

RIBBLE VALLEY BOROUGH COUNCIL REPORT TO POLICY & FINANCE COMMITTEE

Agenda Item No.

meeting date: 12 NOVEMBER 2013
title: EAST LANCASHIRE TRANSPORT MASTERPLAN – CONSULTATION
submitted by: MARSHAL SCOTT – CHIEF EXECUTIVE
principal author: COLIN HIRST – HEAD OF REGENERATION AND HOUSING

1 PURPOSE

1.1 To consider the draft East Lancashire Transport Masterplan

1.2 Relevance to the Council's ambitions and priorities:

- Council Ambitions – To sustain a strong and prosperous Ribble Valley.
- Community Objectives – To encourage economic development throughout the borough through effective transport links and sustainable transport options.
- Corporate Priorities – To support sustainable development in the borough.
- Other Considerations – None.

2 BACKGROUND

2.1 Lancashire County Council has published for consultation a draft transport masterplan for East Lancashire. A copy of the summary leaflet is attached as appendix 1 to this report. The full draft plan can be viewed at the Council offices or by visiting the County Council's website www.lancashire.gov.uk.

2.2 Responses to the consultation are to be made by the 6 December 2013.

3 DRAFT MASTERPLAN

3.1 The County Council as Highway Authority are aiming to produce a series of master-plans that will provide coverage for the whole county area. The Central Lancashire Masterplan was adopted earlier this year and the County are now consulting on the East Lancashire Masterplan. The master-plan fulfils a commitment included in the Counties' Local Transport Plan (LTP) to produce a series of highways and transport master-plans to provide a basis for future decisions about transport for the county.

3.2 One of the main purposes of the master-plans is to identify issues and opportunities that have an impact on the highway network and the public transport systems operating in the area and to help provide a coordinated approach to investment planning and delivery of a transport system that will support long term needs of the area.

3.3 The Draft Masterplan seeks to support the improvement of the transport network to ensure that the area is competitive and thereby allowing people and businesses to take full advantage of opportunities in areas of growth such as Central Lancashire, Manchester and Leeds. To do this the masterplan will be used to help deliver major

improvements to public transport, make best use of the road network and deliver improvements to streets and public spaces to encourage more people to walk and cycle.

- 3.4 The master-plans will take into account the anticipated development proposals across East Lancashire such as the Whitebirk and Burnley Bridge employment sites together with the Samlesbury Enterprise Zone. The plans will also have regard to anticipated levels of new residential development as well as other development related to Town centres, education and leisure. At present not all districts have completed their development plans so the master-plans will be based around the extent of development anticipated in those plans that are adopted or where [plans are still being progressed (such as Ribble Valley) the most up to date information from draft plans. The master-plan takes account of the proposals contained in the submitted Ribble Valley Core Strategy.
- 3.5 Some key areas of investment are already identified such as the improvement to the Clitheroe to Manchester rail corridor through Transport for Lancashire which is an initiative being taken forward by the Lancashire Enterprise Partnership (LEP). Other programmes of work will be established through the Masterplan. These programmes are being looked at under 3 headings, namely, Connecting East Lancashire; Travel in East Lancashire and Local Travel. Whilst each strand looks at relative issues there is an overarching linkage between the strands which the masterplan is seeking to promote which is the need for transport to support transformational economic growth across East Lancashire. This has greater significance for some areas within East Lancashire however it is important to ensure that Ribble Valley needs are recognised to enable sustainable development to be delivered in line with this council's aspirations.

4. MASTERPLAN PROPOSALS

- 4.1 A series of proposals are set out against each of the strands all of which have a relationship with future strategic transport and will impact upon the long term economic well-being of the borough. Under "Connecting East Lancashire a rail connectivity study is proposed focusing on connections between East Lancashire and the recognised growth areas. A study will also be undertaken to look at the key A56/M66 corridor focusing on reducing congestion and reliability of bus services. This corridor forms an important link for Ribble Valley to Manchester and wider motorway routes. A further study is proposed focusing on the main routes between the economic growth locations of Samlesbury, Cuerden and Whitebirk. These studies will be important to inform longer term investment plans in and around these strategic areas of priority. The proposed pieces of work will help develop the network at the strategic level and are considered to be beneficial to our future economic well-being and as such it is suggested that the Council should express support for the proposals. These matters align with the priorities identified by the Economic Development Working Group.
- 4.2 One of the key projects under "Travel in East Lancashire" is the Ribble Valley Growth Corridor study. This will examine the key route of the A59 between Samlesbury and North Yorkshire and the A671/A6068 route between Whalley and junction 8 of the M65. These form the major strategic routes in the borough and the study will look at the way these roads can be made to work as well as possible, taking into account existing demands and the changes over time as new development takes place in Ribble Valley. Early programming of this work as part of the masterplan is indicated in the work schedule which should be supported.

- 4.3 Under the “Local Travel” strand there is perhaps less clarity on how issues will be addressed by the master-plan for areas such as Ribble Valley. There is a proposal to promote and develop the East Lancashire Strategic Cycle Network to provide good links between a variety of land uses. This aims to encourage much better access to cycle networks but also securing better facilities and developing opportunities to improve the interchange between cycling and public transport services which is to be supported. The Cycle Network is seen in particular as an opportunity to change commuting patterns where journey times and geography make this an option. There will be opportunities to develop initiatives through local cycle strategies and by making provisions in new development and highway investment schemes as appropriate.
- 4.4 The master-plan also recognises that in areas like Ribble Valley there can be problems of isolation from employment sites and education facilities and shops. The master-plan identifies that on the whole the answers to what local links need to do will be very much dependant upon the issues facing a specific area and that there should be continued partnering between public and private sector working together to find innovative solutions. There needs perhaps to be some stronger recognition or specific action in place to ensure that this objective is pursued.
- 4.5 A concern is that the local connectivity issues will be, as a consequence potentially more ad hoc. In Ribble Valley (and associated rural areas of East Lancashire) public transport (bus services) is a growing concern especially as subsidy becomes increasingly difficult to maintain. In an area where many services are reliant on subsidy to provide local villages and outlying areas with any form of public transport service it would be appropriate to consider giving this important aspect of the Local Links strand greater emphasis exploring more specifically how in future bus services will be able to operate.
- 4.6 In summary the approach in the master-plan is to be welcomed in particular the recognition of the need for work at the strategic level highlighting key route infrastructure that is necessary for the long term economic wellbeing of the borough. Some work is already being undertaken by the County and its partners or is due to commence shortly as funding has become confirmed. Other work is subject to programming however as presented the timeframe for work relating to Ribble Valley is not considered to be an issue.
- 4.7 Overall the only concern that warrants further consideration and clarification in the master-plan is around bus services and their long term role in securing local connectivity. Whilst the plan does reference public transport improvements there appears to be an urban focus on the issue and less recognition of the rural dimension. It is suggested that in responding to the consultation the matter is raised and further discussions are pursued with the County Council in relation to this aspect.

5. RISK ASSESSMENT

- 5.1 The approval of this report may have the following implications:
- Resources – None.
 - Technical, Environmental and Legal – None.

- Political – Transport infrastructure and future development has a lot of public interest.
- Reputation – It is important to take the opportunity to respond to consultations on relevant matters and to reflect the concerns of the borough.
- Equality & Diversity – None.

6 RECOMMENDED THAT COMMITTEE

- 6.1 Authorise the submission of a response to the consultation advising Lancashire County Council of Committee's general support for the measures and proposals set out in the draft master-plan but that concerns be expressed regarding the need for greater recognition of the role of bus services in rural areas to support local communities, and
- 6.2 The Head of Regeneration and Housing be asked to meet with officers of Lancashire County Council to discuss the issue further and report back to the next available Economic Development Working Group

MARSHAL SCOTT
CHIEF EXECUTIVE

COLIN HIRST
HEAD OF REGENERATION AND HOUSING

For further information please ask for Colin Hirst, extension 4503.



East Lancashire

Highways and Transport Masterplan

Lancashire County Council's Local Transport Plan sets out our plans for highways and transport in the county. In the Plan we promised to produce a series of highways and transport master plans to cover the whole county. These master plans will provide the base for future decisions about transport for the county.

This consultation is about the East Lancashire Masterplan, which covers Burnley, Hyndburn, Pendle, Ribble Valley and Rossendale.

In the Masterplan we look 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. We set out our vision for travel and transport in the future and explain what we will do next to meet the current and future needs and hopes of the people of East Lancashire.

The Masterplan will also assist us in working with other transport infrastructure and service providers to improve transport for East Lancashire.





Introduction

After its industrial heyday in the 19th and 20th centuries, East Lancashire suffered a major economic decline. However, that is now changing and there are plans to bring large numbers of jobs to the area.

Manufacturing is very important. East Lancashire has a growing number of 'higher value industries' such as aerospace, advanced manufacturing, advanced flexible materials, digital and creative industries.

We need to improve the transport network in East Lancashire to make sure that the area is competitive by ensuring we can:

- make sure people and businesses can take full advantage of opportunities in areas of growth in Central Lancashire, Greater Manchester and Leeds
- make major improvements to public transport;
- make the best use of the road network; and
- improve our streets and public spaces to encourage more people to walk and cycle.

By 2026, we expect East Lancashire to have about 24,000 extra homes. Large numbers of jobs will be created at our strategic employment sites, in particular on key sites along the M65 and in our town centres and at other priority sites, including Burnley Bridge and Whitebirk. These sites will support the local economy, especially manufacturing; the newly established Enterprise Zone, covering the BAE Systems sites at Samlesbury and Warton, could create up to 6,000 jobs in advanced engineering and manufacturing in the long term.

Our road and public transport networks will need to be able to do more than just cope with this development in the future. They will need to work beyond that, to make sure that this growth is actively supported and can benefit everyone in East Lancashire.

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

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



East Lancashire

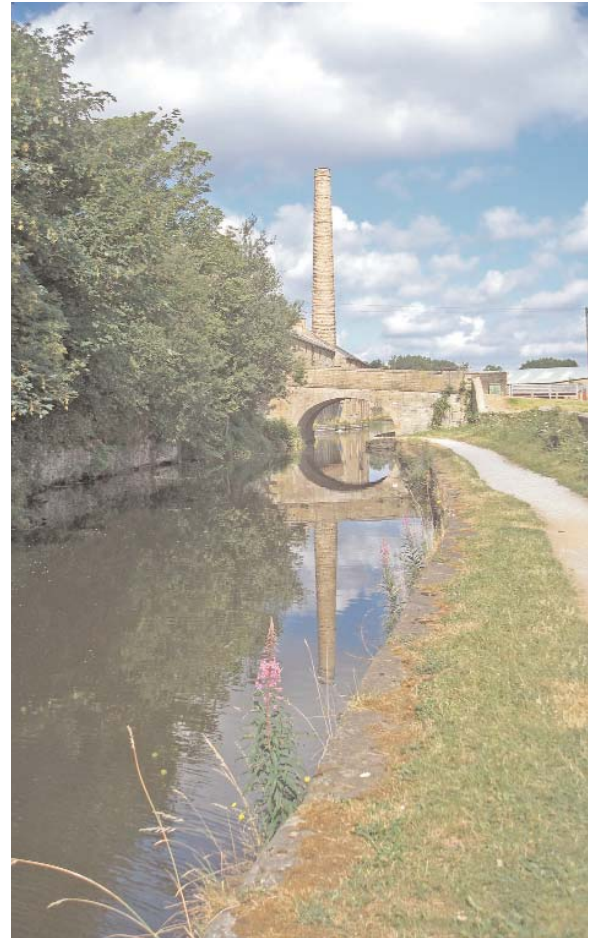
Highways and Transport Masterplan

“We want to move forward and make East Lancashire’s highways and transport networks fit for the 21st century, something that the area can be proud of as it works to regain its economic strength.”

County Councillor John Fillis

Our Vision

- Strategic employment sites thrive and are well connected nationally and internationally.
- Local developments and businesses have the strategic and local connections that they need to succeed.
- People from all communities are able to travel to employment and education opportunities.
- Sustainable travel is the choice wherever possible, even in rural areas.
- Active travel is encouraged and supported, making walking and cycling safe and easy choices for local journeys.
- Improvements to our streets and public spaces support both new development and existing communities and improve the appearance and safety of sustainable travel routes.
- Visitors find the area attractive and easy to travel around without a car.





East Lancashire

Highways and Transport Masterplan

What We're Doing Now

Because local development plans aren't agreed across all of East Lancashire, we do not have all the information we need to finalise this masterplan. We do know a lot now though; we and our partners already have schemes in place to tackle many of the problems, as this map shows.

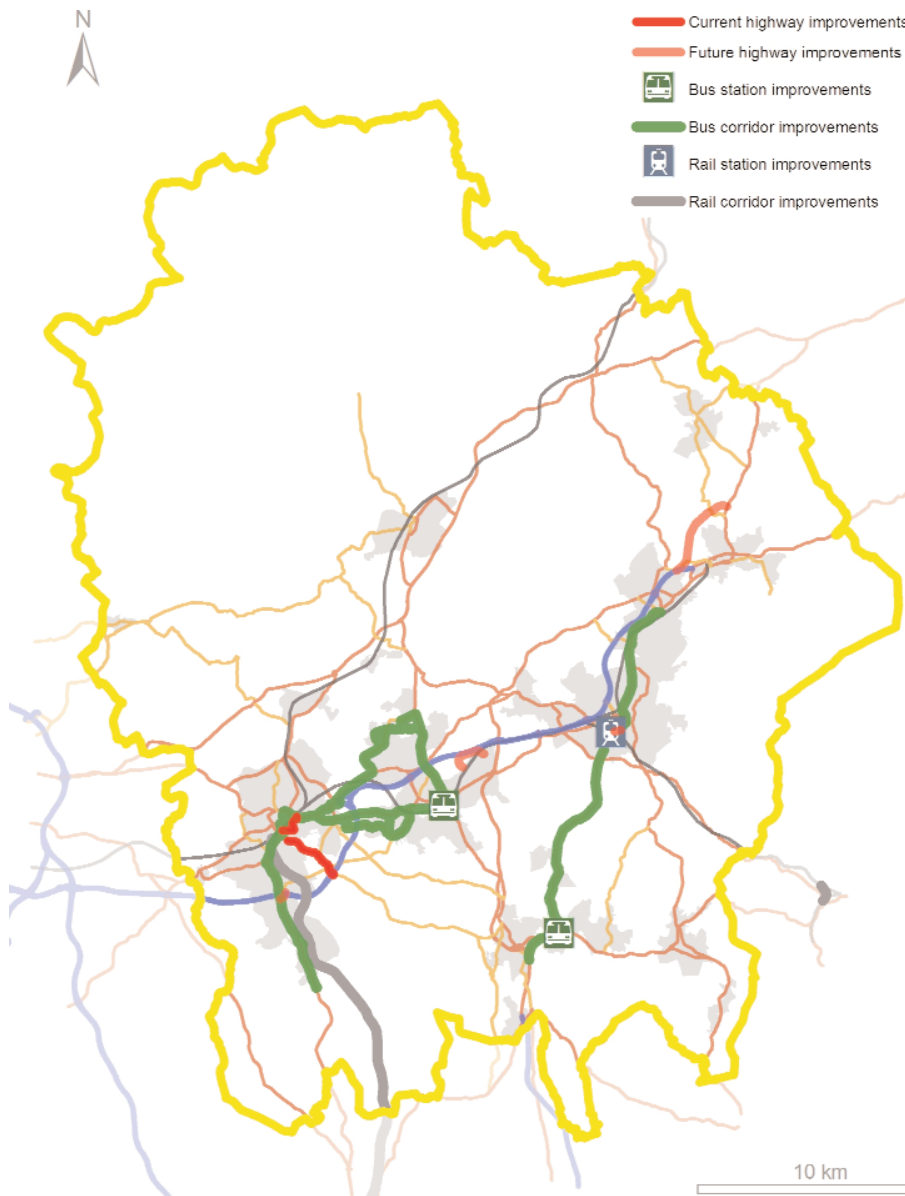
Our Local Transport Plan (LTP) sets out a broad strategy for how transport and the way we travel in Lancashire will change moving forward to 2021. The current LTP Implementation Plan sets out schemes that will be implemented in the next three years to 2015/16.

The Lancashire Enterprise Partnership, through Transport for Lancashire (TfL), has approved the Local Major Transport Scheme Investment Programme for Lancashire.

- Todmorden West Curve
- Pennine Reach
- Improvements to Burnley Manchester Road Rail Station
- Rawtenstall Bus Station
- Nelson to Rawtenstall Bus Corridor Study
- Haslingden Road Corridor Improvements
- Blackburn Town Centre Orbital Route Completion

And through Transport for Lancashire:

- Clitheroe to Manchester Rail Corridor Improvements
- Centenary Way Viaduct Major Maintenance Scheme
- M65 Junction 4 Upgrade
- A56 Colne-Foulridge Bypass





Taking our Vision Forward

We are already making improvements in East Lancashire. However, there will still be problems so we know that we will need to do more in the future. These problems have been grouped into 3 strands of future work:

Connecting East Lancashire looks at how East Lancashire connects to other areas, particularly to the rest of the county and neighbouring growth areas like Central Lancashire, Greater Manchester and Leeds.

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

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

Travel in East Lancashire is about the links between East Lancashire's towns and the major employment and housing locations. We need to ensure that the key corridors can cope with the traffic that wants to use them.

As well as improving public transport reliability, we also need to do what we can to improve public transport in East Lancashire to make bus travel an attractive and practical option where possible, particularly for journeys to work and education.

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

Making our cycling and walking networks attractive is key to this. We need to make it easy to change between methods of travel so that whether people are travelling short or long distances, we can reduce how much we depend on private cars.

These strands are closely linked to each other. Easy local travel, by walking and cycling, needs to join up with the bus and rail networks for longer journeys. The bus and rail networks themselves need to connect properly both for journeys in East Lancashire and to the wider area. No matter how far from East Lancashire people and goods are going, the connections to strategic road and rail networks must work to make national and international travel as easy as possible.

Running through all 3 strands is the need for transport to support transformational economic growth across East Lancashire.

From the largest to the smallest investment that results from this masterplan, from strategic rail improvement schemes down to local footpaths, East Lancashire's transport networks must be made fit for use in the 21st century.

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

County Councillor John Fillis

What we propose:

Connecting East Lancashire

- A **Rail Connectivity Study** will focus on improving connections between East Lancashire and the growth areas of Preston and Central Lancashire, Manchester (including Manchester Airport) and Leeds.
- An **A56/M66 Haslingden/Rawtenstall to Manchester Gateway Study** will look at the A56/M66 corridor and how congestion can be reduced and the reliability of bus services improved.
- A **Samlesbury/Cuerden/Whitebirk Growth Triangle Study** will focus on the main routes between these 3 key economic growth locations.

Travel in East Lancashire

- The **Burnley/Pendle Growth Corridor Study** will look at what needs to be done to make sure that our roads can support the economic growth planned for Burnley and Pendle. It will reflect the changes we propose to A56 Colne-Foulridge Bypass; we are changing where the bypass leaves the motorway to make sure that we do not make it impossible to re-open the Colne to Skipton railway.
- The **Ribble Valley Growth Corridor Study** will include the A59 between Samlesbury and North Yorkshire boundary and also the A671/A6068 route between Whalley and M65 Junction 8. The study will look at how these important roads can be made to work as well as possible for cars, freight and for other users.
- The **East Lancashire Accessibility Study** will focus on travel between the main towns and employment areas, but will include travel to education and for leisure. It will also consider how public transport can best serve rural East Lancashire.

Local Travel

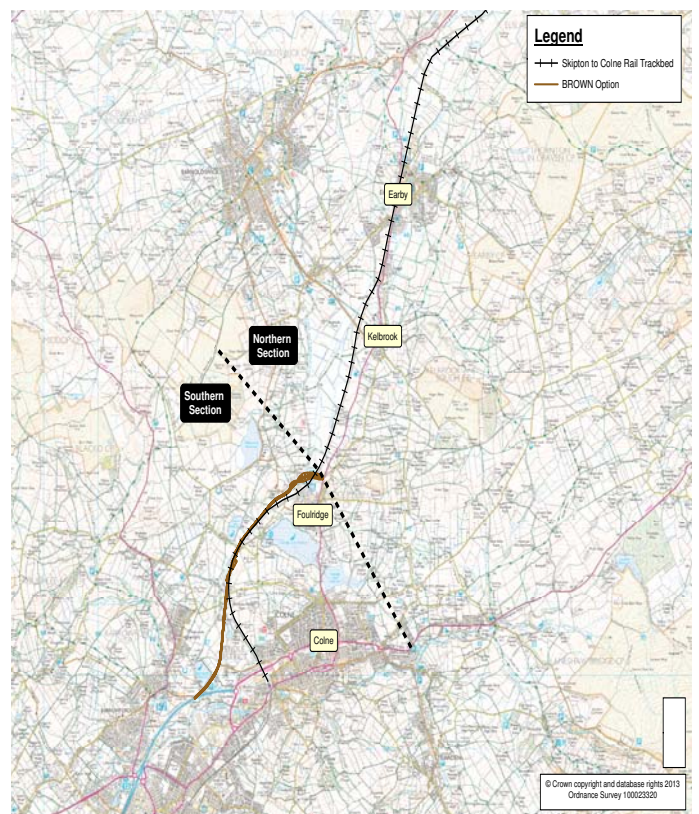
- The **East Lancashire Strategic Cycle Network** will provide 'good' links between towns, employment, education and housing.
- **Local Links** between neighbourhoods, town centres and employment need to be good enough standard to make travel easy for everyone.

A56 Colne-Foulridge Bypass

The A6068, as it passes through the North Valley area of Colne, carries traffic of around 25,000 vehicles per day including over 1,300 heavy goods vehicles. Not surprisingly, this causes severe problems, with congestion and delays throughout much of the day. In the peak hours, the congestion is among the worst in Lancashire. The standing traffic affects local air quality and the road effectively severs the North Valley housing areas from all amenities in Colne.

A route for the bypass has been protected for a number of years. The M65 to Yorkshire Corridor Study was commissioned by Lancashire County Council to investigate whether a bypass was still the most appropriate solution to Colne's problems and, if so, whether the old scheme was still the route to take forward.

The evidence from the study suggests that whilst a bypass is still the most appropriate solution to removing traffic from North Valley, the line of the bypass should be amended. The new line will be shown in the map below.



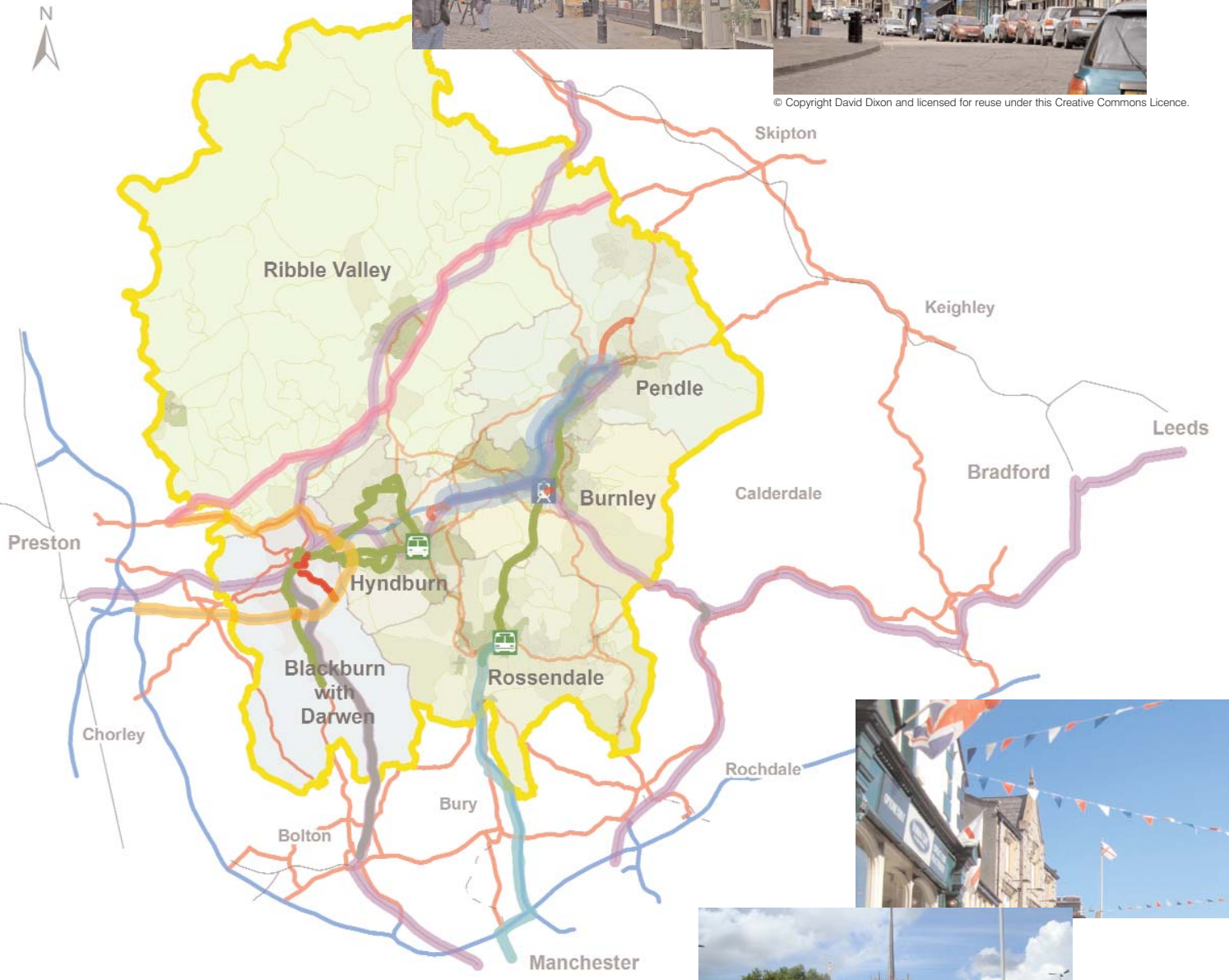


East Lancashire

Highways and Transport Masterplan



© Copyright David Dixon and licensed for reuse under this Creative Commons Licence.





East Lancashire

Highways and Transport Masterplan

Because of the scale of improvements that we want to make, we will need to work with other organisations to deliver our plans and there will need to be substantial funding and commitment from a variety of other organisations to see it through ~ District Councils, Lancashire's Local Enterprise Partnership, Highways Agency, Network Rail ~ as well as the support of private business and house builders.

The cost of the proposals up to 2021 as presented in the draft masterplan is estimated at about £150 million.

The masterplan shows the sources of funding, both private and public, that would be needed to deliver these improvements. The funding that will be available means that the improvements are affordable if all partners work together and help pay for the improvements.

"I want to hear as wide a range of opinions as possible so that we can listen to all points of view and look at ideas that are put forward. We need to be sure that there is broad agreement with our vision and what we want to do next."

County Councillor John Fillis

Let us know what you think

The public consultation on the Highways and Transport Masterplan for East Lancashire lasts until 6th December 2013.

As part of the consultation it is important that we get your views on the vision presented in the masterplan.

This questionnaire is your opportunity to let us know what you think.

The full Masterplan can be viewed at libraries and council offices or downloaded from our website. To access the documents go to:

www.lancashire.gov.uk and then search for Local Transport Plan on the A-Z list.

You can also fill in the questionnaire online.

**If you require this leaflet in
large format text please call:
0845 053 0000
or email:
enquiries@lancashire.gov.uk**