

APPENDIX A: FIGURES AND TABLES

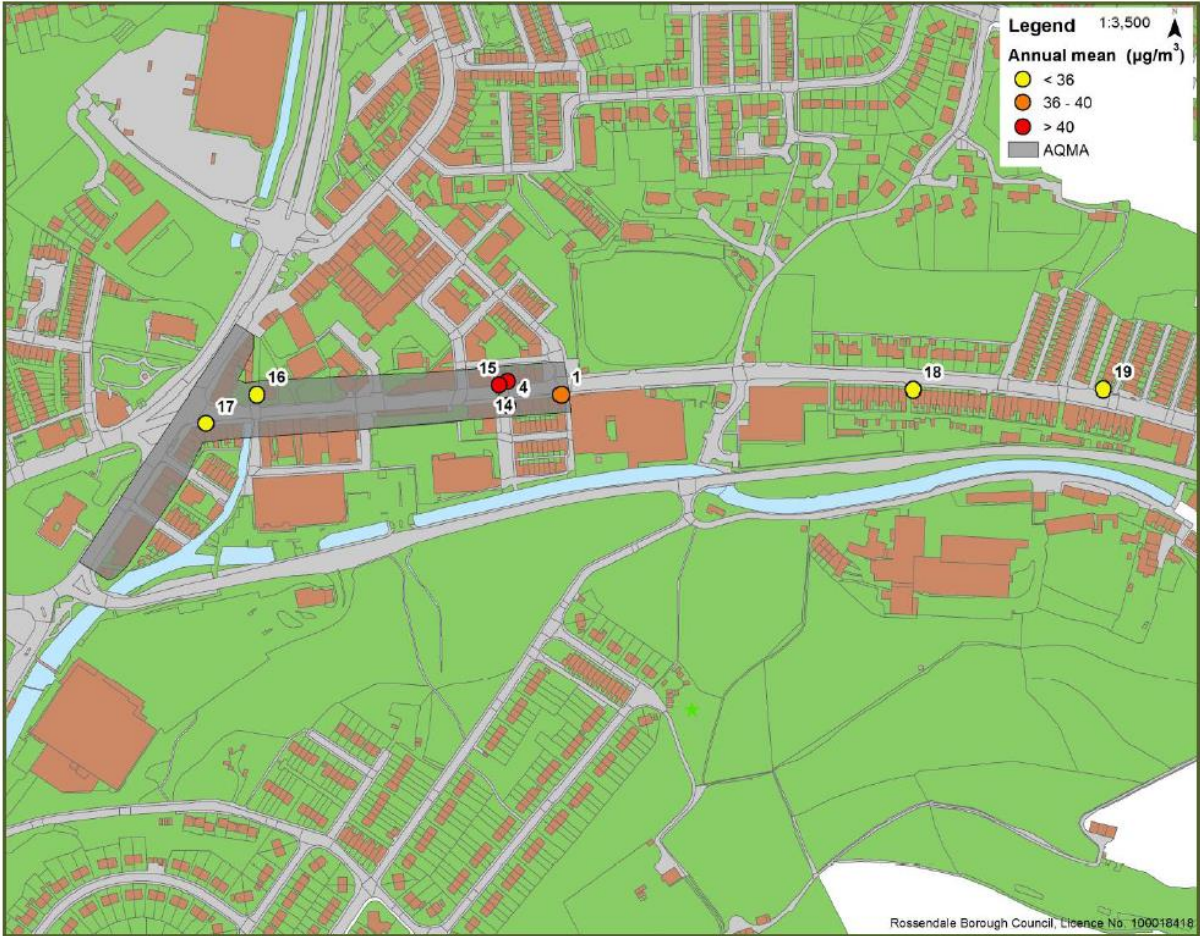


Figure 1: Bacup Road Air Quality Management Area

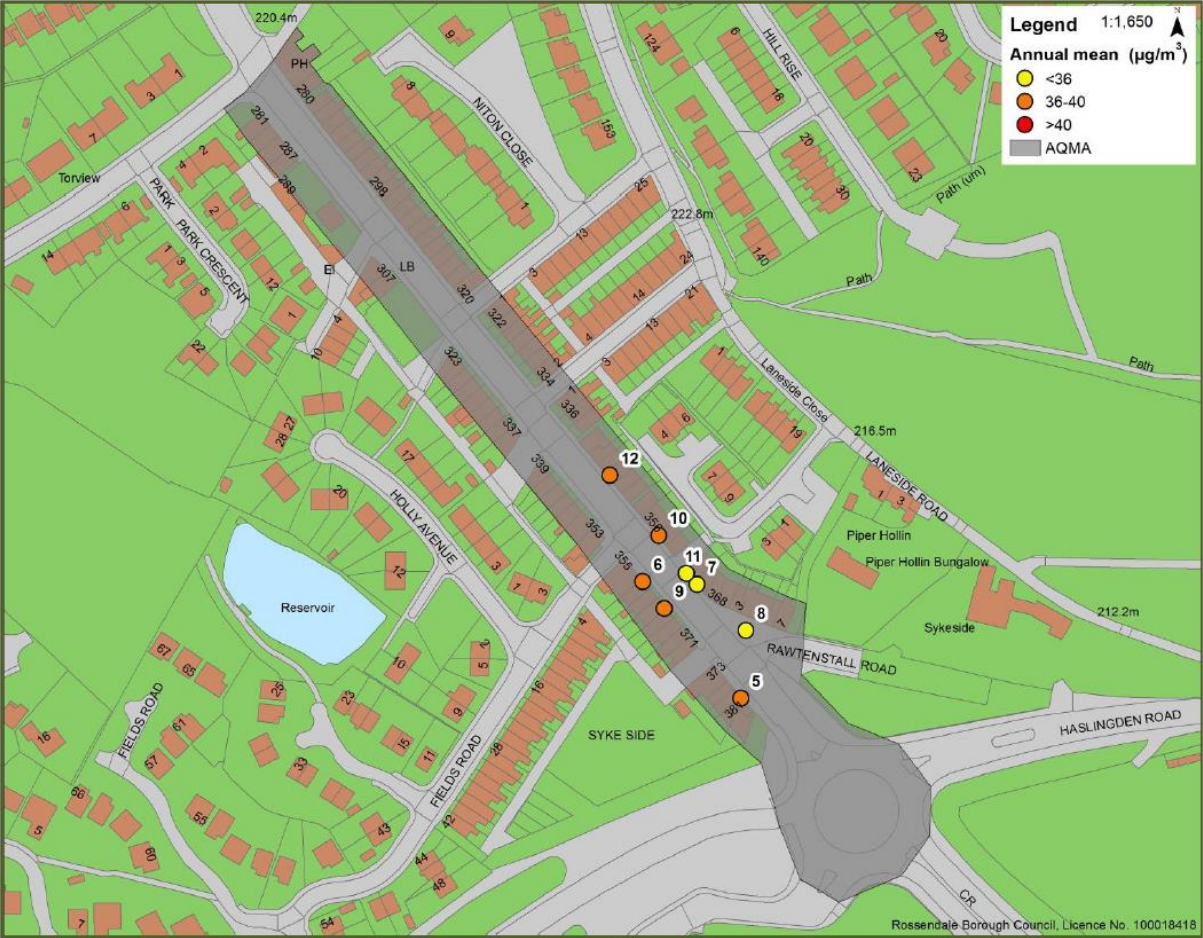


Figure 2: Manchester Road Air Quality Management Area

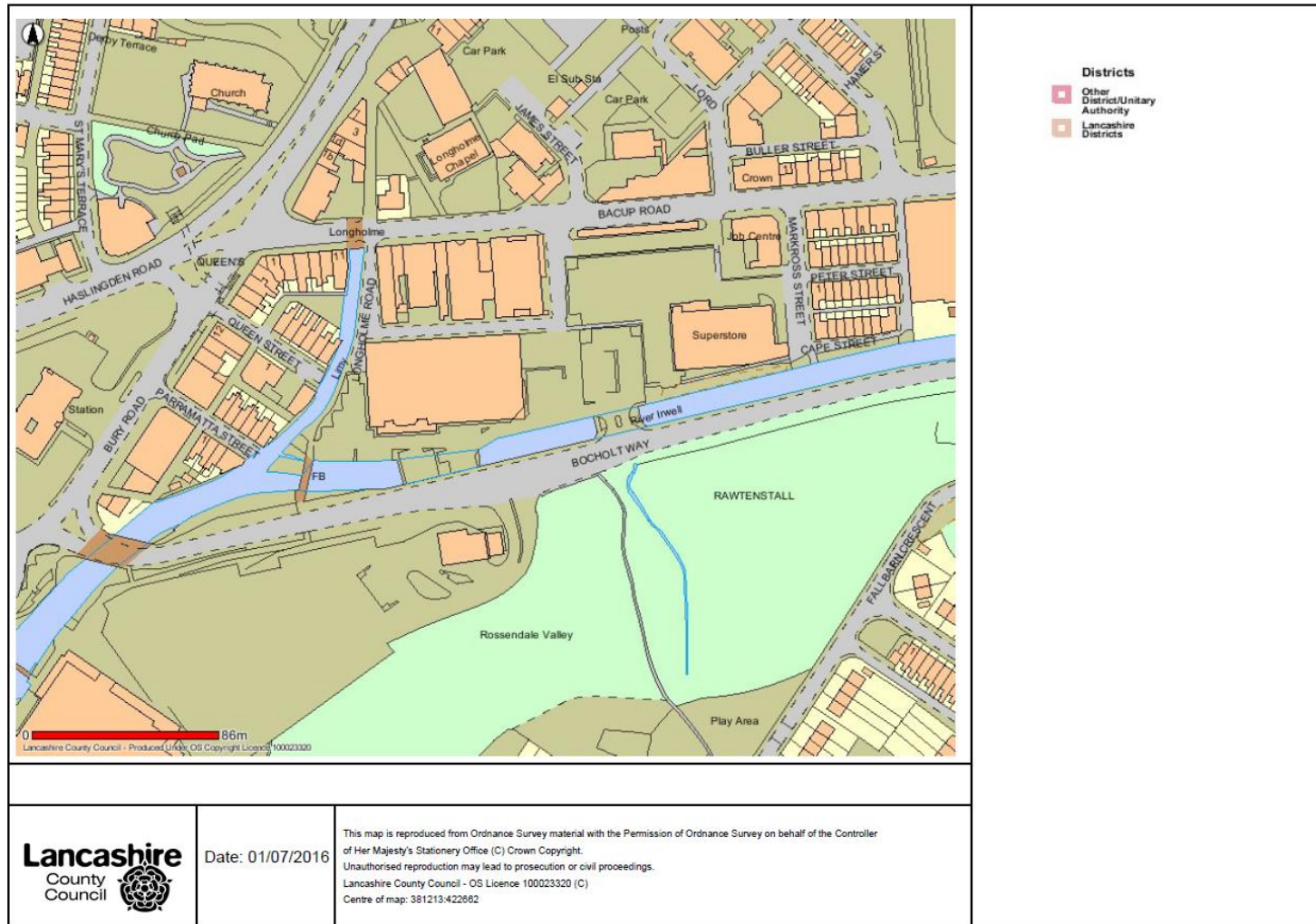


Figure 3: Bacup Road and Bocholt Way Junction layout

Table 1: Bacup Road long list of options prioritised by impact on improving air quality

Option	Air Quality Improvements					Cost Effectiveness		Non-air quality impacts			Perceptions and practicability		
	Effect on vehicle flow	Effect on receptor Exposure	Effect on vehicle-miles within AQMA	Effect on emissions per vehicle mile	Effect on air quality	Cost to Council	Cost to others	Socio-economic	Climate change	Noise	Social	Practicability	Timescale
4. Introduce bollards to Bacup Road to restrict access to residents and access only	+	- / +	+	- / +	H	M	M	- / +	+	+	-	M	M
1. Make Bacup Road no-through access west of Kay Street	+	- / +	+	- / +	M	L	L	- / +	+	+	-	L	L
2. Road signage amended to reprioritise use of Bocholt way and deprioritise Bacup Road	+	- / +	+	- / +	M	L	L	- / +	+	+	- / +	H	L
5. Restrict access to Bacup Road at peak times using ANPR	+	- / +	+	- / +	M	M	L	- / +	+	+	-	L	M
6. Introduce road pricing to Bacup Road using ANPR to (a) exclude residents and access only or (b) by charging only through traffic based on duration of residence time	+	- / +	+	- / +	M	M	H	- / +	+	+	-	L	M
14. Replace Rossobus fleet with cleaner buses , or retrofit, re-engine existing vehicles	- / +	- / +	- / +	+	M	M	L	- / +	+	+	- / +	M	M
9. Limit council fleet use of Bacup Road for non-essential access, e.g. refuse lorries except when servicing properties on Bacup Road	+	- / +	+	+	M	L	L	+	+	+	+	H	L

Option	Air Quality Improvements					Cost Effectiveness		Non-air quality impacts			Perceptions and practicability		
	Effect on vehicle flow	Effect on receptor Exposure	Effect on vehicle-miles within AQMA	Effect on emissions per vehicle mile	Effect on air quality	Cost to Council	Cost to others	Socio-economic	Climate change	Noise	Social	Practicability	Timescale
11.No through access to HGVs or LDVs unless deliveries	+	- / +	+	- / +	M	L	L	- / +	- / +	+	+	H	L
3. Introduce traffic lights to Bacup Road to (a) discourage use, and (b) restrict access to single lane/one-way only	+	- / +	+	-	L	L	L	- / +	+	+	-	H	L
7.Introduce speed bumps to Bacup Road to discourage use	+	-	+	- / +	L	L	L	- / +	+	+	-	H	L
8. Move the taxi rank on Bacup Road	+	- / +	+	- / +	L	M	M	-	+	+	- / +	L	M
12. Use taxi-licensing to restrict diesel and encourage plugin-EV/hybrid vehicles	- / +	- / +	- / +	+	L	L	H	- / +	- / +	+	- / +	M	M
10. Oppose/limit proposed car parking spaces for old bus station site	+	- / +	+	+	L	L	L	- / +	- / +	+	-	H	L
15. Promote the Community Line train service to provide integrated and enhanced public transport	+	- / +	+	- / +	L	L	L	- / +	- / +	+	- / +	H	L
16. Join ECOSTars scheme (http://www.ecostars-uk.com/) to encourage companies and organisations to operate cleaner fleets	+	- / +	- / +	- / +	L	L	M	- / +	+	+	- / +	H	L

Option	Air Quality Improvements					Cost Effectiveness		Non-air quality impacts			Perceptions and practicability		
	Effect on vehicle flow	Effect on receptor Exposure	Effect on vehicle-miles within AQMA	Effect on emissions per vehicle mile	Effect on air quality	Cost to Council	Cost to others	Socio-economic	Climate change	Noise	Social	Practicability	Timescale
13. Introduce EV charging points and encourage local superstores to install charging points in their car parks	- / +	- / +	- / +	+	L (SHORT-TERM)	M	L	- / +	+	+	- / +	M	M

Table 2: Bacup Road reduced list of options prioritised by perceptions, practicability and non-air quality impacts

Option	Air Quality Improvements					Cost Effectiveness		Non-air quality impacts			Perceptions and practicability		
	Effect on vehicle flow	Effect on receptor Exposure	Effect on vehicle-miles within AQMA	Effect on emissions per vehicle mile	Effect on air quality	Cost to Council	Cost to others	Socio-economic	Climate change	Noise	Social	Practicability	Timescale
9. Limit council fleet use of Bacup Road for non-essential access, e.g. refuse lorries except when servicing properties on Bacup Road	+	- / +	+	+	M	L	L	+	+	+	+	H	L
11.No through access to HGVs or LDVs unless deliveries	+	- / +	+	- / +	M	L	L	- / +	- / +	+	+	H	L
2. Road signage amended to reprioritise use of Bocholt way and deprioritise Bacup Road	+	- / +	+	- / +	M	L	L	- / +	+	+	- / +	H	L
14. Replace Rossobus fleet with cleaner buses , or retrofit, re-engine existing vehicles	- / +	- / +	- / +	+	M	H	L	- / +	+	+	- / +	M	M
4. Introduce bollards to Bacup Road to restrict access to residents and access only	+	- / +	+	- / +	H	M	M	- / +	+	+	-	M	M

1. Make Bacup Road no-through access west of Kay Street	+	- / +	+	- / +	M	L	L	- / +	+	+	-	L	L
5. Restrict access to Bacup Road at peak times using ANPR	+	- / +	+	- / +	M	M	L	- / +	+	+	-	L	M
6. Introduce road pricing to Bacup Road using ANPR to (a) exclude residents and access only or (b) by charging only through traffic based on duration of residence time	+	- / +	+	- / +	M	M	H	- / +	+	+	-	L	M

Table 3: Bacup Road prioritised list of options, sorted by cost

Option	Air Quality Improvements					Cost Effectiveness		Non-air quality impacts			Perceptions and practicability		
	Effect on vehicle flow	Effect on receptor Exposure	Effect on vehicle-miles within AQMA	Effect on emissions per vehicle mile	Effect on air quality	Cost to Council	Cost to others	Socio-economic	Climate change	Noise	Social	Practicability	Timescale
9. Limit council fleet use of Bacup Road for non-essential access, e.g. refuse lorries except when servicing properties on Bacup Road	+	- / +	+	+	M	L	L	+	+	+	+	H	L
11.No through access to HGVs or LDVs unless deliveries	+	- / +	+	- / +	M	L	L	- / +	- / +	+	+	H	L
2. Road signage amended to reprioritise use of Bocholt way and deprioritise Bacup Road	+	- / +	+	- / +	M	L	L	- / +	+	+	- / +	H	L

Table 4: Manchester Road long list of options prioritised by impact on improving air quality

Option	Air Quality Improvements					Cost Effectiveness		Non-air quality impacts			Perceptions and practicability		
	Effect on vehicle flow	Effect on receptor Exposure	Effect on vehicle-miles within AQMA	Effect on emissions per vehicle mile	Effect on air quality	Cost to Council	Cost to others	Socio-economic	Climate change	Noise	Social	Practicability	Timescale
3. Apply Public Safety Protection Orders to restrict idling on Manchester Road	- / +	- / +	- / +	- / +	M	M	L	- / +	+	+	-	M	L
6. No through road signage at road entry points to Haslingden	+	- / +	+	- / +	M	L	L	- / +	+	+	- / +	H	L
5. Encourage School Travel Plans to encourage alternative modes	+	- / +	+	- / +	M	L	L	- / +	+	+	+	H	L
1. Access only road signs at entry points to Manchester Road	+	- / +	+	- / +	M	L	L	-	- / +	+	-	L	L
2. Signalisation of the roundabout to the south of Manchester Road to discourage access	+	- / +	+	- / +	L	M	L	- / +	+	+	- / +	H	L
4. Create bus stop pull-ins to reduce congestion (although it was recognised that pull-ins can lead to bus delays reducing the reliability of the service)	+	- / +	- / +	- / +	L	M	L	-	- / +	- / +	-	L	M

Table 5: Manchester Road prioritised list of options sorted by perceptions, practicability and non-air quality impacts

Option	Air Quality Improvements					Cost Effectiveness		Non-air quality impacts			Perceptions and practicability		
	Effect on vehicle flow	Effect on receptor Exposure	Effect on vehicle-miles within AQMA	Effect on emissions per vehicle mile	Effect on air quality	Cost to Council	Cost to others	Socio-economic	Climate change	Noise	Social	Practicability	Timescale
5. Encourage School Travel Plans to encourage alternative modes	+	- / +	+	- / +	M	L	L	- / +	+	+	+	H	L
6. No through road signage at road entry points to Haslingden	+	- / +	+	- / +	M	L	L	- / +	+	+	- / +	H	L
3. Apply Public Safety Protection Orders to restrict idling on Manchester Road	- / +	- / +	- / +	- / +	M	M	L	- / +	+	+	-	M	L
1. Access only road signs at entry points to Manchester Road	+	- / +	+	- / +	M	L	L	-	- / +	+	-	L	L

Table 6: Manchester Road prioritised list of options sorted by cost

Option	Air Quality Improvements					Cost Effectiveness		Non-air quality impacts			Perceptions and practicability		
	Effect on vehicle flow	Effect on receptor Exposure	Effect on vehicle-miles within AQMA	Effect on emissions per vehicle mile	Effect on air quality	Cost to Council	Cost to others	Socio-economic	Climate change	Noise	Social	Practicability	Timescale
5. Encourage School Travel Plans to encourage alternative modes	+	- / +	+	- / +	M	L	L	- / +	+	+	+	H	L
6. No through road signage at road entry points to Haslingden	+	- / +	+	- / +	M	L	L	- / +	+	+	- / +	H	L

3. Apply Public Safety Protection Orders to restrict idling on Manchester Road	- / +	- / +	- / +	- / +	M	M	L	- / +	+	+	-	M	L
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Table 7: Bacup Road - List of options, timescales for completion and financing mechanisms

List of viable options: Bacup Road	Implementation Period	Completion Date	Progress Indicator	Funding Stream
Option 1: Limit Council fleet use of Bacup Road for non-essential access, e.g. refuse lorries, except when servicing properties on Bacup Road	1-2 years	May-18	Periodic review of council fleet GPS to ensure no transgression	No funding required
Option 2: Road signage amended to reprioritise use of Bocholt Way and deprioritise Bacup Road	1-3 years	May-19	Installation of amended signage deprioritising Bacup Road and reprioritisation of Bocholt Way	Funding required to change road-signs. Source: Lancashire County Council Highways Development Control
Option 3: No through access to HGVs or LDVs unless deliveries	1-3years	May-19	Periodic review of CCTV to ensure compliance	Funding required to change road-signs. Source: Lancashire County Council Highways Development Control

Table 8: Manchester Road - List of options, timescales for completion and financing mechanisms

List of Viable Options: Manchester Road	Implementation Period	Completion Date	Progress Indicator	Funding Stream
Option 1: Encourage School Travel Plans to encourage alternative modes	1-3 years	May-19	80% of all local schools have an active travel plan (the school to submit an updated travel plan document incorporating staff/student travel mode)	Funding required to review submitted school travel plans. Source: Lancashire County Council
Option 2: No through road signage at road entry points to Haslingden	1-3 years	May-19	Installation of no-through road signage at road entry points to Haslingden	Funding required to change road-signs. Source: Lancashire County Council Highways Development Control

<p>Option 3: Apply Public Spaces Protection Orders to restrict idling on Manchester Road</p>	<p>1-2 years</p>	<p>May-18</p>	<p>Finalisation of the Public Spaces Protection Order</p>	<p>Funding required to develop and enforce Public Spaces Protection Orders Source: Lancashire County Council</p>
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APPENDIX B: CONSULTATION RESPONSES

I. Martin Porter, Lancashire County Council Highways Development Control.

From: Lorna Robinson [mailto:LornaRobinson@rossendalebc.gov.uk]

Sent: 03 July 2015 09:30

To: Jo Barnes

Cc: David Pierce; Rebecca Lawlor

Subject: FW: Air quality action plan workshop recommendations for feedback

Bacup Road, Rawtenstall

Through traffic using Bacup Road ideally should be using Bocholt Way, but an awkward junction and short timing on the traffic lights onto Bocholt Way mean traffic tends to favour Bacup Road. Suggested measures therefore concentrate on facilitating access to Bocholt Way and discouraging use of Bacup Road. Measures need to target HGV articulated and rigid vehicles, buses and coaches and diesel LDVs.

Facilitating access to Bocholt Way

- Currently the location of the Fire Station on the A682 occupies land adjacent to the Bocholt Way junction, hampering the junction layout. It is therefore proposed that a reconfiguration of the junction involving either re-siting the Fire Station to the old college site nearby or re-commissioning some of the unused plot (possibly including re-siting the training tower) would enable easier access to Bocholt Way and relieve traffic flow on Bacup Road, particularly HDVs. **LCC Highways have never considered the corner bit of land as necessary and it would be part of a 2/3 million pound scheme something like that so its not feasible.**
- Either additionally or alternatively, lengthening the timing of the traffic lights onto Bocholt Way and/or reducing the timing of the lights onto Bacup Road should encourage traffic to use Bocholt Way rather than Bacup Road. This would be a relatively easy option to test for a short period, however it is recommended that any implementation of this measure is accompanied with signage advising road users of the re-prioritisation (and possibly to ignore 'sat nav' instructions to use Bacup Road). **Work has just started to achieve this**

Discouraging use of Bacup Road

- Make Bacup Road no-through access west of Kay Street **Police wouldn't support it as its not able to be enforced**
- Road signage amended to reprioritise use of Bocholt way and deprioritise Bacup Road. **Road sign changes can come out of Highways budget**

- Introduce traffic lights to Bacup Road to (a) discourage use, and (b) restrict access to single lane/one-way only
- Introduce bollards to Bacup Road to restrict access to residents and access only **No way of differentiating between buses**
- Restrict access to Bacup Road at peak times using ANPR **Not politically acceptable**
- Introduce road pricing to Bacup Road using ANPR to (a) exclude residents and access only or (b) by charging only through traffic based on duration of residence time **Not politically acceptable**
- Introduce traffic-calming/chicanes to Bacup Road to discourage use **Not good for buses**
- Introduce speed bumps to Bacup Road to discourage use **Not good for buses**
- Move the taxi rank on Bacup Road
- Use taxi-licensing to restrict diesel and encourage plugin-EV/hybrid vehicles
- Introduce EV charging points and encourage local superstores to install charging points in their car parks
- Replace Rossobus fleet with cleaner buses , or retrofit, re-engine existing vehicles
- Limit council fleet use of Bacup Road for non-essential access, e.g. refuse lorries except when servicing properties on Bacup Road
- Oppose/limit proposed car parking spaces for old bus station site **Economics mean viability of high streets is priority so not a viable option**
- Promote the Community Line train service to provide integrated and enhanced public transport
- Join ECOSTars scheme (<http://www.ecostars-uk.com/>) to encourage companies and organisations to operate cleaner fleets **Too expensive**

Manchester Road, Haslingden

Although traffic count data and dispersion modelling have indicated that diesel cars and rigid and articulated HGVs are the main sources of emissions in Manchester Road, further information is required to understand why vehicles are using this route and the cause of any congestion. Possible causes for elevated concentrations of nitrogen dioxide at this location may be due to vehicles accessing the Tesco store and the local schools to the south of Manchester Road, as there is a lack of alternative routes for traffic from the north. In addition, Manchester Road is on an incline, which may be contributing to emissions of vehicles travelling uphill. In 2014, the two worst case monitoring sites were both below the objective at $34 \mu\text{g}/\text{m}^3$, however concentrations were at, or within 10% of, the objective in the previous years. There is a new phased residential development close to Manchester Road, for which additional monitoring has been introduced to assess any additional impact of vehicles arising. The Highways Agency advised that they are conducting a microsimulation model of the roundabout to the north of Manchester Road prior to the introduction of signalisation at Rising Bridge. In order to better understand traffic behaviour in Manchester Road, the following recommendations were made:

- Use Googlemaps real-time traffic displays to ascertain when congestion is occurring
- Visit the site at key times to visually inspect the nature of traffic movements
- Use TransDev real-time bus data to identify bus residence time in Manchester Road to determine whether there are delays
- Survey local schools to determine whether vehicles dropping off and collecting schoolchildren are accessing Manchester Road and their origins
- Survey Tesco customers/deliveries to determine whether these vehicles are accessing Manchester Road and their origins

Suggestions for possible measures included:

- Signalisation of the roundabout to the south of Manchester Road to discourage access
- Apply Public Safety Protection Orders to restrict idling on Manchester Road
- Create bus stop pull-ins to reduce congestion (although it was recognised that pull-ins can lead to bus delays reducing the reliability of the service)
- Encourage School Travel Plans to encourage alternative modes

These suggested measures are not exhaustive and will depend on the outcomes of the evidence-gathering exercises outlined above, as well as future trends in monitored concentrations. If further exceedences are not identified then it may be appropriate to recommend revocation of the Manchester Road AQMA, however, sufficient confidence in the trends will need to be demonstrated, taking into consideration the potential for traffic growth, to avoid the need to re-declare in future.

II. David Wild, Highways England.

From: Wild, David [<mailto:David.Wild@highwaysengland.co.uk>]

Sent: 22 June 2015 08:42

To: Lorna Robinson

Subject: Air quality action plan workshop recommendations for feedback

Lorna,

I have looked through the recommendations, specifically for the Manchester Road AQMA as this is closest to the A56 trunk road.

My only comments would be as follows:

- Perhaps, in addition to surveys of local schools and Tesco customers, you could also survey Winfield's as this is a big attractor.
- Perhaps look to utilise ANPR surveys to determine where any "through traffic" is coming from, outside the immediate area, to see if measures could be put in place to encourage this traffic to remain on the trunk road.

As you have stated, Highways England does have a scheme to signalise the Rising Bridge roundabout and this will be implemented before the end of the current financial year. However, it is likely that any modelling for this particular scheme will not be microsimulation but, instead, a standard TRANSYT model will be used just for the roundabout itself. We are, though, currently building a microsimulation model of the A56 trunk road network between Grane Road in the north and the A682 / A56 junction in the south and this will incorporate the two roundabouts adjacent to Tesco (Manchester Road & A56). If there are any outputs from the model that might assist you this can be discussed with our consultants, AECOM, who are building the model.

Please give me a call if you wish to discuss.

Kind regards,

Dave

David Wild, Asset Manager (Lancashire)

Highways England | Piccadilly Gate | Store Street | Manchester | M1 2WD

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Web: <http://www.highways.gov.uk>

GTN: 4315 5768

From: Lorna Robinson [<mailto:LornaRobinson@rossendalebc.gov.uk>]

Sent: 05 June 2015 15:30

To: 'Porter, Martin (Martin.Porter@lancashire.gov.uk)'; 'chris.anslow@lancashire.gov.uk'; 'neil.stevens@lancashire.gov.uk'; Adrian Smith; Tracy Brzozowski; 'kayt.Horsley@lancashire.gov.uk'; 'John Threlfall (John.Threlfall@transdevplc.co.uk)'; 'brendan.oreilly@rossobus.com'; David Presto; Wild, David

Subject: Air quality action plan workshop recommendations for feedback

Further to the air quality action plan workshop on 13th May I'm now sending you the recommendations which came out of that workshop to reduce air pollution in the two hotspots in Rossendale.

We really need feedback from you to help us with the prioritisation filtering ie what are the likely air quality impacts, non-air quality impacts, cost-effectiveness and feasibility of each measure.

We will also be allocating measures to responsible parties and need to consider timescales of implementation so feedback on those will be appreciated.

Please look through the list of proposed measures attached in the email and let me have your comments on the above by 26th June 2015 so they can be fed into the action planning process.

Please feel free to contact me if you wish to discuss anything further.

Regards

Lorna Robinson

Senior Environmental Health Officer

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III. David Wild, Highways England

From: Lorna Robinson [mailto:LornaRobinson@rossendalebc.gov.uk]

Sent: 19 January 2016 13:16

To: Ben Williams

Subject: Roosendales draft air quality action plan

Lorna,

Thank you for sending through the Air Quality Action Plan. I have looked through it and also received comments from our air quality specialists. We only have a few minor comments and these are limited to the Manchester Road AQMA, as this sits adjacent to the trunk road:

- To enable you to quantify the potential impact / benefits of the preferred options, it would be useful to identify how many vehicles would be affected by the preferred options, either using ANPR or Road Side Interviews. Our microsimulation modelling of the A56 between Grane Road and the A682 / A56 is currently being developed. We are happy to share any outputs with you in due course that might assist with your air quality plan.
- Some of the options may have the potential to divert traffic onto the A56(T), e.g. "Access only road signs at entry points to Manchester Road". Whilst the trunk road route is more appropriate for through traffic, particularly HGV's, it would be helpful to

understand the consequent AQ impacts on the A56 to ensure that there is 'headroom' so that a new AQMA is not created on the SRN instead.

Other than the above we have nothing further to add. I hope that this is of assistance and please give me a call if you wish to discuss further.

Kind regards,

Dave

David Wild, Asset Manager (Lancashire)

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Web: <http://www.highways.gov.uk>

GTN: 4315 5768

IV. Adrian Smith, Forward Planning Officer, Rossendale Borough Council

From: Lorna Robinson [mailto:LornaRobinson@rossendalebc.gov.uk]

Sent: 19 January 2016 13:16

To: Ben Williams

Subject: Roosendales draft air quality action plan

Hi Lorna

My only thoughts would be:

Haslingden

- School Travel Plans- Haslingden High School is clearly key to this. It would be LCC Travel Plans team (if they still exist) that we would need to undertake this work. The school may already have something in place; it's worth

checking on this as it could just be a case of refreshing it. This may also need some work with LCC to see how bike infrastructure around/to the school can be improved. However to be realistic a Travel Plan is only as good as the school's commitment to it and for many schools it comes quite low down the scale.

- Tesco Travel Plan-it could be worth liaising with Tesco to see if they have a work Staff Travel Plan and helping them with it (or to set up one)
- No idling zones-very much a case of whether these can be enforced.

Rawtenstall

- I still feel that there is a case that can be made to make Bacup Road "Bus only". It has certainly been done in other locations and would have the advantage of reducing the severance impact of one part of the town centre. Another alternative would be to implement a 20mph zone here which together with signage measures and possibly the use of different servicing materials could make it less attractive to through traffic.
- Related to the above I would suggest that it is worth liaising with Steve Jackson and Day Architecture regarding their plans for the Valley centre and new bus station. They have looked at a wider transport strategy and this could interface well with the AQMA.

Hope this helps

Adrian

Time scales for implementation of Options

List of viable options: Bacup Road	Implementation Period	Completion Date	Progress Indicator	Funding Stream
Option 1: Limit Council fleet use of Bacup Road for non-essential access, e.g. refuse lorries, except when servicing properties on Bacup Road	1-2 years	May-18	Periodic review of council fleet GPS to ensure no transgression	No funding required
Option 2: Road signage amended to reprioritise use of Bocholt Way and deprioritise Bacup Road	1-3 years	May-19	Installation of amended signage deprioritising Bacup Road and reprioritisation of Bocholt Way	Funding required to change road-signs. Source: Lancashire County Council Highways Development Control
Option 3: No through access to HGVs or LDVs unless deliveries	1-3years	May-19	Periodic review of CCTV to ensure compliance	Funding required to change road-signs. Source: Lancashire County Council Highways Development Control

Time scales for implementation of Options

List of Viable Options: Manchester Road	Implementation Period	Completion Date	Progress Indicator	Funding Stream
<p>Option 1: Encourage School Travel Plans to encourage alternative modes</p>	<p>1-3 years</p>	<p>May-19</p>	<p>80% of all local schools have an active travel plan (the school to submit an updated travel plan document incorporating staff/student travel mode)</p>	<p>Funding required to review submitted school travel plans. Source: Lancashire County Council</p>
<p>Option 2: No through road signage at road entry points to Haslingden</p>	<p>1-3 years</p>	<p>May-19</p>	<p>Installation of no-through road signage at road entry points to Haslingden</p>	<p>Funding required to change road-signs. Source: Lancashire County Council Highways Development Control</p>
<p>Option 3: Apply Public Spaces Protection Orders to restrict idling on Manchester Road</p>	<p>1-2 years</p>	<p>May-18</p>	<p>Finalisation of the Public Spaces Protection Order</p>	<p>Funding required to develop and enforce Public Spaces Protection Orders Source: Lancashire County Council</p>