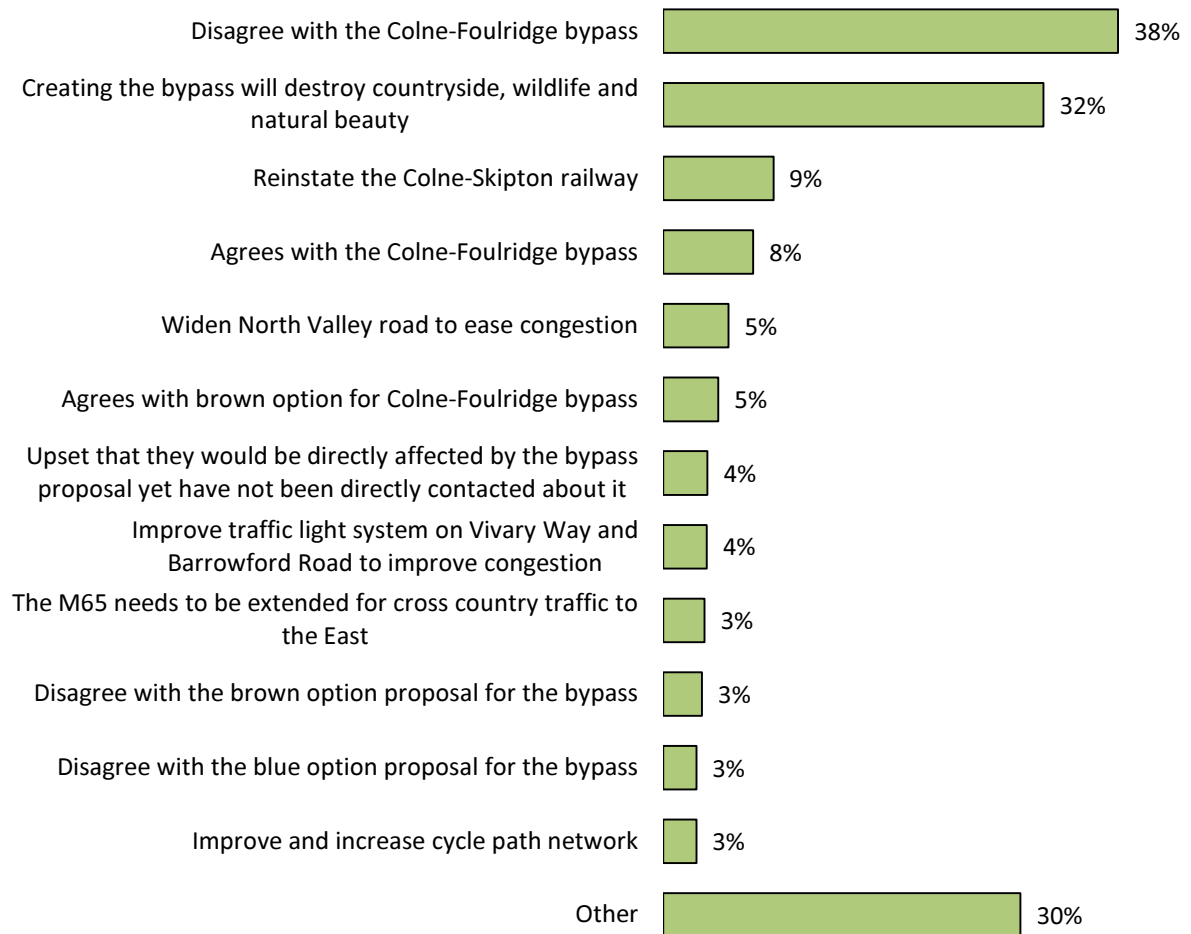
Chart 16 - How strongly do you agree or disagree with the proposal to focus on access to and between the main towns and employment areas?



Base: all respondents 421

Respondents were then asked for any additional comments they had about any of the proposals. Around two-fifths of respondents' additional comments (38%) were to disagree with the Colne-Foulridge bypass.

4.1 Additional comments



Base: all respondents 436

Appendix 1: demographic breakdown

	Count	Percentage
Have you read the East Lancashire Master Plan document?	362	84%
Yes	67	16%
No		

	Count	Percentage
Are you responding to this consultation on behalf of an organisation?	21	5%
Yes	409	95%
No		

	Count	Percentage	
How often do you use the following types of transport? Car	Every or most days	311	77%
	A few times a week	71	18%
	A few times a month	10	2%
	Less often	5	1%
	Never	7	2%

	Count	Percentage	
How often do you use the following types of transport? Bus	Every or most days	13	4%
	A few times a week	33	9%
	A few times a month	56	15%
	Less often	160	43%
	Never	106	29%

	Count	Percentage	
How often do you use the following types of transport? Train	Every or most days	5	1%
	A few times a week	15	4%
	A few times a month	65	18%
	Less often	200	54%
	Never	83	23%

	Count	Percentage	
How often do you use the following types of transport? Bicycle	Every or most days	18	5%
	A few times a week	47	13%
	A few times a month	74	20%
	Less often	85	23%
	Never	146	39%

	Count	Percentage
Are you...?	229	57%
Male		

Female	172	43%
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	Count	Percentage	
What was your age on your last birthday?	18 and under	0	0%
	19-24	23	6%
	25-34	68	18%
	35-54	164	43%
	55 and over	125	33%

	Count	Percentage	
Are you a deaf person or do you have a disability?	Yes	17	4%
	No	381	96%

	Count	Percentage	
Which best describes your ethnic background?	White	389	98%
	Asian or Asian British	3	1%
	Mixed/multiple ethnic group	1	<1%
	Black/African/Caribbean/Black British	1	<1%
	Other ethnic group	4	1%

	Count	Percentage	
What is the name of your organisation?	Canal & River Trust	1	<1%
	Foulridge anti - bypass campaign	6	1%
	Friends Against the Colne Bypass	1	<1%
	Great Harwood PROSPECTS Panel	1	<1%
	NR Engineering	1	<1%
	Pendle anti-bypass group	1	<1%
	Pendle Borough Council	1	<1%
	Resident of Colne	1	<1%
	Ribble Valley Rail	1	<1%
	Rossendale Borough Council	1	<1%
	Self employed consultant PGM service	1	<1%
	SELRAP - Skipton-East Lancashire	2	<1%
	StoneHouse Logic Limited	1	<1%
	Sustrans	1	<1%
	www.path-n-pedal.com	1	<1%

	Count	Percentage
What is your home postcode? BB1	1	<1%
BB2	1	<1%
BB3	1	<1%
BB4	5	<1%
BB5	2	<1%
BB6	1	<1%
BB7	5	1%
BB8	243	56%
BB9	53	12%
BB10	7	2%
BB11	3	1%
BB12	9	2%
BB18	47	11%
BD23	10	2%
Other	8	2%

	Count	Percentage
If you work, what is the BB1	1	<1%
postcode of your main place of BB2	4	1%
work? BB3	2	<1%
BB4	3	1%
BB5	5	1%
BB7	6	1%
BB8	44	10%
BB9	43	10%
BB10	19	4%
BB11	23	5%
BB12	7	2%
BB16	1	<1%
BB18	25	6%
BD23	10	2%
LS1	6	1%
Other	66	15%

Agenda Item 5

Executive Scrutiny Committee

Meeting to be held on Tuesday 4 February 2014

Electoral Division affected: None

Individual Cabinet Member Key Decisions

Contact for further information:

Josh Mynott, (01772) 534580, Office of the Chief Executive,

josh.mynott@lancashire.gov.uk

Executive Summary

The Committee is invited to consider any key decisions due to be taken by Cabinet Members.

Recommendation

That the Committee scrutinise any reports for key decisions by individual Cabinet Members and make recommendations as appropriate.

Background and Advice

Cabinet Members are due to take the key decisions listed on the agenda cover sheet in February

The committee is invited to consider any reports listed above, and to comment as appropriate.

Any comments or recommendations made by the Committee will be reported to the Cabinet Member at the relevant Decision Making Session (DMS)

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

Implications are as set out in the individual reports.

**Local Government (Access to Information) Act 1985
List of Background Papers**

Paper	Date	Contact/Directorate/Tel
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N/A

Reason for inclusion in Part II, if appropriate

N/A

Report to the Cabinet Member for Children, Young People and Schools
Report submitted by: Interim Executive Director for Children and Young People
Date 6 February 2014

Part I

Electoral Division affected:
All in Blackpool and
Blackburn with Darwen

Use of Court Experts in Care Proceedings

Contact for further information:

Sarah Jones, 07500 884 081, Directorate for Children and Young People,
Sarah.jones2@lancashire.gov.uk

Executive Summary

A recent Family Justice Review has outlined changes in how court experts should be used in care proceedings for children and young people. A wide range of professionals are currently used to submit evidence to the Court, and the Review seeks to reduce the number and frequency of their use.

In 2012/13, the Local Authority spent approximately £0.400m on legal experts in relation to Child Protection matters and a further £0.215m on other non-legal expert assessments. If agreed, Lancashire County Council will work with its Local Authority partners, Blackpool and Blackburn with Darwen Councils to reduce the number of experts used and their associated costs. It is anticipated that a Framework Agreement is the most effective approach to achieving this.

It is important to highlight the distinction between expert assessments for Pre-Proceedings and Full Care Proceedings. Since each requires different types of expert reports the Framework will initially focus on Pre-Proceedings, particularly in light of the tight time scale in place. A secondary Framework will be put in place approximately 12 months later for experts involved in Full Care Proceedings.

This is deemed to be a Key Decision and Standing Order 25 has been complied with.

Recommendation

The Cabinet Member for Children, Young People and Schools is recommended to approve the tendering for a Framework Agreement over a four year period, in conjunction with the County Council's local authority partners, Blackpool and Blackburn with Darwen Councils. The value of which will exceed £1.4m over the lifetime of the Framework.

Background and Advice

The Family Justice Review, undertaken by the Ministry of Justice, has outlined changes in how Court Experts should be used in Care Proceedings for children and young people. Experts are required to provide information and evidence regarding the welfare and needs of children and young people to inform the court process. A set of National Standards has been introduced which will ensure consistency, quality and accountability of the experts. These standards will also form the basis of the service specification. The Local Authority spent approximately £0.615m in 2012/13 on experts for Care Proceedings including solicitors, independent social workers, psychologists, DNA testers and medical professionals of various disciplines.

In 2012/13, a total of 796 Full Care Orders and 309 Interim Care Orders were in place.

In the current financial climate and with demand for social care services continuing to rise, Children's Social Care and the Integrated Health Service suggest that experts are commissioned in a more consistent and organised manner in order to reduce the use and costs associated with experts and to use in- house experts more frequently. The National Standards will be in place from April 2014 and stipulate more frequent use of in- house experts. In doing so, Children's Social Care will be able to use their professional expertise to contribute quickly and effectively to Care Proceedings.

There are two types of Care Proceedings; Pre and Full Care Proceedings. Each type is funded in a slightly different manner and experts are required to give different types of reports. In regards to pre- proceedings, commissioning in 2012/13 totalled £0.215m.

In regards to Full Care Proceedings which are jointly funded by legal parties the Authority's share of court expert costs totalled £0.400m was spent, largely in relation to expert assessments, investigations and medical consultancy.

It is anticipated that a Framework Agreement would be the most appropriate method to reduce costs and to ensure that the best experts are commissioned to provide evidence. It is envisaged that the Local Authority will work in conjunction with Blackpool and Blackburn with Darwen to reduce costs further and to ensure that the highest quality and most appropriate experts are on the Framework.

The Framework Agreement will initially focus on Pre-Proceedings and approximately 12 months later, a secondary Framework Agreement will be devised for Full Care

Proceedings. The Framework Agreement will focus on experts from the following disciplines; Hair strand and carbohydrate liver testing, independent social workers, psychological assessments, provision of counselling and therapies and DNA testing.

Agreement is sought to proceed with tendering for a Framework Agreement over a four year period, in conjunction with our Local Authority partners in Blackpool and Blackburn with Darwen. The tender will be run in accordance with EU Procurement legislation and the county council's standing orders.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

- effective commissioning of Court Experts will ensure that the highest quality reports are submitted to Court in a timely manner and at a reduced cost to the Local Authority and its partners;
- the commission will include the procurement of external services above the value of £1.4m over the lifetime of resulting frameworks / contracts.

Risk management

The Family Justice Review and associated changes should be in place from April 2014. The recommendations have been put in place to reduce the number and frequency of Expert reports in order that Care Proceedings are completed within the correct timescales. By not adhering to the changes, there is a risk that the Local Authority misses the deadline for changes to be in place and also continue paying large amounts of money that could be reduced.

Legal

There are no legal implications as the procurement exercise will be fully compliant with all legal requirements.

Procurement

Officers from the Directorate, the LPCoE and partners from Blackpool and Blackburn with Darwen will continue to work together to develop the optimum commissioning solution for the Council subject to the item being agreed.

Financial

The Authority is facing significant budget reductions over the next four years and a strong commissioning strategy will be a key contributor to delivering cost reductions whilst maintaining and, where possible improving, the quality of service delivery.

Children's Social Care is continuing to experience a rise in referrals and numbers of child subject to Child Protection. The increase in demand has resulted in significant

pressure on the Directorate's legal budget and spend has increased by £2.0m in the past three years.

In 2012/13 the Directorate spent approximately £0.615m on experts and a detailed review has identified some significant variations in fees charged, albeit in some cases justified by level of complexity. As an example psychological assessments can vary from £850 to £2100 per assessment.

It is anticipated that the introduction in 2013 of the new Public Law Outline will ultimately reduce legal spend overall but that the use of experts for pre-proceedings could rise as the process becomes embedded in practice. Whilst some services could be delivered in-house the demand for commissioned expert services in some areas is expected to rise and so the introduction of a Framework Arrangement will be key to driving down costs and delivering better value for money.

The proposed Framework will cover a 4-year period which provides the opportunity to liaise with current experts to devise either a standard fee, or if a tier system if more appropriate. This will ensure financial consistency amongst experts and will assist with future financial planning.

Consultation and Partnership working will commence in February, with the intention that the new agreement will be in place by September 2014. An open tendering process will be used in compliance with corporate standing orders and EU procurement legislation.

If this proposal is approved, financial viability of tendering organisations will be assessed as part of the standard tender assessment process.

List of Background Papers

Paper	Date	Contact/Directorate/Tel
N/A		
Reason for inclusion in Part II, if appropriate		
N/A		

Report to the Cabinet Member for Children, Young People and Schools
Report submitted by: Interim Executive Director for Children and Young People
Date: 6 February 2014

Part I

Electoral Division affected:
Penwortham South

Our Lady & St Gerard's RC Primary School: Proposal to Make Alteration to the Age Range of the School by Adding a Maintained Nursery
(Appendix 'A' refers)

Contact for further information:
Ben Terry, (01772) 531951, Directorate for Children and Young People,
ben.terry@lancashire.gov.uk

Executive Summary

This report aims to provide sufficient information on:

- the proposal to make alteration to the age range of Our Lady & St Gerard's RC Primary School, from 4 – 11 years to 3 – 11 years, through the establishment of a maintained nursery class, offering 30 full time equivalent nursery places.
- factors that the decision maker must take into consideration when determining the proposal and commentary on how the proposal meets these factors; and
- the responses received during the statutory notice period

in order for the decision maker to make a determination in respect of the proposal.

Between 11 November 2013 and 22 December 2013 the Governing Body of Our Lady & St Gerard's RC Primary School published a Statutory Notice, to consult on a proposal to make alteration to the age range of the school from 4 -11 years to 3 – 11 years, through the inclusion of a nursery class, with effect from 22 April 2014. In accordance with the statutory process for school expansion proposals, the Notice invited representations (objections or comments) within the statutory six week period.

Under the applicable statutory guidance 'Making Changes to a Maintained Mainstream School (other than expansion, foundation, discontinuance & establishment proposals)', a decision should now be taken about the proposal. If the authority fails to decide the proposal within two months from the end of the statutory notice period, that is by 22 December 2013, the proposal and any representations about the proposal must be passed to the schools adjudicator for decision.

The constitutional arrangements of the County Council provide for the decision to be taken by the Cabinet Member for Children, Young People and Schools.

This is deemed to be a Key Decision and Standing Order 25 has been complied with.

Recommendation

The Cabinet Member for Children, Young People and Schools is recommended to:

- (i) consider the information in this report;
- (ii) approve the proposal to alter the age range at Our Lady & St Gerard's RC Primary School from 4 -11 years to 3 – 11 years, through the inclusion of a nursery class, with effect from 22 April 2014; and
- (iii) approve that an appropriate statutory decision letter be sent out as specified under legal requirements to give the reasons for the decision to those who are to be informed of them.

Background and Advice

In 2012 the school approached Lancashire County Council regarding a school led proposal to make alteration to the age range of the school from 4 -11 years to 3 – 11 years, through the inclusion of a nursery class, with effect from 22 April 2014. The proposal would result in the provision of 30 full time nursery places.

It should be noted that there is already a privately run pre-school group, which operates within the school buildings. The Governing Body wish to take over the early years provision. The building will be expanded to accommodate the additional pupils.

The Governing Body identified the following objectives of the proposal:

- To ensure that parents and children have access to a coherent and well planned education structure that provides continuity of learning for 3 – 11 years.
- To provide continuity through an integrated approach to curriculum planning and assessment so that pupils makes the best possible progress in learning.
- To improve children's key skills in a progressive way.
- To provide greater continuity if teaching, pupil care and development under a single Headteacher.

Prior to the publication of the Statutory Notice, the Governing Body had conducted a Stage 1 consultation on the proposed change to the school, between 27 September 2013 and 4 November 2013. The consultation sought representation from key stakeholders, although the views of the county council had not been sought at this time.

Following the Stage 1 consultation on the proposal, on 11 November 2013, the Governing Body of Our Lady & St Gerard's RC Primary School agreed to the

publication of a Statutory Notice proposing to make alteration to the school by changing the age range from 4 – 11 years to 3 – 11 years.

Full details of the school expansion proposal to be considered are set out in Appendix 'A'. The information contains the school's Stage 1 consultation document and the Statutory Notice complete proposal.

The Statutory Notice period expired on 22 December 2013 and the proposal falls to the authority to determine. The proposal is now at stage 4 of the 5 stage statutory process. This is summarised below:

Stage	Statutory requirement	Dates
1	Initial consultation on the proposal	27 September to 4 November 2013
2	Publication of a Statutory Notice	11 November 2013
3	Representations on the Proposal	By 22 December 2013
4	Decision *	6 February 2014
5	Implementation date: if the decision is to proceed with the proposal.	22 April 2014

* If the local authority is responsible for a decision on the proposal and fails to take it within two months from the end of the representation period (stage 3), that is 22nd December 2013, the proposal must be passed to the schools adjudicator for decision.

Representations

196 written representations were received during the statutory notice period. Further information is provided below.

Consultations

Full details of the statutory notice representation process are set out in Appendix 'A' (section 11).

Checks on receipt of Statutory Proposals

Before judging the merits of a statutory proposal, DFE Guidance 'Making Changes to a Maintained Mainstream School (other than expansion, foundation, discontinuance & establishment proposals)' advises (at 4.7) that there are four key issues which the decision maker should consider:

- Is any information missing?
- Does the published notice comply with statutory requirements?
- Has statutory consultation been carried out prior to the publication of the notice?
- Are the proposals 'related' to other published proposals (and should therefore be considered together)?

There is no information missing. The information is provided in the complete proposal at Appendix 'A'.

The published notice complies with statutory requirements.

Stage 1 consultation was carried out prior to the publication of the notice, detailed in Appendix 'A'.

The proposal is not 'related' to any other published proposals.

Funding and land

The Decision Maker should be satisfied that any land, premises or capital required to implement the proposals will be available. Furthermore, there is a strong presumption for approval where the school meets the DfE criteria for high performing and does not require capital support.

Comment

The Governing Body of Our Lady & St Gerard's RC Primary School confirms that it has the necessary capital funds to implement the proposals in full within the school's current site boundary, and has acknowledged that capital funding would not be sought from the county council to assist the implementation of the proposal. The school is currently building an additional EYFS (foundation) class for children in their first year of compulsory schooling. As part of this project an additional classroom is being built, which could accommodate a nursery class. The total cost of the building works will be £136,600. £42,000 of this will be met through donations, with the remainder met from existing funds held by the Governing Body.

Any revenue funding implications will be addressed through the Dedicated Schools Grant.

Every child matters

The decision maker should consider how proposals will help every child and young person be healthy; stay safe; enjoy and achieve; make a positive contribution; and achieve economic well-being.

Comment

The statutory proposal is to make alteration to the age range of the school from 4 – 11 years to 3 – 11 years. The proposal will effectively take over the existing pre-school privately operated provision, resulting in improved continuity, stability and security.

Travel and accessibility

The proposed changes should be accessible and should not adversely impact on disadvantaged groups.

Comment

Most of the young people will have already been attending the privately operated pre-school within the school buildings of Our Lady & St Gerard's RC Primary School.

Special Educational Needs Provision

The guidelines for consideration relate mainly to a full system review of SEN provision within a local authority.

Comment

Not applicable.

Views of interested parties

These should be taken into account.

Comment

The views of interested parties, made during stage 1 of the consultation, are included in Appendix 'A' to this report (Section 11). A total of 51 responses were received. The vast majority of respondents were in favour of the proposals (97%) and only 3% were against the proposal. Two of those who objected were parents, one was a local child minder and one was a local nursery provider.

During the Statutory Notice period a total of 196 responses were received. All 196 responses either agreed or strongly agreed with the proposal to make alteration to the school's age range. No negative responses were received. The large majority of responses have been received from existing parents at the school.

The Cabinet Member for Children, Young People and Schools may:

- reject the proposal;
- approve the proposal as published;
- approve the proposal with limited modifications; or
- approve the proposal with specific conditions

Conclusion

Based on the 3 factors below, It is recommended that the proposal should be approved as published:

- Pre-school provision already exists within the school;
- The school has the necessary capital funds in place to meet the accommodation requirements, without assistance from the local authority;
- An extremely positive response to the statutory consultation has been received.

Implications:

This item has the following implications, as indicated:

Risk management

Legal

DfE Guidance 'Making Changes to a Maintained Mainstream School (other than expansion, foundation, discontinuance & establishment proposals)' which has been referred to throughout this report contains both statutory and non-statutory guidance. If the Local Authority fail to have due regard to the statutory guidance and the proposal is refused by the Cabinet Member, the Governing Body could request a referral of the decision to the schools adjudicator, which the local authority must comply with, and the schools adjudicator could overturn the decision.

Financial

The Governing Body has confirmed that it is able to fully fund the capital development required and that there will be no impact on the local authority, now or in the future, for additional capital funding as a direct consequence of the implementation of proposal. The revenue implications of funding the nursery provision will be contained within the funding received for the Dedicated Schools Grant.

Land and Property

Full planning permission has been secured for this project. An application will be made to the DfE to build on a small section of the playing field. Permission must also be obtained from the Diocese of Salford and Ampleforth Abbey Trustees. The accommodation project is expected to be completed by the end of February 2014.

Equality and Diversity

School Organisation Regulations (2009) prescribe the consultation that is required around each individual school organisation proposal and significant capital investment. In the case of this proposal access to, and choice of, local early years provision will be improved.

S. 149 of the Equality Act 2010 sets out the equality duty that public authorities must comply with. The proposal is to alter the age range, which will not disadvantage any group and will benefit, in the main, both current and future pupils at the school.

List of Background Papers

Paper	Date	Contact/Directorate/Tel
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N/A

Reason for inclusion in Part II, if appropriate

N/A

Appendix A

PROPOSALS FOR PRESCRIBED ALTERATIONS OTHER THAN FOUNDATION PROPOSALS: Information to be included in a complete proposal

Extract of Part 1 of Schedule 3 and Part 1 of Schedule 5 to The School Organisation (Prescribed Alterations to Maintained Schools)(England) Regulations 2007 (as amended):

In respect of a Governing Body Proposal: School and governing body's details

1. The name, address and category of the school for which the governing body are publishing the proposals.

Our Lady and St. Gerard's RC Primary School
Lourdes Avenue
Lostock Hall
PR5 5TB
(Voluntary Aided)

In respect of an LEA Proposal: School and local education authority details

1. The name, address and category of the school .

Implementation and any proposed stages for implementation

2. The date on which the proposals are planned to be implemented, and if they are to be implemented in stages, a description of what is planned for each stage, and the number of stages intended and the dates of each stage.

The planned proposals will be implemented fully on 22nd April 2014.

Objections and comments

3. A statement explaining the procedure for making representations, including —

- (a) the date prescribed in accordance with paragraph 29 of Schedule 3 (GB proposals)/Schedule 5 (LA proposals) of The School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2007 (as amended), by which objections or comments should be sent to the local education authority; and
- (b) the address of the authority to which objections or comments should be sent.

The proposal was published on Monday 11th November 2013.

The published notice clearly states that objections and comments must be made within six weeks of the date of publication.

Objections and comments should be sent to:

Ms L Taylor

Interim Executive Director of Children's Services

Lancashire County Council

PO Box 61

County Hall

Preston

Lancashire

PR1 8RJ

Alteration description

4. A description of the proposed alteration and in the case of special school proposals, a description of the current special needs provision.

To extend the age range of Our Lady and St. Gerard's RC Primary School from 4- 11 years to 3 -11 years to create a full primary school with a nursery class.

The proposal is to extend the age range of the school so that we can create a nursery class offering 30 full time equivalent nursery places.

Currently 3 year olds attend a privately run pre-school within the school buildings. The governing body now wishes to effectively take over the provision.

School capacity

5.—(1) Where the alteration is an alteration falling within any of paragraphs 1 to 4, 8 , 9 and 12-14 of Schedule 2 (GB proposals)/paragraphs 1-4, 7, 8, 18, 19 and 21 of Schedule 4 (LA proposals) to The School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2007 (as amended), the proposals must also include —

- (a) details of the current capacity of the school and, where the proposals will alter the capacity of the school, the proposed capacity of the school after the alteration;

The current capacity of the school is 350 pupils.

The proposed capacity of the school is 380 pupils.

- (b) details of the current number of pupils admitted to the school in each relevant age group, and where this number is to change, the proposed number of pupils to be admitted in each relevant age group in the first school year in which the proposals will have been implemented;

The current number of pupils admitted to the school in each year group is 50.
The proposed number of pupils to be admitted to the school in each year group is 50.
It is proposed that the nursery class will admit 30 full time equivalent pupils.

- (c) where it is intended that proposals should be implemented in stages, the number of pupils to be admitted to the school in the first school year in which each stage will have been implemented;

N/A

- (d) where the number of pupils in any relevant age group is lower than the indicated admission number for that relevant age group a statement to this effect and details of the indicated admission number in question.

The pupil numbers in the school have increased significantly over the last three years from 241 in 2010 to 281 in September 2013. These numbers are projected to increase in the future and our anticipated number on roll for September 2014 will be approximately 300.
The school admission number has always been 50 pupils and in September 2013 we admitted 49 pupils into Reception.

(2) Where the alteration is an alteration falling within any of paragraphs 1, 2, 9, 12 and 13 of Schedule 2 (GB proposals) /paragraphs 1, 2, 8, 18 and 19 of Schedule 4 (LA proposals) to The School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2007 (as amended), a statement of the number of pupils at the school at the time of the publication of the proposals.

There are currently 279 pupils on roll in the school.

Implementation

6. Where the proposals relate to a foundation or voluntary controlled school a statement as to whether the proposals are to be implemented by the local education authority or by the governing body, and, if the proposals are to be implemented by both, a statement as to the extent to which they are to be implemented by each body.

N/A

Additional Site

7.—(1) A statement as to whether any new or additional site will be required if proposals are implemented and if so the location of the site if the school is to occupy a split site.

N/A

(2) Where proposals relate to a foundation or voluntary school a statement as to who will provide any additional site required, together with details of the tenure (freehold or leasehold) on which the site of the school will be held, and if the site is to be held on a lease, details of the proposed lease.

N/A

Changes in boarding arrangements

8.—(1) Where the proposals are for the introduction or removal of boarding provision, or the alteration of existing boarding provision such as is mentioned in paragraph 8 or 21 of Schedule 2 (GB proposals)/7 or 14 of Schedule 4 to The School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2007 (as amended) —

- (a) the number of pupils for whom it is intended that boarding provision will be made if the proposals are approved;

N/A

- (b) the arrangements for safeguarding the welfare of children at the school;

N/A

- (c) the current number of pupils for whom boarding provision can be made and a description of the boarding provision; and

N/A

- (d) except where the proposals are to introduce boarding provision, a description of the existing boarding provision.

N/A

(2) Where the proposals are for the removal of boarding provisions or an alteration to reduce boarding provision such as is mentioned in paragraph 8 or 21 of Schedule 2 (GB proposals)/7 or 14 of Schedule 4 (LA proposals) to The School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2007 (as amended) —

- (a) the number of pupils for whom boarding provision will be removed if the proposals are approved; and

N/A

- (b) a statement as to the use to which the former boarding accommodation will be put if the proposals are approved.

N/A

Transfer to new site

9. Where the proposals are to transfer a school to a new site the following information—

- (a) the location of the proposed site (including details of whether the school is to occupy a single or split site), and including where appropriate the postal address;

N/A

- (b) the distance between the proposed and current site;

N/A

- (c) the reason for the choice of proposed site;

N/A

- (d) the accessibility of the proposed site or sites;

N/A

(e) the proposed arrangements for transport of pupils to the school on its new site; and

N/A

(f) a statement about other sustainable transport alternatives where pupils are not using transport provided, and how car use in the school area will be discouraged.

N/A

Objectives

10. The objectives of the proposals.

- To provide nursery provision for 30 (full time equivalent) children in the local area.
- To ensure that parents and children have access to a coherent and well planned education structure that provides continuity of learning from 3 -11 years.
- To provide continuity through an integrated approach to curriculum planning and assessment so that pupils make the best possible progress in learning.
- To improve children's key skills in a progressive way.
- To provide greater continuity of teaching, pupil care and development under a single Headteacher.

Consultation

11. Evidence of the consultation before the proposals were published including—

- (a) a list of persons who were consulted;
- (b) minutes of all public consultation meetings;
- (c) the views of the persons consulted;
- (d) a statement to the effect that all applicable statutory requirements in relation to the proposals to consult were complied with; and
- (e) copies of all consultation documents and a statement on how these documents were made available.

(a) The following people were consulted prior to the proposals being published:

- Parents/carers of all pupils currently attending the school
- Parents/carers of all pre-school age pupils currently attending the privately run

pre-school provision operating on the school site.

- Parents/carers of all pre-school age pupils who have completed admission forms to attend the privately run pre-school provision operating on the school site.
- Lancashire Local Authority
- All school staff
- All staff of the privately run pre-school provision operating on the school site.
- Salford Diocese
- Ampleforth Trustees
- Local MPs
- Local parish councils
- Registered childminders within a 2 mile radius
- Registered nurseries within a 2 mile radius
- Parishoners from the Parish of Our Lady and St. Gerard Majella.

(b) Approximately 500 consultation documents were distributed.

(c) A total of 149 consultation documents were returned to the school. 97% of the consultation returned supported the proposal to extend the age range of the school from 4-11 years to 3-11 years.

A total of 51 consultation forms returned provided additional information in support of the proposal.

A total of 3% of respondents objected to the proposal (2 parents, 1 local child minder and 1 nursery school within a two mile radius)

(d) The Headteacher and Governors confirm that all applicable statutory requirements in relation to the proposals to consult were complied with.

The governors followed the guidelines stated in 'Making Changes to a Maintained Mainstream School' Feb 2010 and The School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2007

e) The consultation documents were distributed to all parents/ carers of current pupils in the school and pre-school by sending home copies. Copies of the document were also given out in the local parish church. All other copies were posted first class. Further copies were made available in the school office and on the entrance table throughout the consultation period.

The consultation period ran from 27th September 2013 until 4th November 2013.

Project costs

12. A statement of the estimated total capital cost of the proposals and the breakdown of the costs that are to be met by the governing body, the local education authority, and any other party.

The school is currently building an additional EYFS (foundation) class for children in their first year of compulsory schooling. As part of this project an additional classroom is being built which could accommodate a nursery class.

The nursery classroom is costing approximately £136,600

This is being funded from £42,000 donated to the school for the purpose of building an Early Years Classroom. The remaining £94,600 is being met by the governing body and no additional funding is being sought from either the Local Authority or external sources.

Full planning permission has been sought for this project. Permission has been obtained from the DfE to build on a small section of the playing field. Permission has also been obtained from the Diocese of Salford and Ampleforth Trustess. The project commenced on 28th October 2013 and is likely to finish at the end of February 2014.

13. A copy of confirmation from the Secretary of State, local education authority and the Learning and Skills Council for England (as the case may be) that funds will be made available (including costs to cover any necessary site purchase).

N/A

Age range

14. Where the proposals relate to a change in age range, the current age range for the school.

The current age range of the school is 4 -11 years.

The proposed age range of the school is 3 – 11 years.

Early years provision

15. Where the proposals are to alter the lower age limit of a mainstream school so that it provides for pupils aged between 2 and 5—

- (a) details of the early years provision, including the number of full-time and part-time pupils, the number and length of sessions in each week, and the services for disabled children that will be offered;

We intend to offer 30 full time places in each session for who are 3-4 years of age.

Parents are entitled to 5 sessions of nursery vouchers in the term after their child is 3 years of age. Parents will have the flexibility to choose their sessions during the week.

There will be 10 sessions during the week and each session will be for 3 hours duration.

The building has been designed to cater for disabled children and complies with current

building regulations (approved document M). The nursery will provide an inclusive education for children, including those with disabilities.

- (b) how the school will integrate the early years provision with childcare services and how the proposals are consistent with the integration of early years provision for childcare;

The school will integrate the early years provision with the Local Authority childcare services and other external bodies such as health care and social care.

- (c) evidence of parental demand for additional provision of early years provision;

There is currently a 20 place private pre-school operating on the school site. This pre-school has been operating on the school site for many years and is a popular and often over-subscribed facility. This is a temporary provider and the manager has announced that she will consider closing the pre-school should the proposal be rejected.

There is clearly a demand for a 20 place nursery, to maintain the number of available early years places in the area. The proposal to increase the number of places to 30 is due to the fact the school has carried out extensive research about proposed housing developments in the area and there are a number of planned housing developments which would increase the need for both nursery and school places.

The outcomes from the consultation clearly indicate that parents and local residents are fully in support of this proposal.

- (d) assessment of capacity, quality and sustainability of provision in schools and in establishments other than schools who deliver the Early Years Foundation Stage within 3 miles of the school; and

There is currently a 20 place pre-school operating on the site. When this provision closed temporarily for six weeks during the summer term of 2013 many parents found it impossible to find places in other nurseries or child minders. This is a clear indication that there is insufficient capacity in the local area and there is a need for this provision to continue. The governors believe that if the pre-school closed and was not replaced by a school nursery this would mean that many parents would not be able to access child care in the local area. The closure of the pre-school would destabilise the Early Years provision in the area.

The proposed EYFS provision at Our Lady and St. Gerard's will increase the availability of high quality places in the area and complement existing provision.

- (e) reasons why such schools and establishments who have spare capacity cannot make provision for any forecast increase in the number of such provision.

Evidence from the temporary closure of pre-school indicates that local schools and establishments do not have the capacity to accommodate the children from the pre-school should it close.

Changes to sixth form provision

16. (a) Where the proposals are to alter the upper age limit of the school so that the school provides sixth form education or additional sixth form education, a statement of how the proposals will—

- (i) improve the educational or training achievements;
- (ii) increase participation in education or training; and
- (iii) expand the range of educational or training opportunities for 16-19 year olds in the area;

N/A

- (b) A statement as to how the new places will fit within the 16-19 organisation in an area;

N/A

- (c) Evidence —

- (i) of the local collaboration in drawing up the proposals; and
- (ii) that the proposals are likely to lead to higher standards and better progression at the school;

N/A

- (d) The proposed number of sixth form places to be provided.

N/A

17. Where the proposals are to alter the upper age limit of the school so that the school ceases to provide sixth form education, a statement of the effect on the supply of 16-19 places in the area.

N/A

Special educational needs

18. Where the proposals are to establish or change provision for special educational needs—

- (a) a description of the proposed types of learning difficulties in respect of which education will be provided and, where provision for special educational needs already exists, the current type of provision;

N/A

- (b) any additional specialist features will be provided;

N/A

- (c) the proposed numbers of pupils for which the provision is to be made;

N/A

- (d) details of how the provision will be funded;

N/A

- (e) a statement as to whether the education will be provided for children with special educational needs who are not registered pupils at the school to which the proposals relate;

N/A

- (f) a statement as to whether the expenses of the provision will be met from the school's delegated budget;

N/

- (g) the location of the provision if it is not to be established on the existing site of the school;

N/A

- (h) where the provision will replace existing educational provision for children with special educational needs, a statement as to how the local education authority believes that the new provision is likely to lead to improvement in the standard, quality and range of the educational provision for such children; and

N/A

- (i) the number of places reserved for children with special educational needs, and where this number is to change, the proposed number of such places.

N/A

19. Where the proposals are to discontinue provision for special educational needs—

- (a) details of alternative provision for pupils for whom the provision is currently made;

N/A

- (b) details of the number of pupils for whom provision is made that is recognised by the local education authority as reserved for children with special educational needs during each of the 4 school years preceding the current school year;

N/A

- (c) details of provision made outside the area of the local education authority for pupils whose needs will not be able to be met in the area of the authority as a result of the discontinuance of the provision; and

N/A

- (d) a statement as to how the proposer believes that the proposals are likely to lead to improvement in the standard, quality and range of the educational provision for such children.

N/A

20. Where the proposals will lead to alternative provision for children with special educational needs, as a result of the establishment, alteration or discontinuance of existing provision, the specific educational benefits that will flow from the proposals in terms of—

- (a) improved access to education and associated services including the curriculum, wider school activities, facilities and equipment with reference to the local education authority's Accessibility Strategy;
- (b) improved access to specialist staff, both educational and other professionals, including any external support and outreach services;
- (c) improved access to suitable accommodation; and
- (d) improved supply of suitable places.

N/A

Sex of pupils

21. Where the proposals are to make an alteration to provide that a school which was an establishment which admitted pupils of one sex only becomes an establishment which admits pupils of both sexes—

- (a) details of the likely effect which the alteration will have on the balance of the provision of single sex-education in the area;

N/A

- (b) evidence of local demand for single-sex education; and

N/A

- (c) details of any transitional period which the body making the proposals wishes specified in a transitional exemption order (within the meaning of section 27 of the Sex Discrimination Act 1975).

N/A

22. Where the proposals are to make an alteration to a school to provide that a school which was an establishment which admitted pupils of both sexes becomes an establishment which admits pupils of one sex only—

- (a) details of the likely effect which the alteration will have on the balance of the provision of single-sex education in the area; and

N/A

- (b) evidence of local demand for single-sex education.

N/A

Extended services

23. If the proposed alterations affect the provision of the school's extended services, details of the current extended services the school is offering and details of any proposed change as a result of the alterations.

N/A

Need or demand for additional places

24. If the proposals involve adding places—

- (a) a statement and supporting evidence of the need or demand for the particular places in the area;

This proposal is to extend the age range to 3-11 years in order to create a 30 full time equivalent nursery class.

There is an established need for 20 places because these places are currently being provided by a privately run pre-school which is operating on the site. The additional 10 places are required to cater for the increase pupil numbers that will be generated from the proposed housing developments in the local area. All proposed housing developments are within our parish boundaries.

- (b) where the school has a religious character, a statement and supporting evidence of the demand in the area for education in accordance with the tenets of the religion or religious denomination;

This is a Catholic school and we have a admission criteria which complies with the Diocese of Salford and Local Authority guidelines. We understand that the nursery will be non-denominational and will be open to all members of the community.

- (c) where the school adheres to a particular philosophy, evidence of the demand for education in accordance with the philosophy in question and any associated change to the admission arrangements for the school.

N/A

25. If the proposals involve removing places—

- (a) a statement and supporting evidence of the reasons for the removal, including an assessment of the impact on parental choice; and

N/A

- (b) a statement on the local capacity to accommodate displaced pupils.

N/A

Expansion of successful and popular schools

25A. (1) Proposals must include a statement of whether the proposer considers that the presumption for the expansion of successful and popular schools should apply, and where the governing body consider the presumption applies, evidence to support this.

(2) Sub-paragraph (1) applies to expansion proposals in respect of primary and secondary schools, (except for grammar schools), i.e. falling within:

(a) (for proposals published by the governing body) paragraph 1 of Part 1 to Schedule 2 or paragraph 12 of Part 2 to Schedule 2;

(b) (for proposals published by the LA) paragraph 1 of Part 1 to Schedule 4 or 18 of Part 4 to Schedule 4

of the School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2007 (as amended).

N/A

Agenda Item 5c

Report to the Cabinet Member for Children, Young People and Schools
Report to the Leader of the County Council
Report submitted by: Interim Executive Director for Children and Young People
Date 6 and 10 February

Part I

Electoral Divisions affected:
All in Preston, South Ribble
and Chorley

Restructuring of the Residential Overnight Break Service for Children with Disabilities Service - Outcome of Consultation on first phase

(Appendices 'A' to 'C' refer)

Contact for further information:

Audrey Swann, (01772) 536108, Directorate for Children and Young People
audreyswann@lancashire.gov.uk

Executive Summary

This report requests approval to implement the first phase of the replacement of the County Council's existing in-house overnight break provision with new, high specification facilities. This forms part of the wider Strategy for Short Breaks for Children with Disabilities, which was approved in March 2013, following an eight week period of consultation with stakeholders.

In October 2013 the Leader of the County Council and the Cabinet Member for Children, Young People and Schools approved a period of consultation to identify the preferred site, from the two options, for the first build, and the area that this provision will serve.

The period of consultation has been completed and this report presents the outcomes of the consultation and subsequent recommendations.

This is deemed to be a Key Decision and Standing Order 25 has been complied with.

Recommendation

The Leader of the County Council and the Cabinet Member for Children, Young People and Schools are recommended to approve:

- (i) the location and building of the first new Short Break Unit for Children with Disabilities on the following site: Lynnhurst , Stanifield Lane, Farrington PR25;
- (ii) the area served by the new unit to be Preston, South Ribble and Chorley; and

(iii) the closure of the existing units at The Bungalow, Maplewood and Longcopse which serve Preston, South Ribble and Chorley areas once the new unit is functional.

Background and Advice

In March 2013 a programme was approved to replace the County Council's existing in-house overnight break provision with new, high specification facilities, in accessible locations, which better meet the range of needs and demands of children with disabilities. This proposal was part of a wider review of the County Council's strategy for providing short breaks for children and young people with disabilities. This decision followed a 12-week consultation on the proposals which received a wide range of responses to inform the short break strategy. The recommendation accepted was for the building of 4 units, subject to ongoing review that would reflect the future demand for the service. It was proposed to implement the first phase of the restructure by identifying the first site, revisiting and confirming the specification for the building to ensure the needs of the children, young people and families are met to the highest standard and commencing construction as soon as the necessary surveys and building regulations are completed. This phased approach will allow for the process to be monitored and assessed and any improvements identified, applied to the further builds.

It was agreed that further reports would be submitted setting out recommendations for the location of the new units. This was the subject of a report approved in October 2013 leading to a period of consultation to gather views on the proposed sites and area to be served by the new facility.

The first location had been identified as Preston and the South areas. This was chosen in order to address issues around the current units serving this area, in particular longstanding structural problems with the Maplewood building located in Bamber Bridge. In addition, the restrictions of size and capacity to provide the necessary specialist equipment within the Bungalow unit to meet more complex needs, also supports the plan to build in this area. The third existing unit identified to merge into the new build is Longcopse, which also serves the South area.

Other considerations to be taken into account in selecting the specific sites were:

- proximity of new overnight units to accessible travel routes/public transport;
- adequate parking facilities reflecting the need for sufficient accessible parking bays and covered entrances.

A site search had been carried out and a number of potential sites identified. Taking into account the above criteria and also factors such as outside space for activities and general environment the two sites recommended for consultation were:

- Lynnhurst, Stanifield Lane Farington. A former Adult Social care facility which was declared surplus in March 2013.
- Rydal House, Chorley Hall Road, Chorley. A former Children's Integrated Services facility declared surplus in January 2007.

Following approval in October 2013 a period of consultation has been carried out to gather the views of stakeholders on the issues of location and areas to be served by the first new unit.

Summary of Consultation responses

There have been 37 responses received by questionnaire.

The overwhelming response in relation to the preferred site for the building of the new provision has been in favour of the Lynnhurst site. Reasons given have included:

- better accessibility due to proximity to motorways, less traffic congestion in the area, more central location, good parking and access options;
- potential of environment/grounds to provide exciting opportunities for the children and young people to access a range of physical activities, outdoor experiences, horticultural activities;
- potential of grounds to be utilised to provide more family/communal activities;
- quieter and more private surrounding environment;
- provides greater security.

Lynnhurst 29 Rydal 1 Either site 6 Neither site 1

The response in relation to the proposed area to be served has indicated an overwhelming acceptance of the merger of the 3 named existing units into the new build.

Accept merger of 3 named units	36
Do not accept merger of 3 named units.	1

Further details are set out in Appendix 'A'.

Consultations

An eight week period of consultation has been carried out. Stakeholders consulted have been:

- current service users: parents and carers of children with disabilities and children with disabilities;
- staff: both the staff of the three units proposed to merge into the new unit, and all staff employed by the ACERS Residential Overnight Break Service;
- commissioners of the service - Inclusion and Disability Support Service (IDSS);
- wider public and prospective future users: the consultation has been open to all interested parties but all responses received have been from parents, staff and commissioners.

Consultation included specific questions on the preferred site and approval of the existing units to merge as part of the new provision. Respondents were also asked to express views on any possible impact of this proposal on delivery of the service

and raise any questions. A Frequently Asked Questions section has been included, accessible on line and by hard copy.

Views have been gathered through using both on-line and hard copy questionnaires- email, letter and face-to-face meetings for parents and staff.

The collated views gathered are attached as a separate report (Appendix 'B' refers).

Implications:

This item has the following implications, as indicated:

Risk management

Risks involved in failing to follow the proposal outlined in the report are:

- delay in the implementation of the overnight break service with consequent increased costs and risk of failing to meet needs of children with disabilities who require overnight short break service;
- reputational risk to the County Council of delaying/failing to deliver on a decision to improve services.

Financial

Funding for the replacement of the existing provision was approved in March 2013 of £7m. A group consisting from a range of Lancashire services including architects, designers and project management together with operational staff from the short break service has been developing the detailed building specifications. This is now being costed and will go to tender. The current estimate for the build is up to a maximum of £2.522m but will be reviewed during the tendering process with the aim of reducing costs further.

The level of investment needed puts at risk the ability to complete the originally proposed four units and this will be kept under review as part of the on-going strategy. No additional funds are likely to be available for the completion of this programme other than what is already available.

The revenue costs of running this new facility are currently estimated at £0.750m and still under review as the exact staffing establishment is still being finalised but it is not forecast to be significantly above the forecast presented in March 2013. Revenue risks identified include the following:

- additional transport costs due to a reduction in the overall number of sites;
- Nursing support costs required.

In both cases additional work is underway to quantify this risk. Savings forthcoming from closing existing sites are expected to contribute to any as yet unquantified pressures and no additional revenue budget is sought. In addition, any spare

capacity with the service will be utilised to supply provision to neighbouring authorities which are closing their own units.

Property Asset Management

Corporate Property Group and Environment Directorate, Building Design and Construction are actively involved in the process of identifying the appropriate sites, carrying out the required surveys and building regulations, and agreeing the specifications/design of the new buildings.

The design team will also have discussions with the highways department in relation to access. Project Management also supported the consultation process with a range of information and presentations to parents and staff. Planning permission will be required for either site, all aspects of this requirement are being investigated but this remains a risk to delivery and timescales.

Personnel/HR

Due to the proposal to relocate 3 existing units onto the new site there will be an impact on staff. Consultation with staff on the proposal in this report was carried out with staff from the three units proposed to merge on the new site.

A staffing structure for the new provision is in process of being developed by a group of service managers in consultation with HR. The final structure is influenced by the building specification and design and the commissioning specification agreed with Inclusion and Disability Support Service. It is envisaged that a new post of Assistant Unit Manager will be required and that there will be post reductions but some of these may be absorbed through unfilled vacancies and a programme of Voluntary Redundancy. The staffing structure would be subject to approval under the Scheme of Delegation to Chief Officers and all personnel implications will be managed in line with LCC policies and procedures and subject to consultation with HR, staff and Trade Unions.

Legal

The provision of improved facilities for the overnight break service will support the Local Authority in fulfilling their statutory duties of providing support to those children with disabilities assessed as requiring, and eligible for, respite care in a safe and appropriate environment.

Equality and Diversity

Personalised systems have been used to enable children with disabilities, who are current service users, to respond to the consultation. An Equality Analysis has been completed and is attached at Appendix 'C'.

List of Background Papers

Paper	Date	Contact/Directorate/Tel
Consultation Responses and Analysis	06/01/2014	Audrey Swann/Directorate for Children and Young People/(01772) 536108
Frequently Asked Questions		as above
Consultation Information and Questionnaire		as above
Equality Analysis	14/01/2014	as above

Reason for inclusion in Part II, if appropriate

N/A

Appendix A
Alternative and Complementary Education and Residential Services
(ACERS)

BUILDING BETTER SERVICES

Consultation in relation to the implementation of the restructure of the residential overnight break service for children with disabilities.

We are holding a consultation to hear your views about how we restructure our overnight break service for children with disabilities.

This consultation only deals with choosing the location of the first of the new units to be built to cover Preston, South Ribble and Chorley

Two locations have been identified as possible places to build the new units. These are:

Lynnhurst, Stansfield Lane Farrington, PR25 4UA
Rydal House, Chorley Hall Road Chorley, PR7 1RJ
Information and site plans for these are available [here](#).

The existing units that are proposed to merge into the new unit, when completed, are

Maplewood, Ash Grove, Bamber Bridge, PR5 6GY
Long Copse, Astley Village, Chorley, PR7 1TH
The Bungalow, 82A Black Bull Lane, Fulwood, Preston, PR2 3PY

You can find background information about this consultation and the wider work we are doing to improve our Short Breaks offer below.

The consultation aims to gather views and preferences about the proposed sites and merging units from 'stakeholders' - those people who will potentially be most affected.

We also need to assess possible impact on people and organisations that will be affected.

Recommendations following the consultation will be presented to Cabinet for approval, early in the New Year following completion of the consultation.

This information will be made available to all stakeholders and we'll keep you updated about next steps on the ACERS website.

BUILDING BETTER SERVICES

Background information

Why we are holding this consultation

An agreement was made at the Cabinet making session on 10 October 2013, which means that;

- **We are able to run this consultation about the location of the site of the first new Overnight Breaks Unit**
- **Using these views, we will be able to put together some proposals for the closure of specific existing units, and re-location onto the site of the new provision.**

This forms the first part of the work to replace the County Council's existing in-house overnight break provision with new, high specification facilities, in accessible locations, which better meet the range of needs and demands of children with disabilities.

This restructure was agreed by the Cabinet on 18th March 2013 after a 12 week consultation, which looked at the wider county council's strategy for providing short breaks for children and young people with disabilities.

The recommendation that was accepted by the Cabinet was for four new units to be built. This would be subject to ongoing review that would reflect the future demand for the service. It was recommended that the building of the new units should be carried out in a coordinated and phased way.

It is really important to us to ensure that the current service is maintained, throughout the process, with a minimum of disruption.

The first phase of the restructure has involved:

- identifying the first new site
- revisiting and confirming the specification for the building (this is to make sure the needs of the children, young people and families are met to the highest standard)
- commencing construction (as soon as the necessary surveys, building regulations and planning permissions are received).

This phased approach will let us monitor and assess the process so that we can make any improvements that are identified, to the other new builds.

Why we are looking at as Preston, South Ribble and Chorley first

The location for the first new unit to be built has been identified as Preston, South Ribble and Chorley area.

This is in order to address issues around the current units serving this area, in particular longstanding structural problems with the Maplewood building. These issues have been highlighted also through Ofsted inspections. It will not be cost effective to spend money to carry out the necessary work on Maplewood, especially in the light of the planned new builds.

Also, the Bungalow unit is restricted in its size and capacity to provide the necessary specialist equipment to meet more complex needs. This also supports the plan to build the first new unit in this area.

Other considerations to be taken into account in selecting the site were

- Size of the site and general environment, including space for outside activities.
- Closeness of the new overnight unit to accessible travel routes/public transport;
- Adequate parking facilities reflecting the need for sufficient accessible parking bays and covered entrances.

A site search has been carried out and a number of potential sites considered. Taking into account the above criteria the sites identified as good options are:

- Lynnhurst, Stansfield Lane Farrington. A former Adult Social care facility which is no longer used and was 'declared surplus' in March 2013.
- Rydal House, Chorley Hall Road Chorley. A former Children's Integrated Services facility which was also 'declared surplus' in January 2007.

The existing buildings on these sites would be demolished and replaced with the purpose built unit.

The existing units that are proposed to merge into the new unit, when completed, are:

Maplewood House, Ash Grove, Bamber Bridge, PR5 6GY
Long Copse, Astley Village, Chorley, PR7 1TH
The Bungalow, 82A Black Bull Lane, Fulwood, Preston, PR2 3PY

The aim is to provide specialised accommodation within the new unit for the assessed needs of all current children. The new unit will have 6 beds and potentially be open for 364 nights.

It is recognised as part of the restructure that a number of posts would be reduced and that some of these may be absorbed through unfilled vacancies, a programme

of Voluntary Redundancy and redeployment. The proposed staff structure will also be reviewed as part of the wider implementation of the restructure.

How we are consulting

- The consultation will run for eight weeks, to allow enough time to gather written responses and arrange opportunities for face to face consultation with everyone we need to.
- Letters will be sent to all stakeholder parents to inform them of the consultation process.
- Staff of the named units will be informed of the consultation process in writing.
- Written responses will be submitted via the ACERS website in response to specific questions with opportunity/invitation to provide additional comments.
- Hard copies of the Consultation Questionnaire will also be made available on request.
- A meeting with stakeholder parents will be held in each named unit.
- A meeting with staff will be held in each named unit.
- Views will be gathered from children and young people.
- Further information on the proposed sites and new unit will be accessible via the ACERS website and at the consultation meetings.
- A Frequently Asked Questions page will be available on ACERS website which will be updated during the consultation to respond to questions raised.

Who we are consulting with

- Parents of children currently accessing the 3 named units.
- Children accessing the 3 named units.
- Staff of the 3 named units.
- Commissioners of the service- IDSS

Next Steps

The consultation will run for 8 weeks from the 11 November 2013 until 6 January 2014.

Following a period of time to collate and analyse the responses, recommendations will go to Cabinet early in the New Year.

Information on the outcome of the recommendations will be shared with stakeholders.

Updates will be available on the ACERS website and by contacting any of the above.

Progress on identifying locations for the units to be build to serve other areas will be shared with stakeholders via ACERS website.

Alternative and Complementary Education and Residential Service

BUILDING BETTER SERVICES

Consultation in relation to implementation of the restructure of the Residential Overnight Break Service for Children with Disabilities.

1. Which of the following locations would you prefer for the site of the new short break unit? (Please choose one answer)

Lynnhurst, Stansfield Lane Farrington, Leyland, PR25 4UA
Rydal House, Chorley Hall Road, Chorley, PR7 1RJ
No Preference
Neither site

2. Do you accept that existing units will close once the new unit opens?
(Please choose one answer)

Yes
No

Please add any comments on what you think the potential impact of the location of the new unit and merger of the named units will be.

We would be grateful if you would please also complete the following information:

Please select which applies to you

Are you a Parent/Carer Young Person Staff Member Other

Area of Residence: North Lancs South Lancs East Lancs Central Lancs

Please return your completed consultation questionnaire to:

Email: acers@lancashire.gov.uk

Post: FAO Craster Fenwick, Room B38, County Hall, Preston, PR1 8RJ

By hand at any of our Residential Overnight Breaks Units

Thank you very much for taking part in the consultation.

If you have any further questions or comments about the consultation please contact any of the following:

Audrey Swann	Acting Head of ACERS	audrey.swann@lancashire.gov.uk
Brendan Lee	ACERS Senior Manager	brendan.lee@lancashire.gov.uk
Craster Fenwick	ACERS Business Support	craster.fenwick@lancashire.gov.uk

Appendix A : Restructuring of the Residential Overnight Break Service for Children with Disabilities Service- Outcome of Consultation on first phase.

Data on responses received by questionnaire.

Total number of responses (on line and hard copies) 37

By group:

total	parent	staff	other
37	11	26	

By area:

total	Central Lancs	South Lancs	North Lancs	East Lancs	unknown
37	23	1	1	11	1

Response to Questions 1:

1. Which of the following locations would you prefer for the site of the new overnight break unit? (Please choose 1 answer).

- **Lynnhurst, Stansfield Lane, Farrington, Leyland PR25 4UA**
- **Rydal House, Chorley Hall Road, Chorley, PR7 1RJ**
- **No preference**
- **Neither site.**

Lynnhurst site	Rydal site	No preference	Neither site	No response
29	1	6	1	0

Breakdown in relation to groups.

site	Parents/carers	staff	other
Lynnhurst	8	21	
Rydal	1	0	0
No preference	1	5	0
neither	1	0	0

Response to Question 2:

2. Do you expect that existing units will close once the new unit opens?(please choose one answer)

- Yes
- No

yes	no	No response
36	1	0

Breakdown in relation to groups.

Answer	Parent/carer	staff	children	other
yes	10	26		
no	1	0		

Comments.

Issues raised:

Issues	Total number of related comments	Parent	Child	Staff
Transport	4	3		1
Impact of changes of friends/staff	1	1		
Potential loss of capacity	6	3		3
Emergency placements	1	1		
Need to ensure new build in use before any closures.	2	2		

Examples of general views expressed:

Parents:

'Fantastic opportunity to take advantage of the environment at Lynnhurst site.'

'Fab new facilities'

'Could be opportunity to offer respite to 0-25- LCC could be leader in this'

' No unit should close until new build in use'

New unit should have a fully parent governors board/function'

Staff:

'Lynnhurst location good- close to motorway and road networks'

'Lynnhurst central to all 3 units, and has easy access from 3 motorways'

In my opinion no negative impacts, only positive ones in choice of Lynnhurst. Possible negatives of Rydal include increased traffic in a very bust area and impact on neighbours'

'Human element of merger will be complex and sensitive but I am sure achievable with some careful management'

' The merger of all the units will be a success due to the smooth running of all the units, the professionalism of the staff and the enthusiasm of everyone within the units'

'Lynnhurst is more central and has fantastic grounds. This will make it easier for families to transition'

There may be issues merging children with different types of disabilities into one building but this will be overcome with planning and good management'

Responses from face to face meetings with parents/carers.

Unit	Date	No of parents	No. Of staff
The Bungalow	18 th Nov 2013	5	11
Maplewood	19 th Nov 2013	10	17
Longcopse	19 th Nov 2013	3	9

Parents.

Main Issues raised.

- Transport- length of journey for some will increase- from school to unit or home to unit. For some journey from home to unit will be shorter. It was suggested that a mini bus be considered to help those parents without cars.
- Capacity of units to meet current and future needs.
- Building needs to be environmentally friendly.
- Impact on staff jobs.
- Age range service will provide for- several parents urged a wide age range to be catered for.

- Design of the building- a suggestion about a possible reconfigure of specialist bedrooms- this has been explored and is being implemented.
- Developing input from NHS.
- Opening date.

General responses

- Many positive responses to the building specification and facilities.
- Positive responses to the opportunities to develop the outside space/environment at Lynnhurst site including family activities.
- Urge to move on with the restructure and have facilities in use.
- Assurance that parents will continue their support of the provision through fund raising , supporting activities etc

Responses from face to face meetings with staff.

Main Issues Raised

- Capacity of units to meet current and future needs.
- Process for merging the units in relation to posts and staffing.
- Age range service will provide for.
- Time scales.

General Responses

- Very positive response to the new building and specifications.
- Positive response to Lynnhurst location based on accessibility and environment.
- Opportunity to further develop an excellent service – exciting.

Issues raised in these meetings, written responses submitted by commissioners and those comments included on questionnaires have been addressed through a Frequently Asked Questions document. Copy attached as part of Cabinet Report.

Consultation with children with disabilities currently accessing the service.

'Tell us what you like to do.....'

Following the consultation with staff and parents (19/11/13) the staff team developed a questionnaire with a view to preparing the children and young people who currently attend Maplewood House for Residential Overnight Breaks for change. We felt we had to offer the children and young people some tangible options to prepare them for new experiences, with new people, in new places.

The questionnaire was offered to all the children who attend Maplewood House for Residential Overnight Breaks. Sixteen children and young people completed the questionnaire with some support from their key workers. The young people indicated their choices by using pens, stickers or pointing to the appropriate symbol. The choices and number of votes per activity were as follows

Sensory play	14
Bowling	11
Picnic	14
Painting	10
Swimming	15
Football	6
Out to eat	5
Water play	13
Park/swings	10
Trampoline	11
Sensory room	15
Seaside	12

The young people have selected a significantly high number of activities related to the outdoor and physical activities. This indicates the need for the environment to provide good outdoor space that can be flexible, safe and secure. Not all of the activities could be provided within either of the 2 locations. However the Lynnhurst site offers greater potential to develop a number of these activities, and others, on the site.

Summary of consultation in respect of the 2 key questions and recommendations based on responses.

Question 1. Site:

- 78.38% preferred the Lynnhurst site.
- 2.70% preferred the Rydal site
- 16.22% had no preference,
- 2.70% preferred neither site.

Question 2 Closure of existing units:

97.30% accepted that units would merge into the new unit.
2.70% did not accept this.

Although the majority of responses indicated a strong preference for the site at Lynnhurst, there was one respondent who preferred Rydal due to the more urban location and access to other facilities. While it is acknowledged that this location does provide close access to some facilities ie a local Leisure pool, the closeness of Lynnhurst to a number of motorways and public transport is considered advantageous in terms of better and easier access for parents from the areas to be served and access to a range of facilities across a wider area.

While the majority of respondents accepted that existing units in the designated area would be closed to merge with the new build, one response did not accept this. This related to the increased distance that young people, currently served by the Bungalow Unit in Fulwood, may have to travel to reach either of the proposed sites. The decision to replace the current units with new purpose built provisions has always included a reduction in actual buildings and the issue of increased transport for some young people raised and considered prior to the decision to restructure the service. This is balanced, to some extent, by the fact that journey times for some users may be reduced. The 2 proposed sites have been selected, in part, on their accessibility and the Lynnhurst is closer to the Preston area and more central to the whole area covered by the 3 existing units.

The impact of transport has been raised by a number of respondents through written comments and oral comments during face to face events. The two main issues identified are the potential increased distances travelled and subsequent costs. A suggestion has been made by one respondent, that mini buses be considered as part of the provision's offer and a feasibility study of this in terms of impact on travel and costs will be looked at. This issue will also be addressed through the management of placements and combination of young people accessing the unit at the same time.

The issue of capacity has also been raised by a number of respondents, both staff and parents. Based on current use, it has been calculated that the increased nights proposed for the new unit to be operational will meet current demand. Demand going forward will be monitored and reviewed.

Recommendation

To approve the location and building of the first new Short Break Unit for Children with Disabilities on the following site: Lynnhurst , Stanfield Lane, Farrington PR25

To approve the area served by the new unit to be Preston, South Ribble and Chorley

To approve the closure of the existing units which serve Preston, South Ribble and Chorley areas when the new unit is functional.

Audrey Swann
Acting Head of ACERS

8th January 2014

Appendix 2 : Restructuring of the Residential Overnight Break Service for Children with Disabilities Service- Outcome of Consultation on first phase.

Frequently Asked Questions

Questions raised to date –during face to face events and responses received via consultation documents.

1. What is the area the first new unit will provide a service to?

Preston (currently The Bungalow), South Ribble (currently Maplewood House) and Chorley (currently Long Copse)

2. Who makes the final decision on the chosen site?

Once the 8 week consultation has ended on 6th January 2014, Audrey Swann (Acting Head of ACERS) Brendan Lee (Senior Manager for ACERS Residential) will prepare a report to the County Council's cabinet with recommendations based on views gathered through the consultation process. Cabinet will make the final decision.

3. Not everyone has access to the consultation online, how else can this be accessed?

Paper versions are provided at each unit and can be requested from ACERS Central Team at acer@lancashire.gov.uk or 01772 532290.

4. Why is the consultation only 8 weeks long and not 12 weeks?

As this is not classed as a key decision, but approval to consult on options, the length of time for consultation is normally shorter than 12 weeks but not less than 4. ACERS considered 8 weeks to be reasonable and enough time to gather contributions.

5. Can parents continue to be involved in the process?

Yes. Parent's views are vital and their responses to this consultation and further ones for the other builds are very important.

6. How long will it be until the new build is ready for use?

An estimate of 18 months to 2 years but this will depend on the time taken for environmental inspections and planning permission etc. The aim is to have the building in use as soon as possible.

7. Are 4 new units still going to be built?

Nothing different has been said and, as the service providers, ACERS is still working on that basis. The Cabinet report and decision of March 2013 did state that provision will be regularly reviewed.

8. Will re-assessments of care packages need to take place?

This would not happen as a result of the new builds. If this occurs it will be due to the new SEN legislation.

9. As there are fewer beds will this affect the young people's current care packages?

No. As the new unit will be open for 364 nights the packages of the current young people will be met.

10. How many young people will be in the new build each night?

6 maximum

11. How will the bed reduction impact the young people and families?

- The new units will be open 364 days a year and will not have closure days like the units have now so the new units will provide increased nights.
- The new units are aimed to be at 95% to 98% occupancy at all times.
- Need to balance sustainability, cost effectiveness, need and demand.

12. The demand for short breaks is not necessarily down but diverted to other places. Will the new units be able to cope with demand?

The current and future demand for short breaks was looked at as part of the review of the short break strategy for children with disabilities carried out before the consultation in spring 2013. It has been concluded that demand can be met by the new planned provision.

13. What will happen to the staffing levels once the new build is built?

A staffing structure is being put together for the new units. Although there will be a 50% reduction in the number of units there will not be a 50% reduction in staff as the new buildings will be open for more nights and the provision will be meeting the needs of all children and those with the most complex needs, so staffing levels have to reflect this. Staff will be interviewed for the posts in the new units.

14. Will there be a provision for emergency beds and if so what will the length be for an emergency bed?

This is still to be decided.

15. Will there be a separate unit for emergency placements?

No discussions have taken place on how emergency beds should be addressed yet. Discussions are taking place with IDSS (Inclusion and Disability Support Service) who assess the needs for overnight breaks.

16. What age of young people can access the service?

The registration of the short breaks is currently being considered. ACERS are considering 0 – 25 year olds as one option.

17. What will happen if the age of young people that the short breaks can provide for changes, will the young people need to move from adults back to CYP?

This cannot be answered until the new legislation is in place.

18. Is it possible to have the younger age groups sectioned off?

The unit manager will continue to manage the sleeping and living arrangements for all the children and young people to ensure their needs are met. When appropriate it may be possible to have younger children in one area of the building but this will also depend on their other needs.

19. When will health be more involved in short breaks?

There have been some positive links made with health services but this need to develop further. The replacements for Statements, Health, Education and Social Plans, does have a greater emphasis on health which help this.

20. Will nursing needs be provided on site as some parents cannot access respite at the moment as their child requires nursing needs?

Nursing needs are met in some cases on the site of the short break unit. This issue will be looked at as part of the plans for the new provision.

12. Will the building be eco-friendly?

LCC are eco-friendly so the building will be as eco-friendly as possible – it will be well insulated so heat won't leak out of the building, the boilers will be smaller and energy efficient and there is a possibility of solar panels and underground heating.

13. What is the area of the building?

Approximately 500m

14. Where is the separating door in the new build?

Approximately half way through the length of the building.

15. Will the windows be at an appropriate height for the young people in wheelchairs?

This will be raised with the designers.

16. Will the new building be able to cater for play scheme events and other events that include more children?

Yes – there is lots of flexibility in the building.

17. Will the young people have access to a kitchen area?

Yes when undertaking kitchen activities- this may not be in the working kitchen area for Health and Safety reasons.

18. What if a young person wants to make themselves a drink or a sandwich, if they cannot have access to the kitchen at all times could a preparation area be included in the new build?

This will be raised with the design team.

19. Will there be enough lounge space in the new build?

There should be plenty of space – lounge/dining area, quiet lounge, conservatory, hobby room/ meeting room.

20. Will there be a hoist where the safe spaces are?

Yes

21. Are there enough fire exits in the new build?

Yes – all health and safety regulations have been met

22. Can shared bathrooms be shared at the same time?

No – the bathrooms cannot be accessed at the same time. All bedrooms have access to at least one bathroom. The Jack and Jill bathrooms can be locked or left open as required. The idea is to provide flexibility to suit all the service users' needs.

23. Can the bed/safe space area be used as a relaxation room?

Yes - it is completely up to the service how the facilities are utilised. The aim is to provide flexibility to suit all the service users' needs.

24. Will the local people have to be asked about their views on what is going to be built?

Yes

25. Is Rydal House next to the Children's Home in Chorley?

Yes

26. Is Lynnhurst a larger site than Rydal House?

It is a little bit larger. Rydal House does not have any trees; Lynnhurst does have trees on site. If this site is chosen the trees will not be cut down but used for outdoor activities.

27. Will there be somewhere to grow vegetables?

Yes – there is already a large greenhouse on the Lynnhurst site that is being left behind. There would be room to develop this activity at Rydal House but it would not be as extensive.

28. Will there be adequate parking on the Lynnhurst site?

Yes – there is one road that goes through the Lynnhurst site. There will be one entrance and one exit through the site. The road in and out of the Lynnhurst site will be made wider so cars can park on the road. There will be lots of space for parking.

29. Would the play equipment outside be fenced off?

This depends on the site chosen. Rydal House could have a fenced play area provided like in an ordinary garden. Lynnhurst has much more flexibility due to the space and the trees in the grounds. Both sites would be made completely secure.

30. What will happen with the transport arrangements due to the increased travel time for some young people?

As the units are being reduced from 8 to 4 units travel time will be increased however the transport arrangements still need to be looked into in more depth.

31. Will the length of the journey be looked into for each young person?

Yes, this will be normal practice.

32. Will the move mean my child may lose contact with friendship groups and key staff?

Friendship groups will remain one of the considerations when managing the arrangements for stays for individual children. Part of the planning for the transition and merging of the 3 units will include closer working between staff across the service and preparation for both the staff of the new unit and the children and families to ensure children are familiar with staff and prepared for the changes.

33. Is there a plan to merge the 3 units together through this period as staffing vacancies and reduction in the number of nights required fall?

There are no plans to merge the 3 units prior to the new build being in use as long as the existing buildings remain fit for use. As part of the planning for merger there will be increased contact between the staff of the 3 units to contribute to an effective transition and minimise impact on the children and parents in terms of relationships with key staff.

Section 4

Equality Analysis Toolkit

Insert EAT subject here
For Decision Making Items

November 2011

What is the Purpose of the Equality Decision-Making Analysis?

The Analysis is designed to be used where a decision is being made at Cabinet Member or Overview and Scrutiny level or if a decision is being made primarily for budget reasons. The Analysis should be referred to on the decision making template (e.g. E6 form).

When fully followed this process will assist in ensuring that the decision-makers meet the requirement of section 149 of the Equality Act 2010 to have due regard to the need: to eliminate discrimination, harassment, victimisation or other unlawful conduct under the Act; to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and to foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Having due regard means analysing, at each step of formulating, deciding upon and implementing policy, what the effect of that policy is or may be upon groups who share these protected characteristics defined by the Equality Act. The protected characteristics are: age, disability, gender reassignment, race, sex, religion or belief, sexual orientation or pregnancy and maternity – and in some circumstances marriage and civil partnership status.

It is important to bear in mind that "due regard" means the level of scrutiny and evaluation that is reasonable and proportionate in the particular context. That means that different proposals, and different stages of policy development, may require more or less intense analysis. Discretion and common sense are required in the use of this tool.

It is also important to remember that what the law requires is that the duty is fulfilled in substance – not that a particular form is completed in a particular way. It is important to use common sense and to pay attention to the context in using and adapting these tools.

This process should be completed with reference to the most recent, updated version of the Equality Analysis Step by Step Guidance (to be distributed) or EHRC guidance - [EHRC - New public sector equality duty guidance](#)

Document 2 "Equality Analysis and the Equality Duty: Guidance for Public Authorities" may also be used for reference as necessary.

This toolkit is designed to ensure that the section 149 analysis is properly carried out, and that there is a clear record to this effect. The Analysis should be completed in a timely, thorough way and should inform the whole of the decision-making process. It must be considered by the person making the final decision and must be made available with other documents relating to the decision.

The documents should also be retained following any decision as they may be requested as part of enquiries from the Equality and Human Rights Commission or Freedom of Information requests.

Support and training on the Equality Duty and its implications is available from the County Equality and Cohesion Team by contacting

AskEquality@lancashire.gov.uk

Specific advice on completing the Equality Analysis is available from your Directorate contact in the Equality and Cohesion Team or from Jeanette Binns

Jeanette.binns@lancashire.gov.uk

Name/Nature of the Decision

Implementation of the agreed restructure and modernisation of the Overnight Break Service for Children and Young People with disabilities- first phase. Identification of the site for the first new build and the current units that will be replaced by this new provision.

What in summary is the proposal being considered?

To build the first purpose built unit on the site of a former Adult Respite Unit, at Lynnhurst, Farrington to serve the Preston, Leyland and Chorley area and merge 3 existing units- The Bungalow. Longcopse and Maplewood, with the new build when open.

Is the decision likely to affect people across the county in a similar way or are specific areas likely to be affected – e.g. are a set number of branches/sites to be affected? If so you will need to consider whether there are equality related issues associated with the locations selected – e.g. greater percentage of BME residents in a particular area where a closure is proposed as opposed to an area where a facility is remaining open.

This proposal will impact only on service to Preston, Leyland and Chorley residents who currently or potentially will, access the residential short break service for children and young people with disabilities. This is the first phase of a county wide restructure of the service and additional Cabinets reports will be presented to implement the restructure in other areas. The new service offer will match current need, in terms of nights available, as the new unit will be operational for 364 nights per year. Existing units are closed for a significant number of nights. The provision will meet the needs of all young people with disabilities, assessed as eligible and requiring overnight breaks, even those with the most complex needs. Currently not all units can meet the needs of all young people due to building restrictions. Young people in other parts of the county with complex needs are currently served by units in their areas but the new build could be accessed by any young

person in Lancashire, if it is assessed that a local unit could not meet their need.

Could the decision have a particular impact on any group of individuals sharing protected characteristics under the Equality Act 2010, namely?

- Age
- Disability including Deaf people
- Gender reassignment
- Pregnancy and maternity
- Race/ethnicity/nationality
- Religion or belief
- Sex/gender
- Sexual orientation
- Marriage or Civil Partnership Status

In considering this question you should identify and record any particular impact on people in a sub-group of any of the above – e.g. people with a particular disability or from a particular religious or ethnic group.

It is particularly important to consider whether any decision is likely to impact adversely on any group of people sharing protected characteristics to a disproportionate extent. Any such disproportionate impact will need to be objectively justified.

Yes

If you have answered "Yes" to this question in relation to any of the above characteristics, – please go to Question 1.

If you have answered "No" in relation to all the protected characteristics, please briefly document your reasons below and attach this to the decision-making papers. (It goes without saying that if the lack of impact is obvious, it need only be very briefly noted.)

--

Question 1 – Background Evidence

What information do you have about the different groups of people who may be affected by this decision – e.g. employees or service users (you could use monitoring data, survey data, etc to compile this). As indicated above, the relevant protected characteristics are:

- Age
- Disability including Deaf people
- Gender reassignment/gender identity
- Pregnancy and maternity
- Race/Ethnicity/Nationality
- Religion or belief
- Sex/gender
- Sexual orientation
- Marriage or Civil Partnership status (in respect of which the s. 149 requires only that due regard be paid to the need to eliminate discrimination, harassment or victimisation or other conduct which is prohibited by the Act).

In considering this question you should again consider whether the decision under consideration could impact upon specific sub-groups e.g. people of a specific religion or people with a particular disability. You should also consider how the decision is likely to affect those who share two or more of the protected characteristics – for example, older women, disabled, elderly people, and so on.

The service has information on the ages, gender and disabilities of service users as provided by IDSS when provision is commissioned.

Age range currently from 11 – 18.

The number of young people currently accessing the 3 units proposed for merger are: The Bungalow: 14 (Medical Needs 4, Autism 7, Challenging Behaviour 3) , Maplewood: 26 (Medical Needs 8, Autism 11, Challenging Behaviour 7) , Longcopse: 10 (Medical Needs 6,

Question 2 – Engagement/Consultation

How have you tried to involve people/groups that are potentially affected by your decision? Please describe what engagement has taken place, with whom and when.

(Please ensure that you retain evidence of the consultation in case of any further enquiries. This includes the results of consultation or data gathering at any stage of the process)

A wide ranging consultation was carried out in Spring 2013 as part of a Cabinet Paper on the Restructure of Respite Services for Children and Young People with Disabilities. Part of the subsequent decision, based on the outcome of that consultation, was to agree the replacement of the current Residential Overnight Break Units, in a phased way, with purpose built units to meet all needs. The first area identified is Preston, Leyland and Chorley, due to structural problems with existing buildings. A report went to Cabinet in October 2013 requesting authorisation to consult on the site of the first build, the area to be served and those existing units that will merge on the new site once built. An 8 week consultation has been carried out which has included on line. Hard copy and face to face events, with parents, young people, staff and commissioners. The results of that consultation and recommendations are the subject on this current report.

Summary of Consultation responses

There have been 37 responses received by questionnaire.

The overwhelming response in relation to the preferred site for the building of the new provision has been in favour of the Lynnhurst site. Reasons given have included:

- better accessibility due to proximity to motorways, less traffic congestion in the area, more central location, good parking and access options;
- potential of environment/grounds to provide exciting opportunities for the children and young people to access a range of physical activities, outdoor experiences, horticultural activities;
- potential of grounds to be utilised to provide more family/communal activities;
- quieter and more private surrounding environment;
- provides greater security.

Lynnhurst 29 Rydal 1 Either site 6 Neither site 1

The response in relation to the proposed area to be served has indicated an overwhelming acceptance of the merger of the 3 named existing units into the new build.

Accept merger of 3 named units 36
Do not accept merger of 3 named units. 1

Responses from face to face meetings with parents/carers.

Unit	Date	No of parents	No. Of staff
The Bungalow	18th Nov 2013	5	11
Maplewood	19th Nov 2013	10	17
Longcopse	19th Nov 2013	3	9

Parents.

Main Issues raised.

- Transport- length of journey for some will increase- from school to unit or home to unit. For some journey from home to unit will be shorter. It was suggested that a mini bus be considered to help those parents without cars.
- Capacity of units to meet current and future needs.
- Building needs to be environmentally friendly.
- Impact on staff jobs.
- Age range service will provide for- several parents urged a wide age range to be catered for.
- Design of the building- a suggestion about a possible reconfigure of specialist bedrooms- this has been explored and is being implemented.
- Developing input from NHS.
- Opening date.

General responses

- Many positive responses to the building specification and facilities.
- Positive responses to the opportunities to develop the outside space/environment at Lynnhurst site including family activities.
- Urge to move on with the restructure and have facilities in use.
- Assurance that parents will continue their support of the provision through fund raising , supporting activities etc

Responses from face to face meetings with staff.

Main Issues Raised

- Capacity of units to meet current and future needs.
- Process for merging the units in relation to posts and staffing.
- Age range service will provide for.
- Time scales.

General Responses

- Very positive response to the new building and specifications.
- Positive response to Lynnhurst location based on accessibility and environment.
- Opportunity to further develop an excellent service – exciting.

Issues raised in these meetings, written responses submitted by commissioners and those comments included on questionnaires have been addressed through a Frequently Asked Questions document. Copy attached as part of Cabinet Report.

Question 3 – Analysing Impact

Could your proposal potentially disadvantage particular groups sharing any of the protected characteristics and if so which groups and in what way?

It is particularly important in considering this question to get to grips with the actual practical impact on those affected. The decision-makers need to know in clear and specific terms what the impact may be and how

serious, or perhaps minor, it may be – will people need to walk a few metres further to catch a bus, or to attend school? Will they be cut off altogether from vital services? The answers to such questions must be fully and frankly documented, for better or for worse, so that they can be properly evaluated when the decision is made.

Could your proposal potentially impact on individuals sharing the protected characteristics in any of the following ways:

- Could it discriminate unlawfully against individuals sharing any of the protected characteristics, whether directly or indirectly; if so, it must be amended. Bear in mind that this may involve taking steps to meet the specific needs of disabled people arising from their disabilities
- Could it advance equality of opportunity for those who share a particular protected characteristic? If not could it be developed or modified in order to do so?
- Does it encourage persons who share a relevant protected characteristic to participate in public life or in any activity in which participation by such persons is disproportionately low? If not could it be developed or modified in order to do so?
- Will the proposal contribute to fostering good relations between those who share a relevant protected characteristic and those who do not, for example by tackling prejudice and promoting understanding? If not could it be developed or modified in order to do so? Please identify any findings and how they might be addressed.

The proposal will have an impact on the distance travelled to access the service for a proportion of service users. Some service users will have shorter journeys. The sites have been selected in part on their accessibility to motorways, main roads and public transport. The vast majority of service users require transport by car, taxi or specialist vehicles. A large proportion of transport is currently provided by the authority. It has been suggested that the new unit could have use of a

mini bus to help those families where transport could be an issues and this will be considered. The improved facilities will, however, greatly enhance the service to all young people eligible to access it. Purpose build provision will increase opportunities and provide a wider range of activities which will have a benefit to families as well as the young people. Facilities are to include a community room to provide space for family activities, training and support for parents.

Question 4 –Combined/Cumulative Effect

Could the effects of your decision combine with other factors or decisions taken at local or national level to exacerbate the impact on any groups?

For example - if the proposal is to impose charges for adult social care, its impact on disabled people might be increased by other decisions within the County Council (e.g. increases in the fares charged for Community Transport and reductions in respite care) and national proposals (e.g. the availability of some benefits) . Whilst LCC cannot control some of these decisions, they could increase the adverse effect of the proposal. The LCC has a legal duty to consider this aspect, and to evaluate the decision, including mitigation, accordingly.

If Yes – please identify these.

Any policy decision in relation to transport provision could have an impact.

Question 5 – Identifying Initial Results of Your Analysis

As a result of your analysis have you changed/amended your original proposal?

Please identify how –

For example:

Adjusted the original proposal – briefly outline the adjustments

Continuing with the Original Proposal – briefly explain why

Stopped the Proposal and Revised it - briefly explain

No

Question 6 - Mitigation

Please set out any steps you will take to mitigate/reduce any potential adverse effects of your decision on those sharing any particular protected characteristic. It is important here to do a genuine and realistic evaluation of the effectiveness of the mitigation contemplated. Over-optimistic and over-generalised assessments are likely to fall short of the “due regard” requirement.

Also consider if any mitigation might adversely affect any other groups and how this might be managed.

Feasibility study on use of mini buses for the new unit. This will be carried out as part of the transition plan with the support of IDSS , Finance and Transport Teams and with parent/carers involvement.

Question 7 – Balancing the Proposal/Countervailing Factors

At this point you need to weigh up the reasons for the proposal – e.g. need for budget savings; damaging effects of not taking forward the proposal at this time – against the findings of your analysis. Please describe this assessment. It is important here to ensure that the assessment of any negative effects upon those sharing protected characteristics is full and frank. The full extent of actual adverse impacts must be acknowledged and taken into account, or the assessment will be inadequate. What is required is an honest evaluation, and not a marketing exercise. Conversely, while adverse effects should be frankly acknowledged, they need not be overstated or exaggerated. Where effects are not serious, this too should be made clear.

The main purpose of the proposal is to provide high quality, and

sustainable short breaks for children and young people with disabilities to support families under strain to cope and stay together and help and enable the young people to reach their potential. The current provision is not sustainable or fit for purpose due to inadequate buildings. There is also a reputational risk to the LA/CC of not implementing the decision to provide purpose build units.

Question 8 – Final Proposal

In summary, what is your final proposal and which groups may be affected and how?

To build the first purpose built unit on the site of a former Adult Respite Unit, at Lynnhurst, Farrington to serve the Preston, Leyland and Chorley area and merge 3 existing units- The Bungalow. Longcopse and Maplewood, with the new build when open. Impact on some families with children with disabilities accessing short breaks in relation to length of journey- for some longer, others shorter. Access to improved facilities for all eligible young people.

Question 9 – Review and Monitoring Arrangements

Describe what arrangements you will put in place to review and monitor the effects of your proposal.

Transition Plan to manage merging of units and move to new premises.
Monitor transport arrangements and costs.

Equality Analysis Prepared By Audrey Swann

Position/Role Acting Head of ACERS

Equality Analysis Endorsed by Line Manager and/or Chief Officer

Decision Signed Off By

Cabinet Member/Chief Officer or SMT Member

Please remember to ensure the Equality Decision Making Analysis is submitted with the decision-making report and a copy is retained with other papers relating to the decision.

Where specific actions are identified as part of the Analysis please ensure that an EAP001 form is completed and forwarded to your Directorate's contact in the Equality and Cohesion Team.

Directorate contacts in the Equality & Cohesion Team are:

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Contact for Adult & Community Services Directorate

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Contact for Environment Directorate, Lancashire County Commercial Group and One Connect Limited

Saulo Cwerner – Equality & Cohesion Manager

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Contact for Children & Young Peoples Directorate

Pam Smith – Equality & Cohesion Manager

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Contact for Office of the Chief Executive and the County Treasurer's Directorate

Thank you

Report to the Cabinet Member for Children, Young People and Schools
Report submitted by: Interim Executive Director for Children and Young People
Date 6 February 2014

Part I

Electoral Division affected:
All

Review of Home to Mainstream School Transport Policy (Appendices 'A' and 'B' refer)

Contact for further information:

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Executive Summary

On 10 October 2013, the Cabinet Member for Children, Young People and Schools gave permission for a public consultation exercise to be completed on proposed changes to the discretionary (non-statutory) home to mainstream school transport policy. This report presents the results of the consultation exercise and makes recommendations for determination.

This is deemed to be a Key Decision and Standing Order 25 has been complied with.

Recommendation

The Cabinet Member for Children, Young People and Schools is recommended to:

- (i) Consider the information in this report;
- (ii) Determine the following changes in respect of the discretionary home to mainstream schools transport policy, effective from 1 September 2014:
 - withdrawal of transport assistance for pupils who move home whilst in Years 6, 10 or 11;
 - increase the charge to £475 per annum for parents who pay the contributory charge to faith schools, and, thereafter, by Retail Price Index plus 5%;
 - withdrawal of transport assistance where a parent is temporarily unable to accompany their child to school due to a temporary medical incapacity;
 - withdrawal of transport assistance where a child is temporarily unable to walk to school due to a temporary medical incapacity;
 - withdrawal of transport assistance for pupils affected by a managed move;

- increase the charge for replacement bus passes to £20 (a £15 charge will apply to pupils from low income families and pupils with statements of special educational needs will continue to be exempt from charges);
- introduce a charge of £10 for amending bus passes (a £5 charge will apply to pupils from low income families);
- increase the fares and costs of season tickets on contracted school bus services to prices outlined in the attached report on the results of the home to school transport consultation document at Appendix A;
- review modes of transport for families living in remote areas by reimbursing parents the cost of petrol to the nearest bus stop rather than providing a taxi (this will be subject to the agreement of individual parents)

(iii) Determine the following changes in respect of the discretionary home to mainstream schools transport policy, effective from 1 September 2015, and applicable to newly admitted children only:

- to no longer provide transport assistance for pupils attending a faith school which serves the parish in which they live, when there is another nearer faith school; and
- to no longer provide transport assistance to schools within the geographical priority area of the pupil's home, when there is another nearer school.

Families on low incomes are exempt from the changes, apart from those relating to replacement or amended bus passes; and

(iv) Continue with the review of vehicle capacities and unsuitable routes and present a further report on findings, for implementation with effect from September 2014 onwards.

Background and Advice

The cost of providing home to mainstream school transport in the financial year 2012/13 was £8.5 million. In the same year, the cost of compliance with the statutory requirements of home to mainstream school transport was £4.02 million, which made up just 48% of the overall costs. The remainder, £4.48 million, was spent on non-statutory (discretionary) transport provision.

Due to the considerable financial pressures being faced by the County Council it was considered necessary to review the home to mainstream school transport policy with a view to identifying possible savings and/or generating additional revenues.

The proposals will impact on families with school age children who are not entitled to statutory transport provision to school but would receive discretionary transport assistance under current policy. It is estimated that this will impact on around 8,750 children out of 153,300 school age children when fully implemented i.e. 5.7% of the school age population. One of the largest groups of children impacted is those that

attend a faith school where there is no statutory entitlement to school transport assistance. It is estimated that around 2,700 secondary age children will be impacted and a small number of primary age children, once the proposal is fully implemented. Not all children that attend faith schools do so because of their parents' religion or belief.

Consultations

Following the Cabinet Member for Children, Young People and Schools' approval, a public consultation exercise was conducted on changes to the discretionary elements of the home to mainstream school transport policy.

Consultation was held for 6 weeks from 21 October to 29 November 2013. The consultation document was placed on the Lancashire County Council website together with an online questionnaire. There was also a facility to make a paper based response. In addition, head teachers were sent a letter via the schools portal advising them of the consultation and asking them to refer to the consultation in any planned newsletters to parents. Lancashire District Councils, County Councillors, Diocesan Authorities and Lancashire Member of Parliament's were all sent copies of the consultation document.

The full report on the consultation is set out at Appendix 'A'.

A total of 1,023 responses were received. Given that around 8,750 children may be impacted and there are 153,300 statutory age school children in mainstream schools, the response rate was relatively low.

The responses were from the following groups:

- 872 from parents/carers of a current pupil
- 163 from parents/carers of a future pupil
- 34 from pupils
- 62 from members of staff
- 48 from school governors
- 18 from others

The Student Support Appeals Committee and the Roman Catholic Dioceses of Salford and Lancaster made representations about the proposals and these are presented within the full report on the consultation at Appendix 'A'.

174 respondents fitted into more than one of the above categories. Not all of the respondents answered all of the questions.

It is clear that the majority of the respondents (around 79%) were connected to faith schools. 59% of responses came from individuals connected to four schools: Cardinal Allen, Fleetwood (298), St Augustine's, Billington (223); St Michael's, Chorley (103) and St Bede's, Ormskirk (81).

As could be expected, the response to the consultation was largely negative. Depending on the question, around two-thirds to three-quarters of respondents

disagreed or strongly disagreed with most of the proposals. The exceptions to this were the proposals to:

- continue to provide emergency transport on a short term basis to families in dire need;
- withdraw transport assistance to pupils on managed moves;
- continue to provide transport for those pupils admitted under the fair access protocol;
- increase the charge for a replacement bus pass;
- ask families in rural areas to take their children to the nearest bus stop, instead of using LCC taxi provision; and
- undertake a review of unsuitable walking routes

where more people agreed with the proposals than disagreed.

The most unpopular proposals were those to:

- Increase the cost of fares and season tickets, with 60% strongly disagreeing and a further 15% disagreeing with the proposal; and
- Increase the charge for transport to faith schools, with 76% strongly disagreeing and a further 5% disagreeing with the proposal.

As both proposals represent an additional annual cost to those affected, it is not surprising that they attracted the most negative responses, particularly given the make-up of the respondents.

Most people (62%) made no comment on the proposals; 15% said that there was an unfair focus on faith schools; and 11% said that they, or others, would not be able to afford the proposed prices. An analysis of the comments is provided at Appendix 'A'.

Conclusion

Whilst the response to the consultation was largely negative, this was to be expected, particularly on those items that have the widest impact such as the increase in travel charges to faith schools and the increase in fares and season tickets. The overall response rate was not high and it was heavily influenced by individuals with an interest in faith schools.

The proposed changes to home to mainstream school transport must be set in context: they only affect children who have no statutory entitlement to travel assistance; and low income families are protected from the impacts. In addition the County Council will still be heavily subsidising the costs of discretionary transport and, therefore, shielding parents from the full costs (many other local authorities have removed discretionary transport assistance altogether); and the right to appeal to the Student Support Appeals Committee remains in place.

Implications:

This item has the following implications, as indicated:

Risk management

The risk management implications are as follows:

Finance

It is estimated that the sum total of all of the quantifiable measures above could save the County Council in the range of £0.6 million in the financial year 2014/15, rising to £1.2 million in the financial year 2020/21 and beyond. Further savings may be generated by the review of non-statutory travel capacities and unsuitable routes and a further report will be presented on these issues for introduction in September 2014.

If the proposal is not implemented, the County Council will need to make savings of £0.6 million in 2014/15 rising to £1.2 million in other policy areas as these overall levels of savings have been agreed by Cabinet and the subsequent negative impacts on groups or individuals may be far greater than those identified in this area.

Legal

The Local Authority's statutory obligations to provide free home to schools transport were outlined in section 1 of the report dated 10 October 2013. These elements of the home to mainstream school transport policy will remain intact and the Local Authority is consulting on changes to the discretionary elements of the policy only.

Equality and Diversity

A full Equality Analysis has been included at Appendix 'B' to this report

List of Background Papers

Paper	Date	Contact/Directorate/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A



Home to School Transport Policy consultation 2013

Report

December 2013

Mick Edwardson and Mike Walker

December 2013

For further information on the work of the Corporate Research and Intelligence Team, please contact us at:

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1. Executive summary

Lancashire County Council undertook a 6-week consultation to inform its home to school transport policy. The consultation was conducted through a combination of paper-based and online questionnaires. In total, 1023 responses were received. The largest number of responses came from parents/carers of pupils at Cardinal Allen (277) and St Augustine's (162).

1.1 Key findings

- Nearly two-thirds (65%) of respondents disagree with the proposal to withdraw the free transport service for pupils who move home in years 6, 10 or 11 and who attend a school that is more than the statutory walking distance from their new home, even though the school that the pupil is attending may not be the nearest school to their new home.
- Over three-quarters of respondents (76%) strongly disagree with the proposal to increase the charge for transporting pupils to their nearest faith school.
- Nearly three-fifths (59%) of respondents disagree with the proposal to remove the assistance with travel costs given to pupils who attend a faith school that is not the nearest school of their faith.
- Nearly two-thirds (63%) of respondents disagree with the proposal to remove the transport assistance given to pupils who attend a GPA school that is not their nearest school.
- Just under three-quarters of respondents (71%) disagree with the proposal to withdraw, except for families on a low income, the support provided to parents with a temporary medical incapacity to ensure their child/children can get to and from school.
- Nearly two-thirds of respondents (66%) disagree with the proposal to withdraw the temporary transport assistance provided for children with short-term medical conditions, unless their family is on a low income. Over a quarter of respondents (29%) agree with this proposal.
- Over three-quarters of respondents (77%) agree with the proposal to continue providing emergency transport on a short-term basis to those families in dire need.
- Just over half of respondents (54%) agree with the proposal to withdraw travelling expenses for pupils admitted to schools by a managed move, unless the pupil comes from a low income family. Over a third of respondents (37%) disagree with this proposal.

- Nearly three-quarters of respondents (74%) agree with the proposal to retain the existing policy for those pupils subject to a fair access protocol.
- Over half of respondents (52%) agree with the proposal to increase the charge for a replacement bus pass to £20 (£15 for pupils on low incomes), unless the pupil has a statement of special educational needs. Just over two-fifths of respondents (44%) disagree with this proposal.
- Opinion is split over the proposal to continue providing short-term transport assistance to get pupils under the jurisdiction of TES to school, with over two-fifths of respondents (42%) agreeing with the proposal, and just under half of respondents (49%) disagreeing with it. However, over a third of respondents strongly disagree (35%) with this proposal.
- Three-quarters of respondents (75%) disagree with the proposal to increase the fares/cost of season tickets on contracted school bus services.
- Three-fifths of respondents (60%) disagree with the proposal to undertake a review of the bus capacities provided.
- Just over two-thirds of respondents (67%) agree with the proposal to ask families in rural areas to take their own children to the bus stop on the school bus route, instead of using taxis contracted by the county council.
- Just over three-fifths (62%) of respondents agree that the county council should review all of the cases where investment in a walking route could make an unsuitable walking route suitable for pupils to walk to school.
- Opinion was split over the proposal to charge £10 for amending bus passes. Around half (49%) of respondents agree with this proposal, while just under half (45%) disagree with it.

2. Introduction

Lancashire County Council is proposing to make a number of changes to its Home to School Transport Policy. The county council currently offers support in addition to what it is legally required to. This is known as discretionary transport and it is this additional support that the county council is proposing to change.

Lancashire County Council currently spends £8.5m on providing home to school transport for pupils attending mainstream schools. Of that figure, £4.5m is spent on providing transport assistance that is not a legal requirement. Overall, the county council is faced with making savings in the region of £300m over the next four years. It therefore needs to review all of its spending, especially its spending on services that it does not have a legal requirement to provide.

A 6-week consultation was conducted to seek views in relation to these proposals.

3. Methodology

The consultation ran from 21 October 2013 to 29 November 2013. The consultation was conducted through a questionnaire which was available online. The questionnaire could be completed online or printed off and returned through the post.

In total 1,023 responses were received. The largest number of responses came from parents/carers of pupils at Cardinal Allen (277) and St Augustine's (162) and these responses account for 43% of the total number received. Nearly four-fifths (79%) of respondents clearly identified an affiliation to a faith school (parent/pupil/member of staff/governor), nearly one in every ten (9%) identified a non-denominational school and around one in every eight respondents (13%) did not identify any affiliation to a school.

As well as the questionnaire responses, four written responses were received via email or letter, these can be found in full in *appendix 2*. A response from the Student Support Appeals Committee was received as well and can also be found in *appendix 2*.

3.1 Limitations

Although the survey was available for anyone to respond to, the aim of the consultation was to gain the views of those who will be affected by the changes and so the responses should not be seen as the view of the overall Lancashire population.

In charts or tables where responses do not add up to 100%, this is due to multiple responses or computer rounding.

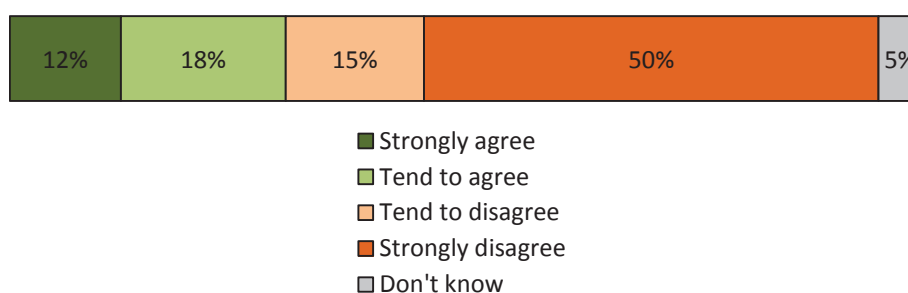
4. Main research findings

4.1 Transport assistance for pupils who move home in years 6, 10 and 11

When a family moves home while the pupil is in years 6, 10 or 11, we currently provide free transport, as long as the school they are attending is more than the statutory walking distance from their new home, even though the school the pupil is attending may not be the nearest school to their new home.

From September 2014, we are proposing to withdraw this service except for families on low incomes. Any pupil in year 11 in September 2015 who received this discretionary assistance during the school year 2014/2015 would continue to receive the concession until the end of their year 11. This is likely to affect 80 pupils annually, with annual savings once fully implemented of £132,000.

Chart 1 - How strongly do you agree or disagree with this proposal?



Base: All respondents 1,002

Nearly two-thirds (65%) of respondents disagree with the proposal to withdraw the free transport service for pupils who move home in years 6, 10 or 11 and who attend a school that is more than the statutory walking distance from their new home, even though the school the pupil is attending may not be the nearest school to their new home.

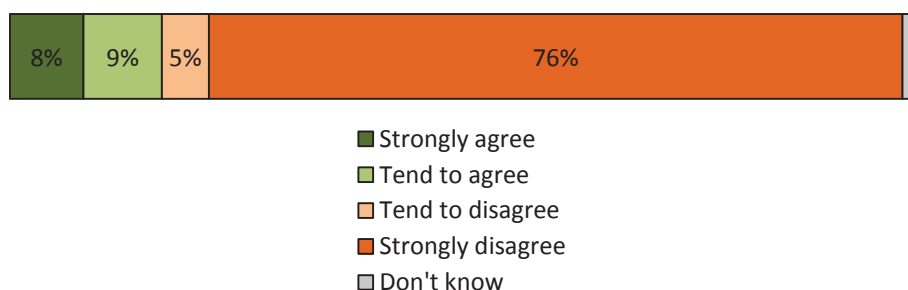
4.2 Transport assistance to faith schools

We currently offer transport assistance to pupils who attend the nearest school of their faith, even though there may be a nearer non-faith school to where the pupil lives, which is more than the statutory walking distance from that school and the pupils met the denominational criteria for admission. Since September 2011 pupils starting at faith schools, where there was a nearer school, are required to contribute an annual fee of £380 towards the travel costs. This figure has remained the same since then.

We are proposing to increase this charge to £475 from September 2014 for all those pupils whose parents would normally pay the charge. In September 2014 pupils in reception, years 1, 2, and 3 in primary schools and years 7, 8, 9 and 10 in secondary schools will pay the revised charge. This charge will increase annually by the Retail Price Index plus 5%.

Pupils on low incomes will still be exempt from these charges and parents will still be able to pay the charge by ten interest free monthly payments. This is likely to initially affect up to 2,100 pupils and will initially bring in additional revenue to the council of £199,000 per year. This additional revenue will increase as more pupils are liable for the charge and as the charges increase annually.

Chart 2 - How strongly do you agree or disagree with this proposal?



Base: All respondents 1,013

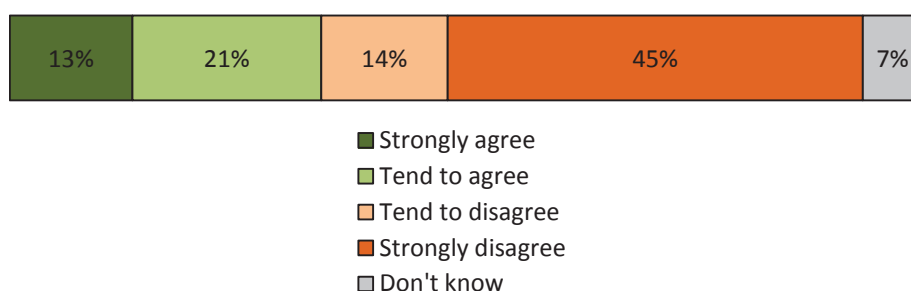
Over three-quarters of respondents (76%) strongly disagree with the proposal to increase the charge for transporting pupils to their nearest faith school.

Previously we have granted assistance with travel costs where the pupil has attended the nearest faith school which serves the parish in which the pupil lives as stated in that schools admission criteria, even though this may not have been the nearest school of their faith. Where two faith schools have named the same parish in their admission criteria we have previously granted assistance to either faith school irrespective of whether this was the nearest faith school. In all cases the distance criteria must be met.

We are proposing that from September 2015 we only provide assistance for non-low income families to the nearest school of the parental/pupil faith. This is likely to affect up to 20 pupils a year and result in a cost saving to the council of £10,000 per year. This will increase to 100 pupils after five years with annual savings of £50,000 per year.

From September 2015 any pupils currently receiving transport assistance to a faith school that is not the nearest school of their faith will continue to receive that assistance until they leave the school or until the end of year 11 in faith schools with sixth forms.

Chart 3 - How strongly do you agree or disagree with this proposal?



Base: All respondents 996

Nearly three-fifths (59%) of respondents disagree with the proposal to remove the assistance with travel costs for pupils who attend a faith school that is not the nearest school of their faith.

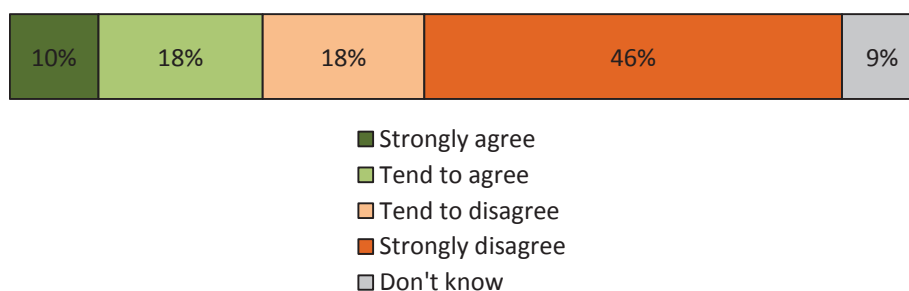
4.3 Transport assistance and geographical priority areas (GPA)

A number of schools use GPA as part of their admission criteria. In some cases pupils secure places living in these GPA and sometimes this may not physically be their nearest school. We currently allow travelling expenses in these cases provided the distance criterion is met. Where a school shares a GPA, we will only pay travel costs to the nearest GPA school.

We are proposing that from September 2015, for those pupils who start new at secondary school which is their nearest GPA school but not their nearest school, they will no longer receive transport assistance. Pupils who previously qualified for this assistance will retain it until the end of their year 11 at the school.

This is likely to affect up to 20 pupils per annum resulting in annual savings of £6,000. When fully implemented up to 100 pupils will be affected resulting in annual savings of £50,000.

Chart 4 - How strongly do you agree or disagree with this proposal?



Base: All respondents 999

Nearly two-thirds (63%) of respondents disagree with the proposal to remove transport assistance for pupils who attend their nearest GPA school if it is not their nearest school.

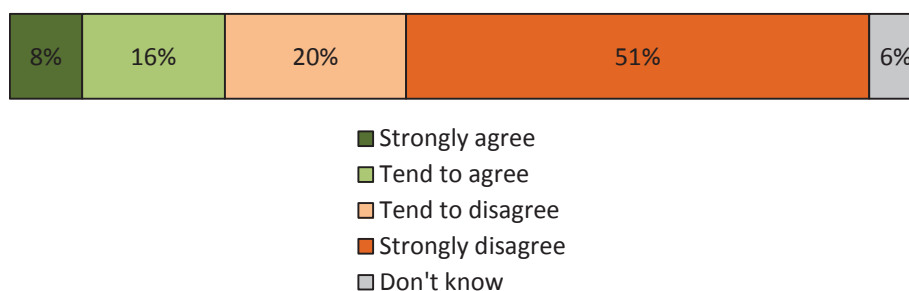
4.4 Temporary parental incapacity to accompany the child to school

When a parent is unable to accompany their child to school (mainly primary schools) due to a temporary medical incapacity and there is no other family/friend to help, we will try to help parents even if the pupil is not attending the nearest school or lives within the statutory walking distances, if satisfactory medical evidence has been provided.

From September 2014 it is proposed to withdraw this service except for families on low income.

This will affect very few pupils per year and will result in annual savings of around £8,000.

Chart 5 - How strongly do you agree or disagree with this proposal?



Base: All respondents 997

Just under three-quarters of respondents (71%) disagree with the proposal to withdraw, except for families on low income, the support provided to parents with a temporary medical incapacity to ensure their child/children get to and from school.

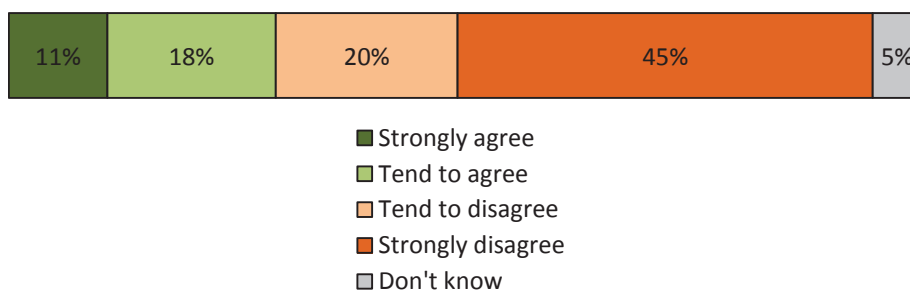
4.5 Temporary transport assistance for children with short term medical conditions

There may be occasions when a pupil, for whatever reason, is unable to walk to school due to a temporary medical reason (eg broken leg) and the pupil does not attend their nearest school. In the past we have helped pupils in this situation for up to 12 weeks, if medical evidence has been provided.

From September 2014 it is proposed to withdraw this service except for low income families.

This is likely to affect up to 30 pupils yearly and will result in annual savings in the region of £242,000.

Chart 6 - How strongly do you agree or disagree with this proposal?



Base: All respondents 998

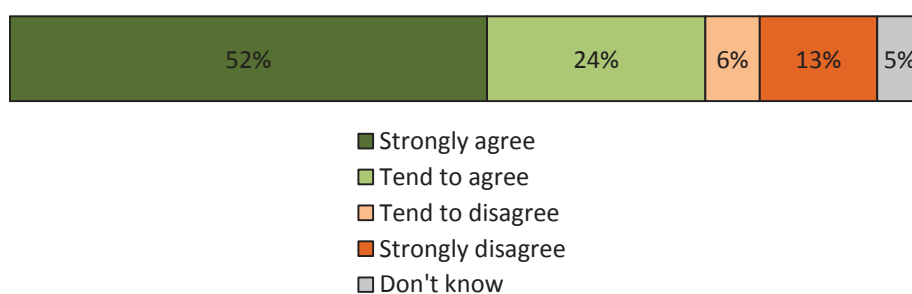
Nearly two-thirds of respondents (66%) disagree with the proposal to withdraw temporary transport assistance for children with short-term medical conditions unless the family is on a low income. Over a quarter of respondents (29%) agree with this proposal.

4.6 Emergency transport provision

There are cases where we provide emergency transport provision normally on a short-term basis to assist those families in dire need. These tend to be occasions where a family may have fled domestic abuse and the family are re-housed temporarily in refuges. More often than not these pupils are not attending their nearest school.

We are proposing to continue this service. This affects approximately 12 pupils a year and annually costs about £3,000.

Chart 7 - How strongly do you agree or disagree with this proposal?



Base: All respondents 997

Over three-quarters of respondents (77%) agree with the proposal to continue providing emergency transport on a short-term basis to those families in dire need.

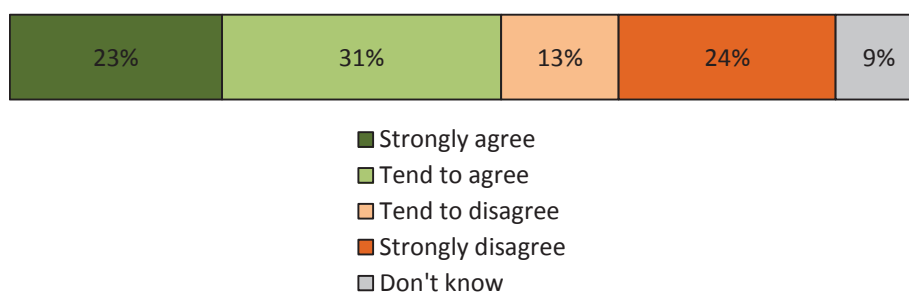
4.7 Pupils admitted to schools under the Fair Access Protocol/Managed Moves

Pupils who are admitted to schools under these circumstances are provided with travelling expenses even if they do not attend their nearest school, provided the distance criterion is met. Managed moves are for pupils who have been found alternative schools as they were at risk of permanent exclusion from their previous school.

We are proposing to withdraw this service for any pupil affected by a managed move who start at a school after September 2014, unless the pupil comes from a low income family.

This is likely to affect up to 69 pupils per year and result in savings of £54,000 per year.

Chart 8 - How strongly do you agree or disagree with this proposal?



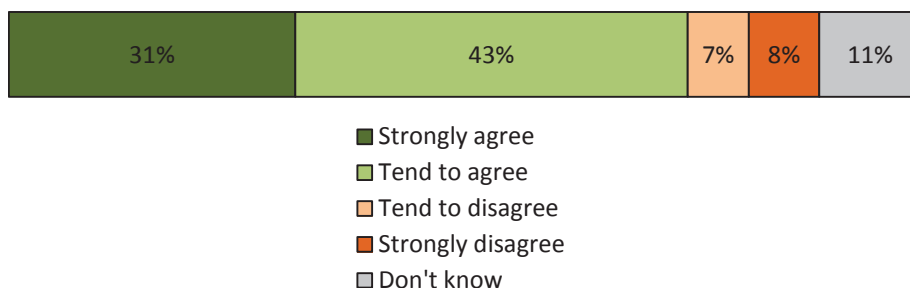
Base: All respondents 1,001

Just over half of respondents (54%) agree with the proposal to withdraw travelling expenses for pupils admitted to schools by a managed move, unless the pupil comes from a low income family. Over a third of respondents (37%) disagree with this proposal.

The fair access protocol is for pupils who move to a new area but can't be placed in their nearest school.

We are also planning to retain the existing policy for those pupils subject to a fair access protocol, as we have a legal requirement to find a school place for these pupils.

Chart 9 - How strongly do you agree or disagree with this proposal?



Base: All respondents 1,000

Nearly three-quarters of respondents (74%) agree with the proposal to retain the existing policy for those pupils subject to a fair access protocol.

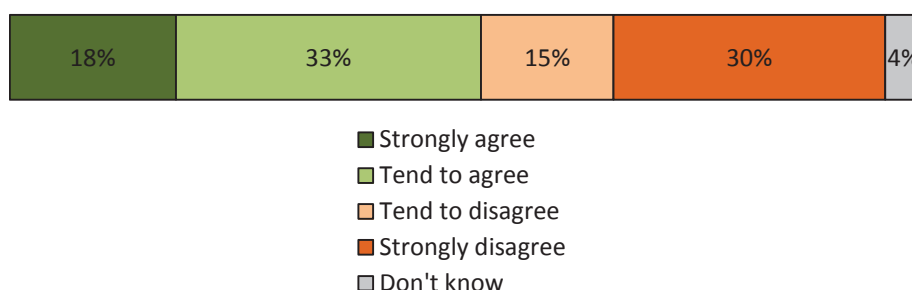
4.8 Charging for a replacement bus pass

We currently charge parents £15 (£10 for pupils on low incomes) to replace their bus pass if it is lost (it is free for those pupils who have a statement of special educational needs). These figures have remained at this level since 2000.

We are proposing to increase the charge to £20 (£15 for pupils on low incomes) from September 2014. Pupils with statements of special educational needs will continue to be exempt from these charges.

This is likely to affect 700 pupils per year and bring in additional revenue to the council of £3,500 per year.

Chart 10 - How strongly do you agree or disagree with this proposal?



Base: All respondents 1,005

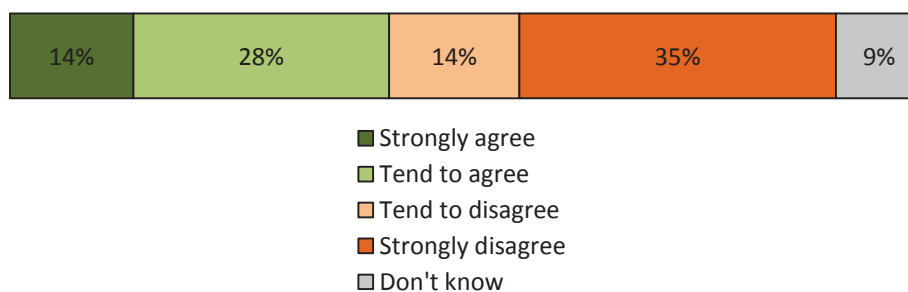
Over half of respondents (52%) agree with the proposal to increase the charge for a replacement bus pass to £20 (£15 for pupils on low incomes) unless the pupil has a statement of special educational needs. Just over two-fifths of respondents (44%) disagree with this proposal.

4.9 Pupils under the jurisdiction of the Traveller Education Service (TES)

There are a small number of cases where pupils move into an area and become the responsibility of the TES. These pupils are likely to be from the Gypsy, Roma or Traveller community. We currently provide short-term transport assistance (maximum of 4 weeks) to get these pupils to school, where they are either not attending their nearest school or live less than the statutory walking distance from school.

We are proposing to continue this service. This only affects a small number of pupils each year and the cost is only minimal.

Chart 11 - How strongly do you agree or disagree with this proposal?



Base: All respondents 1003

Opinion is split over the proposal to continue providing short-term transport assistance to get pupils under the jurisdiction of TES to school, with over two-fifths of respondents (42%) agreeing with the proposal, and just under half of respondents (49%) disagreeing with it. However, over a third of respondents strongly disagree (35%) with this proposal.

4.10 Increasing the fares/cost of season tickets on contracted school bus services

Pupils with no legal entitlement to transport assistance can travel on school contracted bus/taxi services by paying a daily fare to the driver or by purchasing a season ticket, subject to space being available and the service not costing us any more.

Individual fare levels and season ticket costs (which are based on the fare levels) have not been increased since 2000 and the costs are subsidised, which do not in most areas reflect commercial fare levels.

The current fare structure on our contracted school service is:

	Single fare	Return fare
Journeys up to 3 miles	£1.10	£2.00
Journeys between 3 and 8 miles	£1.60	£3.00
Journeys over 8 miles	£2.10	£4.00

Season tickets can be purchased termly or yearly and the above costs are multiplied by 190 days for a full school year. A 20% discount is then given.

We are proposing increasing the fare levels from September 2014 for all non-statutory travellers to:

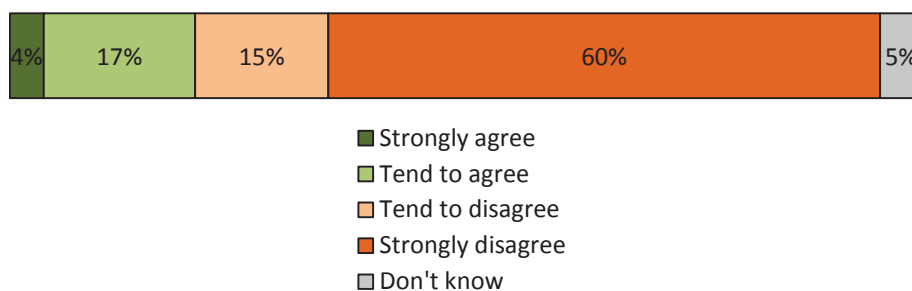
	Single fare	Return fare
Journeys up to 3 miles	£1.30	£2.50
Journeys between 3 and 8 miles	£1.90	£3.50
Journeys over 8 miles	£2.40	£4.50

This would increase annual season ticket prices as follows:

	Present price	Proposed price
Journeys up to 3 miles	£304.00	£380.00
Journeys between 3 and 8 miles	£456.00	£532.00
Journeys over 8 miles	£608.00	£684.00

This is likely to affect up to 3,900 pupils and produce additional revenue of £92,000.

Chart 12 - How strongly do you agree or disagree with this proposal?



Base: All respondents 994

Three-quarters of respondents (75%) disagree with the proposal to increase the fares/cost of season tickets on contracted school bus services.

4.11 Provide minimum capacities on contracted school bus services

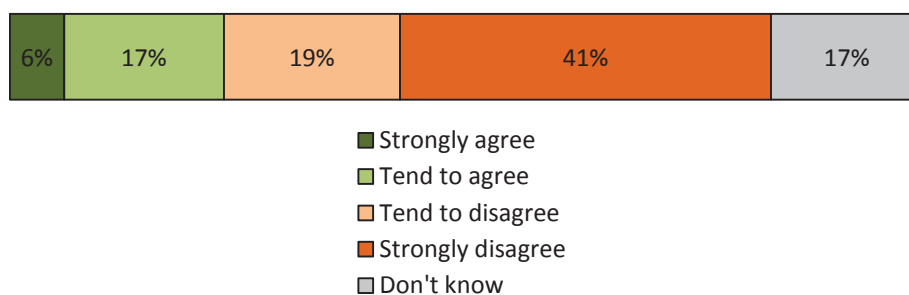
When providing school bus services we currently provide additional capacity to cater for pupils who do not have a legal entitlement to home to school travel. Providing larger capacity vehicles can often be more expensive, even when the cost of the additional revenue received from pupils who pay the fares on these services is taken into account.

We are proposing to undertake a review of the bus capacities we provide. In doing so, we will try to ensure that pupils will still be able to travel to and from school. However, there may be instances where more costly and possibly less convenient alternative services are available. In these circumstances we are likely to propose withdrawing the contracted school services.

Where a service is proposed for withdrawal a consultation will take place with those affected. We will produce an equality impact assessment for any of these proposals and all decisions to withdraw services will ultimately be made by a county council cabinet member.

More detailed work is required before potential savings can be estimated.

Chart 13 - How strongly do you agree or disagree with this proposal?



Base: All respondents 989

Three-fifths of respondents (60%) disagree with the proposal to undertake a review of the bus capacities provided.

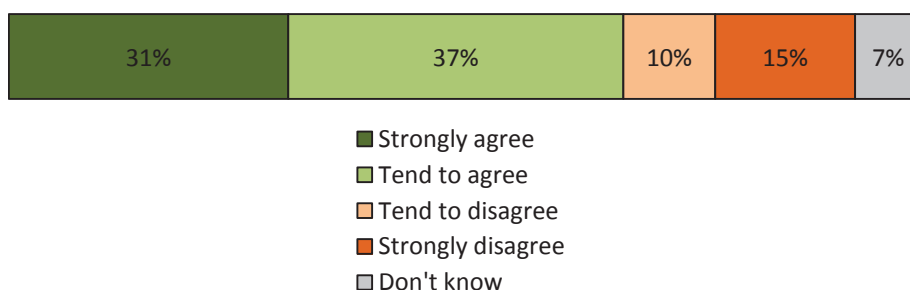
4.12 Review modes of transport

For pupils who live a considerable distance from a bus route, mainly in rural areas, we normally contract taxis to take them from home to meet up with the bus route.

We are proposing to approach these families to ask whether they would be willing to take their own children to these bus stops. We would reimburse these parents for the cost of their petrol.

This is likely to affect some 300 pupils and potentially result in savings of £320,000 per year.

Chart 14 - How strongly do you agree or disagree with this proposal?



Base: All respondents 992

Just over two-thirds of respondents (67%) agree with the proposal to approach families in rural areas to ask whether they could take their children to the bus stop if they were reimbursed.

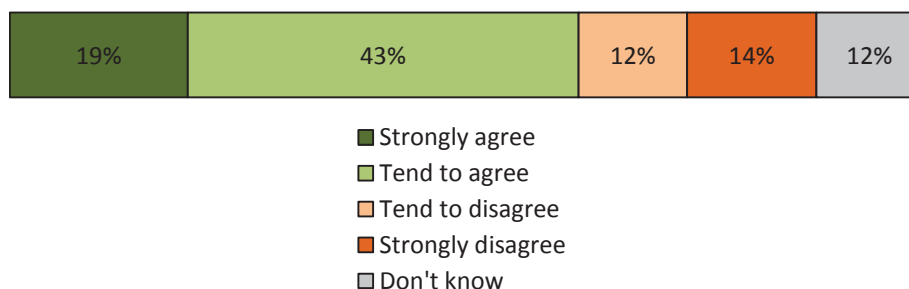
4.13 Review of unsuitable route provision

Pupils who attend their nearest school but live within the statutory walking distance from the school are provided with free transport if we feel that the route they would have to walk to school could be considered unsuitable even if they were accompanied by an adult.

We are proposing to review all of these cases. There may be instances where investment in a walking route could mean that it becomes suitable for pupils to walk, enabling free transport to be withdrawn. For example, a pedestrian crossing could be paid for from the savings made by withdrawing free transport.

More detailed work is required before savings can be estimated.

Chart 15 - How strongly do you agree or disagree with this proposal?



Base: All respondents 990

Just over three-fifths (62%) of respondents agree that the county council should review all of the cases where investment in a walking route could make an unsuitable walking route suitable for pupils to walk to school.

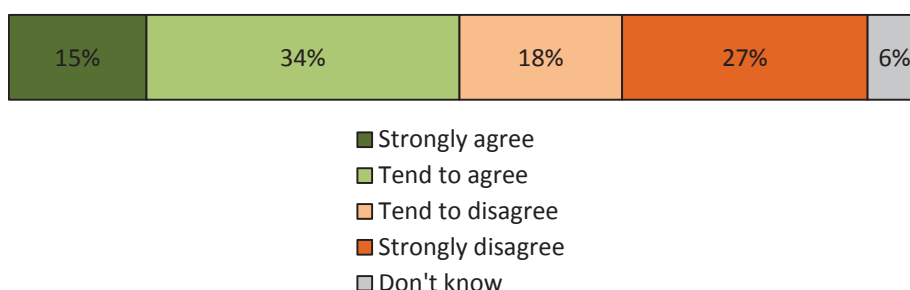
4.14 Charge for amending bus passes

Currently, if a pupil who is entitled to assisted home to school transport changes address or school then they are required to have an amended bus pass. We currently provide this service for free.

We are proposing that from September 2014 we will charge for amending passes. We are proposing a charge of £10 per pass (£5 for low income families).

This is likely to affect up to 780 pupils annually and provide additional revenue to the council of up to £7800 per annum.

Chart 16 - How strongly do you agree or disagree with this proposal?



Base: All respondents 988

Opinion was split over the proposal to charge £10 for amending bus passes. Around half (49%) of respondents agree with the proposal, while just under half (45%) disagree with it.

4.15 Additional comments

	%	Number of responses
No comment	62%	635
Unfair focus on faith schools	15%	151
Comment about how they/others won't be able to afford the proposed prices	11%	114
The size of the increase is unfair	6%	64
Concern about the impact on parents with more than one child	5%	50
Reduce costs elsewhere in the county council	4%	38
General negative comment about the proposals	3%	34
Home to school transport should be free	3%	33
Doesn't agree with protection for those classed as low income/travellers	3%	28
Other	16%	166

Appendix 1: demographic breakdown

		Count	Percentage
Are you...?	Male	273	28%
	Female	706	72%

		Count	Percentage
What was your age on your last birthday?	18 and under	25	3%
	19-24	5	1%
	25-34	85	9%
	35-54	752	83%
	55 and over	40	4%

		Count	Percentage
Are you a deaf person or do you have a disability?	Yes	39	4%
	No	921	96%

		Count	Percentage
Which best describes your ethnic background?	White	942	97%
	Asian or Asian British	12	1%
	Black or Black British	10	1%
	Mixed eg White and Asian	2	<1%
	Other	12	<1%

A parent/guardian of a pupil at...	Count
Cardinal Allen	277
St Augustine's, Billington	162
No school name given	83
St Michael's, Chorley	79
St Bede's, Ormskirk	63
Ripley St Thomas	36
St Cecillas	23
Blessed Trinity RC College	16
St Mary's, Brownedge	16
Our Lady's	12
QES Kirkby Lonsdale	8
Hutton Grammar	7
Other	90
TOTAL	872

A parent/guardian of a future pupil at...	Count
St Augustine's, Billington	50
No school name given	23
St Michael's	22
Ripley St Thomas	17
St Bede's	13
Cardinal Allen	9
Other	29
TOTAL	163

A member of staff at...	Count
Lathom High	11
Name not given	7
Cardinal Allen	6
Other	37
TOTAL	61

A pupil at...	Count
St Augustine's, Billington	8
Other	26
TOTAL	34

Other respondents	Count
Local resident	7
Other	11
TOTAL	28

Appendix 2: other comments received

"Message: I would like to draw your attention to Lancashire CC current consultation on their Home to School Transport Policy. One of their proposals is to increase the annual bus fare from £380 to £475 with effect from September 2014 and by RPI+5% per annum thereafter. This is a disgraceful assault on hard pressed families who have already committed to particular schools [in my case a faith school], and purchased expensive school uniforms, and who may now have to consider moving children to other schools. Surely the imposition of such a huge increase for children who are already in the education system and settled in a particular school is grossly unfair and likely to lead to disruptive relocation for some children. I would urge you to do what you can to influence the outcome of this consultation."

"As a parent governor and vice chair of All Saints' Catholic High School, I am emailing you both to respond to the LCC proposal to increase the travel costs of pupils attending our school. As you will be aware we objected to this proposal two years ago, when the subsidy was partially withdrawn and so to further reduce this subsidy seems very unfair to our families especially as the original agreement was a long standing one with the diocese.

Please reconsider this proposal."

"Re: HOME TO SCHOOL TRANSPORT POLICY : LANCASHIRE COUNTY COUNCIL

(CONSULTATION FOR PUPILS ATTENDING MAINSTREAM SCHOOLS)

I wish to express concern at the possibility that discretionary travel support for pupils attending mainstream schools is in danger of being withdrawn. In the present economic climate, where families are disproportionately bearing the burden, I consider any move in this direction would be grossly unjust and insensitive and a further drain on a families already stretched income. Therefore, I urge you to reconsider and oppose any proposal to delete the discretionary travel support element from the Home to School Transport Policy for pupils attending mainstream schools."

"I am emailing you both to respond vigorously to the LCC proposal to increase the travel costs of pupils attending our school.

We objected initially two years ago, when the subsidy was partially eroded and argued that this would hit a considerable number of our families hard as many are already on low incomes. So to target the reduction of this subsidy again so soon is a shameful act of the LCC targeting easy soft targets.

It was shameful too in the first place, for the council to scrap a long standing agreement with the local dioceses for the provision of free transport to catholic children to attend a catholic school.

This current proposal is a further demonstration of how low the Council will stoop.

I hope you will take my strong views into account and scrap this Proposal forthwith."

"We write to express our serious concerns regarding the proposed increases to pupil transport costs for some pupils in Lancashire this year. These proposed charges will affect a significant number of pupils who already attend Fisher More.

If the proposals go ahead, the parents of these pupils will have to find an even greater amount of money to continue to send their children to our school. In addition, these increases may also affect a number of parents who are thinking of, or intending to send their children to us in future.

Parents choose our school not because it is necessarily the closest secondary school to where they live, but because they want the high quality education that we consistently offer as well as the fact that that we are an outstanding faith school. For some parents, this is the most important attribute that we offer to enhance their children's education. This free choice should not be scuppered by what we consider to be prohibitive transport costs for some families.

Education per se should be about opening doors to young people not closing them because their parents cannot afford transport costs. Parents have a right to their first choice of school.

This planned increase needs a serious re-think. All parents in Pendle and the surrounding area should have the opportunity to send their children to Fisher More if they so wish."

Student Support Appeals Committee

Response to the consultation on proposed changes to the Home to School Transport Policy

Councillors were invited to raise any comments in response to each of the proposals which were set out at in the consultation document at Appendix 'A' to the report. In relation to questions 1 to 7 and 10 to 14, the majority of councillors tended to agree with the proposed changes. However, councillors raised the following concerns in respect of the remaining proposals accordingly:

- In response to question 8 of the consultation document, the committee strongly disagreed with the removal of such discretionary transport particularly in relation to managed moves. The committee expressed concern that removal of such provision could have a detrimental effect on pupils admitted to schools under these circumstances, especially if they were at a critical stage such as studying for their GCSEs. Concern was also expressed for those families just above the low income threshold who would miss out on such provision;
- In response to question 9, the committee strongly disagreed with the proposal to increase the cost of replacing a bus pass. It was suggested by one councillor that bus passes had become a "form of currency" in some reported bullying incidents and that some drivers were not checking passes appropriately until an inspector was present. The committee also felt that a substantial increase could lead to an increase in non-payments;
- In response to question 15, the committee strongly disagreed with the proposal to charge low income families for amending a bus pass.

Diocese of Salford response to the consultation

Set out here is the Diocesan reaction to the above consultation with specific reference to discretionary transport support for pupils/students attending Catholic schools under the Trusteeship of the Diocese of Salford. I would be grateful for its contents to be made available in full to elected members and in advance of that to Cabinet Member for Children, Young People and Schools.

Since Lancashire County Council originally ended its long standing policy of discretionary transport support for pupils accessing denominational schools the Diocese has continued to contend that parents choosing such should have transport to the nearest denomination school in just the same way as those joining the nearest schools in other categories. This remains our determined position. At the first consultation the Diocese also suggested that there was a strong case against ending the entitlement not only legally and in principle but because the proposals ran contrary to nationally and local agreed policies, lacked clarity, were insufficiently

informed and did not comply with protocols on consultation. At that time the Diocese was dismayed that little attention was given over to the principles involved and indeed within the present proposals a key contention is that the proposed action is simply mirroring the example of other Local Authorities. The legal defence that "everyone else is doing it" is certainly often employed but is not easily represented as a statement of principle.

Returning to the present proposals to increase costs for children accessing their nearest Catholic schools then the Diocese requests that elected members consider the following objections:

- If the proposals are implemented then children accessing their nearest non denominational school will continue with their present support whilst those looking to the nearest denominational schools will be further penalised by a substantial rise in costs and so subject to discrimination. Add to this that the parents who will be most heavily hit in denominational schools are likely to be those just over the income thresholds and may well find expression of their preferences a financial impossibility especially in these difficult economic times with static salaries and an increased cost of living. This discriminates against such parents on both religious and socio-economic grounds.
- Despite the implications arising from the case of R –V- Dyfed County Council ex parte Smith 1994 ELR 20, there is a lack of financial clarity in the present costing proposals. The questionnaire sets those as RPI + 5%, the report to the relevant Cabinet members on October 10 2013 instances RPI + 2%. Whichever figure is correct it is presumably based on an analysis of future fuel and transport costs yet the report itself asserts that future costs of fuel and transport cannot be predicted; indeed current fuel prices are falling. No attempt is made to factor in the costs to the County of children transferring to non denominational schools as the increased transport charges force them out of the Catholic sector.
- Looking to the final point in 2) the report leaves elected members with a weak decision making evidence base as it suggests it is "not possible with any major certainty to predict the impact of the proposed changes". Even the impact of the present financial levy is not subject to detailed analysis subject only to the descriptors that its "overall" impact is limited and Church schools have "generally maintained their share of pupils". Members deserve far more detailed information prior to making any decision.
- What can be said with more certainty is that the erection of even higher financial barriers to those seeking places in Church schools will reduce for parents their range of preferences and hinder the promotion of education diversity. The DfE has assured parents in Cumbria County Council that the

Government remains committed to parental choice and to Faith schools and is keen to identify and share the best practices of those Local Authorities who are maintaining discretionary support to these schools. Further to those assurances MP Jim Dobbin asked the Prime Minister on Wednesday, 7 December 2011, to encourage Local Authorities to embrace the spirit of the 1944 Act re continued support for discretionary transport to denominational schools. In response the Prime Minister stressed not only support for faith schools but his intention to determine how best to enhance the prospects for those choosing such schools.

- In July of 2012 Secretary of State Michael Gove expressed his gratitude to the Roman Catholic Church for the role it has played in education and added that Catholic schools are overwhelmingly exemplar schools. Such applies within Lancashire to Church schools overall; many of which have worked with, and advocated strong support for, the education role of the County. So why take action to diminish those schools by imposition of further costs.
- As a 'key decision' under the Local Government Act 2000 and given the scale of the intended charges it was anticipated that parents would have had the opportunity to question elected members on proposals previous to any decision on their enactment. Evidence of such is not available. As proposals will impact most heavily on parents with children attending denominational schools one would have anticipated that at least "drop in" sessions would have taken place in Voluntary Aided Schools but for those parents unfortunately this appears not to be the case.

Conclusion

Much information required by members is absent from the proposals relating specifically to Church schools and that provided is often lacking in detail and clarity. Indeed the wording of the questionnaire itself is quite difficult to follow. The Diocese suggests that the proposals re denominational education should be set aside and discretionary transport maintained at their present levels for pupils accessing their nearest denominational school.

As a consequence the Diocese of Salford and indeed the whole community served by Lancashire Catholic schools within the Diocese asks that the Authority withdraws any proposal for further penalise parents with prohibitive financial burden when seeking places at schools for their children on the grounds of religion or belief. As per its remit the Diocese has advanced its arguments on behalf of those schools which fall to the responsibilities of the Bishop of Salford but equally feels that the case presented applies with the same force to all parents seeking places in denominational schools for their children. It may also be useful in any future deliberations to involve the Diocese in an earlier stage when framing proposals and determining if there is common ground for any formulaic agreement.

Further, and for reference, the Diocese would have welcomed both sight of the full Equality Analysis prior to the consultation closing date and the opportunity to comment on the drawbacks of the current appeals system re transport including its 'in-house structure'.



Equality Analysis

703-Discretionary Mainstream Home to
School Transport (including unsuitable
routes)

Name/Nature of the Decision

Review of Home to Mainstream School Transport Policy

What in summary is the proposal being considered?

There are a number of elements to the proposed policy changes in relation to the discretionary (non-statutory) elements of home to mainstream school transport provision. It is proposed that the changes will impact on all pupils that fall within the categories below apart from those from families on low income:

- To increase the costs of **discretionary** transport to faith schools from £380 to £475 per year;
- To increase the fares and season ticket costs by up to 25% for other groups of **non-statutory** travellers that use capacity on local authority contracted vehicles;
- To introduce/increase the charge for amended/replacement bus passes;
- To alter modes of transport for getting children to the nearest bus stops in rural areas; and
- To cease to provide other **discretionary** elements of home to mainstream school transport apart from in very specific circumstances.

The changes will impact from September 2014 except where the change may impact on parental preference for schools, in which cases the change will be effective from September 2015.

The Cabinet Member Report entitled ' Review of Home to Mainstream School Transport Policy' dated 10 October 2013 provides more details.

Is the decision likely to affect people across the county in a similar way or are specific areas likely to be affected – e.g. are a set number of branches/sites to be affected? If so you will need to consider whether there are equality related issues associated with the locations selected – e.g. greater percentage of BME residents in a particular area where a closure is proposed as opposed to an area where a facility is remaining open.

The proposal is County wide. Certain families with school age children will be affected.

Could the decision have a particular impact on any group of individuals sharing protected characteristics under the Equality Act 2010, namely:

- Age
- Disability including Deaf people
- Gender reassignment
- Pregnancy and maternity
- Race/ethnicity/nationality
- Religion or belief
- Sex/gender
- Sexual orientation
- Marriage or Civil Partnership Status

In considering this question you should identify and record any particular impact on people in a sub-group of any of the above – e.g. people with a particular disability or from a particular religious or ethnic group.

It is particularly important to consider whether any decision is likely to impact adversely on any group of people sharing protected characteristics to a disproportionate extent. Any such disproportionate impact will need to be objectively justified.

Yes

If you have answered "Yes" to this question in relation to any of the above characteristics, – please go to Question 1.

If you have answered "No" in relation to all the protected characteristics, please briefly document your reasons below and attach this to the decision-making papers. (It goes without saying that if the lack of impact is obvious, it need only be very briefly noted.)

Question 1 – Background Evidence

What information do you have about the different groups of people who may be affected by this decision – e.g. employees or service users (you could use monitoring data, survey data, etc to compile this). As indicated above, the relevant protected characteristics are:

- Age

- Disability including Deaf people
- Gender reassignment/gender identity
- Pregnancy and maternity
- Race/Ethnicity/Nationality
- Religion or belief
- Sex/gender
- Sexual orientation
- Marriage or Civil Partnership status (in respect of which the s. 149 requires only that due regard be paid to the need to eliminate discrimination, harassment or victimisation or other conduct which is prohibited by the Act).

In considering this question you should again consider whether the decision under consideration could impact upon specific sub-groups e.g. people of a specific religion or people with a particular disability. You should also consider how the decision is likely to affect those who share two or more of the protected characteristics – for example, older women, disabled, elderly people, and so on.

The proposals will impact on families with school age children who are not entitled to statutory transport provision to school but would receive discretionary transport assistance under current policy. It is estimated that this will impact on around 8,750 children out of 153,300 school age children when fully implemented i.e. 5.7% of the school age population. One of the largest of the above groups is those children that attend a faith school where there is no statutory entitlement to school transport assistance. Not all children that attend faith schools do so because of their parents' religion or belief. It is estimated that around 2,700 secondary age children will be impacted and a small number of primary age children, once the proposal is fully implemented. The 2,700 children referred to are those children that attend faith schools with no statutory entitlement to travel because there is a nearer school to where they live. It will include both children who have accessed the provision under the faith criterion in the admission arrangements and other children that have been admitted under other criterion (siblings or distance usually) but not on faith grounds. The religions affected are Church of England and Catholic, with very few children from other faiths.

Question 2 – Engagement/Consultation

How have you tried to involve people/groups that are potentially affected by your decision? Please describe what engagement has taken place, with whom and when.

(Please ensure that you retain evidence of the consultation in case of any further enquiries. This includes the results of consultation or data gathering at any stage of the process)

An on-line questionnaire via the LCC web site was made available between 21 October and 29 November 2013. Headteachers were sent a letter via the portal advising them of the consultation and asking them to refer to the consultation in any planned newsletters to parents. A total of 1,023 responses were received, 439 (43%) of which were from parents/ carers of two faith secondary schools. Given that around 8,750 children may be impacted and there are 153,300 statutory age school children in mainstream schools, the response rate was relatively low. The results of the consultation will be reported in full when the Cabinet Member makes the final decision in the February cycle (including where the responses have come from, how many, and what they said as part of the report).

Question 3 – Analysing Impact

Could your proposal potentially disadvantage particular groups sharing any of the protected characteristics and if so which groups and in what way?

It is particularly important in considering this question to get to grips with the actual practical impact on those affected. The decision-makers need to know in clear and specific terms what the impact may be and how serious, or perhaps minor, it may be – will people need to walk a few metres further to catch a bus, or to attend school? Will they be cut off altogether from vital services? The answers to such questions must be fully and frankly documented, for better or for worse, so that they can be properly evaluated when the decision is made.

Could your proposal potentially impact on individuals sharing the protected characteristics in any of the following ways:

- Could it discriminate unlawfully against individuals sharing any of the protected characteristics, whether directly or indirectly; if so, it must be amended. Bear in mind that this may involve taking steps to meet the specific needs of disabled people arising from their disabilities
- Could it advance equality of opportunity for those who share a particular protected characteristic? If not could it be developed or modified in order to do so?
- Does it encourage persons who share a relevant protected characteristic to participate in public life or in any activity in which participation by such persons is disproportionately low? If not could it be developed or modified in order to do so?

- Will the proposal contribute to fostering good relations between those who share a relevant protected characteristic and those who do not, for example by tackling prejudice and promoting understanding? If not could it be developed or modified in order to do so? Please identify any findings and how they might be addressed.

The proposals are lawful as they relate only to the discretionary elements of transport provision which the LA is not required by statute to provide. The vast majority of individuals affected by the policy change (6,590 of the 8,750) will be impacted in financial terms. In other words, there will still be a bus service to school but it will cost considerably more than it currently does. However, fares will still be heavily subsidised by LCC and low income families are not impacted by the increased costs (or cessation of other discretions). In addition, individuals will still be able to appeal to the Student Support Appeals Committee which allows parents to make complaints; request a review of a decision around eligibility for transport assistance, or to request discretion on the grounds of special personal circumstances.

Question 4 –Combined/Cumulative Effect

Could the effects of your decision combine with other factors or decisions taken at local or national level to exacerbate the impact on any groups?

For example - if the proposal is to impose charges for adult social care, its impact on disabled people might be increased by other decisions within the County Council (e.g. increases in the fares charged for Community Transport and reductions in respite care) and national proposals (e.g. the availability of some benefits) . Whilst LCC cannot control some of these decisions, they could increase the adverse effect of the proposal. The LCC has a legal duty to consider this aspect, and to evaluate the decision, including mitigation, accordingly.

If Yes – please identify these.

The proposals will impact on hard pressed families that are not defined as 'low income' families, but nevertheless are experiencing financial difficulties as a result of the recession and rising prices. This may be keenly felt if they have more than one child that is affected by the proposal. However, evidence shows that the introduction of a £380 per annum flat rate contributory charge for denominational transport in September 2011 has not had any overall impact on parental preference patterns for schools and Church schools have generally maintained, and even improved, their share of pupils even with the current downturn in the amount of pupils presenting for secondary education.

Question 5 – Identifying Initial Results of Your Analysis

As a result of your analysis have you changed/amended your original proposal?

Please identify how –

For example:

Adjusted the original proposal – briefly outline the adjustments

Continuing with the Original Proposal – briefly explain why

Stopped the Proposal and Revised it - briefly explain

Cabinet Member for Children, Young People and Schools will make the decision on each aspect of the proposed policy changes. However, it will be recommended that the proposals should stand unchanged because:

- the County Council will still be heavily subsidising the costs of discretionary transport and, therefore, shielding parents from the full costs (many other LAs have removed discretionary transport assistance altogether);
- when charges to denominational transport were introduced it had no impact on parental preferences for faith schools, indicating that parents were prepared to pay the charge or find an alternative means of travelling to school rather than select a school closer to home;
- there is the right to appeal to Student Support Appeals Committee to hear individual cases.

Question 6 - Mitigation

Please set out any steps you will take to mitigate/reduce any potential adverse effects of your decision on those sharing any particular protected characteristic. It is important here to do a genuine and realistic evaluation of the effectiveness of the mitigation contemplated. Over-optimistic and over-generalised assessments are likely to fall short of the “due regard” requirement.

Also consider if any mitigation might adversely affect any other groups and how this might be managed.

Children from low income families are not impacted by the proposed changes. There is the right to appeal to Student Support Appeals Committee to hear individual cases.

Question 7 – Balancing the Proposal/Countervailing Factors

At this point you need to weigh up the reasons for the proposal – e.g. need for budget savings; damaging effects of not taking forward the proposal at this time –

against the findings of your analysis. Please describe this assessment. It is important here to ensure that the assessment of any negative effects upon those sharing protected characteristics is full and frank. The full extent of actual adverse impacts must be acknowledged and taken into account, or the assessment will be inadequate. What is required is an honest evaluation, and not a marketing exercise. Conversely, while adverse effects should be frankly acknowledged, they need not be overstated or exaggerated. Where effects are not serious, this too should be made clear.

There is a need to make significant savings to the County Council's revenue budget and a range of policy saving measures is currently being considered across all Directorates. The proposed changes to home to mainstream school transport only affect discretionary elements and low income families are protected from the impacts. If the proposal is not implemented, savings will need to be made in other policy areas, and the negative impacts on groups of individuals sharing protective characteristics may be far greater than those identified in this area.

Question 8 – Final Proposal

In summary, what is your final proposal and which groups may be affected and how?

The final proposal remains the same as identified in the Cabinet Member Report dated 10 October 2013 and throughout this report.

Question 9 – Review and Monitoring Arrangements

Describe what arrangements you will put in place to review and monitor the effects of your proposal.

Parental preferences for admission to schools are monitored on an annual basis. Appeals to Student Support Appeals Committee are monitored regularly.

Equality Analysis Prepared By Lynn Mappin

Position/Role Head of Service: Pupil Places and Access

Equality Analysis Endorsed by Line Manager and/or Chief Officer

Decision Signed Off By

Cabinet Member/Chief Officer or SMT Member

Agenda Item 6

Executive Scrutiny Committee

Meeting to be held on Tuesday 4 February 2014

Electoral Division affected: None

Budget Scrutiny Working Group

Contact for further information:

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josh.mynott@lancashire.gov.uk

Executive Summary

The Committee is invited to consider the draft response of the Budget Scrutiny Working Group to the Cabinet's budget proposals.

Recommendation

That the response of the Budget Scrutiny Working Group be endorsed by the Executive Scrutiny Committee for presentation to Cabinet.

Background and Advice

The Budget Scrutiny Working Group (BSWG) was established as a working group of the Executive Scrutiny Committee with the remit of scrutinising the budget proposals made by the cabinet, and providing a response to those proposals.

The membership of the BSWG was:

County Councillor Alyson Barnes (Chair)
County Councillor Lorraine Beavers
County Councillor Geoff Driver
County Councillor Stephen Holgate
County Councillor Liz Oades
County Councillor Alan Schofield
County Councillor Bill Winlow

The BSWG held seven meetings between November 2013 and January 2014, meeting with Cabinet members and Executive Directors representing all services. A draft response from the BSWG will be circulated to Executive Scrutiny Committee members as soon as possible in advance of the meeting.

The Chair of the Executive Scrutiny Committee, and the Chair of the Budget Scrutiny Working Group, will present the response to Cabinet on 6 February 2014.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

There are no significant risk implications

Local Government (Access to Information) Act 1985

List of Background Papers

Paper	Date	Contact/Directorate/Tel
N/A		
Reason for inclusion in Part II, if appropriate		
N/A		

Agenda Item 10

(NOT FOR PUBLICATION: By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972. It is considered that all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information)

Document is Restricted

