

Appendix 1 ~ Programming and Delivery to 2025

Timescale and Funding for Delivery

Establishing approximate timescales and identifying the necessary funding along these timescales makes aids the transparency of the development process, facilitates cost sensitive approach 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 the East Lancashire are discussed below. The involvement of County Council is subject to the location and the nature of the scheme.

Pennine Reach (Darwen/Blackburn/Hyndburn)

This is 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

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

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

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

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

A56 Colne-Foulridge Bypass

This scheme will provide a solution to the congestion and environmental issues in Colne and Foulridge (See Appendix 2).

Time Table:

- Route Protection and Major Scheme Business Case Development: 2014/15 to 2016/2017
- Planning Application: 2017/18
- Compulsory Purchase Orders (CPO)/(SRO) procedures: 2018/19
- Start of Works: 2019/20
- Road Open: 2020/21

Funding:

Estimated capital build cost: £34m

Funding Streams:

Single Local Growth Fund £27.2m (subject to Growth Deal)

Lancashire County Council: £3.4m

CIL/S106 developer funding: £3.4m

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: £13.8m

Funding Stream:

CIL/S106 developer funding: £13.8m

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 (subject to HA approval)

Appendix 2 ~ A56 Colne-Foulridge Bypass

Background

There has been a long standing proposal to address the issues resulting from the abrupt termination of the M65 just to the west of Colne and the resultant congestion along the A6068 within the North Valley area of Colne. The 'A56 Village Bypasses' scheme would see a bypass built from the end of the M65 to north of Kelbrook/Earby.

However, the original proposal has so far not attracted funding and so an M65 to Yorkshire Corridor study was commissioned by the Council to:

- Identify feasible mitigation measures prior to the bypass being built
- Identify possible options and alignments for the scheme's future development.

The Study

The appraisal and options development stage of the study has resulted in an alternative strategy comprising of traffic management improvements along the Vivary Way and North Valley segments of the road. Whilst some mitigation measures can be put in place, such strategies are limited.

Therefore, a range of alternative bypass options were identified assessed and evaluated considering a number of factors including:

- Match to local and policy objectives
- Costs ~ these are the estimates with \pm 40% variation to account for the accuracy level in producing them. These will be refined as the bypass options are developed further.
- Environmental constraints ~ how the scheme affects the environment. These were identified using the data available from the Environment Agency and from County Council's own findings.
- Impact on potential Colne to Skipton railway line reinstatement~ there is a minimum width needed for a road running next to a railway line and there would be further local widening required to accommodate bends and provide visibility.
- Structures ~ this refers to the bridges and embankments etc required in development of a route. Wherever possible, existing structures have been used in the design regardless of their current condition.

Nine alternatives were identified by the study, but four were discounted at an early stage:

- Alternative Option 3 ~ adjacent to a railway viaduct
- Alternative Option 4 ~ disruption to Junction 14 on M6
- Alternative Option 6 ~ will not bypass Colne
- Alternative Option 7 ~ does not present good Value for Money (VfM)

Along with the specific issues above, the discounted options had a combination of issues relating to them including not reducing congestion, having serious engineering constraints, difficult local topography and serious adverse effects on adjacent infrastructure.

Alternative Name	Options
Option 1	Colne to Foulridge Bypass
Option 2	East ~ West Bypass (to the north of Colne)
Option 3	East ~West Bypass (to the south of Colne)
Option 4	A56 Villages Bypass (remitted scheme) but starting from M65 J14
Option 5	A56 Villages Bypass (remitted scheme) but starting from a new junction on the M65 motorway (between the existing Junctions 13 and 14)
Option 6	individual Bypasses of the A56 Villages
Option 7	Upgrade A682/Barnoldswick Road/B6251 route to form a Bypass of Colne
Option 8	Remitted scheme but with a wider arc around the west side of Earby to cross the A56 at the top of the Wyswick
Option 9	A new offline highways route starting from a new junction on the motorway (between the existing junctions 13 and 14) which completely avoids the alignment of the disused Skipton to Colne railway track bed

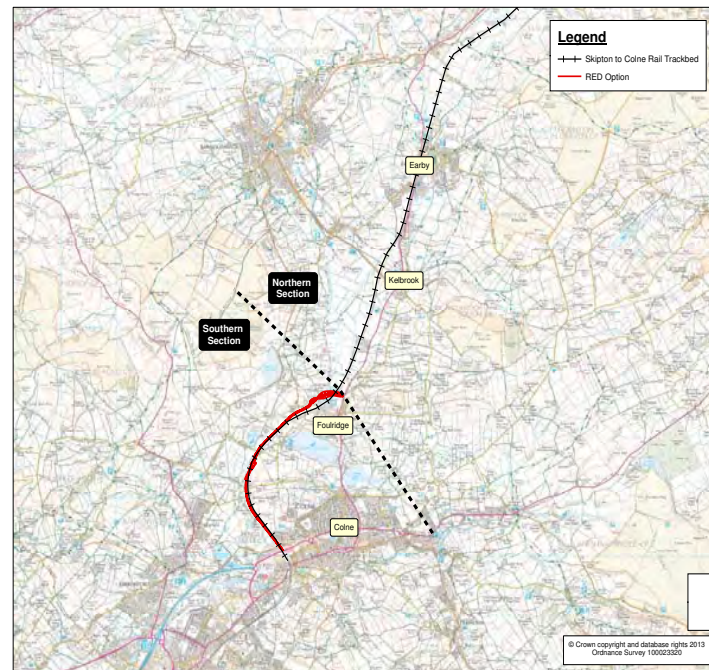
The short listed options were colour coded and geographically categorised into North and South.

Section	Option	Description
Southern	Red	Based upon the remitted scheme between Vivary Way and the A56 north of Foulridge, following the track bed of the former Colne to Skipton railway line
	Brown	As the Red Option, but 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)
	Blue	An offline route between a new junction on the M65 motorway (between the existing junctions 13 and 14) and the A56 north of Foulridge, which completely avoids the track bed of the former Colne to Skipton railway line
Northern	Pink	Based upon the northern section of the remitted scheme, this option would start north of Foulridge and tie back in with the A56 to the north of Earby, at the bottom of the Wyswick
	Purple	As the Pink Option, but with a wider arc around the west side of Earby to a junction with the A56 at the top of the Wyswick
	Green	An East-West Bypass to the north of Colne which would link up with the A56 and the A6068, and in conjunction with a southern section bypass option would therefore provide a bypass of Colne for traffic using either of these routes

Each of these options was then developed further to allow a more detailed appraisal to be carried out, using similar criteria to before, but now including specifics of road alignment and junction design. The results of this more detailed appraisal is summarised overleaf whilst the table below compares key information about the options.

Option	Length (km)	Cost (M)	Bypass Colne	Colne-Skipton railway track bed reinstatement
Red	3.8	£34	Yes	Precluded
Brown	4.2	£34	Yes	Not affected
Blue	4.7	£38	Yes	Not affected
Pink	5.1	£24	No	Precluded
Purple	5.4	£25	No	Not affected
Green	4.6	£71	No	Not affected

The Red Option



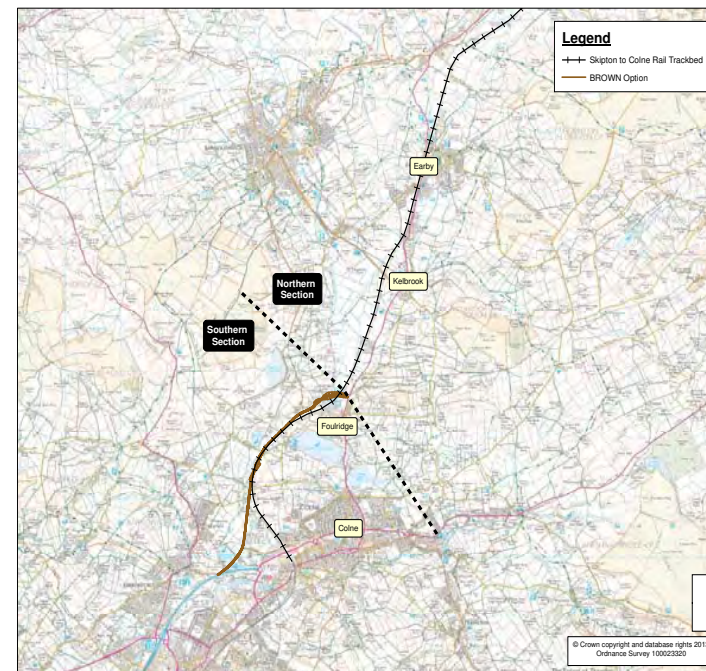
The Red Option is based upon the southern section of the remitted scheme.

The Red Option starts from a new junction on Vivary Way and follows the disused railway track bed before terminating at a new junction with the A56 to the north of Foulridge. The route is 3.8km long and has 3 structures and 3 intermediate junctions.

The key strengths and weaknesses of the scheme are:

- Provides a bypass of Colne and Foulridge
- The majority of this route is currently protected for highway development.
- This option is the shortest in terms of new road construction.
- Provides the opportunity for a direct access into the potential employment site at Barrowford Road in Colne.
- Conflict in vertical alignment between junction at Vivary Way and potential future reinstatement of the railway.
- Strategic traffic using the bypass would still have to travel along part of Vivary Way.
- Impacts on the disused railway track bed which is classified as a Biological Heritage Site.
- Due to the conflict at Vivary Way, this option prevents the potential future reinstatement of the Colne to Skipton railway
- Opens up access to the potential employment site on Barrowford Road in Colne.

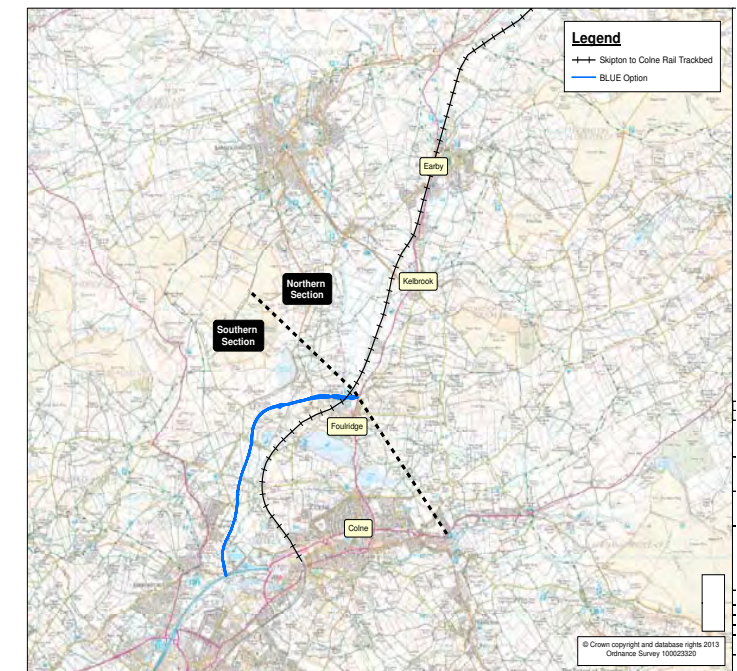
The Brown Option



The Brown Option runs from a new roundabout on the M65 motorway approximately 500 metres west of the existing M65 terminal roundabout (Junction 14), and joins the Red Option alignment after 1600m where it then follows the track bed before terminating at a new junction with the A56 to the north of Foulridge. The affected length of M65 is the responsibility of Lancashire County Council. The route is 4.2km long and has 3 structures and 4 intermediate junctions.

- Provides a bypass of Colne and Foulridge
- A significant portion of the route is currently protected for highway development.
- Segregation of local and strategic traffic by avoiding Vivary Way.
- Avoids the conflict issue between Vivary Way and the potential future reinstatement of the railway.
- Provides the opportunity for a direct access into the potential employment site at Barrowford Road in Colne.
- Impacts on the disused railway track bed which is classified as a Biological Heritage Site.
- Opens up access to the potential employment site on Barrowford Road in Colne.
- Potential to improve safety at the existing M65 Junction 14.
- Potential to utilise a portion of Barrowford Road.

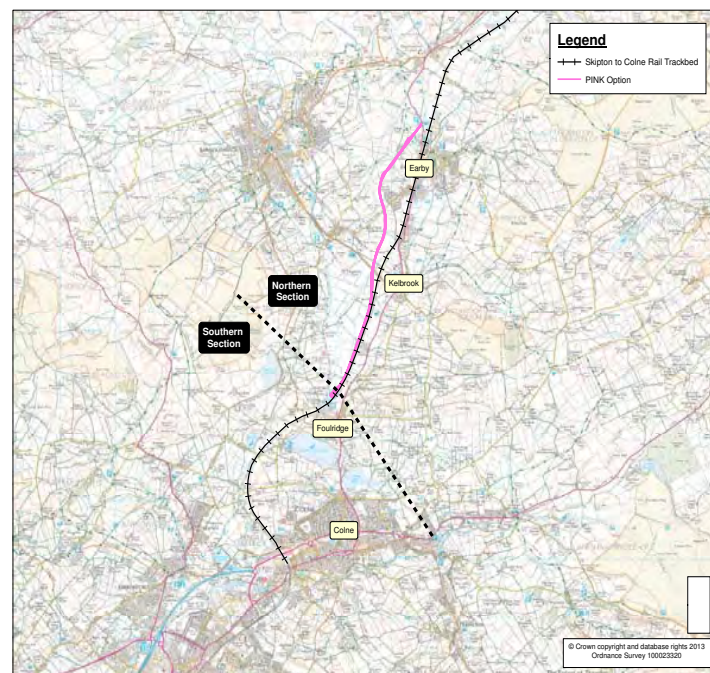
The Blue Option



The Blue Option runs from a new roundabout on the M65 motorway approximately 500 metres west of the existing M65 terminal roundabout (Junction 14), and follows a line to the west of the Red and Brown options and the Leeds Liverpool Canal. It passes through agricultural land before terminating at a new junction with the A56 to the north of Foulridge. The affected length of M65 is the responsibility of Lancashire County Council. The route is 4.7km long and has 3 structures and 3 intermediate junctions.

- Provides a bypass of Colne and Foulridge
- Segregation of local and strategic traffic by avoiding Vivary Way.
- Avoids the conflict issue between Vivary Way and the potential future reinstatement of the railway.
- Does not affect the potential future reinstatement of the railway.
- Limited impact on the Biological Heritage Site.
- Would create a new corridor through open countryside.
- Potential to improve safety at the existing M65 Junction 14
- Fewer constraints on alignment as route is not in an existing corridor.
- Improves access to the potential employment site on Barrowford Road in Colne via a new junction on the M65 Motorway.

The Pink Option

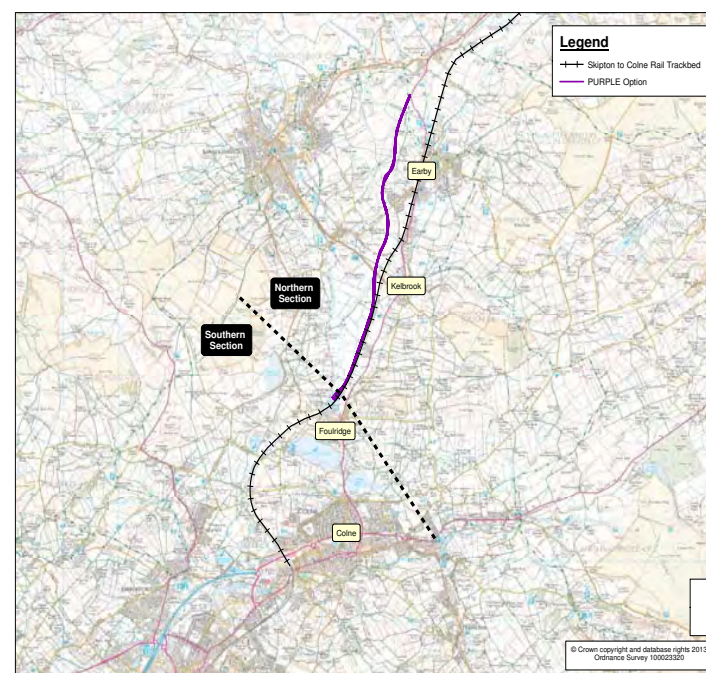


The Pink Option is based upon the northern section of the remitted scheme.

The Pink Option starts from a junction with the southern section bypass options, just to the north of Foulridge. The route follows the disused track bed as far as Kelbrook and terminates at a new junction with the A56 to the north of Earby, at the bottom of The Wyswick. The Pink Option is 5.1km long and has 4 structures and 2 intermediate junctions.

- Would remove traffic from the villages of Kelbrook, Sough and Earby.
- A significant portion of the route is currently protected for highway development.
- An additional junction would be required on the southern section bypass option, located on embankment between the canal and railway bridges, in order to link the two sections.
- Impacts on the disused railway track bed which is classified as a Biological Heritage Site.
- Severance of access to properties on Hill Top Lane and The Grange.
- Improve road safety on the B6383 Barnoldswick Road by altering vertical alignment and improving forward visibility.

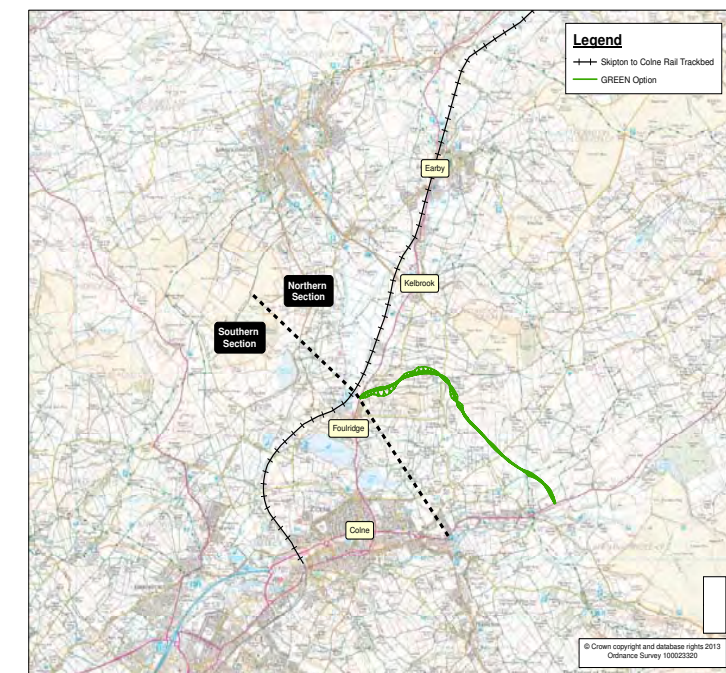
The Purple Option



The Purple Option is very similar to the Pink Option, varying only at the northern extent. The Purple Option starts from a junction with the southern section bypass options, just to the north of Foulridge. The route follows the disused track bed as far as Kelbrook and terminates at a new junction with the A56 to the north of Earby, at the top of the Wyswick. The route is 5.4km long and has 4 structures and 2 intermediate junctions.

- Would remove traffic from the villages of Kelbrook, Sough and Earby.
- A significant portion of the route is currently protected for highway development.
- An additional junction would be required on the southern section bypass option, located on embankment between the canal and railway bridges, in order to link the two sections.
- Impacts on the disused railway track bed which is classified as a Biological Heritage Site.
- Improve road safety on the B6383 Barnoldswick Road by altering vertical alignment and improving forward visibility.
- Improve road safety on the A56 by avoiding the Wyswick.

The Green Option



The Green Option would create an east - west bypass to the north of Colne and Foulridge, if delivered in conjunction with a southern bypass option. The Green Option starts from a junction on the A56 to the north of Foulridge, which would link with a southern bypass option. It would terminate at a new junction with the A6068 to the east of Laneshaw Bridge. The route is 4.6km long and has 6 structures and 3 intermediate junctions.

- Provides an east-west bypass around Colne and Laneshaw Bridge, if delivered in conjunction with a southern section bypass option.
- Does not affect the potential future railway reinstatement.
- Does not impact on the Biological Heritage Site.
- Would have a significant environment impact on the landscape to the northeast of Colne, particularly between the A56 junction and chainage 2500.
- Does not provide any benefit to the villages of Kelbrook, Sough and Earby.
- East - west traffic passing through Colne may not travel further to use the new route if congestion in Colne is sufficiently reduced due to the removal of north - south traffic.

Conclusion

A southern section bypass option is likely to provide the majority of the traffic relief and associated journey time savings.

Considering the options in the southern section, a key conclusion is that the scheme as proposed (the Red Option) will preclude any re-instatement of the railway between Colne and Skipton.

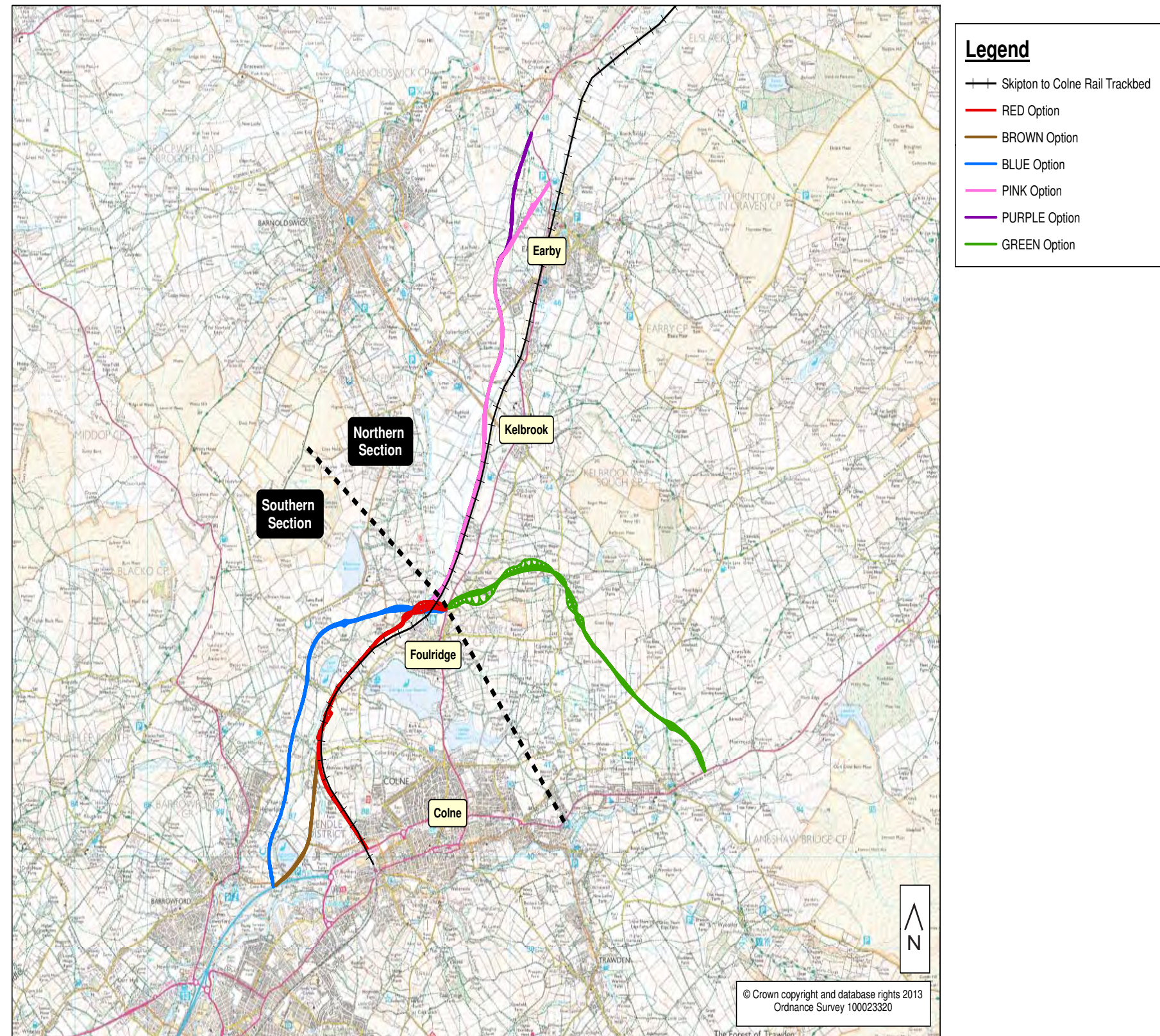
This leaves two potential options i.e. the Brown Option and the Blue Option. The Brown option is less intrusive, effectively following the line of Barrowford Road for some distance and then running next to the railway track bed, whilst the Blue Route would follow an entirely new corridor. We therefore propose to amend the route protection for the bypass to that needed for the Brown Option.

The potential value for money of the northern section bypass options is likely to be less than the southern section bypass options.

The Green Option is unlikely to be viable due to its environmental impact, topographical constraints and resultant high costs

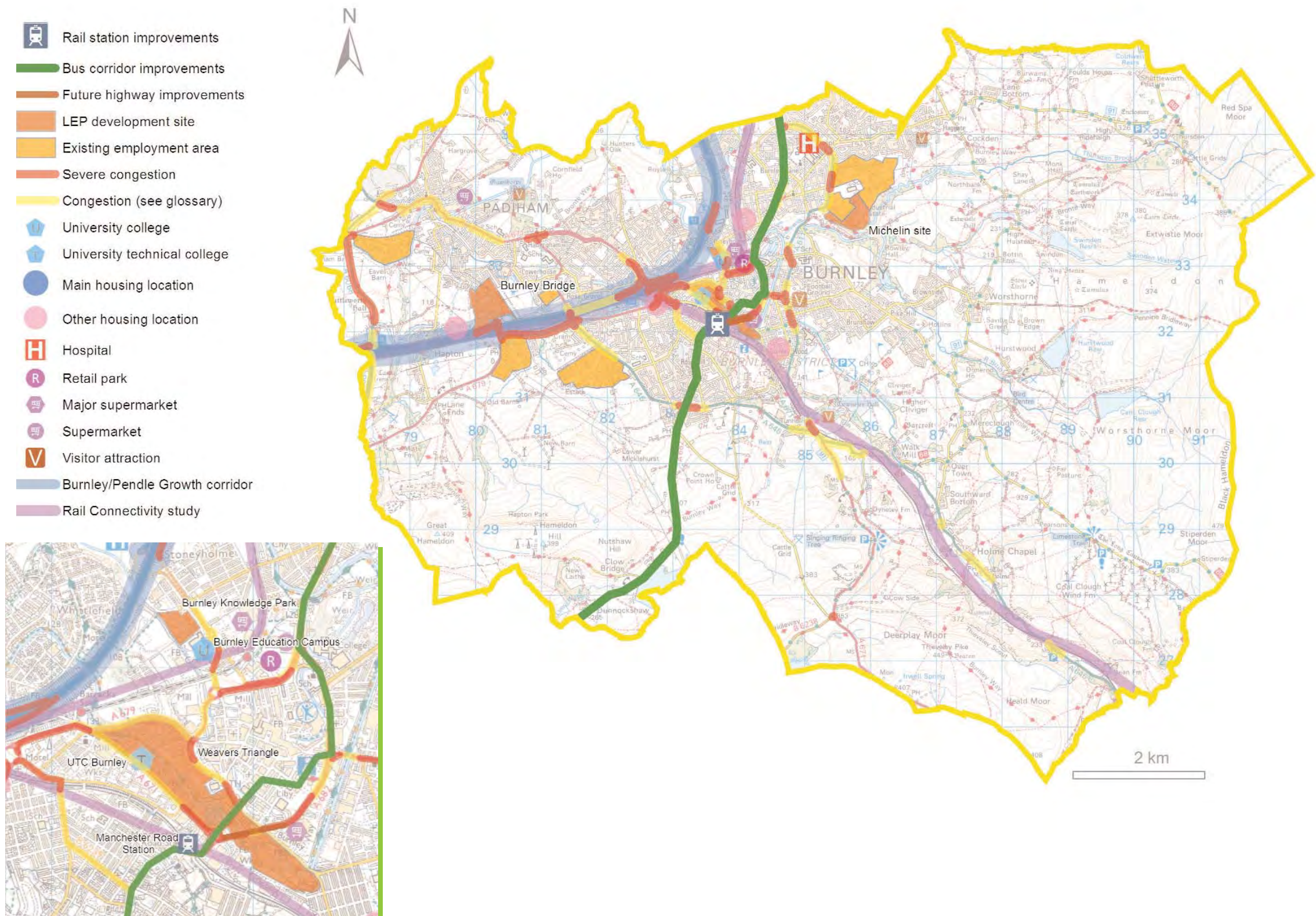
It is difficult to differentiate between the Pink and the Purple options although the Purple option is likely to improve safety by diverting the traffic from the 'Wyswick'. We will therefore continue to protect the alignment used by the Purple Option.

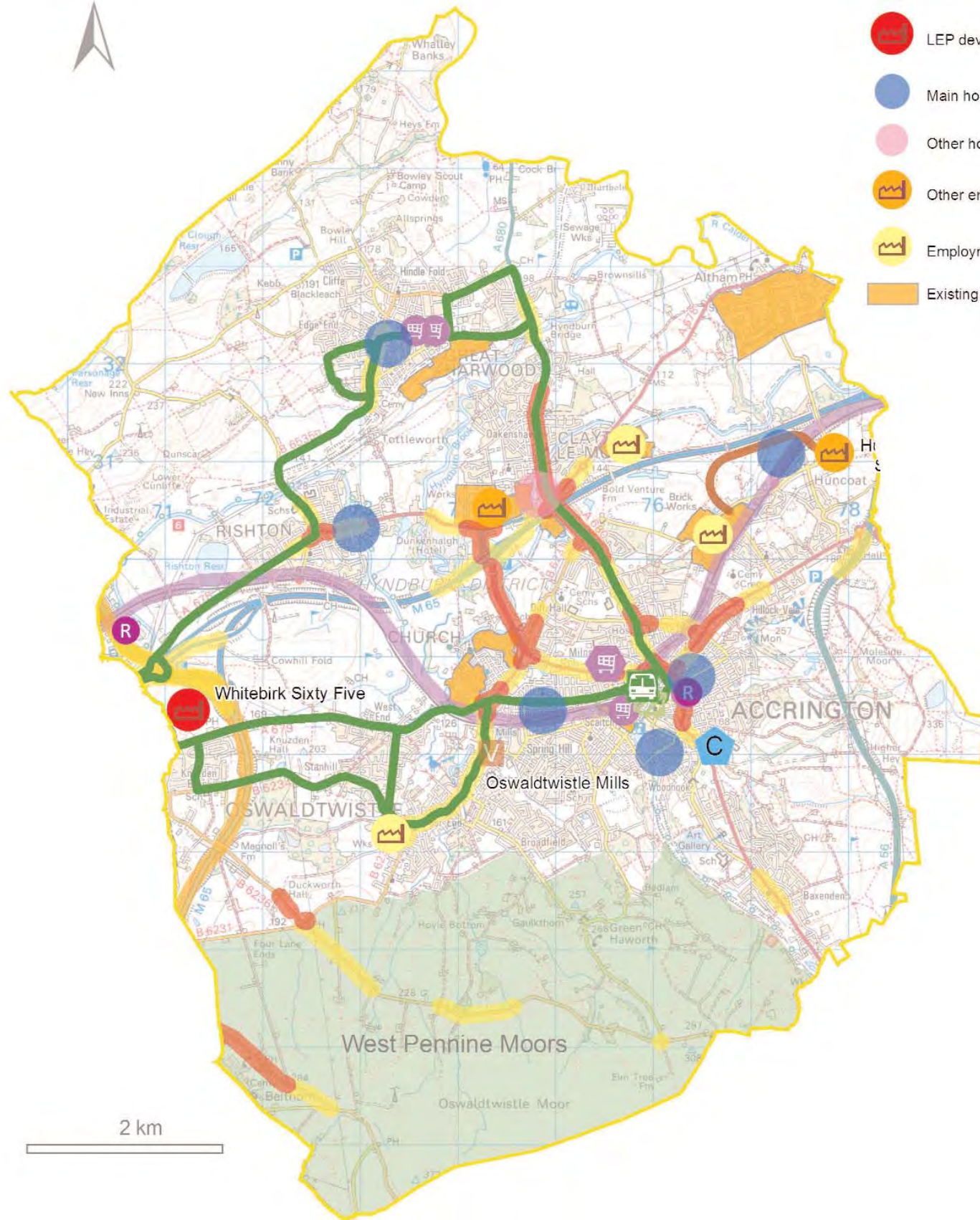
The Colne-Foulridge bypass scheme is included in TfL's Local Major Transport Scheme programme. The scheme emerged in the second quartile and has been included in the development pool for inclusion in the investment programme in the future. Whilst further investigation; including detailed economic assessment, environmental assessment and public consultations, will be required, we believe that the 'Brown Option' is the most appropriate scheme to take forward as part of the Major Transport Schemes programme.



Appendix 3 ~ District Maps

Burnley

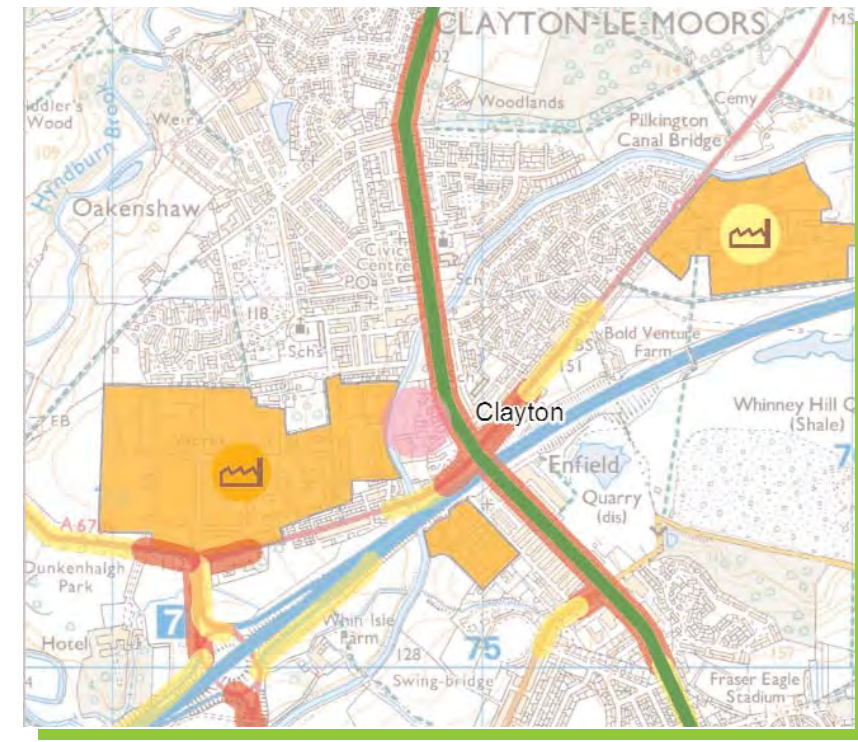




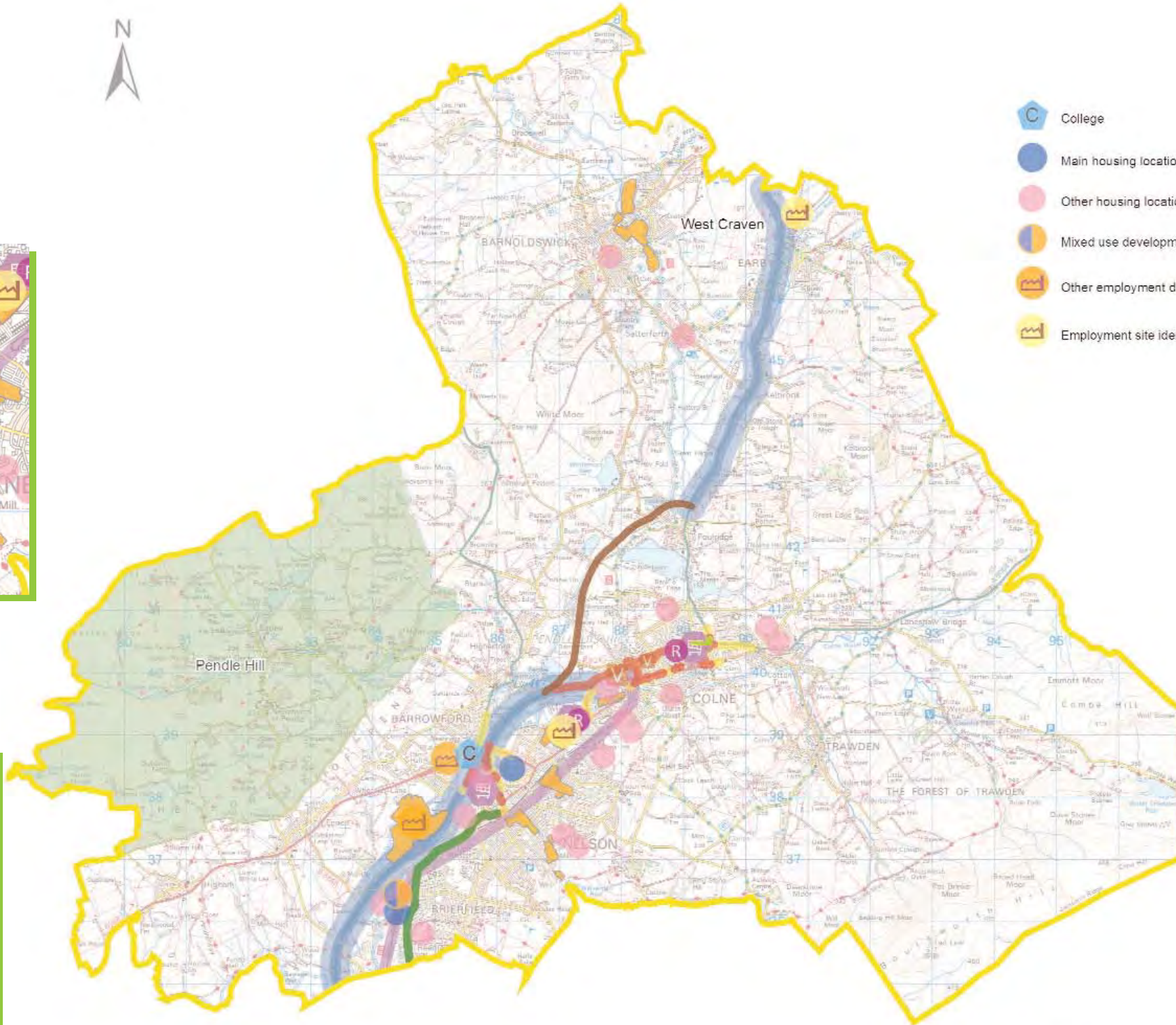
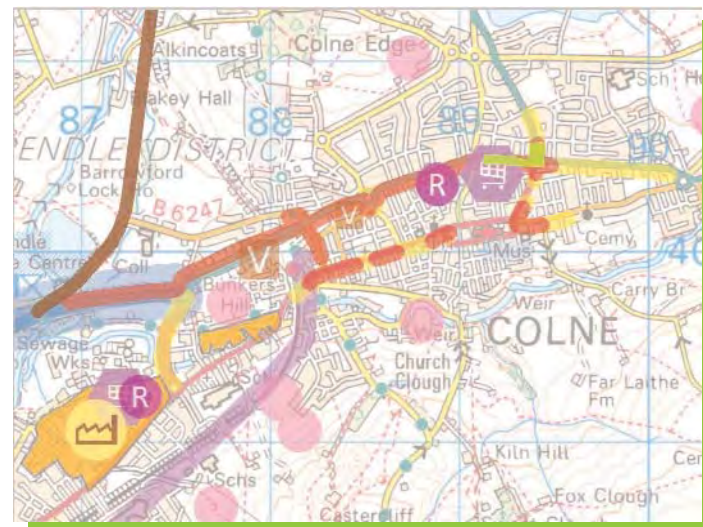
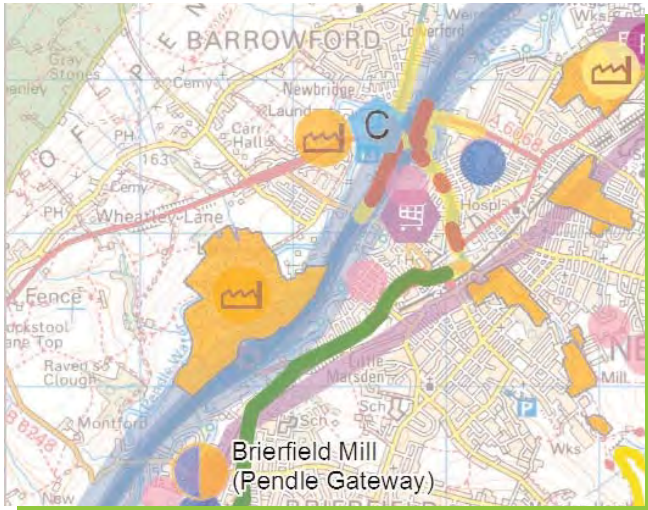
2 km

- College
- LEP development site
- Main housing location
- Other housing location
- Other employment development site
- Employment site identified in LDF
- Existing employment area
- Visitor attraction
- Retail park
- Major supermarket
- Supermarket
- Townscape Heritage Initiative
- Bus station improvements
- Severe congestion
- Congestion (see glossary)
- Bus corridor improvements
- Future highway improvements
- Rail Connectivity study
- Samesbury/Cuerden/Whitebirk Growth Triangle

Hyndburn



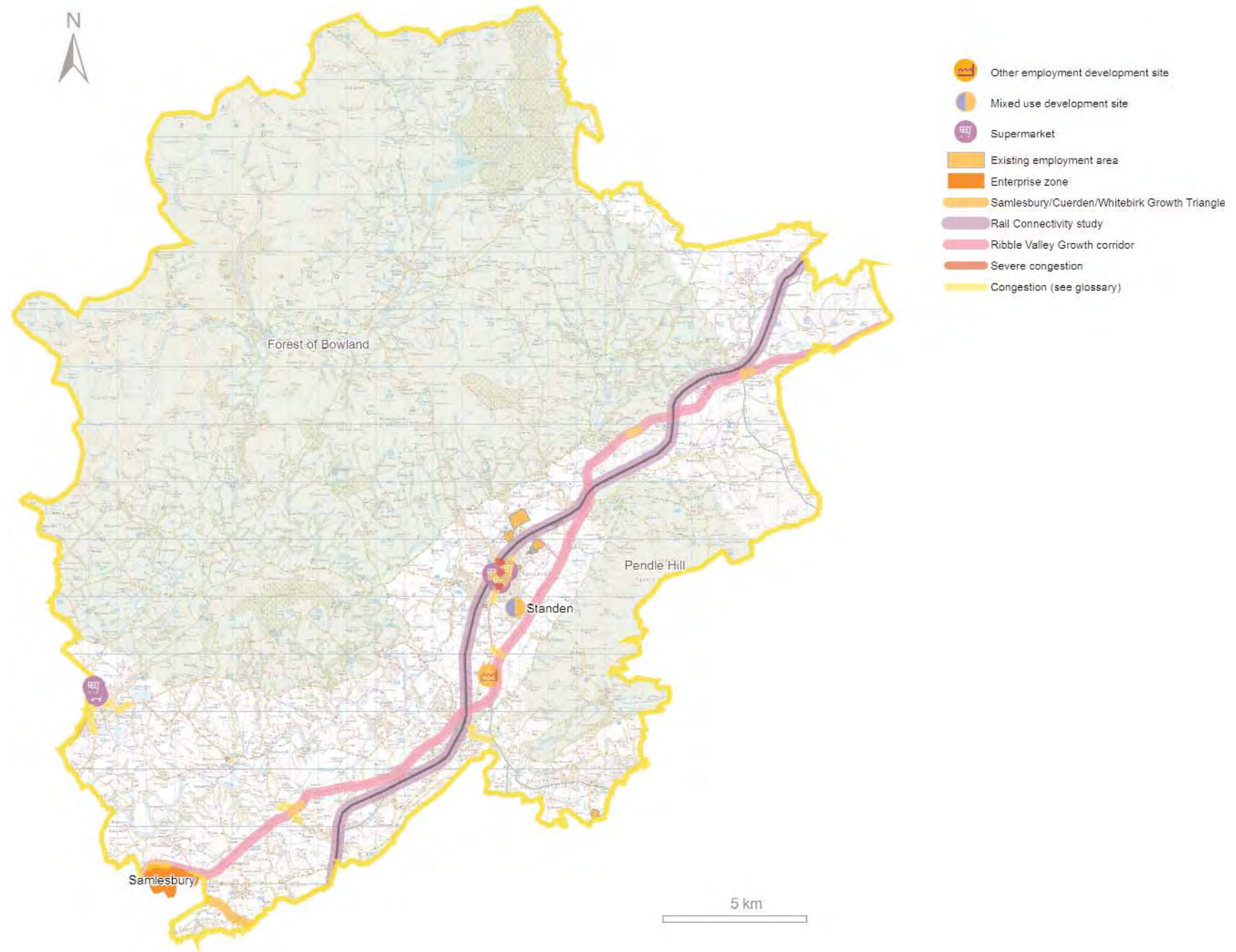
Pendle



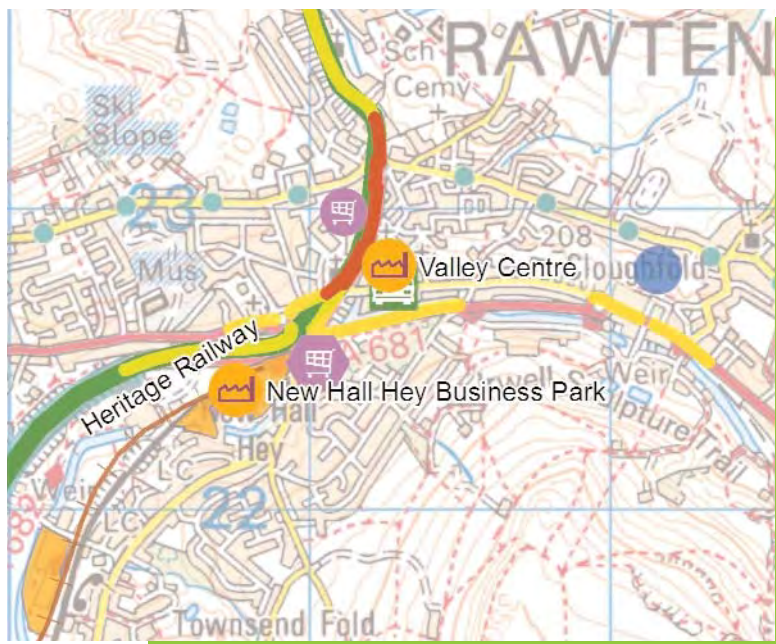
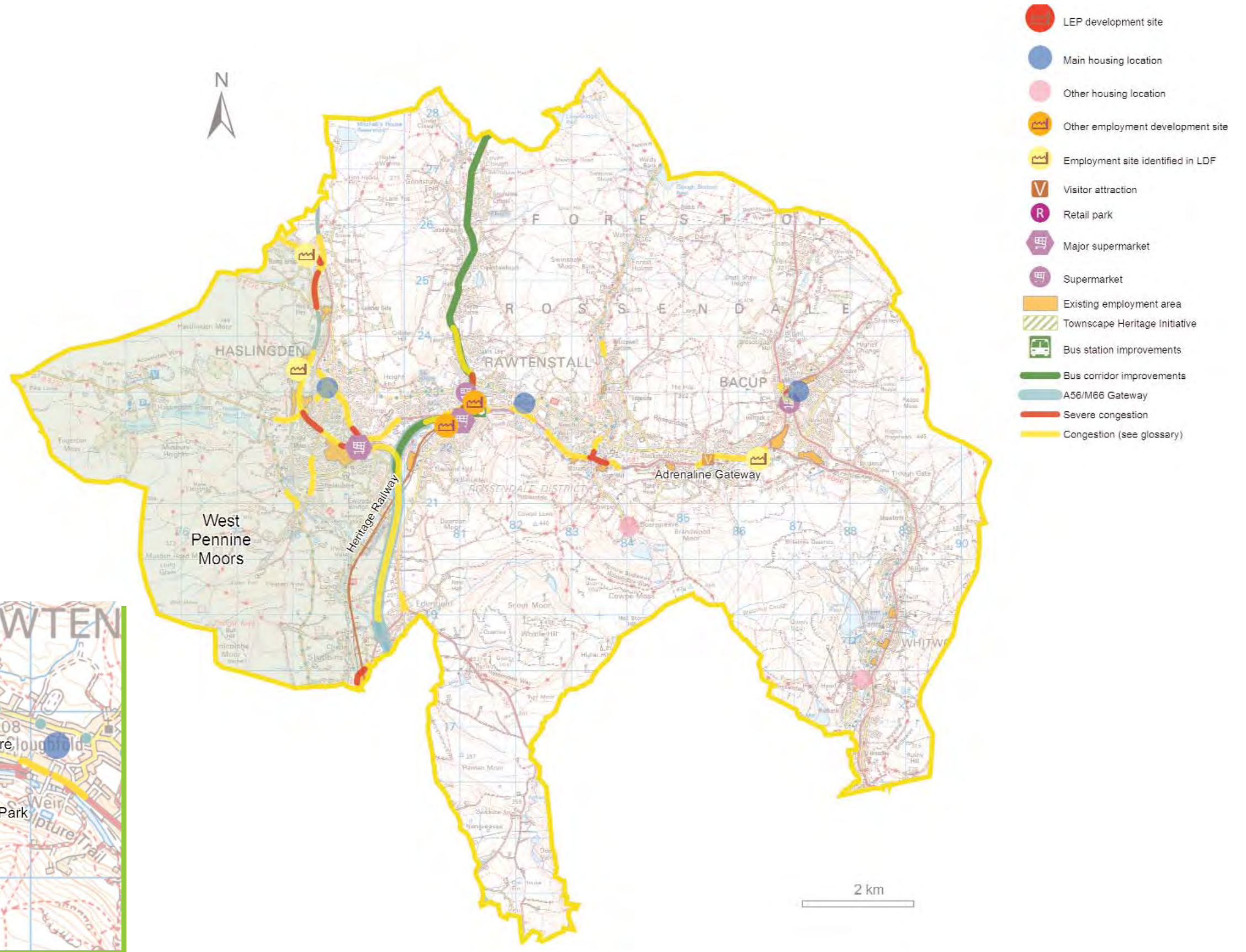
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|--|-----------------------------------|--|-----------------------------|
| | College | | Visitor attraction |
| | Main housing location | | Retail park |
| | Other housing location | | Major supermarket |
| | Mixed use development site | | Existing employment area |
| | Other employment development site | | Air quality management area |
| | Employment site identified in LDF | | Congestion |
| | | | Severe congestion |
| | | | Future highway improvements |
| | | | Bus corridor improvements |
| | | | Rail Connectivity study |

2.5 km

Ribble Valley



Rossendale



Appendix 4 ~ 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.

Central Business District (CBD) ~ the commercial centre of a city or large town, with the main concentration of offices and shops.

CIL/S106 Developer Funding ~ when new developments are planned, the developer may be required to make a payment towards facilities including transport schemes, flood defences, schools, health and social care facilities, green spaces and leisure centres. This was formerly through 'Section 106' agreements but is now through the Community Infrastructure Levy (CIL).

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, and is characterised by slower speeds, longer trip times, and increased queuing. The maps in this masterplan use the following definition based on average speeds during the peak hours.

Road type/speed limit	severe	congestion
Urban 30mph & 40 mph	<10mph	10 ~ 20 mph
50 mph & 60 mph	<20 mph	20 ~ 30 mph
Dual carriageways and motorways (70 mph)	<40 mph	40 ~ 50 mph

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.

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.

Flood Zone 2 ~ the wider area of an extreme flood from rivers or the sea. These are areas which could be affected by a major flood, with up to a 0.1 per cent (1 in 1000) chance of occurring each year.

Flood Zone 3 ~ the area that could be affected by flooding, if there were no flood defences. This area could be flooded:

- From the sea by a flood that has a 0.5 per cent (1 in 200) or greater chance of happening each year;
- or from a river by a flood that has a 1 per cent (1 in 100) or greater chance of happening each year.

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.

Independent Technical Assessment ~ a technical document produced by another organisation that gives an evidence-based, independent and objective view of a proposed policy or scheme.

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 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.

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.

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.

Strategic Location ~ a general location in a spatial plan where land has been allocated for major development, such as for housing or employment, but where there is as yet no detail of that development.



Further Information

For further information on this and other Highway and Transport Masterplans covering Lancashire please contact:

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