



# 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 Samesbury 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

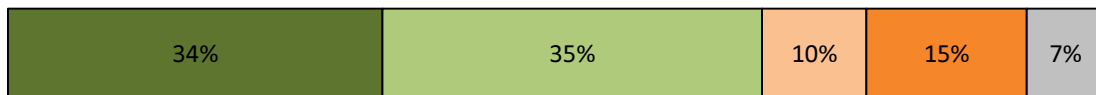
Although the survey was available for anyone to respond to, the aim of the consultation was to gain the views of those who will be affected by the proposals and so the responses should not be seen as the view of the overall Lancashire population.

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?**

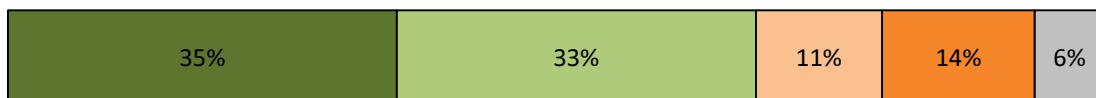


- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

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?**



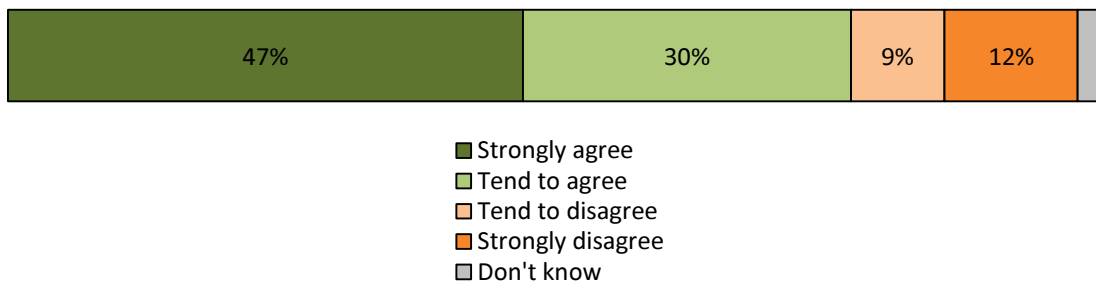
- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know



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.

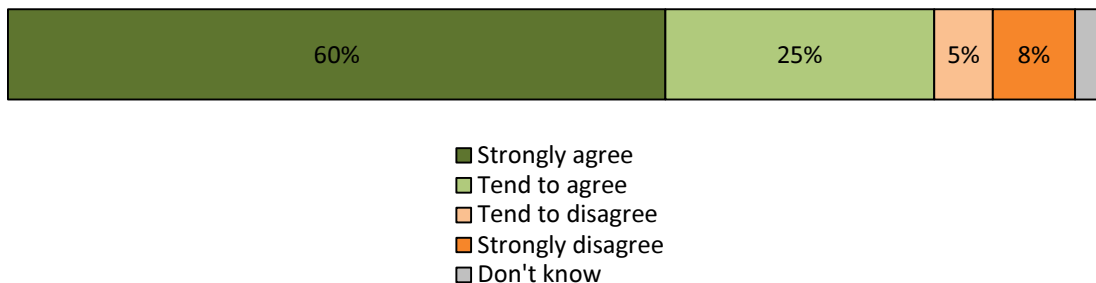
**Chart 4 – How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to make sustainable travel (eg trains and buses) the choice wherever possible, even in rural areas?**



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.

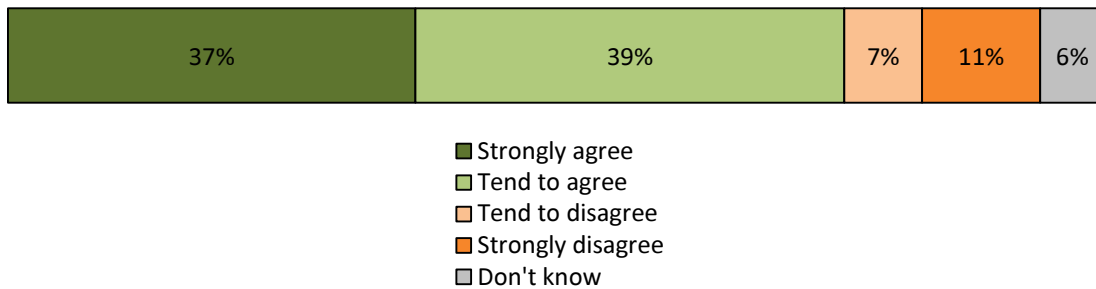
**Chart 5 – How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to make walking and cycling safe and easy choices for local journeys?**



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.

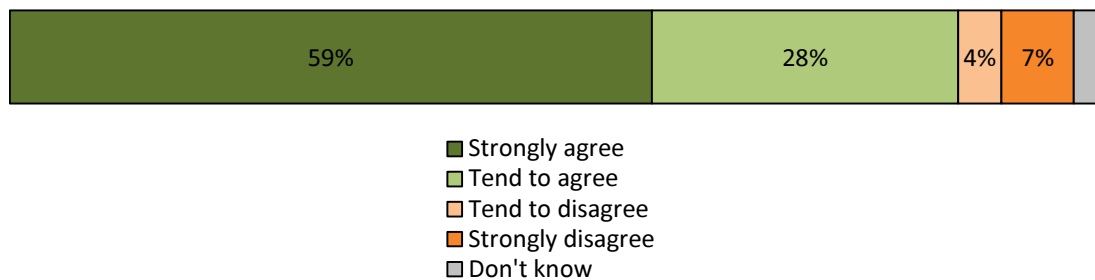
**Chart 6 – How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to make improvements to our streets and public spaces that support both new development and existing communities?**



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?**

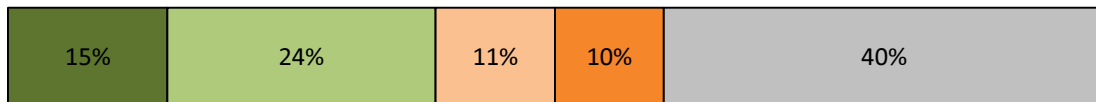


- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

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?**

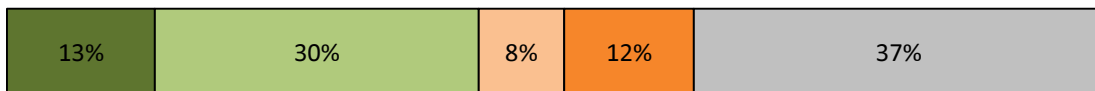


- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

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?**

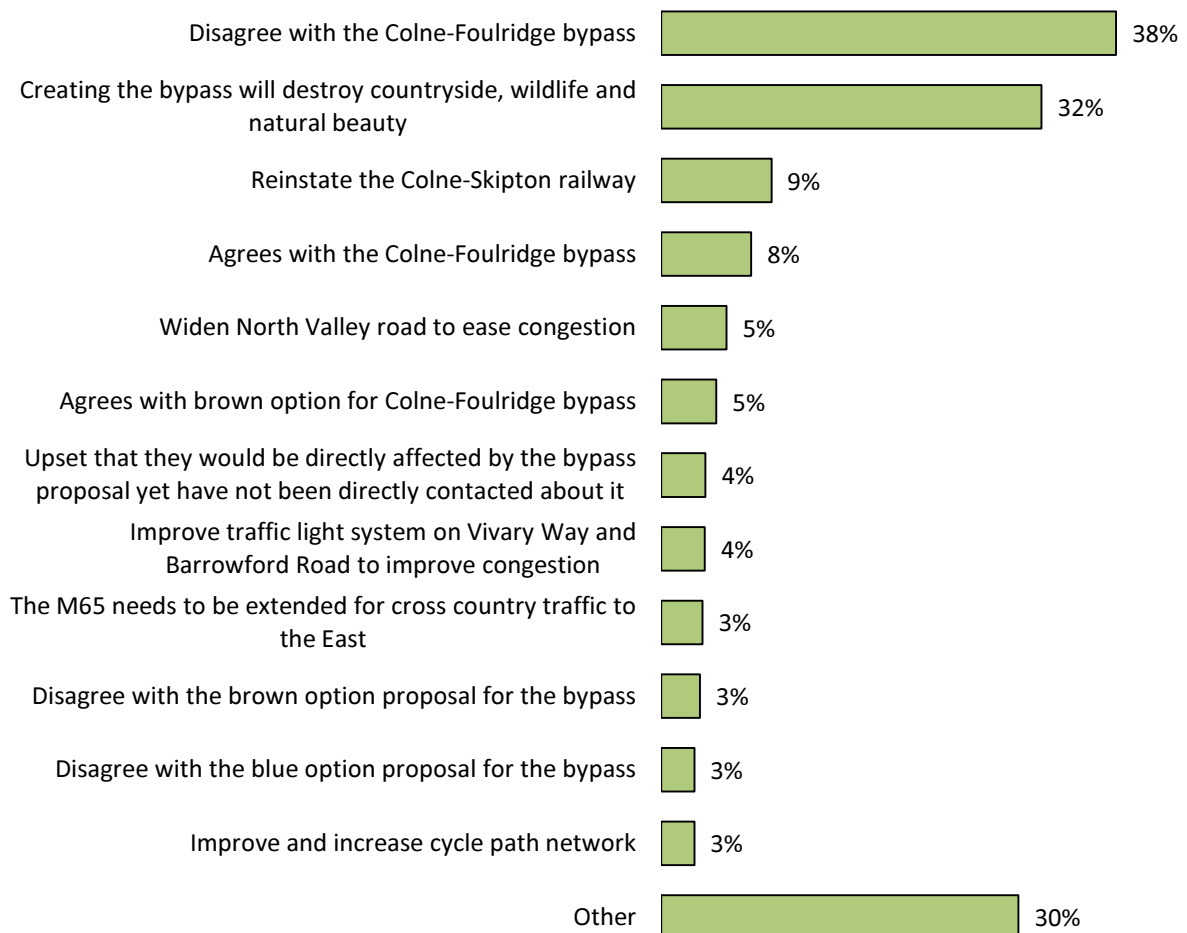


- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

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 of work? BB2	4	1%
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
<b>Members</b>	
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.
<b>District Councils</b>	
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

	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>Rawtenstall Town centre</p> <p>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>
	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.
	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.
	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.
	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.
	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.
	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

	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><b>Page 8:</b> 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><b>Page 10</b> 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><b>Page 13:</b> 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><b>Page 17</b> 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><b>Page 22:</b> 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><b>Page 25:</b> 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><b>Page 29:</b> The Highways Agency is responsible up to junction 10 of the M65.</p>



	<p><b>Page 30/31:</b> 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><b>Page 32:</b> 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><b>Page 33:</b> 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"> <li>• Providing better links from north Burnley to Thompson Park and Queens Park;</li> <li>• Provide better links to greenspace from the Gannow Lane area of west Burnley;</li> <li>• Extend the green travel route network from south Burnley industrial estates to Hapton;</li> <li>• Promote routes for horse-riding;</li> <li>• Extend the cross-boundary green travel route network between Casterton Ave and Pendle.</li> </ul>
	<p><b>Page 35:</b> 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><b>Page 36:</b> 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><b>Page 37:</b> 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><b>Page 38:</b> The table should include the funding sources for the Manchester Road Station and the Todmorden Curve. Again the spelling needs amending.</p>
	<p><b>Appendix 3:</b> 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.
<b>Town and Parish Councils</b>	
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"> <li>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</li> </ul>
	<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"> <li>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.</li> <li>Salmesbury/Cuerden/Whitebirk (Rishton) Growth Triangle Study</li> <li>Ribble Valley Growth Corridor Study</li> <li>East Lancashire Accessibility Study</li> <li>East Lancashire Strategic Cycle Network.</li> </ul>
	<p>Proposed Schemes: Where further work is required or missing:          Colne-Foulridge By-Pass &amp; 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>

	<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.</p>
	<p>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.</p>
	<p>The link to Laneshaw Bridge looks expensive and possibly poor value for money compared to other schemes elsewhere in the sub-region.</p>
	<p>As a Chamber, we do not consider extension of the M65 to the East as being a factor in this Consultation</p>
	<p><u>A56/M66 Haslingden-Rawtenstall to Manchester Gateway Study &amp; 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.</p>
	<p>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.</p>
	<p>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)</p>
	<p>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.</p>
	<p>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</p>
	<p><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.</p>
	<p>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.</p>
	<p>The Motorway was at capacity in 2008.</p>
	<p>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>

	<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 Junction 7 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 &amp; 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 Ribbles 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"> <li>• Rawtenstall Bus Station</li> <li>• Nelson to Rawtenstall Bus Corridor Study</li> <li>• Haslingden/Rawtenstall to Manchester Gateway Study</li> </ul>
	<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.
	Commuters 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 <a href="http://www.networkrail.co.uk/long-term-planning-process/?cd=1">http://www.networkrail.co.uk/long-term-planning-process/?cd=1</a>. 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
Rossendale Transport Ltd	We do not consider that LTP3 reflected the importance of local bus services to the challenging geography and demography of Rossendale. Rossendale 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. Rossendale 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 Rossendale 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 Rossendale 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 Rossendale. 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. Rossendale has no main line rail services. Rossendale 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	<b>The Rail Connectivity Study:</b> 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.
	<b>A56/M66 Haslingden/Rawtenstall to Manchester Gateway Study:</b> 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 &amp; 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: <a href="http://youtube.com/hembrow#p/u">http://youtube.com/hembrow#p/u</a></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 &amp; River Trust own and manage the Leeds &amp; 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



<p>Self employed consultant PGM services</p>	<p>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.</p>
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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](http://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](http://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
Reopenthe 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	