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Lancashire County Council

M65 to Yorkshire Corridor Study

Stage 2: Option Development, Appraisal and Strategy Report

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Executive summary

The County Council has a longstanding proposal to construct a new, modern standard single carriageway road between the M65 terminus in Colne and the Lancashire / North Yorkshire boundary north of Earby. This would remove a significant volume of through traffic from Colne and the villages of Foulridge, Kelbrook and Earby. However, traffic movements between the M65 and West Yorkshire via the A6068 would continue to use the existing route through the North Valley area of Colne. Historically, it was anticipated that the A56 Villages Bypass scheme would benefit the local communities in terms of improved road safety, reduced noise, improved air quality and reduced severance, and would enable the introduction of priority measures for public transport along the old road, together with improved facilities for cyclists.

Much of the work previously undertaken started from the premise that a bypass of Colne and the villages of Foulridge, Kelbrook and Earby was the most appropriate solution. The need for the M65 to Yorkshire Corridor Study has been identified in Lancashire County Council's Local Transport Plan (LTP) Implementation Plan 2012/13 - 2014/15.

The rationale for the M65 to Yorkshire Corridor Study is twofold:

(i) Identify and assess whether there are smaller scale interventions that the County Council and other agencies could introduce to mitigate traffic and environmental problems in Colne that are affordable and deliverable in advance of any bypass or if a bypass in this corridor does not emerge as a priority for major scheme funding, and

(ii) Undertake a desk based review of the existing proposals for an A56 Villages Bypass scheme and potential alternative options and alignments, including an assessment of engineering and environmental constraints and the provision of cost estimates using appropriate assumptions and sources of information.

The purpose of this report is to summarise the outcome of the option development, appraisal and strategy stage (Stage 2) employed as part of the M65 to Yorkshire Corridor Study.

The option development and appraisal process has focused on the strategic issues affecting the M65 to Yorkshire corridor and the associated issues affecting the surrounding transport network.

An Options Workshop was held to facilitate the agreement of a set of study objectives and discuss the potential types of options to be considered further as part of the study. The Options Workshop was held at County Hall on Wednesday 20th February 2013 and attended by key stakeholders.

The following sources were used to identify a list of 56 initial options to be considered as part of the M65 to Yorkshire Corridor Study:

- *Options discussed at the workshops which have been organised as part of the M65 to Yorkshire Corridor Study.*
- *Options discussed in previous studies which have been undertaken.*
- *New options which have emerged as a result of the findings of the data collection and problem identification stage of this study.*

A bespoke option appraisal tool has been developed as part of the M65 to Yorkshire Corridor Study, which was used to appraise each of the 56 options put forward. Options have been appraised against their potential contribution towards each of the seven LTP transport priorities and the five M65 to Yorkshire Corridor study objectives.

The option appraisal process showed that a number of the potential options identified could deliver benefits to the M65 to Yorkshire corridor.

Two potential strategies have therefore been considered in detail as part of the M65 to Yorkshire Corridor Study. They are:

- *Colne Bypass Strategy*
- *Alternative Strategy - A Package of Smaller Scale Options*

In order to comprehensively evaluate the two strategies, a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis has been undertaken on each strategy.

A Colne bypass strategy contributes well towards the study objectives and could therefore alleviate many of the identified problems and issues in the M65 to Yorkshire corridor. However, given the scale and likely cost of a Colne bypass, there are a number of significant challenges regarding funding and deliverability.

The alternative strategy could help to mitigate some of the existing problems and issues experienced in the M65 to Yorkshire corridor. However, in comparison to a bypass of Colne, the benefits of the alternative strategy are likely to be limited.

It is recommended that further work is undertake to investigate (and potentially validate) the current signal control arrangements on the A6068 Vivary Way / North Valley Road. The findings could be used to provide an indication as to the likely impact that the alternative strategy could have on reducing congestion within Colne town centre.

In conclusion, a potential alternative strategy has been identified which could be both affordable and deliverable within the Local Transport Plan period 2011-2021. It is therefore recommended that the alternative strategy should be delivered in advance of a Colne bypass in order to improve the current situation as much as possible in the short term.

Longer term, it is considered that a bypass of Colne would deliver the most significant benefit to the identified problems and issues in Colne.

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Contents

1 Introduction

1.1 Background

The County Council has a longstanding proposal to construct a new, modern standard single carriageway road between the M65 terminus in Colne and the Lancashire / North Yorkshire boundary north of Earby, which bypasses the villages on the A56. This would remove a significant volume of through traffic from Colne and the villages of Foulridge, Kelbrook and Earby. However, traffic movements between the M65 and West Yorkshire via the A6068 would continue to use the existing route through the North Valley area of Colne.

Historically, it was anticipated that the A56 Villages Bypass scheme would benefit the local communities in terms of improved road safety, reduced noise, improved air quality and reduced severance, and would enable the introduction of priority measures for public transport along the old road, together with improved facilities for cyclists.

The existing proposals for an A56 Villages Bypass scheme are shown in Figure 1-A.

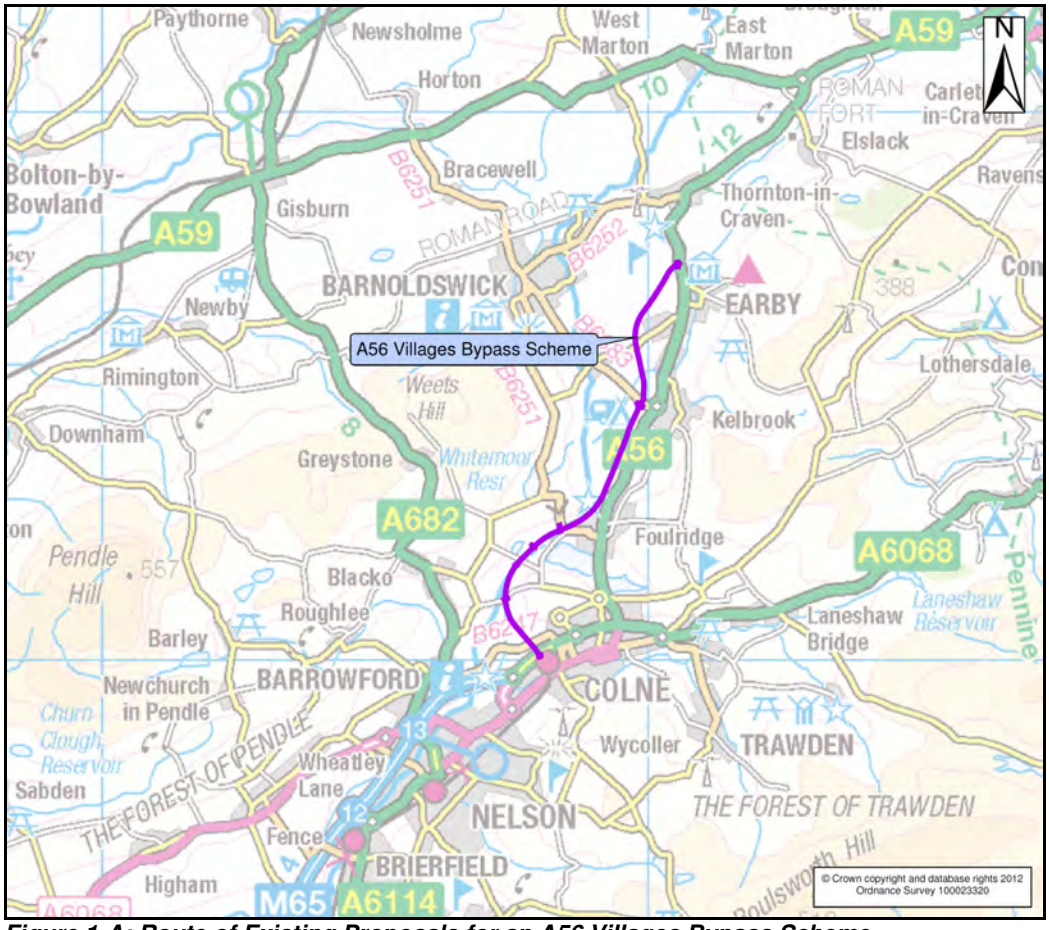


Figure 1-A: Route of Existing Proposals for an A56 Villages Bypass Scheme

The proposed scheme did not emerge as a priority through the work undertaken to inform the Regional Funding Allocations (RFA) advice submitted to the previous Government by the North West region in January 2006. The coalition Government is developing a new local major schemes funding framework for introduction from

2015/16, focused around the creation of Local Transport Bodies contiguous with Local Enterprise Partnership (LEP) areas. The principal role of a Local Transport Body is to agree, manage and oversee the delivery of a programme of transport schemes from 2014/15 up to, as a minimum, 2018/19, on behalf of its LEP area.

1.2 Rationale for Study

The need for this study has been identified in Lancashire County Council's Local Transport Plan (LTP) Implementation Plan 2012/13 - 2014/15.

Much of the work previously undertaken started from the premise that a bypass of Colne and the A56 villages of Foulridge, Kelbrook and Earby was the most appropriate solution. The rationale for this study is twofold:

(i) Identify and assess whether there are smaller scale interventions that the County Council and other agencies could introduce to mitigate traffic and environmental problems in Colne that are affordable and deliverable in advance of any bypass or if a bypass in this corridor does not emerge as a priority for major scheme funding, and

(ii) Undertake a desk based review of the existing proposals for an A56 Villages Bypass scheme and potential alternative options and alignments, including an assessment of engineering and environmental constraints and the provision of cost estimates using appropriate assumptions and sources of information such as SPON's price books.

The study should advise whether a package of smaller scale interventions could collectively remove the need for the bypass or reduce the scale of the existing proposals. If the study concludes that new road construction is still necessary, the study will provide an initial recommendation on the optimum solution to take forward for possible major scheme development. Any new or revised highway proposals should not prejudice future re-instatement of the Colne to Skipton railway line.

1.3 Study area

The study will focus primarily on the key issues affecting Colne and the villages of Foulridge, Kelbrook and Earby. However, to ensure that the strategic issues between the M65 and Yorkshire are fully understood and that appropriate solutions are identified, the surrounding strategic highway network will also be considered.

The study area includes the length of the M65 motorway from Preston to Colne and also extends eastward to the county boundary with North Yorkshire. The extent of the study area is illustrated in Figure 1-B.

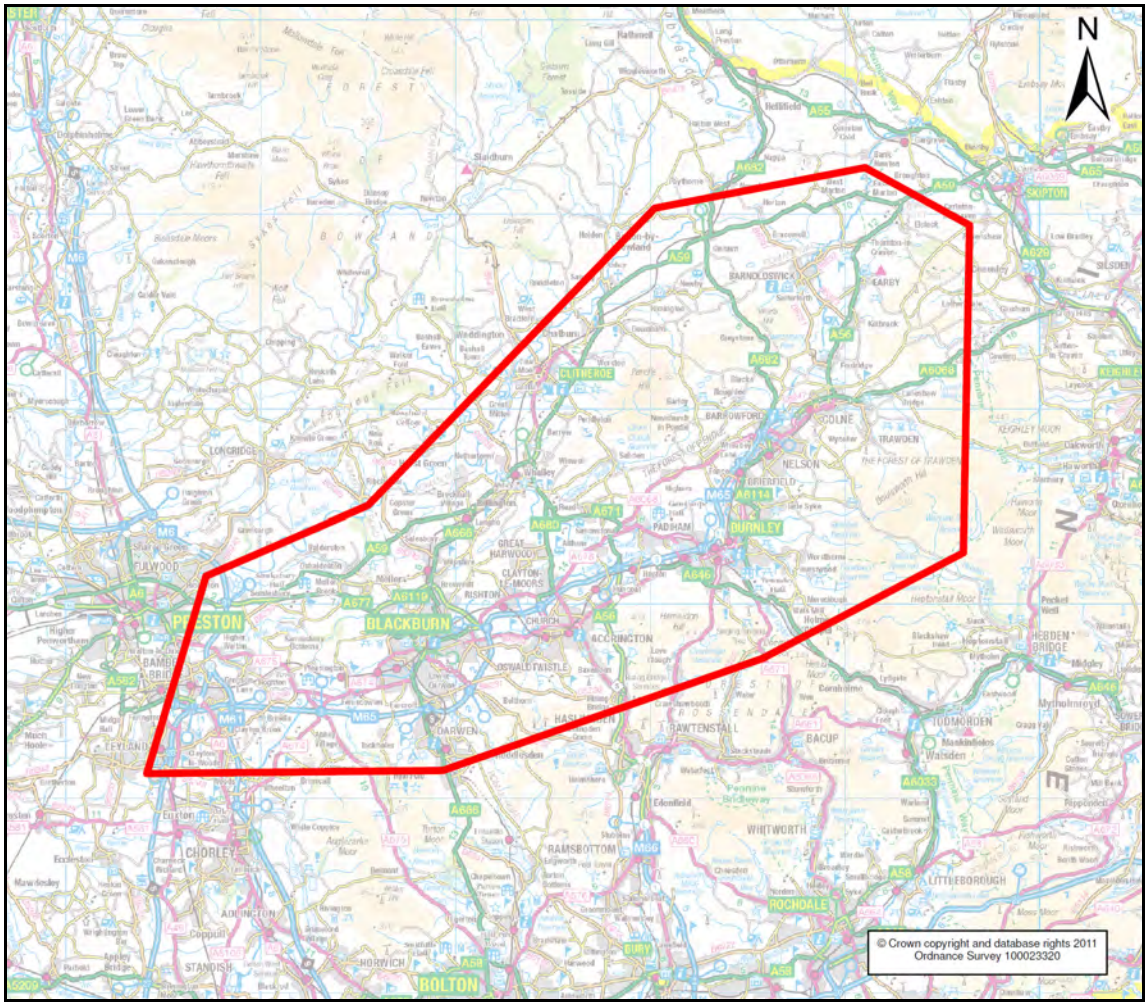


Figure 1-B: Study Area

1.4 Methodology

The key stages adopted as part of the development of the M65 to Yorkshire Corridor Study are summarised in Figure 1-C.

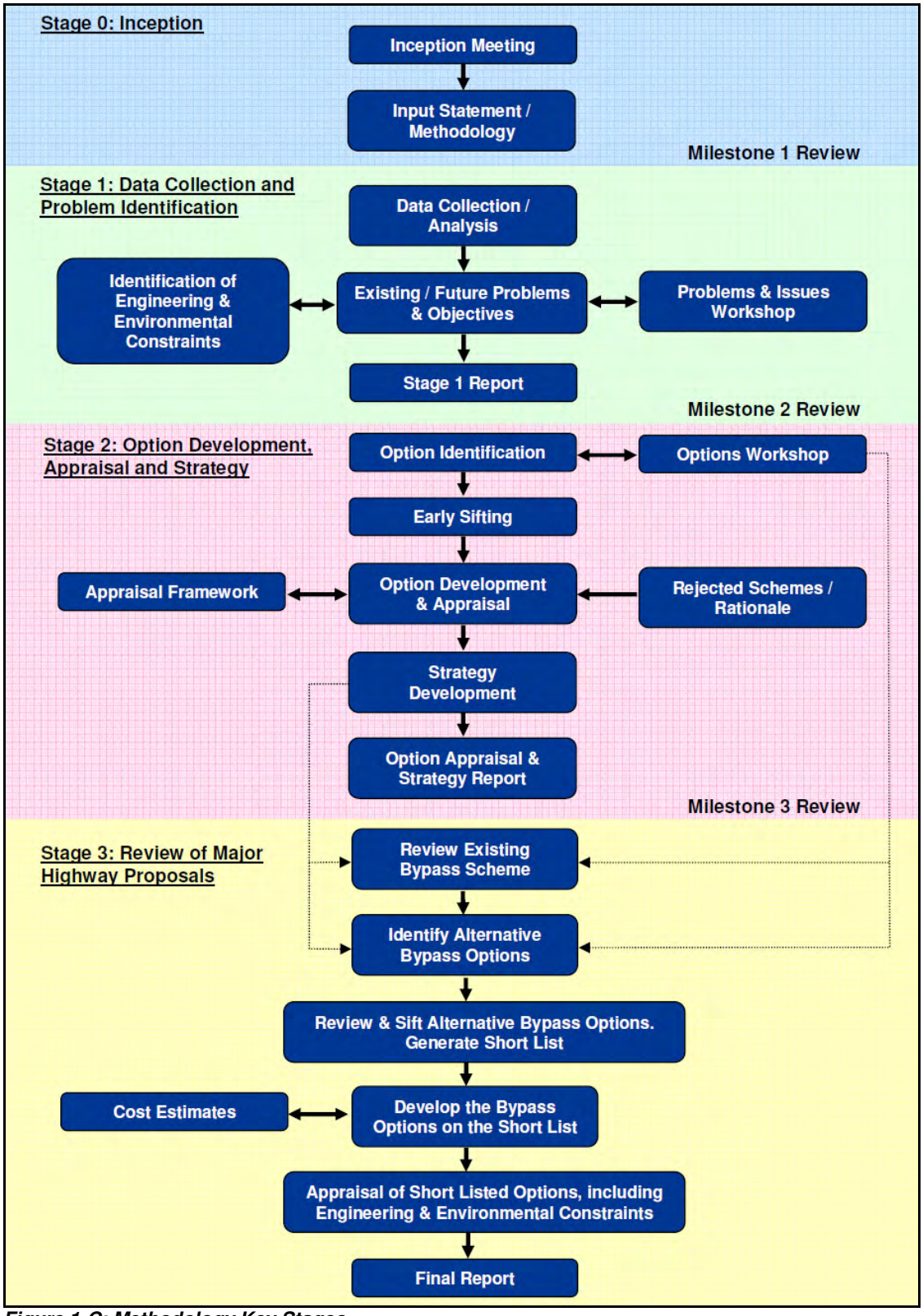


Figure 1-C: Methodology Key Stages

1.5 Report Purpose

The purpose of this report is to summarise the outcome of the Option Development, Appraisal and Strategy Stage (Stage 2) of the M65 to Yorkshire Corridor Study.

1.6 Sources of Information

The following sources of information were used to inform this report:

- *Local Transport Plan 2011 - 2021: A Strategy for Lancashire (Lancashire County Council, May 2011)*
- Transport Analysis Guidance, An Overview of Transport Appraisal *(Department for Transport, November 2011)*
- *Lancashire LTP: Implementation Plan 2012/13 - 2014/15 (Lancashire County Council, July 2012)*

For full details of the data collection and problem identification stage of this study, please consult the *M65 to Yorkshire Corridor Study: Stage 1 Report (Jacobs, February 2013),* which is available upon request from the County Council.

1.7 Structure

The remainder of this report is structured as follows:

- *Chapter 2: Option Development, Appraisal and Strategy Methodology*
- *Chapter 3: Options Workshop*
- *Chapter 4: Option Identification*
- *Chapter 5: Option Appraisal Tool*
- *Chapter 6: Option Appraisal*
- *Chapter 7: Colne Bypass Strategy*
- *Chapter 8: Alternative Strategy*
- *Chapter 9: SWOT Analysis*
- *Chapter 10: Summary and Conclusions*

2 Option Development, Appraisal and Strategy Methodology

2.1 Introduction

The Option Development, Appraisal and Strategy Stage forms a key phase in the development of the overall strategy. It includes the identification of potential options aimed at alleviating the underlying transport problems and issues and provides an opportunity to appraise potential options against the LTP transport priorities and the objectives of the M65 to Yorkshire Corridor Study.

The key elements of the Option Development, Appraisal and Strategy Stage (Stage 2) are shown in Figure 2-A and discussed below.

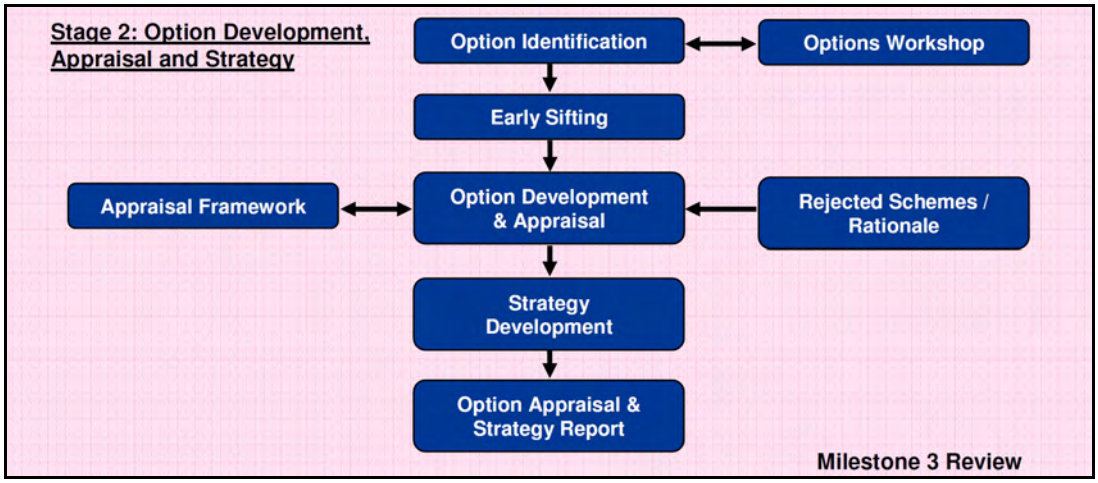


Figure 2-A: Option Development, Appraisal and Strategy Methodology

2.2 Option Identification

This stage in the process included discussions with the County Council and Pendle Borough Council officers and key stakeholders at an Options Workshop. This ensured that a range of views were captured from officers with significant local knowledge, expertise and experience. It included consideration of both new and historic proposals that have not been progressed in the past.

The main aim of the Options Workshop was to facilitate the agreement of a set of study objectives to be used as the framework for the identification and development of potential interventions (referred to as options throughout this report). It also provided an opportunity to discuss the types of options to be considered further as part of the study. The format and findings of the Options Workshop are discussed in detail in chapter 3 of this report.

In line with best practice contained within DfT guidance, a broad range of potential options across different modes of transport have been identified. Full details of the option identification stage are included in chapter 4.

2.3 Early Sifting

Due to the number of potential options identified being lower than envisaged and their relevance to the study area and objectives being high, it was deemed unnecessary to undertake the proposed early sifting exercise. Subsequently, all

options that had been identified were progressed to the option development and appraisal stage for further consideration.

2.4 Option Development and Appraisal

At this stage, all potential options are considered as concepts only. Site investigation and detailed design work were not undertaken as part of this study. This work would need to be undertaken if potential solutions were prioritised for delivery.

A bespoke option appraisal tool was developed in order to assess the likely impact of the potential options. The appraisal tool is based on previous experience on similar studies and uses an approach that is 'objective-led' and 'problem-driven' in line with best practice guidance on scheme appraisal. Full details on the option appraisal tool are documented in chapter 5 of this report.

Analysis of the option appraisal results is included within chapter 6 of this report.

A small number of options were rejected during the option appraisal process based upon feasibility and deliverability issues. The rationale for any such decisions has been recorded within the option appraisal tool and is discussed in more detail in section 6.2 of this report.

2.5 Strategy Development

In line with the project brief, the strategy development stage considers whether there are alternative (lower cost) options that could be implemented to mitigate identified problems and issues and potentially remove the need for a bypass of Colne.

Chapter 7 presents a factual account of the likely benefits and the deliverability of a Colne bypass strategy, based upon the evidence and analysis which has been collated as part of the M65 to Yorkshire Corridor Study.

The methodology used to develop a potential alternative (lower cost) strategy for the M65 to Yorkshire Corridor is discussed in chapter 8.

A Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis of both the Colne bypass strategy and the alternative strategy has been undertaken in chapter 9 in order to help analyse the merits and challenges of both strategies.

2.6 Option Appraisal and Strategy Report

This Stage 2 Report presents the findings of the option development and appraisal stage as well as discussing the strategy development process.

This report will be used to inform a milestone review which will be undertaken by the County Council at the end of Stage 2. The milestone review will enable the delivery team to evaluate progress before proceeding to the next stage of the M65 to Yorkshire Corridor Study.

If required a project board meeting will also be held, which is likely to make use of the LTP Implementation Monitoring Group.

3 Options Workshop

3.1 Introduction

Following the data collection and problem identification phase (documented within the Stage 1 Report), the next stage in the process was to define the overarching objectives of the study going forward. The study objectives will then be used as the framework for the development and appraisal of potential options.

In order to facilitate the agreement of the study objectives, an Options Workshop was held at County Hall on Wednesday 20th February 2013 and attended by key stakeholders.

The aim of this chapter is to summarise the workshop purpose, attendees, agenda and outline the study objectives and options which were identified and agreed.

3.2 Workshop Purpose

The purpose of the Options Workshop was to:

- *Agree the study objectives*
- *Explore the types of options to be considered*
- *Define the scale of identified issues*
- *Challenge perceptions based upon evidence and data collection*

The Options Workshop also provided an opportunity to utilise the local knowledge and experience of the key stakeholders and to gather their thoughts on potential options that should be considered as part of the study.

3.3 Attendees

The Options Workshop was facilitated by Jacobs staff and attended by a number of Lancashire County Council (LCC) officers, Pendle Borough Council officers and key stakeholders. A list of attendees is provided below:

- *Mike Cammock (Jacobs Project Manager)*
- *Peter Hibbert (Jacobs Assistant Project Manager)*
- *Dave Colbert (LCC: Project Sponsor)*
- *Helen Norman (LCC: Strategy and Policy)*
- *Simon Emery (LCC: Lancashire County Developments Limited)*
- *Keith Walker (LCC: Transport & Strategic Highways)*
- *Vali Birang (LCC: Sustainable Transport / Road Safety)*
- *Tom Gilbert (LCC: Planning)*
- *Alan Capstick (LCC: Public Realm Manager - Burnley & Pendle)*
- *Simon Bucknell (LCC: Lancashire Highways Services)*
- *Peter Atkinson (Pendle Borough Council)*
- *Stephen Brown (Craven District Council)*
- *Ken Martin (North Yorkshire County Council)*
- *David Wild (Highways Agency)*
- *Douglas Robertson (TransDev - Burnley Pendle)*
- *Malcolm Bingham (Freight Transport Association)*

In addition, representatives from the following organisations were invited but were unable to attend:

- *Lancashire Police*
- *Confederation of Passenger Transport UK (CPT)*
- *Pennine Motor Services*

Following the Options Workshop a copy of the notes were circulated to all those who were invited. These are included in **Appendix A**.

3.4 Meeting Agenda

The agenda used to structure discussions at the Options Workshop was as follows:

1. Introductions
2. Study Background / Progress to Date
3. Data Collection Exercise
4. Study Objectives
5. Options Discussion
6. Next Steps

The study objectives section formed the majority of the discussions at the Options Workshop.

3.5 Study Objectives

In advance of the Options Workshop, the knowledge gained through the data collection and problem identification exercise was used to draft a set of preliminary study objectives for discussion and agreement at the workshop.

The following sources of evidence were used to define the preliminary study objectives:

- *Key observations from the data collection exercise.*
- *Problems and issues raised at the Problems & Issues Workshop.*
- *Options suggested at the Problems & Issues Workshop.*
- *Schemes identified in previous studies.*

The key observations, data analysis, stakeholder views and local knowledge were collated into a single database in order to identify common themes between the different sources of evidence. This process is illustrated in Figure 3-A.

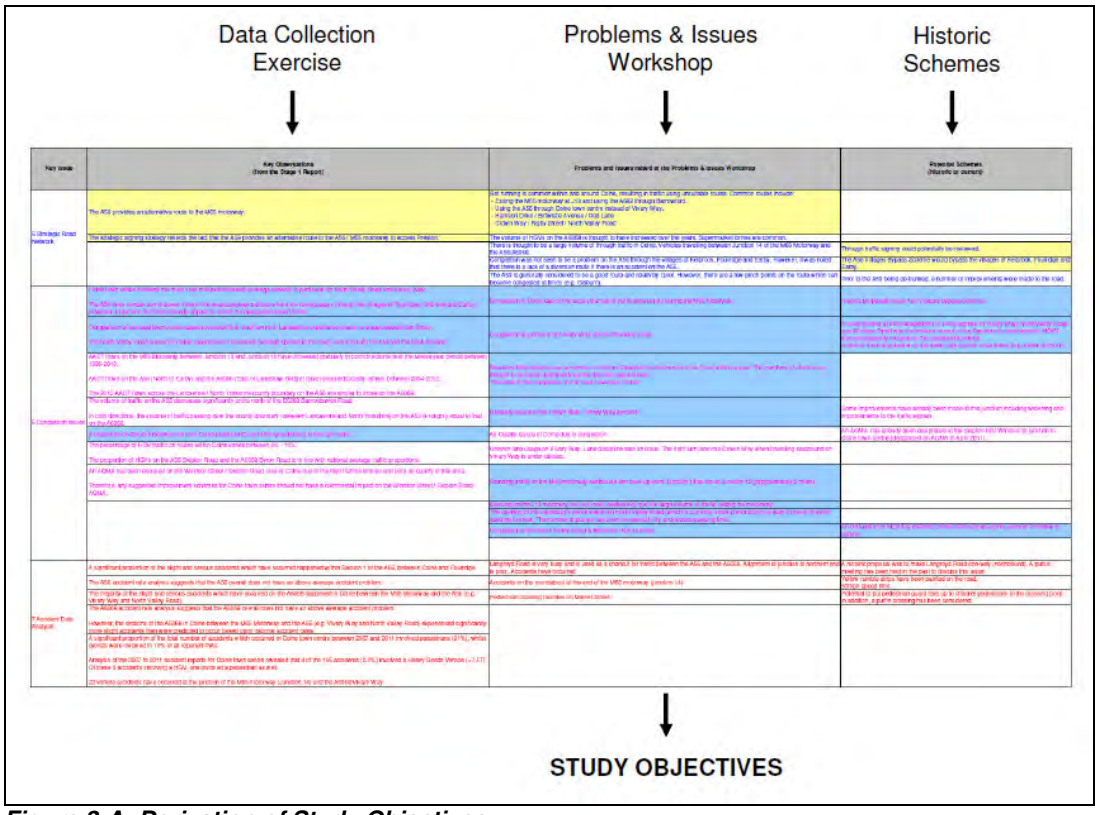


Figure 3-A: Derivation of Study Objectives

The common themes identified across the different data sets were then used to derive the preliminary study objectives. This process resulted in the identification of five study objectives, which were discussed and debated in detail at the Options Workshop.

The collective discussions which took place at the Options Workshop ensured that a range of stakeholders were consulted and given the opportunity to influence the overarching aims of the study.

All attendees of the Options Workshop agreed with the scope of the five study objectives that were presented. However, two minor revisions were suggested. Following the Options Workshop the study objectives were subsequently updated to incorporate these comments.

The agreed study objectives, which have been adopted to form the focus of the M65 to Yorkshire Corridor Study going forward, are listed below:

1. ***Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.***

   Reason: A number of strategic routes converge in Colne, resulting in congestion, particularly during peak periods. Currently vehicles travelling between the M65 and Yorkshire experience congestion and consequently unreliable journey times. Evidence confirms that the A6068 North Valley Road / Vivary Way has the highest traffic flows in Colne and suffers the worst congestion.

2. ***Improve air quality within the designated AQMA in Colne.***

   Reason: An AQMA has been declared on the Windsor Street / Skipton Road area of Colne due to the high traffic volumes and poor air quality in that area.

3. ***Reduce the impact of traffic using inappropriate roads.***

   Reason: 'Rat-running' is common within and around Colne. Congestion in the town results in traffic using unsuitable routes.

4. ***Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.***

   Reason: The proximity of urban areas to the strategic routes.

5. ***Maximise the effectiveness of the public transport network and facilities within the study area.***

   Reason: Public transport improvements could encourage more people to use public transport, potentially reducing congestion in Colne.

The agreed study objectives have been used in conjunction with the seven priorities for transport set out in Lancashire County Council's LTP, in order to inform the option development and appraisal stage of the M65 to Yorkshire Corridor Study. This process is discussed in more detail in the following chapters of this report.

4 Option Identification

4.1 Introduction

Following identification of the problems and issues within the study area and the agreement of the five study objectives, the next stage in the process was to identify a range of potential options aimed at improving the current situation.

The purpose of this chapter is to summarise the methodology adopted as part of the option identification stage and is structured as follows:

- *Option Identification*
- *Potential Rail Option*

4.2 Option Identification

Department for Transport guidance *(Transport Analysis Guidance, An Overview of Transport Appraisal, November 2011)* describes how a broad range of potential options should be considered in order to ensure that the most appropriate solution to an identified problem is pursued. Therefore, in line with best practice DfT guidance, a long list of potential options was generated with an unbiased view of historic proposals and local aspirations.

The following sources were used to identify potential options to be considered as part of the study:

- *Options discussed at the following events which have been organised as part of the M65 to Yorkshire Corridor Study:*
    - *Problems & Issues Workshop (29/11/12)*
    - *Options Workshop (20/02/13)*
- *Options discussed in previous studies. This was important to ensure that this study takes account of the findings of previous studies which have been undertaken.*
- *New options which have emerged as a result of the findings of the data collection and problem identification stage of the M65 to Yorkshire Corridor Study.*

This process resulted in the identification of 56 potential options.

At this stage in the process, the potential options were considered as concepts only. Detailed investigations into the exact scope and locations were not undertaken.

For audit trail purposes, an option identification spreadsheet was developed to record all of the potential options that have been identified for further consideration.

A copy of the option identification spreadsheet is included as **Appendix B**.

The 56 options that have been identified for further consideration as part of the M65 to Yorkshire Corridor Study can be categorised under the following general headings:

- *11 x Network Improvement options*
- *7 x Public Transport options*
- *17 x Non Motorised User options*
- *21 x Traffic Management options*

4.3 Potential Rail Option

The railway line between Colne and Skipton has been closed since 1970, consequently rail connectivity between the study area and Yorkshire is poor. However, the railway track bed has largely been protected from development since this time.

There is a long standing aspiration to re-instate the Colne to Skipton railway line, led by Skipton East Lancashire Railway Action Partnership (SELRAP).

The reinstatement of the Colne to Skipton railway line would provide a direct rail link between the two towns. Consequently, people who currently travel between Colne and Skipton by road would be presented with a rail option.

The potential reinstatement of the Colne to Skipton railway line has been included in the option appraisal stage of the M65 to Yorkshire Corridor Study.

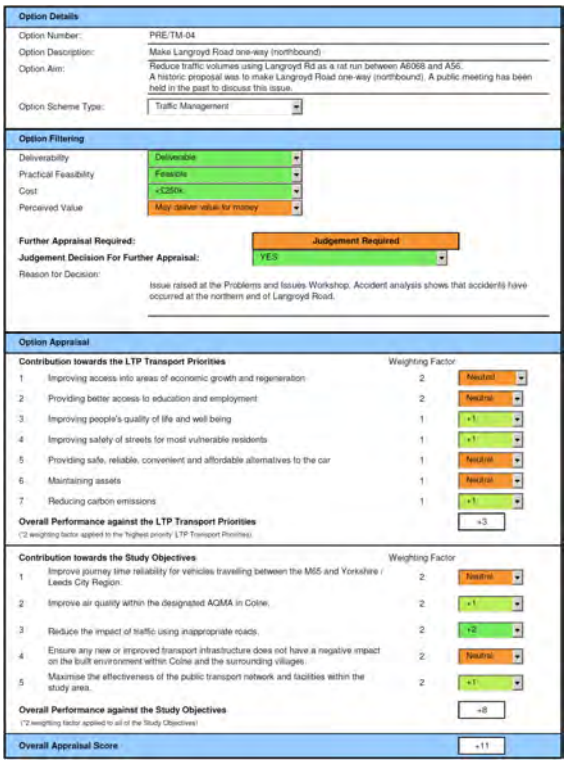
5 Option Appraisal Tool

5.1 Introduction

The option identification exercise resulted in a list of 56 potential options to be taken forward for further consideration as part of the study.

The next stage in the process was to undertake an appraisal of each of the potential options. This has been achieved through the development of a bespoke option appraisal tool.

The option appraisal tool has been developed to an appropriate level of detail for the M65 to Yorkshire Corridor Study. The tool is based upon the underlying principles set out within best practice DfT Guidance and the DfT's Early Assessment and Sifting Tool (EAST).



The option appraisal tool has been developed in conjunction with the County Council to be consistent with the County Council's Scheme Prioritisation System (SPS). The tool provides a predominantly quantitative appraisal of each of the options put forward and will be used as the basis for selecting and prioritising the most appropriate options going forward.

The option appraisal tool is discussed in more detail under the following headings which make up each section of the appraisal tool:

- *Options Details*
- *Option Filtering*
- *Scoring System*
- *Contribution towards LTP transport priorities*
- *LTP transport priorities weighting factors*
- *Contribution towards study objectives*
- *Study objectives weighting factors*

5.2 Option details

The purpose of the *'Option Details'* section is to provide a brief overview of the option that is being assessed.

The *'Option Details'* section requires an *'Option Description'* to be entered as well as a short explanation of the *'Option Aim'*. In addition, the *'Option Scheme Type'* (e.g. a network improvement scheme, public transport scheme etc.) has to be selected.

Figure 5-A shows the *'Option Details'* section of the option appraisal tool.

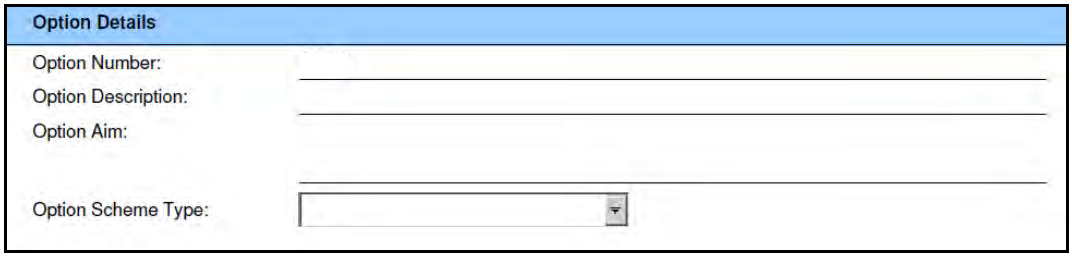


Figure 5-A: Option Details

5.3 Option Filtering

The purpose of the *'Option Filtering'* section is to ensure that each option which is being assessed is viable for further consideration as part of the M65 to Yorkshire Corridor Study. It ensures that options are both physically and practically deliverable and as such warrant further consideration.

The *'Option Filtering'* section asks the assessor to answer questions on the following broad criteria:

- *Deliverability (e.g. political, planning, timescale or third party issues).*
- *Practical Feasibility (e.g. physical constraints, land availability and design standards).*
- *Cost (Estimated option cost from the broad cost ranges provided. Detailed cost estimates are not provided).*
- *Perceived Value (Is the option likely to provide value for money? Answers to be based upon experience of similar types of options delivered elsewhere).*

The purpose of the cost criteria is to provide an indication of the likely scale of each option. It should be noted that none of the options considered have been discounted at this stage based upon cost grounds alone.

Each question in the '*Option Filtering*' section is assessed based upon the criteria in Figure 5-B.

Deliverability	Feasibility	Cost	Perceived Value
Very difficult to deliver	Not Feasible	>£5m (major scheme)	Not likely to deliver value for money
Deliverable, but with challenges	Potential Issues	£2m - £5m	May deliver value for money
Deliverable	Feasible	£250k - £2m	Likely to deliver value for money
		<£250k	

Figure 5-B: Option Filtering Criteria

Figure 5-C shows the *'Option Filtering'* section of the option appraisal tool.

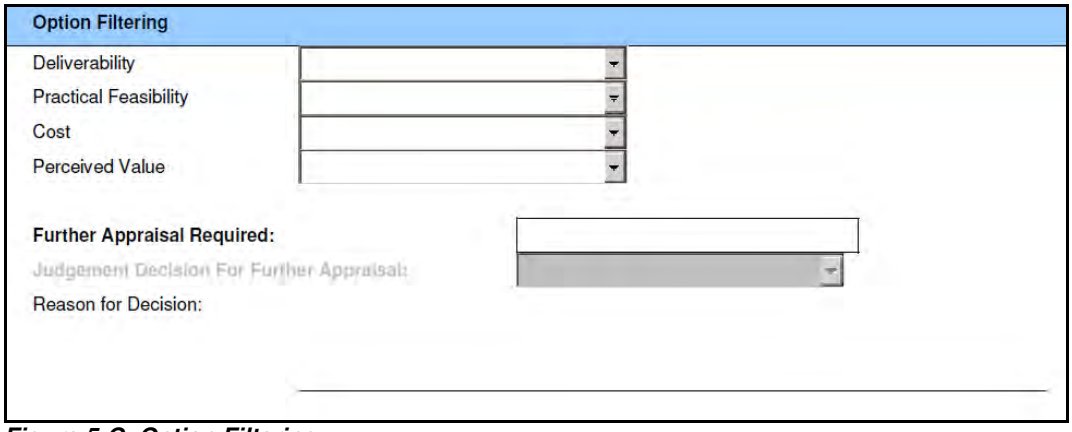


Figure 5-C: Option Filtering

Options which satisfy all four criteria were progressed to the next stage of the option appraisal tool.

Where an option had a mixed score against one or more of the criteria (e.g. due to potential issues such as uncertainty regarding feasibility), a judgement decision was made and justification given as to whether or not there was merit in appraising that option further.

Any options which clearly do not achieve one or more of the above criteria were discounted from future consideration within this study. Adequate justification for this decision was recorded to provide a robust audit trail of the process.

5.4 Scoring System

Each option is appraised against how well it contributes to the LTP transport priorities and the study objectives. This is achieved using a five point scale, as illustrated in Figure 5-D.

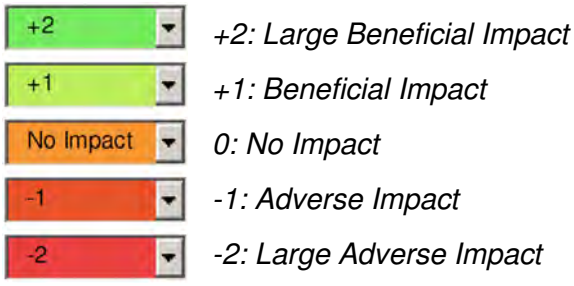


Figure 5-D: Scoring System

Knowledge gained from the extensive data collection process which has been undertaken as part of the M65 to Yorkshire Corridor Study has been used to inform the scoring process. In addition, the scoring of each option has been challenged through discussions between Jacobs and the County Council to ensure that scores are both representative and consistent.

5.5 Contribution towards LTP Transport Priorities

The purpose of this section is to appraise each option against its potential contribution towards each of the seven LTP transport priorities.

Figure 5-E shows the *'Contribution towards the LTP Transport Priorities'* section of the option appraisal tool.

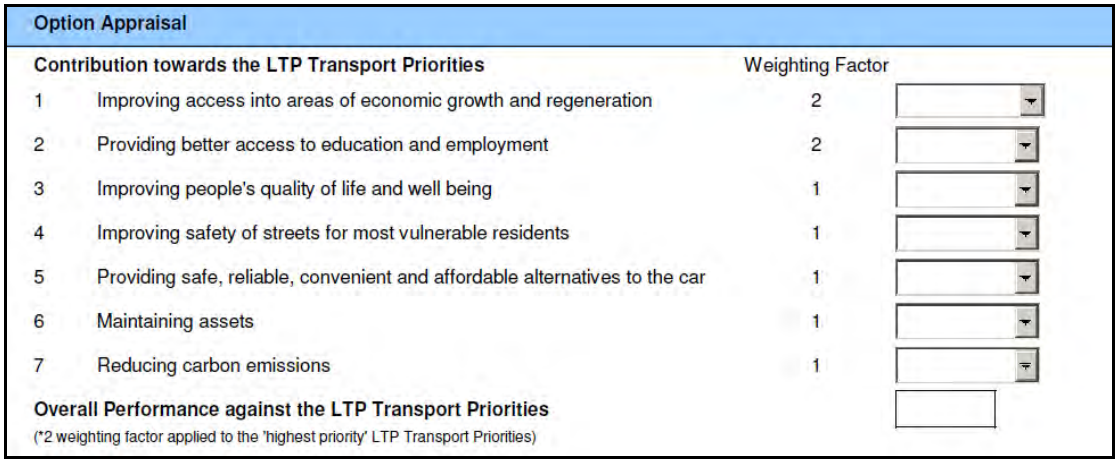


Figure 5-E: Appraisal against LTP Transport Priorities

5.5.1 LTP Transport Priorities Weighting Factors

The option appraisal tool incorporates a weighting factors feature, which enables the contribution towards certain objectives to be prioritised higher than others.

The *Lancashire LTP 2011 - 2021: A Strategy for Lancashire (Lancashire County Council, May 2011)* describes how the goals and priorities which have been developed will deliver tangible improvements over the life of the strategy. In the early years of the strategy, the County Council will respond to three of these priorities as a matter of urgency and importance. These key drivers - namely, economic growth, child safety, and the maintenance of our transport asset - will be the top priorities.

The option appraisal tool therefore applies a weighting factor of *2 to the LTP transport priorities listed below:

1. *Improving access into areas of economic growth and regeneration.*
2. *Providing better access to education and employment.*

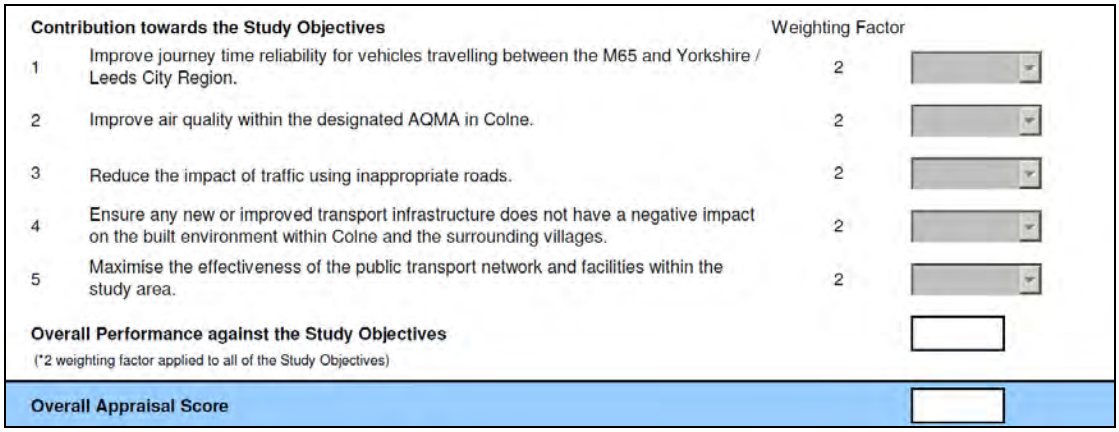
The maximum appraisal score which can be achieved against the LTP transport priorities is therefore eighteen, as shown below:

Maximum LTP Transport Priorities Score = (5 x 2) + (2 x 2)*2
= 18

5.6 Contribution towards Study Objectives

The purpose of this section is to appraise each option against its potential contribution towards each of the five study objectives.

Figure 5-F shows the *'Contribution towards the Study Objectives'* section of the option appraisal tool.



Contribution towards the Study Objectives		Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	
2	Improve air quality within the designated AQMA in Colne.	2	
3	Reduce the impact of traffic using inappropriate roads.	2	
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	
Overall Performance against the Study Objectives (*2 weighting factor applied to all of the Study Objectives)			
Overall Appraisal Score			

Figure 5-F: Appraisal against Study Objectives

5.6.1 Study Objectives Weighting Factors

The study objectives which have been derived as part of the M65 to Yorkshire Corridor Study are specifically targeted at the problems and issues in the study area, where as the LTP transport priorities are more strategic in nature. Although it is important that each option demonstrates a positive contribution towards the LTP transport priorities, it is fundamental that an option also contributes significantly towards the study objectives, which are the key focus of the M65 to Yorkshire Corridor Study.

To ensure that the study objectives form the primary measure of potential, a weighting factor has also been applied to the study objectives. In order to ensure that certain study objectives are not favoured over others, a consistent *2 weighting factor has been applied to all of the study objectives.

The maximum appraisal score which can be achieved against the study objectives is therefore twenty, as shown below:

Maximum Study Objective Score = (5 x 2)*2
= 20

5.7 Overall Appraisal Score

The option appraisal tool results in an overall appraisal score which combines both the appraisal score against the LTP transport priorities and the appraisal score against the study objectives.

The maximum overall appraisal score that can be achieved by any potential option is 38. Table 5-A provides a summary of each element of the overall appraisal score.

	Weighting Factor	Maximum Score
LTP Transport Priority 1	2	4
LTP Transport Priority 2	2	4
LTP Transport Priority 3	1	2
LTP Transport Priority 4	1	2
LTP Transport Priority 5	1	2
LTP Transport Priority 6	1	2
LTP Transport Priority 7	1	2
Sub Total		18
Study Objective 1	2	4
Study Objective 2	2	4
Study Objective 3	2	4
Study Objective 4	2	4
Study Objective 5	2	4
Sub Total		20
Maximum Overall Appraisal Score		38

Table 5-A: Maximum Overall Appraisal Score

6 Option Appraisal

6.1 Introduction

This chapter summarises the results of the option appraisal process and is structured as follows:

- *Option Filtering*
- *Appraisal Results*
- *Appraisal Summary*

A complete set of appraisal worksheets for each of the options which have been appraised is included in **Appendix C**. The appraisal worksheets also include a more detailed description of each option.

A plan showing the location of all 56 options which have been appraised is included in **Appendix D**.

6.2 Option Filtering

Of the 56 potential options which were taken forward to the option appraisal stage, 5 options did not make it past the option filtering section. These 5 options are listed below along with a brief explanation of the reason why they were not progressed any further as part of the M65 to Yorkshire Corridor Study.

- ***NI-05: Colne one-way loop***
  Reason: Feasibility issues and likely to cause major disruption to local trips within Colne.

- ***NI-08: Online improvements to B6250 Keighley Road to encourage westbound traffic to use Keighley Road***
  Reason: The perceived value of this option is expected to be low as it does not address the main east-west route through Colne. In addition, this section of the B6250 Keighley Road is not thought to experience significant congestion.

- ***PT-04: Installation of bus lanes / bus gates in Colne***
  Reason: Feasibility issues due to insufficient capacity in the highway network to accommodate such bus priority measures.

- ***TM-08: Traffic Calming, signs, markings, B6248 Clitheroe road/ Railway Street, Brierfield***
  Reason: This option does not directly impact the M65 to Yorkshire corridor.

- ***TM:21: A roundabout at the southern end of Langroyd Road***
  Reason: Feasibility issues due to insufficient space for a roundabout and alterations recently made to the junction when the nearby Sainsbury's store opened.

6.3 Appraisal Results

The remaining 51 options have been fully appraised using the option appraisal tool. The results of the option appraisal process are summarised in Table 6-A.

The maximum overall appraisal score that can be achieved by any potential option is 38, as presented in Table 5-A.

The following abbreviations have been used in the reference column:

- *NI = Network Improvement Option*
- *PT = Public Transport Option*
- *NM = Non Motorised User Option*
- *TM = Traffic Management Option*

Ref.	Description	Study Obj. (/20)	LTP (/18)	Total (/38)	Estimated Cost
NI-01	Remitted A56 Villages Bypass Scheme	18	7	25	>£5m (major scheme)
NI-02	Colne to Foulridge Bypass	16	7	23	>£5m (major scheme)
NI-03	East - West Bypass	16	7	23	>£5m (major scheme)
NI-04	Address pinch points on the A59 route.	2	4	6	>£5m (major scheme)
NI-06	Widen North Valley Road	4	4	8	>£5m (major scheme)
NI-07	Improve route from M65 J13 to Barnoldswick (via the A682)	6	5	11	>£5m (major scheme)
NI-09	Replace the two roundabouts on North Valley Road with signalised crossroads	4	5	9	£2m - £5m
NI-10	Online improvements to Harrison Drive / Birtwhistle Avenue	2	4	6	£2m - £5m
NI-11	Construction of a new road link between the M65 Motorway J14 roundabout to Birtwhistle Avenue.	2	4	6	>£5m (major scheme)
PT-01	Reinstatement of the Colne to Skipton Railway line	4	12	16	>£5m (major scheme)
PT-02	Replace / improve Colne bus station	2	3	5	£2m - £5m
PT-03	Relocate Colne bus station	2	3	5	>£5m (major scheme)
PT-05	Improve bus passenger facilities (e.g. RTPI, bus shelters)	2	2	4	£250k - £2m
PT-06	Introduce bus priority measures (e.g. priority traffic light signals)	2	1	3	£250k - £2m
PT-07	Improve school bus facilities	2	6	8	£250k - £2m
NM-01	Pedestrian Crossing facilities on Market Street	0	6	6	<£250k
NM-02	Zebra Crossing, Skipton Road, north of Chatham Street, Colne	-2	4	2	<£250k
NM-03	Pedestrian facility improvements on A56 Albert Road, Colne	0	6	6	<£250k
NM-04	Improved pedestrian facilities at signals at Skipton road / Keighley road junction.	0	6	6	<£250k
NM-05	Extension of cycle path from Vivary Way to North Valley road, Colne	2	8	10	<£250k
NM-06	Refuge, Primet Hill by Colne Railway Station	0	4	4	<£250k
NM-07	Zebra crossing, Byron road near Rutland Avenue, Colne	-2	4	2	<£250k
NM-08	Part of a cycle route from Trawden to Park High School, Keighley road / Byron road, Colne	0	8	8	<£250k
NM-09	Part of a cycle route from Trawden to Park High School, Byron road, Keighley road-Grasmere Close	0	8	8	<£250k
NM-10	Lighting of cycle path, Oxford Road - Fisher More High School cycle path	0	6	6	<£250k
NM-11	Cycle Parking Provision, Fisher Moore High School	0	4	4	<£250k

Ref.	Description	Study Obj. (/20)	LTP (/18)	Total (/38)	Estimated Cost
NM-12	Pedestrian corridor improvements in Colne and Nelson town centres	0	8	8	<£250k
NM-13	Extension of cycle path to Leeds Rd, A6068 White Walls Drive, Colne	0	8	8	<£250k
NM-14	Upgrade zebra crossing facility on Market Street to a controlled crossing facility.	0	6	6	<£250k
NM-15	Reduce number of pedestrian crossings on North Valley Rd and construct a footbridge / subway	4	7	11	£2m - £5m
NM-16	Improve link between Colne bus and railway station	2	4	6	£250k - £2m
NM-17	Cycle route between Colne and Barnoldswick	2	8	10	£2m - £5m
TM-01	Link traffic signals on Vivary Way (e.g. install SCOOT)	8	6	14	<£250k
TM-02	Improve Capacity Issues at the Crown Way / Vivary Way junction	4	6	10	<£250k
TM-03	Review signing strategy	4	1	5	<£250k
TM-04	Make Langroyd Road one-way (northbound)	6	3	9	<£250k
TM-05	Update MOVA at the North Valley Retail & Business Park junction	4	6	10	<£250k
TM-06	Introduce safety measures at the M65 Motorway Junction 14 roundabout	0	1	1	£250k - £2m
TM-07	Peak time signals, M65 J13 slip road, Nelson	2	5	7	£250k - £2m
TM-09	Reduce the number of junctions on Vivary Way / North Valley Road	4	6	10	£250k - £2m
TM-10	Introduce parking restrictions on the A56 and Langroyd Road	6	5	11	<£250k
TM-11	Remove signals at southern end of Langroyd Road	4	6	10	<£250k
TM-12	Alter lane markings at M65 J14 roundabout. Only 1 lane exiting to North Valley Rd (2nd lane hatched).	4	4	8	<£250k
TM-13	Sign Barnoldswick from J13 of the M65 Motorway, via the A682.	0	5	5	<£250k
TM-14	Provide better travel planning information	2	7	9	£250k - £2m
TM-15	Introduce school / business travel plans	2	6	8	<£250k
TM-16	Install VMS on M65 prior to J13 (EB) advising traffic to use A682/A59 to avoid Colne when congested	4	4	8	£250k - £2m
TM-17	Ban right turning movements on to and off North Valley Road	4	5	9	£250k - £2m
TM-18	Remove some of the signals on North Valley Road and make side roads priority junctions.	4	5	9	£250k - £2m
TM-19	Routing agreements with haulage companies and advisory HGV signs. Delivery timings.	6	4	10	<£250k
TM-20	Promote car sharing schemes (online)	0	6	6	<£250k

Table 6-A: Option Appraisal Results

The results of the option appraisal process are presented graphically in Figure 6-A.

The overall appraisal score which each option achieved is split by it's contribution towards both the study objectives (blue bar) and the LTP transport priorities (green bar).

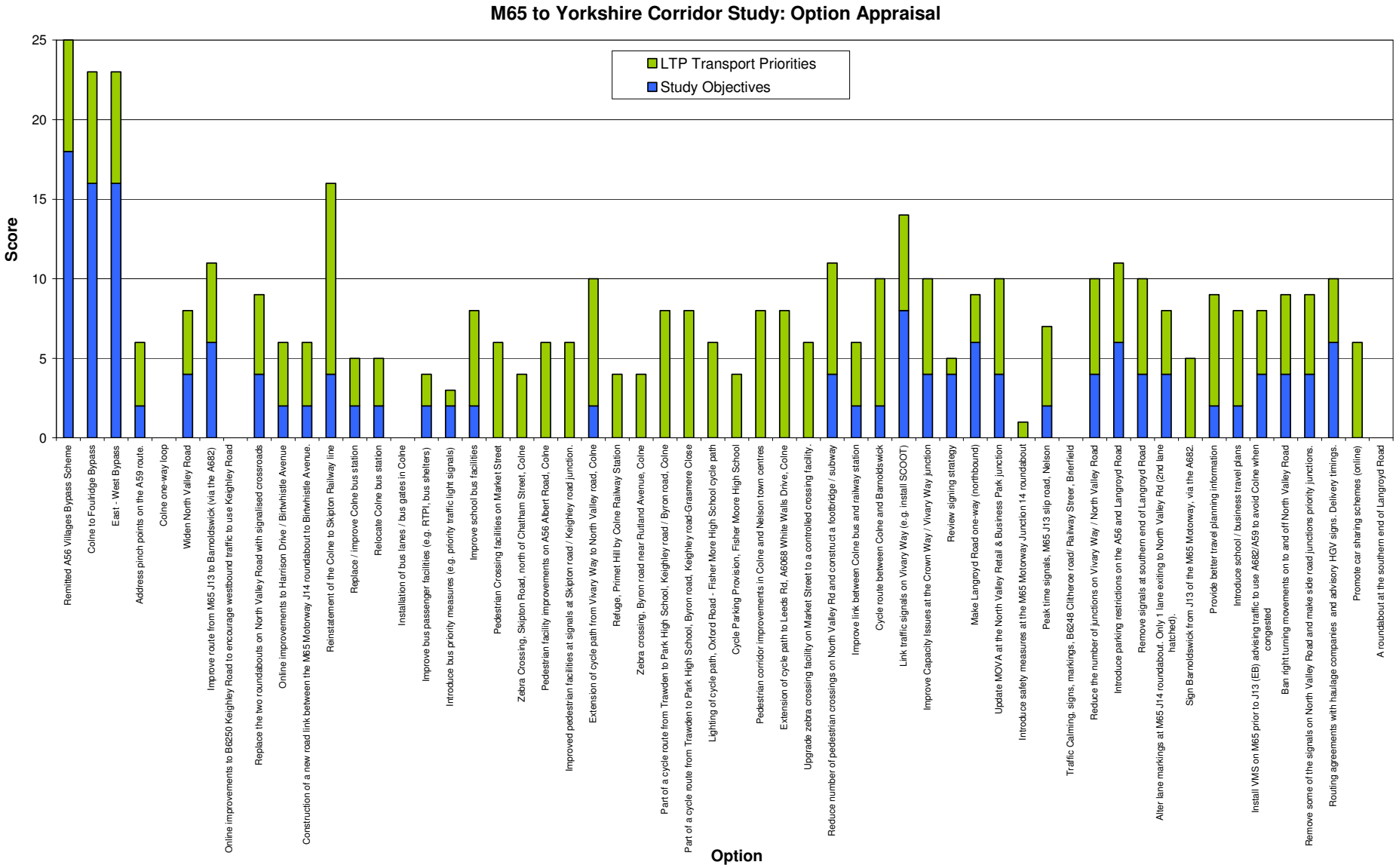


Figure 6-A: Option Appraisal Results

6.4 Appraisal Summary

Figure 6-A shows that the majority of the options under consideration provide a positive contribution towards the study objectives and that all of the options provide a positive contribution towards the LTP transport priorities.

Table 6-B provides a high level summary of the appraisal scores by option type. The maximum overall score which an option can score is 38.

Option type	Overall Score			
	<10	10-15	16-20	>20
Network Improvement	5	1	0	3
Public Transport	5	0	1	0
Non Motorised	14	3	0	0
Traffic Management	12	7	0	0

Table 6-B: Appraisal Score Summary

The three Colne bypass options were the only options which scored in excess of 20 points:

- *NI-01: Remitted A56 Villages Bypass Scheme (25 points)*
- *NI-02: Colne to Foulridge Bypass (23 points)*
- *NI-03: East - West Bypass (23 points)*

The A56 Villages Bypass (remitted scheme) achieved a very high appraisal score in comparison to many other options under consideration. The A56 Villages Bypass (remitted scheme) achieved an appraisal score of 18 out of a possible 20 against the study objectives. With the exception of the two other bypass scheme options (NI-02 and NI-03), this is by far the highest appraisal score obtained against the study objectives. In comparison the next highest study objective score is 8, for option TM-01 (Link traffic signals on Vivary Way (e.g. install SCOOT)). A Colne bypass option therefore demonstrates a very strong fit with the objectives of the study and is consequently the option likely to provide the most significant contribution towards resolving the problems and issues currently experienced along the M65 to Yorkshire corridor.

The three Colne bypass options achieved an appraisal score of 7 out of a possible 18 against the LTP transport priorities, thus reflecting a weaker strategic fit with the overarching transport priorities of the County Council than the study objectives.

The reinstatement of the Colne to Skipton railway line option received an overall score of 16 (which consisted of a score of 4 against the study objectives and 12 against the LTP transport priorities). The low study objective score reflects the fact that the reinstatement of the Colne to Skipton railway line option is unlikely to resolve the problems and issues experienced on the highway network within Colne.

A significant number of traffic management options received a relatively high overall score (7 of the 19 traffic management options which were appraised scored 10 or greater).

The majority of the non-motorised options received a low overall score, due to a poor contribution towards the study objectives.

The option appraisal results show that alternative options to the remitted bypass scheme do exist which provide a positive contribution to both the study objectives and the LTP transport priorities. Consequently, a strategy containing a combination of these alternative options has the potential to provide a significant collective benefit to the M65 to Yorkshire corridor in terms of providing relief to the existing problems and issues.

There are therefore two potential strategies for further consideration as part of the M65 to Yorkshire Corridor Study:

- *Colne Bypass Strategy*
- *Alternative Strategy - A Package of Smaller Scale Options*

Chapter 7 of this report provides a summary of the key points to be considered regarding a potential Colne bypass strategy.

Chapter 8 discusses the development of an alternative strategy consisting of a package of smaller options aimed at providing relief to the identified problems and issues.

A comparison of the two potential strategies is undertaken in Chapter 9, in order to investigate whether or not a package of alternative options exists which could remove the need for a bypass of Colne.

7 Colne Bypass Strategy

7.1 Introduction

The purpose of this chapter is to review the evidence and analysis relating to a potential Colne bypass strategy. It provides a summary of the likely benefits of a bypass of Colne as well as presenting potential funding and deliverability challenges which might be encountered.

The remainder of this chapter is structured as follows:

- *Bypass Appraisal*
- *Evidence Review*
- *Deliverability*
- *Conclusion*

7.2 Colne Bypass Appraisal

The A56 Villages Bypass (remitted scheme) consists of approximately 9km of single carriageway (7.3m plus 1m hardstrips), which bypasses the town of Colne and the villages of Foulridge, Kelbrook and Earby. The preferred scheme included several new junctions along its length to link the route to the existing highway network.

As part of Stage 3 of the M65 to Yorkshire Corridor Study, potential alternative Colne bypass options and alignments will be explored in more detail. However, for comparative purposes, two alternative options for a bypass of Colne have already been identified and appraised using the option appraisal tool.

- *NI-02: Colne to Foulridge Bypass*
- *NI-03: East - West Bypass*

The option appraisal results for the A56 Villages Bypass (remitted scheme) and the two alternative options for a bypass of Colne are shown in Table 7-A.

Ref	Description	Study Obj (/ 20)	LTP (/ 18)	Total (/ 38)	Estimated Cost
NI-01	A56 Villages Bypass (remitted scheme)	18	7	25	>£5m (major scheme)
NI-02	Colne to Foulridge Bypass	16	7	23	>£5m (major scheme)
NI-03	East - West Bypass	16	7	23	>£5m (major scheme)

Table 7-A: Colne Bypass Appraisal

As discussed in section 6.4, the A56 Villages Bypass (remitted scheme) received an overall option appraisal score of 25, which is the highest out of all the potential options which have been appraised.

A score of 18 out of a possible 20 against the study objectives was the highest out of all of the options which have been appraised thus demonstrating a significant contribution to alleviating the identified problems and issues along the corridor. Furthermore, the A56 Villages Bypass (remitted scheme) scores positively against all of the study objectives.

The A56 Villages Bypass (remitted scheme) achieved an appraisal score of 7 out of a possible 18 against the LTP transport priorities. This reflects a weaker strategic fit compared to its contribution to the study objectives, however this score was still the joint 8th highest out of the 51 options which have been appraised.

The two alternative options for a bypass of Colne alone (NI-02 and NI-03) scored exactly the same as the A56 Villages Bypass (remitted scheme), with the exception of a lower score (+2 instead of +4) against study objective 4 (which is to ensure that any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages). The reason for the lower score against study objective 4 is because the two alternative bypass options only bypass Colne (and not the A56 villages of Kelbrook and Earby).

7.3 Evidence Review

Congestion in Colne is caused by three strategic routes (M65, A56 and A6068) all converging in an area with constrained highway capacity and limited route options. In addition, the combination of both strategic through traffic and local traffic on the local road network within Colne contributes to the problems and issues.

The Stage 1: Data Collection and Problem Identification Report for the M65 to Yorkshire Corridor Study revealed a number of key observations regarding the current road network, existing congestion, traffic patterns, accident data, public transport provision, development proposals and socio-economic patterns. A summary of the key points relating to a potential Colne bypass is provided below.

- *The principal route between Preston and Yorkshire is the M65 motorway and the A6068 / A56. However, the A59 provides a viable alternative from places such as Preston and Blackburn in the west to Skipton, Harrogate and the A1 to the north east of the study area. This is reflected in the existing signing.*

- *The Strat-e-gis congestion software package has been used to analyse which parts of Colne and the surrounding road network regularly suffer from congestion. The Strat-e-gis data revealed that congestion is worst in Colne, in particular on North Valley Road and Vivary Way.*

- *The Strat-e-gis congestion software package shows that the A56 does contain some slower links in the weekday peak periods where the route passes through the villages of Foulridge, Kelbrook and Earby. However, in general the traffic speeds on the A56 appear to reflect the designated speed limits.*

- *Analysis of how Annual Average Daily Traffic (AADT) flows have changed over the past decade has revealed that flows on both the A56 (North of Earby) and the A6068 (East of Laneshaw Bridge) have remained broadly similar.*

- *The volume of traffic on the A56 decreases from approximately 8000 to 4000 vehicles per day in each direction to the north of the B6383 Barnoldswick Road. Subsequently, traffic flows across the Lancashire / North Yorkshire county boundary on the A56 are similar to those on the A6068.*

- *In the absence of a traffic model, AADT flows from permanent Automatic Traffic Count (ATC) sites has been used to provide an indication of the maximum proportion of motorway traffic which passes through Colne. The*

data suggests that a maximum of 49% of motorway traffic in Colne (eastbound) and 47% (westbound) is through traffic.

- *Analysis of HGV numbers on routes within Colne showed that HGVs account for between 4-10% of all traffic. The proportion of HGVs on the A56 Skipton Road and the A6068 Byron Road is in line with national average traffic proportions, which for a 'non built-up principal road', such as the A56 or the A6068 (outside of Colne) is 5.3% HGVs.*

- *During the period 2007 to 2011, a total of 53 personal injury accidents were recorded on the A56 between its junction with the A6068 in Colne and the Lancashire County Council boundary to the north of Earby. A significant proportion of the slight and serious accidents which have occurred happened between Colne and Foulridge. The A56 accident rate analysis suggests that the A56 overall does not have an above average accident problem.*

- *During the period 2007 to 2011, a total of 93 personal injury accidents were recorded on the A6068 between Junction 14 of the M65 motorway in Colne and the Lancashire County Council boundary to the east of Laneshaw Bridge. The majority of the slight and serious accidents which have occurred on the A6068 happened in Colne between the M65 motorway and the A56 (e.g. on Vivary Way and North Valley Road). The A6068 accident rate analysis suggests that the A6068 overall does not have an above average accident problem. However, the sections of the A6068 in Colne between the M65 motorway and the A56 experienced significantly more slight accidents than were predicted to occur based upon national accident rates.*

- *Further analysis of the accident data revealed that a significant proportion of the total number of accidents which occurred in Colne town centre between 2007 and 2011 involved pedestrians (31%), whilst cyclists were involved in 10% of all reported personal injury accidents.*

- *Public transport provision in the M65 to Yorkshire Corridor study area appears to be fairly comprehensive. An extensive range of bus services operate throughout the study area. It takes approximately 50 minutes to travel the 12 miles between Colne and Skipton by bus, during the weekday peak hours.*

- *There are two train lines intersecting the study area, the East Lancashire Line and the Clitheroe Line. The train service which currently operates between Colne and Preston provides access to all of the local stations along the line, however the service is relatively slow and has limited rolling stock.*

- *There have been a number of significant new developments in and around Colne in recent years. Pendle's Core Strategy (Publication Report) contains the employment and housing targets for Pendle as well as providing an overview of how they will be distributed throughout Pendle. The M65 Corridor area has a target of approximately 40ha of employment development and 2400 new dwellings over the plan period (2013-2028). Future development is likely to place additional pressures on the local road network.*

- *The LTP Implementation Plan 2012/13 - 2014/15 (Lancashire County Council, July 2012) outlines a number of initiatives which may have a positive impact upon travel conditions within the Pendle region. The majority of these initiatives focus upon improving public transport facilities.*

- *Analysis of socio-economic data for Pendle revealed that:*
  - *The proportion of people in Pendle employed in the manufacturing industry is significantly higher than in both the North West region and Great Britain.*
  - *Driving is the most popular mode of travel to work across Colne, Pendle and the North West region, with over half of all people using this mode.*
  - *A large proportion of people living within Colne (48%) work less than 5km away.*
  - *A significant proportion of households in Colne (33%) do not have access to a car or van.*
- *Given the rural nature and local topography within the M65 to Yorkshire Corridor study area, a variety of engineering and environmental constraints exist.*

7.4 Deliverability

Given the scale and likely cost of a Colne bypass, there are a number of significant challenges regarding deliverability. These are discussed below:

- *The need for major scheme investment and the associated business case for a scheme must be robust. The investigation of a range of alternative lower cost options should be considered prior to the promotion of a major infrastructure scheme of this size. Based on the option development and appraisal process undertaken as part of this study, it is clear that alternative smaller scale options do exist which may help to alleviate some of the existing problems and issues of the local road network.*
- *A commitment to progress a potential bypass scheme would require significant development and design work, which is likely to involve a mix of County Council resources and specialist consultants. Specific tasks could include:*
  - *Traffic modelling*
  - *Detailed appraisal of scheme benefits*
  - *Appraisal of environmental impacts*
  - *Derivation of detailed scheme cost estimates*
  - *Development of Business Case*
  - *Preliminary design / detailed design*
  - *Planning approval*
  - *Extensive public consultation*
  - *Public Inquiry*
  - *Compulsory Purchase Orders (CPO)*
  - *Side Road Orders*
  - *Statutory Undertakers*
  - *Statutory Bodies (e.g. Environmental Agency, English Heritage)*
- *All of these tasks would require a significant commitment from the County Council in terms of allocating specialist resources and substantial financial investment.*

- *Major highway schemes should seek to demonstrate high Value for Money (VfM) to the public purse. DfT guidance on Local Authority Major Schemes generally assumes that scheme benefits must outweigh the capital costs by a ratio of greater than 2:1 to demonstrate high VfM.*

- *The scheme would need to emerge as a priority for funding through the devolved local major transport scheme process. A Colne bypass would therefore need to be assessed against other candidate major schemes.*

- *Risk of challenge. Significant consultation (public and statutory) would be required.*

- *Timescales for delivery. Typically local authority major schemes can take between 5-10 years to deliver from development / design to scheme opening.*

- *Likely cost of a Colne bypass and funding availability challenges, including central government and local authority contributions. The public consultation leaflet on the A56 Traffic Corridor, from February 2000, stated that, 'the A56 Villages Bypass scheme would cost approximately £30 million.' However it should be noted that detailed cost estimates were not produced. This figure is therefore potentially subject to significant change. The cost of construction is likely to have increased significantly in recent years in line with inflation trends reported in the construction material price indices.*

- *Continuing to protect the line of the A56 Villages Bypass (remitted scheme) risks exposing the County Council to ongoing blight.*

7.5 Conclusion

A Colne bypass strategy contributes well towards the study objectives, but provides a weaker strategic fit with the LTP transport priorities.

A bypass of Colne could therefore help to alleviate many of the identified problems and issues within the M65 to Yorkshire corridor.

However, given the scale and likely cost of a bypass of Colne, there are a number of significant challenges regarding deliverability.

8 Alternative Strategy

8.1 Introduction

Department for Transport guidance *(Transport Analysis Guidance, An Overview of Transport Appraisal, November 2011)* describes how a broad range of potential options should be considered in order to ensure that the most appropriate solution to an identified problem is pursued. If lower cost, smaller scale alternative options which could be implemented to resolve the current issues on the network have not been fully explored, then it may be difficult to justify a major scheme as a funding priority.

It is recognised that the devolution of Local Authority major transport scheme funding from central Government to Local Transport Bodies or the Single Local Growth Fund may change the mechanics of the historic Local Authority major transport scheme process. However, it is considered that any framework put in place across the country will still follow adopted best practice that has been promoted by the DfT and the Treasury over a significant number of years.

Based on the option development and appraisal process undertaken as part of this study, a number of potential options that could deliver benefits to the M65 to Yorkshire corridor have been identified.

It is therefore possible that a carefully planned package of measures which deliver a range of benefits individually, could be brought together in a single strategy to help to mitigate some of the problems and issues currently experienced in the M65 to Yorkshire corridor study area.

The remainder of this chapter is structured as follows:

- *Alternative Strategy Development*
- *Alternative Strategy*
- *Potential Funding Sources*

8.2 Alternative Strategy Development

The aim of the alternative strategy is to bring together a range of complementary options that when combined could provide a benefit to the M65 to Yorkshire corridor but at a lower cost and in a shorter time frame than a Colne bypass strategy. The alternative strategy should therefore provide the best possible contribution towards the five study objectives formulated as part of the M65 to Yorkshire Corridor Study.

Further analysis of the option appraisal results has been undertaken in order to identify options that could provide the highest overall benefit to the corridor.

8.2.1 Prioritisation Criteria

To ensure that the most appropriate options are prioritised for the alternative strategy, a set of prioritisation criteria have been derived. These criteria are consistent with those used in the development of the alternative strategy for the M58 to Southport Corridor Study.

Table 8-A outlines the prioritisation criteria which have been used. Options must satisfy all five of the prioritisation criteria in order to be considered as part of the alternative strategy for the M65 to Yorkshire Corridor.

Ref	Prioritisation Criteria
1	Option provides a large beneficial contribution to one or more of the Study Objectives or LTP transport priorities. Prioritisation Criteria One ensures that options are focussed on specific issues.
2	Option provides a positive contribution to a number of LTP transport priorities (≥2). Prioritisation Criteria Two ensures a robust policy fit with the overarching transport priorities of the County Council.
3	Option provides a positive contribution to a number of study objectives (≥2). Prioritisation Criteria Three ensures that options also deliver wider benefits to the corridor thus maximising potential Value for Money.
4	Option achieves an appraisal score of ≥4 against both the LTP transport priorities and the study objectives. Prioritisation Criteria Four acts as a minimum threshold below which potential benefits to the corridor are likely to be marginal.
5	Option must be affordable within the Local Transport Plan period, 2011 - 2021. Prioritisation Criteria Five ensures that lower cost options are pursued.

Table 8-A: Prioritisation Criteria

All 51 of the options which were appraised using the option appraisal tool have been assessed against the above prioritisation criteria. Further details on this process and the subsequent results are included in **Appendix E.**

8.3 Alternative Strategy

Only one option (TM-01) satisfied all five of the designated prioritisation criteria, as shown in Table 8-B.

Ref	Option	Prioritisation Criteria				
		1	2	3	4	5
TM-01	Link traffic signals on Vivary Way (e.g. install SCOOT)	✓	✓	✓	✓	<£250k

Table 8-B: Prioritisation Criteria Results

The fact that only one option satisfied all five of the designated prioritisation criteria, implies that there are limited opportunities available for addressing the problems and issues in the M65 to Yorkshire Corridor study area.

8.3.1 Complementary Options

As detailed previously, the aim of the alternative strategy is to bring together a range of complementary alternative options that when combined could provide the best possible overall benefit to the M65 to Yorkshire corridor but at a lower cost and in a shorter time frame than a Colne bypass strategy.

Although only one option (TM-01) satisfied all five of the designated prioritisation criteria, it is considered that there are other options which could provide a complementary benefit if delivered in parallel to option TM-01.

Consequently, all of the options which didn't meet the designated prioritisation criteria have been reviewed in order to identify options complementary to the delivery of option TM-01.

Table 8-C details the options which have been considered capable of providing a complementary benefit to option TM-01 and the reason why.

Ref	Option	Reason Included
TM-02	Improve capacity issues at the Crown Way / Vivary Way junction	This junction becomes congested during the morning and evening peak periods. In addition the right turning lane (for eastbound traffic) is under utilised. There is potential to reconfigure the lane layout and modify the signal staging arrangements at this junction in order to improve capacity.
TM-05	Update MOVA at the North Valley Retail & Business Park junction	By validating the current signal controller at this junction (Siemens T800L), this junction could potentially operate more efficiently during periods of the day when SCOOT would not be operational.

Table 8-C: Complementary Options

Both option TM-02 and TM-05 met all but one of the designated prioritisation criteria, as shown in Table 8-D.

Ref	Option	Prioritisation Criteria				
		1	2	3	4	5
TM-02	Improve Capacity Issues at the Crown Way / Vivary Way junction	✗	✓	✓	✓	<£250k
TM-05	Update MOVA at the North Valley Retail & Business Park junction	✗	✓	✓	✓	<£250k

Table 8-D: Prioritisation Criteria Results for Complementary Options

The alternative strategy therefore consists of option TM-01 plus the two complementary options identified above (option TM-02 and option TM-05).

Table 8-E summarises the three options which comprise the alternative strategy, including details of their overall appraisal score and estimated cost.

Ref	Option	Appraisal Score	Estimated Cost
TM-01	**Link traffic signals on Vivary Way (e.g. install SCOOT)**	**14**	**<£250k**
TM-02	Improve Capacity Issues at the Crown Way / Vivary Way junction	10	<£250k
TM-05	Update MOVA at the North Valley Retail & Business Park junction	10	<£250k

Table 8-E: Alternative Strategy

Detailed cost estimates have not been calculated as part of this study. However, based upon the estimated cost ranges of each option provided in Table 8-E, the alternative strategy is estimated to cost a maximum of £750k.

Table 8-F provides a high level summary of the contribution the alternative strategy provides towards both the LTP transport priorities and the study objectives.

Alternative Strategy		LTP Transport Priorities							Study Objectives				
Ref	Option	1	2	3	4	5	6	7	1	2	3	4	5
TM-01	Link traffic signals on Vivary Way (e.g. install SCOOT)												
TM-02	Improve Capacity Issues at the Crown Way / Vivary Way junction												
TM-05	Update MOVA at the North Valley Retail & Business Park junction												

Key

- Large Beneficial Impact (+2)
- Beneficial Impact (+1)
- No Impact (0)
- Adverse Impact (-1)
- Large Adverse Impact (-2)

Table 8-F: Alternative Strategy Analysis

Table 8-F shows that the alternative strategy would provide a collective benefit against four of the seven LTP transport priorities and three of the five study objectives. Consequently, the alternative strategy could help to mitigate some of the existing problems and issues experienced on the M65 to Yorkshire corridor.

However, in comparison to a bypass of Colne, the benefits of the alternative strategy are likely to be limited.

It is recommended that further work is undertaken to investigate (and potentially validate) the current signal control arrangements on the A6068 Vivary Way / North Valley Road. The findings could be used to provide an indication as to the likely impact that the alternative strategy could have on reducing congestion within Colne town centre.

It should be noted that the alternative strategy does not have an adverse impact against any of the LTP transport priorities or the study objectives.

The three options within the alternative strategy focus on the A6068 Vivary Way / North Valley Road, which is the main route through Colne.
The location of the three options contained within the alternative strategy is illustrated in Figure 8-A.

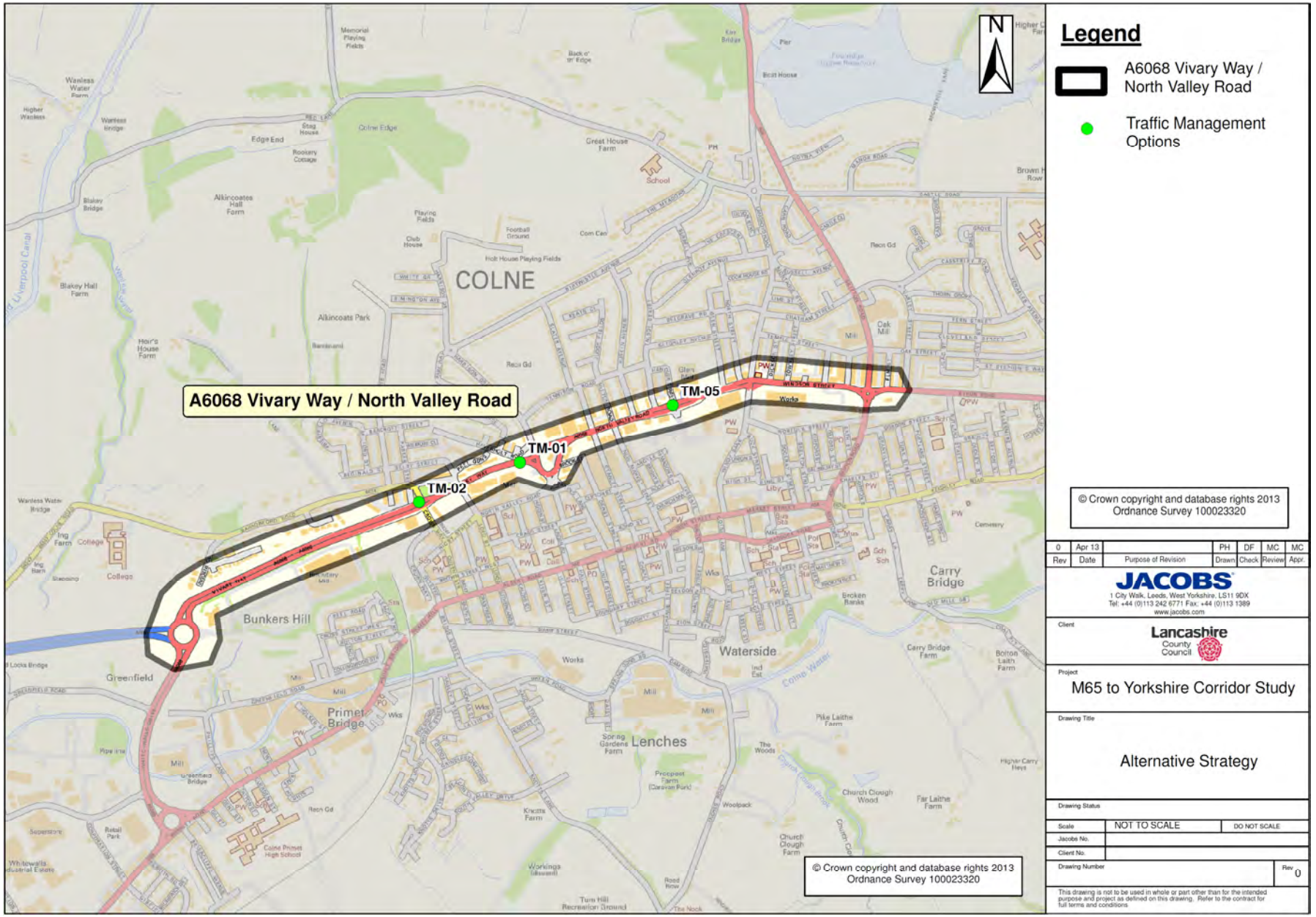


Figure 8-A: Alternative Strategy

8.4 Potential Funding Sources

The alternative strategy which has been developed must be both affordable and deliverable within the Local Transport Plan period 2011-2021.

Table 8-G provides a high level summary of the potential funding sources which could be utilised for the delivery of the options within the alternative strategy.

Ref	Option	Funding Source	
		LTP	Developer
TM-01	Link traffic signals on Vivary Way (e.g. install SCOOT)	✓	?
TM-02	Improve Capacity Issues at the Crown Way / Vivary Way junction	✓	?
TM-05	Update MOVA at the North Valley Retail & Business Park junction	✓	?
LTP: Local Transport Plan Developer: Developer Contributions via Section 106 Agreements / CIL			

Table 8-G: Potential Funding Mechanisms

One source of funding is through the County Council's LTP process, which includes the integrated transport block allocation the County Council receives from central government.

Lancashire's LTP Implementation Plan 2012/13 - 2014/15 (Lancashire County Council, July 2012) states that £27.63 million will be invested on highways and transport services in Pendle, with £11.85 million of capital funding and £15.78 million of revenue support. This will be targeted at:

- *Improving east-west and north-south connections and links into Central Lancashire and Manchester*
- *Improving the quality of public transport infrastructure and services serving the district.*

If introduced through the Local Plan process, the use of private sector funding collected through a Community Infrastructure Levy (CIL) could be used to support the delivery of any of the options within the alternative strategy.

9 SWOT Analysis

9.1 Introduction

Based upon the evidence collated and the analysis conducted as part of the M65 to Yorkshire Corridor Study, there are two potential strategies which could be implemented to mitigate the identified problems and issues on the M65 to Yorkshire corridor. These are:

- *Colne Bypass Strategy*
- *Alternative Strategy - A Package of Smaller Scale Options*

This chapter presents a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis of both strategies to allow a clear comparison and thus facilitate the decision making process on which strategy should be pursued by the County Council. A SWOT analysis is a strategic planning method which can be used to help inform a decision making process.

9.2 Colne Bypass Strategy

Table 9-A provides a summary of the SWOT analysis which has been undertaken on the Colne bypass strategy.

Strengths	Weaknesses
• A Colne bypass strategy scores strongly against the study objectives. • A Colne bypass strategy could remove a significant volume of traffic from Colne and therefore reduce congestion in Colne town centre. • A Colne bypass strategy would improve access between the M65 and Yorkshire / Leeds city region. • Could reduce the impact of severance in Colne by reducing the volume of traffic on North Valley Road. • A Colne bypass strategy could reduce the volume of traffic passing through the A56 villages and thus improve the local built environment and people's quality of life. • Provides an alternative route when incidents occur in Colne. • A Colne bypass strategy has the potential to support economic growth and provide sufficient capacity to accommodate strategic development. • A Colne bypass strategy could improve links between Lancashire and Yorkshire.	• A Colne bypass strategy does not score as strongly against the LTP transport priorities compared to its contribution to the study objectives and therefore provides a weaker strategic fit with the County Council's overarching priorities for transport. • Analysis of traffic data from permanent ATC sites has revealed that a significant proportion of vehicles on the A56 or the A6068 at the county boundary are destined for Colne and other local routes. It is therefore unlikely that these trips would divert onto a potential bypass of Colne. • Comparison of average speed data shows that other town centres in Lancashire suffer from similar levels of congestion. • Environmental impacts. • A Colne bypass strategy would create an additional future maintenance liability for the County Council.
Opportunities	**Threats**
• A Colne bypass strategy may facilitate economic growth in the study area through improving accessibility to and from the national motorway network and within the study area. • Potential to also deliver complementary smaller scale options in Colne town centre in order to maximise the benefit of a bypass of Colne and improve the local environment within Colne.	• Alternative lower cost measures, that could help to mitigate some of the problems and issues on the local highway network, have not been exhausted. • A Colne bypass strategy could impact upon the likelihood of the potential reinstatement of the Colne to Skipton railway line. • Significant development and design costs. • Planning approval. • Public Consultation. • Risk of local opposition at Public Inquiry. • Objections to Compulsory Purchase Orders. • Objections to Side Road Orders. • Objections from Statutory Undertakers. • Objections from Statutory Bodies. • A Colne bypass strategy may not demonstrate high Value for Money to the public purse. • A Colne bypass strategy may not emerge as a priority for funding through the devolved local major transport scheme process. • A Colne bypass strategy would be assessed against other major schemes and therefore the opportunity cost of not pursuing other major schemes should be considered. • Timescales for delivery. • Funding availability. • Political acceptability. • Impacts on the surrounding road network.

Table 9-A: Colne Bypass SWOT Analysis

The SWOT analysis has demonstrated that a Colne bypass strategy has a number of strengths and could therefore help to alleviate many of the identified problems and issues within the M65 to Yorkshire corridor.

However, the SWOT analysis has also identified a significant number of threats to the deliverability of a bypass of Colne, including funding availability and timescale challenges.

9.3 Alternative Strategy

A SWOT analysis has also been undertaken on the alternative strategy. A summary is provided in Table 9-B.

Strengths	Weaknesses
• The alternative strategy could have a positive impact upon reducing congestion within Colne town centre. • The alternative strategy contributes positively towards the majority of the LTP transport priorities and therefore provides a good strategic fit with the County Council's overarching priorities for transport. • Relatively low cost. • Relatively short implementation timescale. • The alternative strategy focuses on the key corridor of travel through Colne.	• The alternative strategy is unlikely to deliver the same scale of benefits as a bypass of Colne for traffic passing through Colne.
Opportunities	**Threats**
• Options could be implemented as and when funding becomes available. • Relatively simple delivery strategy. • If the alternative strategy was delivered as a single scheme it could potentially be eligible for funding through the LTB or the Single Local Growth Fund, with the LTP providing a local contribution.	• Individual options may not emerge as an LTP funding priority through the County Council's scheme prioritisation system. • The alternative strategy may not get delivered in its entirety. • Risk of local opposition. • Political acceptability

Table 9-B: Alternative Strategy SWOT Analysis

The SWOT analysis has shown that the alternative strategy could have a positive impact upon Colne town centre. However, the impact of the alternative strategy upon reducing congestion within Colne town centre is unlikely to be as significant as a bypass of Colne.

The SWOT analysis has highlighted that the alternative strategy could be both affordable and deliverable within the Local Transport Plan period 2011-2021, subject to individual options emerging as an LTP funding priority through the County Council's scheme prioritisation system. Subsequently, the alternative strategy could be delivered in advance of a Colne bypass in order to improve the current situation as much as possible in the short term.

10 Summary and Conclusions

10.1 Summary

The rationale for this study was to understand whether there are alternative (lower cost) measures that the County Council could implement to mitigate the identified problems and issues on the M65 to Yorkshire corridor.

The M65 to Yorkshire Corridor Study has been broken down into four key stages:

- *Stage 0: Inception*
- *Stage 1: Data Collection and Problem Identification*
- *Stage 2: Option Development, Appraisal and Strategy*
- *Stage 3: Review of Major Highway Proposals*

This Stage 2 Report summarises the findings of the option development and appraisal stage and also covers the strategy development process employed as part of the M65 to Yorkshire Corridor Study.

The option development and appraisal process has focused on the strategic issues affecting the M65 to Yorkshire corridor and the associated issues affecting the surrounding transport network. It has been informed by extensive data collection / analysis and engagement with key stakeholders.

A total of 56 potential options have been identified and appraised, using a bespoke option appraisal tool. This resulted in the development of two potential strategies which have been considered in detail as part of the M65 to Yorkshire Corridor Study. They are:

- *Colne Bypass Strategy*
- *Alternative Strategy - A Package of Smaller Scale Options*

In order to comprehensively evaluate the two strategies, a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis has been undertaken on each strategy.

10.2 Conclusions

A Colne bypass strategy contributes well towards the study objectives and could therefore alleviate many of the identified problems and issues in the M65 to Yorkshire corridor. However, given the scale and likely cost of a Colne bypass, there are a number of significant challenges regarding funding and deliverability. In addition, a bypass of Colne would be assessed against other candidate major schemes as part of the devolved local major transport scheme process.

The option development and appraisal process has shown that alternative options exist which could deliver some benefit to the M65 to Yorkshire corridor.

The alternative strategy comprises of complementary options that when combined could provide the best possible overall benefit to the M65 to Yorkshire corridor but at a lower cost and in a shorter time frame than a Colne bypass strategy. However, in comparison to a bypass of Colne, the benefits of the alternative strategy are likely to be limited.

Table 10-A outlines the options which comprise the alternative strategy.

Ref	Option	Appraisal Score	Estimated Cost
TM-01	**Link traffic signals on Vivary Way (e.g. install SCOOT)**	**14**	**<£250k**
TM-02	Improve Capacity Issues at the Crown Way / Vivary Way junction	10	<£250k
TM-05	Update MOVA at the North Valley Retail & Business Park junction	10	<£250k

Table 10-A: Alternative Strategy

It is recommended that further work is undertaken in order to investigate (and potentially validate) the current signal control arrangements on the A6068 Vivary Way / North Valley Road. The findings could be used to provide an indication as to the likely impact that the alternative strategy could have on reducing congestion within Colne town centre.

In conclusion, a potential alternative strategy has been identified which could be both affordable and deliverable within the Local Transport Plan period 2011-2021, subject to individual options emerging as an LTP funding priority through the County Council's scheme prioritisation system. It is therefore recommended that the alternative strategy should be delivered in advance of a bypass of Colne in order to improve the current situation as much as possible in the short term.

Longer term, it is considered that a bypass of Colne would deliver the most significant benefit to the identified problems and issues in Colne.

Stage 3 of this study will investigate the engineering feasibility of potential bypass options in order to identify the most appropriate solution.

Appendix A Options Workshop Notes

JACOBS

Meeting Notes

1 City Walk
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LS11 9DX
+44.(0)113.242.6771 Fax +44.(0)113.389.1389

Meeting Location	Lancashire County Council, County Hall, Preston, E Floor Conference Room 7	**Client**	Lancashire County Council
Meeting Date/Time	20/02/2013 10:30 - 12:30	**Project**	M65 to Yorkshire Corridor Study
Subject	Options Workshop	**Project Number**	B1861600
Participants (16)	Mike Cammock (Jacobs) Peter Hibbert (Jacobs) Dave Colbert (LCC) Helen Norman (LCC) Vali Birang (LCC) Simon Emery (LCC) Tom Gilbert (LCC) Alan Capstick (LCC) Keith Walker (LCC) Simon Bucknell (LCC) Peter Atkinson (Pendle) Stephen Brown (Craven) Ken Martin (NYCC) David Wild (HA) Malcolm Bingham (FTA) Douglas Robertson (Transdev)	**Apologies**	Chris Anslow (LCC) Martin Porter (LCC) Emma Prideaux (LCC) Neil Watson (Pendle) John Halton (Pendle) Andrew Bainbridge (NYCC) Allan Mcveigh (NYCC) James Malcolm (NYCC) Colin Peacock (Lancs Police) Phillipa Kirby-Girdlestone (CPT) Maurice Simpson (Pennine Motor Services)
Workshop Slides	P:\B1500000\B1861600 - M65-Yorkshire Corridor Study\1 QA & Proj Mgmt\1.9 Meetings\E - 20.02.2013 Options Workshop	**File**	P:\B1500000\B1861600 - M65-Yorkshire Corridor Study\1 QA & Proj Mgmt\1.9 Meetings\E - 20.02.2013 Options Workshop
cc:		**Notes Author**	Peter Hibbert

Notes	Action
1. Introduction Dave Colbert (DC) provided a summary of the purpose of the M65 to Yorkshire Corridor Study. All workshop attendees introduced themselves. Mike Cammock (MC) explained that the purpose of the Options Workshop was to: • Agree the study objectives. • Challenge perceptions based upon evidence and data collection. • Explore options to be considered.	
2. Data Collection Exercise Peter Hibbert (PH) provided a summary of the data collection exercise which has been undertaken as part of the M65 to Yorkshire Corridor Study.	

Stephen Brown recommended that Bradford's Core Strategy was reviewed as it contains some significant developments.	PH to review Bradford Core Strategy

3. Study Objectives

MC explained how the study objectives had been derived. A discussion was then had on each of the following five study objectives in order to agree the study objectives going forward. Key points and suggestions have been recorded below.

Study Objective 1 - Improve journey time reliability for vehicles travelling between the M65 and Yorkshire.

General Discussion

MC raised the point of whether the issue is unreliable journey times or slow journey times. Simon Bucknell thought that the journey times through Colne were reliably slow.

Malcolm Bingham (MB) noted that journey time reliability is a key issue for freight movements.

Simon Emery commented that congestion in Colne could put off new industry from locating in the area. It is therefore important to understand the existing business base, particularly in local / national priority sectors, and the extent to which congestion is or is not a significant issue.

Stephen Brown noted that a locally ageing population is an ongoing trend in Craven, which could lead to an increase in commuting patterns in the future.

DC commented that he would rather keep the focus of the study objective on reliability so as not to skew the study outcomes towards a major road scheme.

Confirmation of Study Objective 1

Decision: Based upon discussions relating to the identified problems, the scale of the issues and potential solutions, the workshop concluded that this study objective should be **adopted**.

Reason: A number of strategic routes converge in Colne, resulting in congestion, particularly during peak periods. Currently vehicles travelling between the M65 and Yorkshire experience congestion and consequently unreliable journey times. Evidence confirms that the A6068 North Valley Road / Vivary Way has the highest traffic flows in Colne and suffers the worst congestion.

Study Objective 2 - Improve air quality within the designated AQMA in Colne.

General Discussion

A point was made at the Problems and Issues Workshop (Nov 2012) regarding the number of supermarket lorries on the A6068. MB questioned this observation and wondered whether it maybe a perception issue due to the bold livery present on the supermarket lorries making them more noticeable.

There has also been an exceedence of the annual mean objective for nitrogen dioxide at one location in Barrowford. Consequently, air quality in Barrowford should also be considered.

PH noted that he had received details of existing cycling schemes in Pendle from Peter Atkinson (Pendle Borough Council) and also aspirations for walking and cycle schemes in and around Colne from Simon Bucknell (LCC).

It was noted that cycling in Colne can be difficult due to the undulating topography.

Vali Birang noted that even if only a small percentage of local trips switched from cars to walking or cycling it could have a beneficial impact upon congestion in Colne.

Confirmation of Study Objective 2
Decision: Based upon discussions relating to the identified problems, the scale of the issues and potential solutions, the workshop concluded that this study objective should be **adopted**.

Reason: A large proportion of people living within Colne (48%) work less than 5km away. Consequently, there is potential for more journey to work trips in Colne to be made using more sustainable transport modes such as walking and cycling, which could have a positive impact on local air quality.

Study Objective 3 - Reduce the impact of traffic using inappropriate roads.

General Discussion
Simon Bucknell stated that some classified vehicle counts are due to be undertaken on Langroyd Road and that a HGV restriction is already in place. Simon Bucknell agreed to share the survey results with PH once available. In addition, Simon Bucknell commented that one way schemes and right turning bans have been investigated in the past. Furthermore the green time at the southern end of Langroyd Road has already been set to the minimum to try and discourage traffic from using this road as a short cut.

PH commented on the point that had been made at the Problems & Issues Workshop, that if rat running was restricted then congestion on the main routes through Colne could be significantly worse. Consequently any options which try to minimise traffic using inappropriate roads in Colne need to consider the impact they will have on other local routes.

MC thought it was likely that the rat running was being done by local people who know the short cuts, although he acknowledged that there is no evidence to support this theory.

MB commented that there maybe an issue associated with sat-nav routing sending vehicles up Langroyd road as a shorter route between the A6068 and the A56. MB noted that he had contacted sat nav companies in the past in order to get them to look at routing issues. It was acknowledged that there are issues associated with the time it takes for sat-nav systems to be updated and also for people to then update their software.

A discussion was had on the existing strategic signing present on the A59. DC noted that the DfT had now accepted Colne as a primary destination.

David Wild (DW) stated that there are currently two Variable Message Signs (VMS) on the M65 motorway. One is located near junction 3 travelling in an eastbound direction and the other is located west of Junction 8 travelling in a westbound direction. It was acknowledged that once you had chosen to use the M65 motorway to access Colne there are few alternative routes.

DW to send PH a VMS guidance document (received 21/02/13).

Confirmation of Study Objective 3
Decision: Based upon discussions relating to the identified problems, the scale of the issues and potential solutions, the workshop concluded that this study objective should be **adopted**.

Reason: Rat running is common within and around Colne. Congestion in the town results in traffic using unsuitable routes.

Study Objective 4 - Ensure any new transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.

General Discussion
Consideration of the impact on surrounding villages should include Thornton-in-craven on the A56 and Cowling and Glusburn on the A6068 (in addition to the A56 villages of Foulridge, Kelbrook and Earby).

DC noted that the study objective wording should be expanded to include any improved transport infrastructure.

Keith Walker (KW) commented that LCC had not wanted to install SCOOT on North Valley Road in the past due to the distances between the junctions. However KW commented that a study which looked at the viability of introducing SCOOT on North Valley Road would be beneficial.

Steven Brown noted that congestion in Cowling and Glusburn is also an issue and therefore development potential is limited. A new railway station has been looked at in the past however funding is not available. Any improvements to the A56 which would take traffic off the A6068 is likely to be supported by Craven District Council.

DC noted that Thornton-in-Craven was included in the existing proposals for an A56 Villages Bypass Scheme.

A discussion was had on the possibility of using CIL funding to support any transport infrastructure improvements.

Confirmation of Study Objective 4
Decision: Based upon discussions relating to the identified problems, the scale of the issues and potential solutions, the workshop concluded that this study objective should be **adopted**.

Reason: The proximity of urban areas to the strategic routes.

Study Objective 5 - Maximise the effectiveness of the public transport network and facilities within the study area.

General Discussion

Doulas Robertson (DR) clarified that delay is built into the bus timetables in Colne. Buses are fitted with GPS receivers so that journey times can be continually monitored and timetables updated accordingly, therefore the bus timetable is reliable.

DR commented that the Burnley to Skipton service use to be an hourly service, where as it now runs every thirty minutes. The increased travel time (due to the service now stopping at more locations) is acknowledged as being an issue, however the service now carries more people due to the more frequent service.

It was acknowledged that the Airedale railway line (between Leeds and Skipton) provides a very good service.

The Todmorden Curve upgrade scheme may have a positive impact upon rail travel in the study area once complete.

DR noted that the public transport interchange at Nelson is considerably better than at Colne. DR noted that the 'plusbus' ticket scheme was stopped due to very poor usage.

DR commented that Transdev did operate a bus service which looped around Colne, however the service stopped approximately three years ago as it was not commercially viable. LCC still operate a subsidised bus service (number 95) which loops around Colne. With the exception of the number 95 service, all bus routes use the A56 to pass through Colne (and therefore avoid North Valley Road). DR commented that this is due to journey demand and not due to congestion avoidance.

It was acknowledged that a potential rail reinstatement scheme between Colne and Skipton would not serve Barnoldswick, where a significant amount of industry is located.

Confirmation of Study Objective 5

Decision: Based upon discussions relating to the identified problems, the scale of the issues and potential solutions, the workshop concluded that this study objective should be **adopted**.

Reason: Public transport improvements could encourage more people to use public transport, potentially reducing congestion in Colne.

4. Options Discussion

MC invited people to suggest any potential options which they thought should be considered as part of the option appraisal process of the M65 to Yorkshire Corridor Study. However no additional options were suggested.

5. Next Steps

MC concluded the Options Workshop by explaining the next steps in the M65 to Yorkshire Corridor Study. In summary the next steps are:

- Option Development
- Option Appraisal
- Preferred Strategy

6. Finalised Study Objectives (post meeting note)

All attendees of the Options workshop were happy with the scope of the five study objectives that were presented. However, two minor wording updates were suggested.

Subsequently, following the Options Workshop the study objectives were updated. The finalised study objectives are therefore as follows:

1. Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.
2. Improve air quality within the designated AQMA in Colne.
3. Reduce the impact of traffic using inappropriate roads.
4. Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.
5. Maximise the effectiveness of the public transport network and facilities within the study area.

These five study objectives will be the focus of the M65 to Yorkshire Corridor study going forward.

The study objectives will be used in conjunction with Lancashire County Council's LTP priorities for transport to inform the development and appraisal of potential options.

Appendix B Option Identification Spreadsheet

M65 to Yorkshire Corridor Study

Option Identification Spreadsheet

Scheme Sources:
Options discussed / suggested at the Problems & Issues Workshop (29/11/12)
Master Capital Programme 2013-14 Pendle spreadsheet
Correspondence with stakeholders
Ideas based upon the data collection findings

Ref	Scheme	Description	Assess Scheme?
Options discussed / suggested at the Problems & Issues Workshop (29/11/12)			
NI-01 NI-02 NI-03	A56 Villages Bypass Scheme (3 different options to be assessed). 1) Remitted Bypass Scheme 2) Colne to Foulridge Bypass 3) East / West Bypass	Historic proposals for an A56 Villages Bypass Scheme. The A56 Villages Bypass Scheme would bypass the villages of Kelbrook, Foulridge and Earby.	YES
TM-01	Link traffic signals on Vivary Way (e.g. install SCOOT)	A study looking at the management of traffic signals on Vivary Way, North Valley Road and Windsor Street was undertaken as part of the Sainsbury's development. MOVA was consequently installed at the signalised junctions. However there is potential for the traffic light signals to be linked (e.g. install SCOOT).	YES
TM-02	Improve Capacity Issues at the Crown Way / Vivary Way junction	Some improvements have already been made at this junction including widening and improvements to the traffic signals. Consider changing lane markings (appears to be low demand for right turn lane into Crown Way). Consider modifying the staging arrangements.	YES
TM-03	Review signing strategy	Through traffic signing could potentially be reviewed. Could sign A59 Skipton off at J31 M6 Motorway Colne is now on the Highways Agency's primary destination list.	YES
TM-04	Make Langroyd Road one-way (northbound)	A historic proposal was to make Langroyd Road one-way (northbound). A public meeting has been held in the past to discuss this issue.	YES
NM-01	Pedestrian Crossing facilities on Market Street	Potential to put pedestrian guard rails up to channel pedestrians to the crossing point.	YES
TM-05	Update MOVA at the North Valley Retail & Business Park junction	An old version of MOVA is installed on the traffic signals at this junction. Potential to update.	YES
TM-06	Safety Measures at the M65 J14 roundabout	Yellow rumble strips have been painted on the road. 50mph speed limit.	YES
NI-04	Address pinch points on the A59 route.	Prior to the A59 being de-trunked, a number of improvements were made to the road.	YES
PT-01	Reinstatement of the Colne to Skipton Railway line	The railway line between Colne and Skipton has been closed since 1970, however there is a long standing aspiration to re-instate the Colne to Skipton railway line.	YES
Master Capital Programme 2013-14 Pendle spreadsheet			
NM-02	Zebra Crossing, Skipton Road, north of Chatham Street, Colne	JB 17.5.2012: said 2 ped accs in recent years. £21k	YES
NM-03	Ped facility improvement on A56 Albert Road, Colne	1. Linking Railway Station to Town Centre, upgrade and supplement pedestrian crossing facilities (High impact on pedestrians, estimate 1,000-5,000 pedestrian movements per day). £143k	YES
NM-04	Improved pedestrian facilities at signals at eastern end of town centre (High impact on pedestrians, estimate 100-500 per day). Skipton road/Keighley road, Colne Town Centre	£35k Likely that funding will be allocated for pedestrian improvements on the Keighley Road/Market Street/Skipton Road junction from the 2013/14 road safety budget.	YES
TM-07	Peak time signals, M65 J13 slip road, Nelson POSS £S278	Await planning development to obtain funding £143k	YES
NM-05	Extension of cycle path to serve north side of Colne, Vivary Way extension of cycle path to North Valley road, Colne	£14k	YES
NM-06	Refuge, Primet Hill by Colne Railway Station	£7k	YES
NM-07	Zebra crossing, Byron road near Rutland Av, Colne	£21k	YES
NM-08	Cycle path on south side of roundabout linking to Cotton Tree Lane. Part of a cycle route from Trawden to Park High School, Keighley road / Byron road, Colne	£14k	YES
NM-09	Extension of Cycle path on south side of roundabout linking to Cotton Tree Lane. Part of a cycle route from Trawden to Park High School, Byron road, Colne (Keighley road - Grasmere Close)	£14k	YES
NM-10	Lighting of cycle path, Oxford Road - Fisher More High School cycle path	There are also two other high schools near the cycle path Replacing 2012-13 Railway st/Brunswick st Scheme as requested by Akis £14k	YES
NM-11	Cycle Parking Provision, Fisher Moore High School	£10k	YES
NM-12	Pedestrian corridor improvements, Colne-Nelson town centres		YES
NM-13	Extension of cycle path to Leeds Rd, A6068 White Walls Drive, Colne	Replacing 2012-13 Railway Street/Brunswick Street Scheme as requested by Akis £14k	YES
TM-08	Traffic Calming, signs, markings, B6248 Clitheroe Road/ Railway Street, Brierfield	£35k	YES
Correspondence with stakeholders			
NM-14	Upgrade zebra crossing facility on Market Street to a controlled crossing facility.	Another issue worth highlighting is the zebra crossing facility in Colne Town Centre on Market Street adjacent the Health Centre, as this is in a town centre area with a number of pedestrian crossing movements this leads to congestion on Market Street/Albert Road. I would like this crossing facility upgrading to a controlled crossing facility which will uniform pedestrian crossing movements and may enable traffic to flow more efficiently on the A56 during peak periods.	YES
Ideas based upon the data collection findings			
NI-05	Colne one-way loop	Create a one way loop around Colne using the A6068 and the A56 to minimise conflict at junctions.	YES
TM-09	Reduce the number of junctions on Vivary Way / North Valley Road	Currently there are five major junctions on Vivary Way / North Valley Road (4 signalised and 1 roundabout) which interrupt the east-west flow of vehicles along the route.	YES
TM-10	Introduce parking restrictions on the A56 and Langroyd Road	Widen carriageway by preventing vehicles from parking on the A56 and Langroyd Road.	YES
NI-06	Widen North Valley Road	Widen North Valley Road to enable additional capacity.	YES
PT-02	Replace / improve Colne bus station	Improving public transport facilities could encourage people to modal shift.	YES
PT-03	Relocate Colne bus station	Colne bus station is 0.7 miles from the train station.	YES
TM-11	Remove signals at southern end of Langroyd Road	Removing signals at the southern end of Langroyd Road and making it a priority junction could make Langroyd Road a less attractive rat run. In addition, a phase on the signals on North Valley Road would be removed which could improve the east-west traffic movements.	YES
NM-15	Reduce number of pedestrian crossings on North Valley Rd. Alternatively a subway could be constructed.	Reducing the number of pedestrian crossings on North Valley Road would reduce the amount of red time on North Valley Road, which could reduce congestion. Construction of a subway under North Valley Road could reduce severance between the north valley area of Colne and Colne town centre.	YES
TM-12	Alter lane markings at M65 J14 roundabout. Currently only one lane exiting to North Valley Road (a second lane is hatched out).	Currently traffic queues on the M65 motorways back from J14 to J12. Multiple accidents have occurred at J14 roundabout. By providing an additional lane exiting the M65 for traffic joining Vivary Way, the queues of traffic on the M65 could be reduced. In addition, more vehicles would be stacked at the Vivary Way / Crown Way junction.	YES
NM-16	Improve link between Colne bus and railway station	Improve pedestrian and cycling facilities between Colne bus station and the train station, which are approximately 0.7 miles apart.	YES
PT-04	Bus Priority measures in Colne	Improving public transport facilities could encourage people to modal shift.	YES
TM-13	Sign Barnoldswick from J13 of the M65 Motorway, via the A682.	Currently only Nelson and Kendal are signed from J13 of the M65 Motorway. Signing Barnoldswick traffic off the M65 at J13 could reduce the volume of traffic in Colne and on the A56.	YES
TM-14	Provide better travel planning information	To encourage the use of public transport when possible, improvements could be made to travel planning information at the time you want to travel. This would enable people to make 'better' choices.	YES
TM-15	Introduce school / business travel plans and improve school bus facilities	Reduce the number of vehicles on the road in Colne in peak periods	YES
TM-16	Install VMS on the M65 prior to J13 (eastbound) advising traffic to use the A682 / A59 to avoid Colne when congested.	Sign traffic / destinations (e.g. Skipton) off the M65 at J13 to reduce the volume of traffic in Colne and on the A56.	YES
TM-17	Ban right turning movements on to and off North Valley Road	Currently there are five major junctions on Vivary Way / North Valley Road (4 signalised and 1 roundabout) which interrupt the east-west flow of vehicles along the route. By banning right turning movements it could reduce the number of phases in the signals which could assist east-west traffic along the route.	YES
TM-18	Remove signals on North Valley Road and make side road junctions priority junctions.	This could reduce the conflict on North Valley Road which may improve the east-west traffic movements along North Valley Road.	YES
TM-19	Routing agreements with haulage companies and advisory HGV signs. Delivery timings.	Schedule HGV delivery timings outside of the peak hours. In addition, agree HGV routing through Colne to minimise impact upon congestion.	YES
TM-20	Promote car sharing schemes (online)	Car sharing could reduce the number of vehicles on the road in Colne in peak periods.	YES
NI-07	Improve route from M65 J13 to Barnoldswick (via the A682)	If Barnoldswick traffic exited the M65 at J13 it could reduce the volume of traffic in Colne and on the A56.	YES
NI-08	Online improvements to B6250 Keighley Road to encourage westbound traffic to use Keighley Road	If more traffic used the B6250 Keighley Road / A56 Albert Road to access the M65 motorway it could reduce the volume of traffic on North Valley Road.	YES
TM-21	A roundabout at the southern end of Langroyd Road	Removing signals at the southern end of Langroyd Road could assist the flow of traffic along North Valley Road.	YES
NI-09	Replace the two roundabouts on North Valley Road with signalised crossroads	If all the junctions on North Valley Road were signalised and linked together then a 'green wave' could be achieved which may assist the flow of traffic along North Valley Road.	YES
NI-10	Online improvements to Harrison Drive / Birtwhistle Avenue	Harrison Drive / Birtwhistle Avenue is currently used as a rat run between the A6068 and the A56. Online improvements to Harrison Drive / Birtwhistle Avenue could improve the suitability of this route.	YES
NI-11	Construction of a 'mini-bypass' between the M65 Motorway Junction 14 roundabout to Birtwhistle Avenue.	A 'mini-bypass' could remove A56 bound traffic from North Valley Road.	YES
PT-05	Improve bus passenger facilities (e.g. RTPI, bus shelters)	Option could increase the number of people using public transport, thus alleviating congestion in Colne.	YES
PT-06	Introduce bus priority measures (e.g. priority traffic light signals)	Make bus travel a more attractive option, thus encouraging modal shift.	YES
PT-07	Improve school bus facilities	Reduce the number of vehicles on the road in Colne in peak periods.	YES
NM-17	Cycle route between Colne and Barnoldswick	Encourage more people to cycle between Colne and Barnoldswick, where significant levels of employment are located.	YES

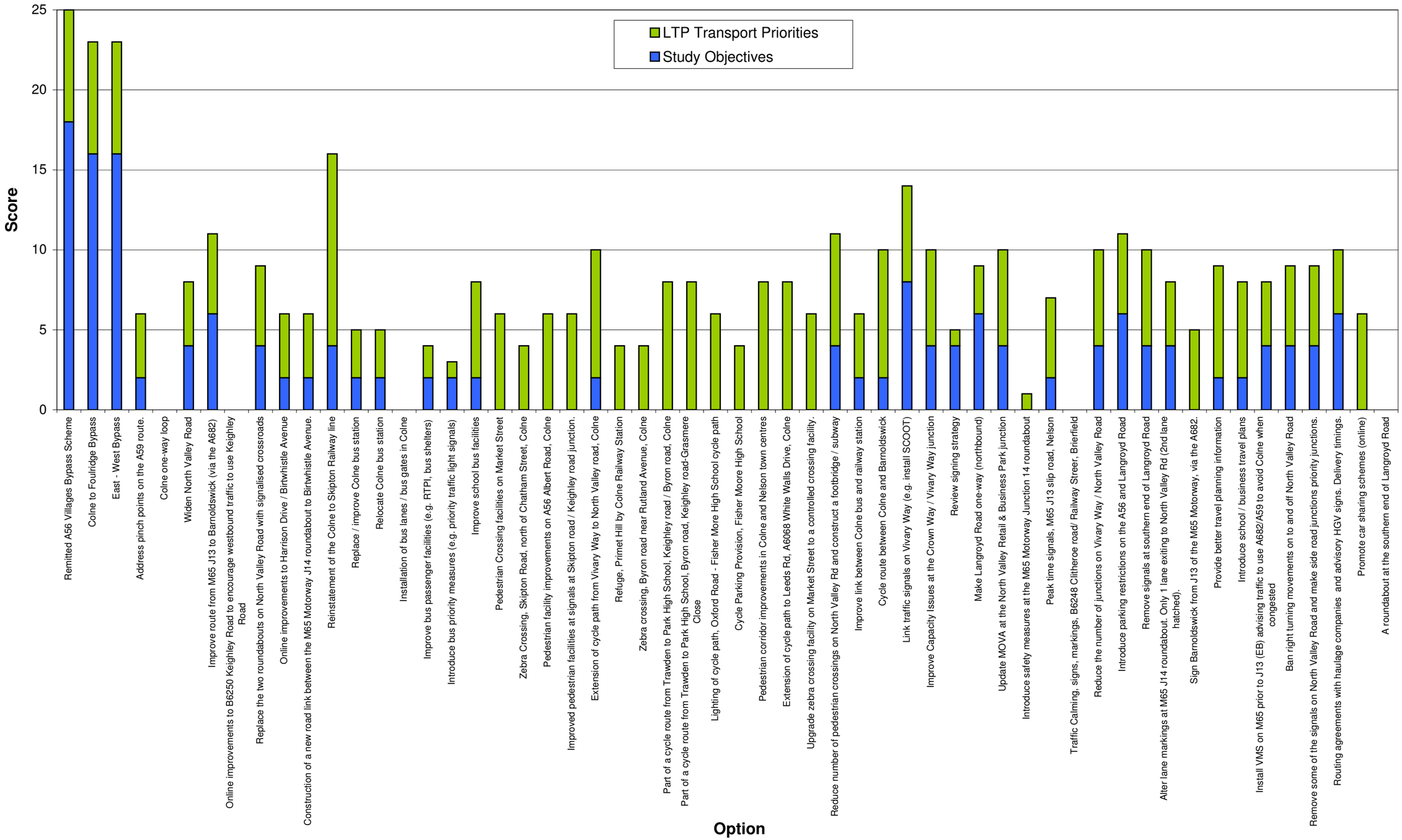
Appendix C Appraisal Work Sheets

Summary

Update Worksheet List

New Scheme				Study Objectives	LTP Transport Priorities	Total (max 38)	Study Obj 1	Study Obj 2	Study Obj 3	Study Obj 4	Study Obj 5	Estimated Scheme Cost	LTP 1	LTP 2	LTP 3	LTP 4	LTP 5	LTP 6	LTP 7
NI-01	PRE/NI-01	Network Improvement	Remitted A56 Villages Bypass Scheme	18	7	25	4	4	4	4	2	>£5m (major scheme)	4	4	1	1	-1	-2	0
NI-02	PRE/NI-02	Network Improvement	Colne to Foulridge Bypass	16	7	23	4	4	4	2	2	>£5m (major scheme)	4	4	1	1	-1	-2	0
NI-03	PRE/NI-03	Network Improvement	East - West Bypass	16	7	23	4	4	4	2	2	>£5m (major scheme)	4	4	1	1	-1	-2	0
NI-04	PRE/NI-04	Network Improvement	Address pinch points on the A59 route.	2	4	6	2	0	0	0	0	>£5m (major scheme)	2	2	1	1	-1	-1	0
NI-05	PRE/NI-05	Network Improvement	Colne one-way loop				0	0	0	0	0	>£5m (major scheme)	0	0	0	0	0	0	0
NI-06	PRE/NI-06	Network Improvement	Widen North Valley Road	4	4	8	2	2	2	-4	2	>£5m (major scheme)	2	2	1	0	0	-1	0
NI-07	PRE/NI-07	Network Improvement	Improve route from M65 J13 to Barnoldswick (via the A682)	6	5	11	2	2	2	-2	2	>£5m (major scheme)	2	2	1	1	0	-1	0
NI-08	PRE/NI-08	Network Improvement	Online improvements to B6250 Keighley Road to encourage westbound traffic to use Keighley Road				0	0	0	0	0	**£2m - £5m**	0	0	0	0	0	0	0
NI-09	PRE/NI-09	Network Improvement	Replace the two roundabouts on North Valley Road with signalised crossroads	4	5	9	2	2	0	0	0	**£2m - £5m**	2	2	1	0	0	0	0
NI-10	PRE/NI-10	Network Improvement	Online improvements to Harrison Drive / Birtwhistle Avenue	2	4	6	2	2	2	-4	0	**£2m - £5m**	2	2	0	0	0	0	0
NI-11	PRE/NI-11	Network Improvement	Construction of a new road link between the M65 Motorway J14 roundabout to Birtwhistle Avenue.	2	4	6	2	2	2	-4	0	>£5m (major scheme)	2	2	1	0	0	-1	0
PT-01	PRE/PT-01	Public Transport	Reinstatement of the Colne to Skipton Railway line	4	12	16	0	0	0	0	4	>£5m (major scheme)	4	4	1	0	2	0	1
PT-02	PRE/PT-02	Public Transport	Replace / improve Colne bus station	2	3	5	0	0	0	0	2	**£2m - £5m**	0	0	1	1	1	0	0
PT-03	PRE/PT-03	Public Transport	Relocate Colne bus station	2	3	5	0	0	0	0	2	>£5m (major scheme)	0	0	1	1	1	0	0
PT-04	PRE/PT-04	Public Transport	Installation of bus lanes / bus gates in Colne				0	0	0	0	0	**£2m - £5m**	0	0	0	0	0	0	0
PT-05	PRE/PT-05	Public Transport	Improve bus passenger facilities (e.g. RTPI, bus shelters)	2	2	4	0	0	0	0	2	**£250k - £2m**	0	0	1	1	1	-1	0
PT-06	PRE/PT-06	Public Transport	Introduce bus priority measures (e.g. priority traffic light signals)	2	1	3	0	0	0	0	2	**£250k - £2m**	0	0	0	0	1	0	0
PT-07	PRE/PT-07	Public Transport	Improve school bus facilities	2	6	8	0	0	0	0	2	**£250k - £2m**	0	2	1	1	1	0	1
NM-01	PRE/NM-01	Non-Motorised	Pedestrian Crossing facilities on Market Street	0	6	6	0	0	0	0	0	<£250k	0	2	1	2	1	0	0
NM-02	PRE/NM-02	Non-Motorised	Zebra Crossing, Skipton Road, north of Chatham Street, Colne	-2	4	2	-2	0	0	0	0	<£250k	0	0	1	2	1	0	0
NM-03	PRE/NM-03	Non-Motorised	Pedestrian facility improvements on A56 Albert Road, Colne	0	6	6	0	0	0	0	0	<£250k	0	2	1	2	1	0	0
NM-04	PRE/NM-04	Non-Motorised	Improved pedestrian facilities at signals at Skipton road / Keighley road junction.	0	6	6	0	0	0	0	0	<£250k	0	2	1	2	1	0	0
NM-05	PRE/NM-05	Non-Motorised	Extension of cycle path from Vivary Way to North Valley road, Colne	2	8	10	0	2	0	0	0	<£250k	0	2	2	2	2	-1	1
NM-06	PRE/NM-06	Non-Motorised	Refuge, Primet Hill by Colne Railway Station	0	4	4	0	0	0	0	0	<£250k	0	0	1	2	1	0	0
NM-07	PRE/NM-07	Non-Motorised	Zebra crossing, Byron road near Rutland Avenue, Colne	-2	4	2	-2	0	0	0	0	<£250k	0	0	1	2	1	0	0
NM-08	PRE/NM-08	Non-Motorised	Part of a cycle route from Trawden to Park High School, Keighley road / Byron road, Colne	0	8	8	0	0	0	0	0	<£250k	0	2	2	2	2	-1	1
NM-09	PRE/NM-09	Non-Motorised	Part of a cycle route from Trawden to Park High School, Byron road, Keighley road-Grasmere Close	0	8	8	0	0	0	0	0	<£250k	0	2	2	2	2	-1	1
NM-10	PRE/NM-10	Non-Motorised	Lighting of cycle path, Oxford Road - Fisher More High School cycle path	0	6	6	0	0	0	0	0	<£250k	0	2	2	2	1	-1	0
NM-11	PRE/NM-11	Non-Motorised	Cycle Parking Provision, Fisher Moore High School	0	4	4	0	0	0	0	0	<£250k	0	2	1	0	1	0	0
NM-12	PRE/NM-12	Non-Motorised	Pedestrian corridor improvements in Colne and Nelson town centres	0	8	8	0	0	0	0	0	<£250k	0	2	2	2	1	0	1
NM-13	PRE/NM-13	Non-Motorised	Extension of cycle path to Leeds Rd, A6068 White Walls Drive, Colne	0	8	8	0	0	0	0	0	<£250k	0	2	2	2	2	-1	1
NM-14	PRE/NM-14	Non-Motorised	Upgrade zebra crossing facility on Market Street to a controlled crossing facility.	0	6	6	0	0	0	0	0	<£250k	0	2	1	2	1	0	0
NM-15	PRE/NM-15	Non-Motorised	Reduce number of pedestrian crossings on North Valley Rd and construct a footbridge / subway	4	7	11	2	2	0	0	0	**£2m - £5m**	2	2	1	1	1	-1	1
NM-16	PRE/NM-16	Non-Motorised	Improve link between Colne bus and railway station	2	4	6	0	0	0	0	2	**£250k - £2m**	0	2	1	1	1	-1	0
NM-17	PRE/NM-17	Non-Motorised	Cycle route between Colne and Barnoldswick	2	8	10	0	2	0	0	0	**£2m - £5m**	0	2	2	2	2	-1	1
TM-01	PRE/TM-01	Traffic Management	Link traffic signals on Vivary Way (e.g. install SCOOT)	8	6	14	4	2	2	0	0	<£250k	2	2	1	0	0	0	1
TM-02	PRE/TM-02	Traffic Management	Improve Capacity Issues at the Crown Way / Vivary Way junction	4	6	10	2	0	2	0	0	<£250k	2	2	1	0	0	0	1
TM-03	PRE/TM-03	Traffic Management	Review signing strategy	4	1	5	0	0	2	2	0	<£250k	0	0	1	0	0	0	0
TM-04	PRE/TM-04	Traffic Management	Make Langroyd Road one-way (northbound)	6	3	9	0	2	4	0	0	<£250k	0	0	1	1	0	0	1
TM-05	PRE/TM-05	Traffic Management	Update MOVA at the North Valley Retail & Business Park junction	4	6	10	2	0	2	0	0	<£250k	2	2	1	0	0	0	1
TM-06	PRE/TM-06	Traffic Management	Introduce safety measures at the M65 Motorway Junction 14 roundabout	0	1	1	0	0	0	0	0	**£250k - £2m**	0	0	1	0	0	0	0
TM-07	PRE/TM-07	Traffic Management	Peak time signals, M65 J13 slip road, Nelson	2	5	7	2	0	0	0	0	**£250k - £2m**	2	2	1	0	0	0	0
TM-08	PRE/TM-08	Traffic Management	Traffic Calming, signs, markings, B6248 Clitheroe road/ Railway Streer, Brierfield				0	0	0	0	0	<£250k	0	0	0	0	0	0	0
TM-09	PRE/TM-09	Traffic Management	Reduce the number of junctions on Vivary Way / North Valley Road	4	6	10	2	2	0	0	0	**£250k - £2m**	2	2	1	0	0	0	1
TM-10	PRE/TM-10	Traffic Management	Introduce parking restrictions on the A56 and Langroyd Road	6	5	11	2	2	0	0	2	<£250k	2	2	0	0	0	0	1
TM-11	PRE/TM-11	Traffic Management	Remove signals at southern end of Langroyd Road	4	6	10	2	2	0	0	0	<£250k	2	2	1	0	0	0	1
TM-12	PRE/TM-12	Traffic Management	Alter lane markings at M65 J14 roundabout. Only 1 lane exiting to North Valley Rd (2nd lane hatched).	4	4	8	2	0	2	0	0	<£250k	2	2	0	0	0	0	0
TM-13	PRE/TM-13	Traffic Management	Sign Barnoldswick from J13 of the M65 Motorway, via the A682.	0	5	5	2	2	-2	-2	0	<£250k	2	2	1	0	0	0	0
TM-14	PRE/TM-14	Traffic Management	Provide better travel planning information	2	7	9	0	0	0	0	2	**£250k - £2m**	2	2	1	0	1	0	1
TM-15	PRE/TM-15	Traffic Management	Introduce school / business travel plans	2	6	8	0	0	0	0	2	<£250k	0	2	1	1	1	0	1
TM-16	PRE/TM-16	Traffic Management	Install VMS on M65 prior to J13 (EB) advising traffic to use A682/A59 to avoid Colne when congested	4	4	8	2	2	0	0	0	**£250k - £2m**	2	2	1	0	0	-1	0
TM-17	PRE/TM-17	Traffic Management	Ban right turning movements on to and off North Valley Road	4	5	9	2	0	2	0	0	**£250k - £2m**	2	2	1	0	0	0	0
TM-18	PRE/TM-18	Traffic Management	Remove some of the signals on North Valley Road and make side road junctions priority junctions.	4	5	9	2	0	2	0	0	**£250k - £2m**	2	2	1	0	0	0	0
TM-19	PRE/TM-19	Traffic Management	Routing agreements with haulage companies and advisory HGV signs. Delivery timings.	6	4	10	2	2	2	0	0	<£250k	2	2	0	0	0	0	0
TM-20	PRE/TM-20	Traffic Management	Promote car sharing schemes (online)	0	6	6	0	0	0	0	0	<£250k	2	2	1	0	0	0	1
TM-21	PRE/TM-21	Traffic Management	A roundabout at the southern end of Langroyd Road				0	0	0	0	0	**£250k - £2m**	0	0	0	0	0	0	0

M65 to Yorkshire Corridor Study: Option Appraisal



Option Details

Option Number:	PRE/NI-01
Option Description:	Remitted A56 Villages Bypass Scheme
Option Aim:	Alleviate congestion in Colne and improve the quality of the built environment in the A56 villages.
Option Scheme Type:	Network Improvement

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	>£5m (major scheme)
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Historic proposals exist for an A56 Villages Bypass

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+2
2	Providing better access to education and employment	2	+2
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+1
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	-1
6	Maintaining assets	1	-2
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +7

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+2
2	Improve air quality within the designated AQMA in Colne.	2	+2
3	Reduce the impact of traffic using inappropriate roads.	2	+2
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	+2
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	+1

Overall Performance against the Study Objectives +18

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +25

Option Details

Option Number:	PRE/NI-02
Option Description:	Colne to Foulridge Bypass
Option Aim:	Alleviate congestion in Colne and improve the quality of the built environment in the A56 villages.
Option Scheme Type:	Network Improvement

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	>£5m (major scheme)
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Historic proposals exist for an A56 Villages Bypass

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+2
2	Providing better access to education and employment	2	+2
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+1
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	-1
6	Maintaining assets	1	-2
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +7

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+2
2	Improve air quality within the designated AQMA in Colne.	2	+2
3	Reduce the impact of traffic using inappropriate roads.	2	+2
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	+1
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	+1

Overall Performance against the Study Objectives +16

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +23

Option Details

Option Number:	PRE/NI-03
Option Description:	East - West Bypass
Option Aim:	Alleviate congestion in Colne and improve the quality of the built environment in the A56 villages.
Option Scheme Type:	Network Improvement

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	>£5m (major scheme)
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Historic proposals exist for an A56 Villages Bypass

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+2
2	Providing better access to education and employment	2	+2
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+1
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	-1
6	Maintaining assets	1	-2
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +7

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+2
2	Improve air quality within the designated AQMA in Colne.	2	+2
3	Reduce the impact of traffic using inappropriate roads.	2	+2
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	+1
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	+1

Overall Performance against the Study Objectives +16

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +23

Option Details

Option Number:	PRE/NI-04
Option Description:	Address pinch points on the A59 route.
Option Aim:	Improve operation of the A59, thus making it a more attractive alternative to the M65 motorway for certain journeys.
Option Scheme Type:	Network Improvement

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	>£5m (major scheme)
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision: Prior to the A59 being de-trunked, a number of improvements were made to the road. The A59 in North Yorkshire has not been improved to the same standard as in Lancashire. It has been reported that there are problems on the North Yorkshire section specifically at East and West Marton (mainly environmental issues due to the A59 passing through these villages and subsequently some properties are very close to the traffic. There was also a safety issue in the past).

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+1
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	-1
6	Maintaining assets	1	-1
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +4

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+1
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +2

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +6

Option Details

Option Number:	PRE/NI-05
Option Description:	Colne one-way loop
Option Aim:	Create a one way loop around Colne using the A6068 and the A56 to minimise conflict at junctions.
Option Scheme Type:	Network Improvement

Option Filtering

Deliverability	Very difficult to deliver
Practical Feasibility	Not Feasible
Cost	>£5m (major scheme)
Perceived Value	May deliver value for money

Further Appraisal Required: NO

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor
1	Improving access into areas of economic growth and regeneration	2
2	Providing better access to education and employment	2
3	Improving people's quality of life and well being	1
4	Improving safety of streets for most vulnerable residents	1
5	Providing safe, reliable, convenient and affordable alternatives to the car	1
6	Maintaining assets	1
7	Reducing carbon emissions	1

Overall Performance against the LTP Transport Priorities

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2
2	Improve air quality within the designated AQMA in Colne.	2
3	Reduce the impact of traffic using inappropriate roads.	2
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2

Overall Performance against the Study Objectives

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score

Option Details

Option Number:	PRE/NI-06
Option Description:	Widen North Valley Road
Option Aim:	Widen North Valley Road to enable additional capacity.
Option Scheme Type:	Network Improvement

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	>£5m (major scheme)
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

This option targets Vivary Way / North Valley Road, which is the most congested section of Colne.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	-1
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +4

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+1
2	Improve air quality within the designated AQMA in Colne.	2	+1
3	Reduce the impact of traffic using inappropriate roads.	2	+1
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	-2
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	+1

Overall Performance against the Study Objectives +4

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +8

Option Details

Option Number:	PRE/NI-07
Option Description:	Improve route from M65 J13 to Barnoldswick (via the A682)
Option Aim:	If Barnoldswick traffic exited the M65 at J13 it could reduce the volume of traffic in Colne and on the A56.
Option Scheme Type:	Network Improvement

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	>£5m (major scheme)
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

This option targets Vivary Way / North Valley Road, which is the most congested section of Colne.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+1
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	-1
7	Reducing carbon emissions	1	Neutral
	Overall Performance against the LTP Transport Priorities (*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)		+5

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+1
2	Improve air quality within the designated AQMA in Colne.	2	+1
3	Reduce the impact of traffic using inappropriate roads.	2	+1
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	-1
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	+1
	Overall Performance against the Study Objectives (*2 weighting factor applied to all of the Study Objectives)		+6

Overall Appraisal Score +11

Option Details

Option Number:	PRE/NI-08
Option Description:	Online improvements to B6250 Keighley Road to encourage westbound traffic to use Keighley Road
Option Aim:	If more traffic used the B6250 Keighley Road / A56 Albert Road to access the M65 motorway it could reduce the volume of traffic on North Valley Road.
Option Scheme Type:	Network Improvement

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£2m - £5m
Perceived Value	Not likely to deliver value for money

Further Appraisal Required: NO

Judgement Decision For Further Appraisal:

Reason for Decision: The perceived value of this option is expected to be low as it does not address the main east-west route through Colne. In addition, this section of the B6250 Keighley Road is not thought to experience significant congestion.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	
2	Providing better access to education and employment	2	
3	Improving people's quality of life and well being	1	
4	Improving safety of streets for most vulnerable residents	1	
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	
6	Maintaining assets	1	
7	Reducing carbon emissions	1	

Overall Performance against the LTP Transport Priorities

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	
2	Improve air quality within the designated AQMA in Colne.	2	
3	Reduce the impact of traffic using inappropriate roads.	2	
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	

Overall Performance against the Study Objectives

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score

Option Details

Option Number:	PRE/NI-09
Option Description:	Replace the two roundabouts on North Valley Road with signalised crossroads
Option Aim:	If all the junctions on North Valley Road were signalised and linked together then a 'green wave' could be achieved which may assist the flow of traffic along North Valley Road.
Option Scheme Type:	Network Improvement

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£2m - £5m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

This option could alleviate congestion on Vivary Way / North Valley Road, which is the most congested section of Colne.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +5

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+1
2	Improve air quality within the designated AQMA in Colne.	2	+1
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +4

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +9

Option Details

Option Number:	PRE/NI-10
Option Description:	Online improvements to Harrison Drive / Birtwhistle Avenue
Option Aim:	Harrison Drive / Birtwhistle Avenue is currently used as a rat run between the A6068 and the A56. Online improvements to Harrison Drive / Birtwhistle Avenue could improve the suitability of this route.
Option Scheme Type:	Network Improvement

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£2m - £5m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

This option could alleviate congestion on Vivary Way / North Valley Road, which is the most congested section of Colne.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	Neutral
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +4

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+1
2	Improve air quality within the designated AQMA in Colne.	2	+1
3	Reduce the impact of traffic using inappropriate roads.	2	+1
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	-2
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +2

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +6

Option Details

Option Number:	PRE/NI-11
Option Description:	Construction of a new road link between the M65 Motorway J14 roundabout to Birtwhistle Avenue.
Option Aim:	A new road link could remove A56 bound traffic from North Valley Road.
Option Scheme Type:	Network Improvement

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	>£5m (major scheme)
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

This option could alleviate congestion on Vivary Way / North Valley Road, which is the most congested section of Colne.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	-1
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +4

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+1
2	Improve air quality within the designated AQMA in Colne.	2	+1
3	Reduce the impact of traffic using inappropriate roads.	2	+1
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	-2
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +2

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +6

Option Details

Option Number:	PRE/PT-01
Option Description:	Reinstatement of the Colne to Skipton Railway line
Option Aim:	Provide a rail link between Colne and Skipton and further afield.
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	>£5m (major scheme)
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

The railway line between Colne and Skipton has been closed since 1970, however there is a long standing aspiration to re-instate the Colne to Skipton railway line.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+2
2	Providing better access to education and employment	2	+2
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+2
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	+1

Overall Performance against the LTP Transport Priorities +12

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	+2

Overall Performance against the Study Objectives +4

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +16

Option Details

Option Number:	PRE/PT-02
Option Description:	Replace / improve Colne bus station
Option Aim:	Improving public transport facilities could encourage people to modal shift.
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£2m - £5m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Colne bus station has a lack of facilities.
Improvements have recently been made to the Nelson interchange.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	Neutral
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+1
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+1
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +3

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	+1

Overall Performance against the Study Objectives +2

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +5

Option Details

Option Number:	PRE/PT-03
Option Description:	Relocate Colne bus station
Option Aim:	Colne bus station is 0.7 miles from the train station.
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	>£5m (major scheme)
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

If Colne's bus and train station were closer together it could improve the attractiveness of public transport in Colne.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	Neutral
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+1
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+1
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +3

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	+1

Overall Performance against the Study Objectives +2

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +5

Option Details

Option Number:	PRE/PT-04
Option Description:	Installation of bus lanes / bus gates in Colne
Option Aim:	Improving public transport facilities could encourage people to modal shift.
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Not Feasible
Cost	£2m - £5m
Perceived Value	May deliver value for money

Further Appraisal Required: NO

Judgement Decision For Further Appraisal:

Reason for Decision:

Insufficient highway capacity

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	
2	Providing better access to education and employment	2	
3	Improving people's quality of life and well being	1	
4	Improving safety of streets for most vulnerable residents	1	
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	
6	Maintaining assets	1	
7	Reducing carbon emissions	1	

Overall Performance against the LTP Transport Priorities

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	
2	Improve air quality within the designated AQMA in Colne.	2	
3	Reduce the impact of traffic using inappropriate roads.	2	
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	

Overall Performance against the Study Objectives

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score

Option Details

Option Number:	PRE/PT-05
Option Description:	Improve bus passenger facilities (e.g. RTPI, bus shelters)
Option Aim:	Improve the attractiveness of bus services.
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Feasible
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Option could increase the number of people using public transport, thus alleviating congestion in Colne.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	Neutral
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+1
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+1
6	Maintaining assets	1	-1
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +2

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	+1

Overall Performance against the Study Objectives +2

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +4

Option Details

Option Number:	PRE/PT-06
Option Description:	Introduce bus priority measures (e.g. priority traffic light signals)
Option Aim:	Make bus travel a more attractive option, thus encouraging modal shift
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

If successful, this option could reduce the number of vehicles on the road in Colne in peak periods

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	Neutral
3	Improving people's quality of life and well being	1	Neutral
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+1
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral
	Overall Performance against the LTP Transport Priorities (*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)		+1

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	+1
	Overall Performance against the Study Objectives (*2 weighting factor applied to all of the Study Objectives)		+2

Overall Appraisal Score +3

Option Details

Option Number:	PRE/PT-07
Option Description:	Improve school bus facilities
Option Aim:	Reduce the number of vehicles on the road in Colne in peak periods
Option Scheme Type:	Public Transport

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Feasible
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Option could alleviate congestion in Colne town centre

Option Appraisal

Contribution towards the LTP Transport Priorities		Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+1
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+1
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	+1
Overall Performance against the LTP Transport Priorities (*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)			+6

Contribution towards the Study Objectives		Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	+1
Overall Performance against the Study Objectives (*2 weighting factor applied to all of the Study Objectives)			+2

Overall Appraisal Score +8

Option Details

Option Number:	PRE/NM-01
Option Description:	Pedestrian Crossing facilities on Market Street
Option Aim:	Potential to put pedestrian guard rails up to channel pedestrians to the crossing point.
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Popular crossing point

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+2
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+1
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +6

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives No Impact

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +6

Option Details

Option Number:	PRE/NM-02
Option Description:	Zebra Crossing, Skipton Road, north of Chatham Street, Colne
Option Aim:	Improve pedestrian crossing facilities in Colne (£21k)
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Highlighted by LCC as a scheme they would like to progress subject to the allocation of funding.
JB 17.5.2012: said 2 ped accs in recent years.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	Neutral
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+2
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+1
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +4

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	-1
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives -2

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +2

Option Details

Option Number:	PRE/NM-03
Option Description:	Pedestrian facility improvements on A56 Albert Road, Colne
Option Aim:	Linking Railway Station to Town Centre, upgrade and supplement pedestrian crossing facilities (High impact on pedestrians, estimate 1,000-5,000 pedestrian movements per day). (£143k)
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Potential Issues
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Highlighted by LCC as a scheme they would like to progress subject to the allocation of funding.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+2
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+1
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +6

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives No Impact

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +6

Option Details

Option Number:	PRE/NM-04
Option Description:	Improved pedestrian facilities at signals at Skipton road / Keighley road junction.
Option Aim:	Improved pedestrian facilities at signals at eastern end of town centre. Expected to have a high impact on pedestrians, estimate 100-500 per day. (£35k)
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision: Highlighted by LCC as a scheme they would like to progress subject to the allocation of funding. (Likely that funding will be allocated for pedestrian improvements on the Keighley Road/Market Street/Skipton Road junction from the 2013/14 road safety budget).

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+2
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+1
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +6

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives No Impact

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +6

Option Details

Option Number:	PRE/NM-05
Option Description:	Extension of cycle path from Vivary Way to North Valley road, Colne
Option Aim:	Extension of cycle path to serve north side of Colne. (£14k)
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Highlighted by LCC as a scheme they would like to progress subject to the allocation of funding.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+2
4	Improving safety of streets for most vulnerable residents	1	+2
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+2
6	Maintaining assets	1	-1
7	Reducing carbon emissions	1	+1

Overall Performance against the LTP Transport Priorities +8

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	+1
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +2

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +10

Option Details

Option Number:	PRE/NM-06
Option Description:	Refuge, Primet Hill by Colne Railway Station
Option Aim:	Improve pedestrian facilities (£7k)
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Highlighted by LCC as a scheme they would like to progress subject to the allocation of funding.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	Neutral
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+2
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+1
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +4

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives No Impact

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +4

Option Details

Option Number:	PRE/NM-07
Option Description:	Zebra crossing, Byron road near Rutland Avenue, Colne
Option Aim:	Improve pedestrian crossing facilities in Colne (£21k)
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Highlighted by LCC as a scheme they would like to progress subject to the allocation of funding.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	Neutral
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+2
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+1
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +4

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	-1
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives -2

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +2

Option Details

Option Number:	PRE/NM-08
Option Description:	Part of a cycle route from Trawden to Park High School, Keighley road / Byron road, Colne
Option Aim:	Improve personal safety and encourage cycling Cycle path on south side of roundabout linking to Cotton Tree Lane. (£14k)
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Highlighted by LCC as a scheme they would like to progress subject to the allocation of funding.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+2
4	Improving safety of streets for most vulnerable residents	1	+2
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+2
6	Maintaining assets	1	-1
7	Reducing carbon emissions	1	+1

Overall Performance against the LTP Transport Priorities +8

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives No Impact

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +8

Option Details

Option Number:	PRE/NM-09
Option Description:	Part of a cycle route from Trawden to Park High School, Byron road, Keighley road-Grasmere Close
Option Aim:	Improve personal safety and encourage cycling Cycle path on south side of roundabout linking to Cotton Tree Lane. (£14k)
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Highlighted by LCC as a scheme they would like to progress subject to the allocation of funding.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+2
4	Improving safety of streets for most vulnerable residents	1	+2
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+2
6	Maintaining assets	1	-1
7	Reducing carbon emissions	1	+1

Overall Performance against the LTP Transport Priorities +8

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives No Impact

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +8

Option Details

Option Number:	PRE/NM-10
Option Description:	Lighting of cycle path, Oxford Road - Fisher More High School cycle path
Option Aim:	Improve personal safety and encourage cycling There are also two other high schools near the cycle path (£14k)
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Highlighted by LCC as a scheme they would like to progress subject to the allocation of funding.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+2
4	Improving safety of streets for most vulnerable residents	1	+2
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+1
6	Maintaining assets	1	-1
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +6

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives No Impact

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +6

Option Details

Option Number:	PRE/NM-11
Option Description:	Cycle Parking Provision, Fisher Moore High School
Option Aim:	Encourage cycling (£10k)
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Highlighted by LCC as a scheme they would like to progress subject to the allocation of funding.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+1
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +4

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives No Impact

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +4

Option Details

Option Number:	PRE/NM-12
Option Description:	Pedestrian corridor improvements in Colne and Nelson town centres
Option Aim:	Encourage pedestrian trips
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Highlighted by LCC as a scheme they would like to progress subject to the allocation of funding.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+2
4	Improving safety of streets for most vulnerable residents	1	+2
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+1
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	+1

Overall Performance against the LTP Transport Priorities +8

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives No Impact

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +8

Option Details

Option Number:	PRE/NM-13
Option Description:	Extension of cycle path to Leeds Rd, A6068 White Walls Drive, Colne
Option Aim:	Improve personal safety and encourage cycling (£14k)
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Highlighted by LCC as a scheme they would like to progress subject to the allocation of funding.

Option Appraisal

Contribution towards the LTP Transport Priorities		Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+2
4	Improving safety of streets for most vulnerable residents	1	+2
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+2
6	Maintaining assets	1	-1
7	Reducing carbon emissions	1	+1
Overall Performance against the LTP Transport Priorities (*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)			+8

Contribution towards the Study Objectives		Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral
Overall Performance against the Study Objectives (*2 weighting factor applied to all of the Study Objectives)			No Impact

Overall Appraisal Score +8

Option Details

Option Number:	PRE/NM-14
Option Description:	Upgrade zebra crossing facility on Market Street to a controlled crossing facility.
Option Aim:	This is in a town centre area with a number of pedestrian crossing movements this leads to congestion on Market Street/Albert Road. A controlled crossing facility could uniform pedestrian crossing movements and may enable traffic to flow more efficiently on the A56 during peak periods.
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Highlighted by LCC as a scheme they would like to progress subject to the allocation of funding.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+2
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+1
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +6

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives No Impact

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +6

Option Details

Option Number:	PRE/NM-15
Option Description:	Reduce number of pedestrian crossings on North Valley Rd and construct a footbridge / subway
Option Aim:	Reducing the number of pedestrian crossings on North Valley Rd would reduce the amount of red time on North Valley Rd, which could reduce congestion. Construction of footbridge / subway under North Valley Road could reduce severance between north valley area of Colne and town centre.
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£2m - £5m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Could make North Valley Road operate better.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+1
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+1
6	Maintaining assets	1	-1
7	Reducing carbon emissions	1	+1

Overall Performance against the LTP Transport Priorities +7

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+1
2	Improve air quality within the designated AQMA in Colne.	2	+1
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +4

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +11

Option Details

Option Number:	PRE/NM-16
Option Description:	Improve link between Colne bus and railway station
Option Aim:	Improve pedestrian and cycling facilities between Colne bus station and the train station, which are approximately 0.7 miles apart.
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Potential Issues
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Could encourage public transport use and also walking and cycling for local trips.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+1
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+1
6	Maintaining assets	1	-1
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +4

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	+1

Overall Performance against the Study Objectives +2

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +6

Option Details

Option Number:	PRE/NM-17
Option Description:	Cycle route between Colne and Barnoldswick
Option Aim:	Encourage more people to cycle between Colne and Barnoldswick, where significant levels of employment are located.
Option Scheme Type:	Non-Motorised

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Potential Issues
Cost	£2m - £5m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Could encourage more cycling trips, thus reducing congestion in Colne.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+2
4	Improving safety of streets for most vulnerable residents	1	+2
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+2
6	Maintaining assets	1	-1
7	Reducing carbon emissions	1	+1

Overall Performance against the LTP Transport Priorities +8

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	+1
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +2

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +10

Option Details

Option Number:	PRE/TM-01
Option Description:	Link traffic signals on Vivary Way (e.g. install SCOOT)
Option Aim:	Reduce congestion on the A6068 Vivary Way / North Valley Road. A study looking at the management of traffic signals on Vivary Way / North Valley Road was undertaken as part of the Sainsbury's development. MOVA was consequently installed at the signalised junctions.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	Likely to deliver value for money

Further Appraisal Required: YES

Judgement Decision For Further Appraisal:

Reason for Decision:

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	+1

Overall Performance against the LTP Transport Priorities +6

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+2
2	Improve air quality within the designated AQMA in Colne.	2	+1
3	Reduce the impact of traffic using inappropriate roads.	2	+1
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +8

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +14

Option Details

Option Number:	PRE/TM-02
Option Description:	Improve Capacity Issues at the Crown Way / Vivary Way junction
Option Aim:	Reduce congestion on the A6068 Vivary Way / North Valley Road. Some improvements have already been made at this junction including widening and traffic signal improvements. Change lane markings (appears to be low demand for right turn lane into Crown Way) and modify staging arrangements.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	Likely to deliver value for money

Further Appraisal Required: YES

Judgement Decision For Further Appraisal:

Reason for Decision:

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	+1

Overall Performance against the LTP Transport Priorities +6

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+1
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	+1
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +4

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +10

Option Details

Option Number:	PRE/TM-03
Option Description:	Review signing strategy
Option Aim:	Reduce through traffic in Colne. The through traffic signing strategy could potentially be reviewed. Satellite navigation routing (A59 versus M65) could be an issue. Could sign A59 Skipton off at J31 M6 Motorway. Colne is now on the Highways Agency's primary destination list.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	Likely to deliver value for money

Further Appraisal Required: YES

Judgement Decision For Further Appraisal:

Reason for Decision:

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	Neutral
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +1

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	+1
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	+1
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +4

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +5

Option Details

Option Number:	PRE/TM-04
Option Description:	Make Langroyd Road one-way (northbound)
Option Aim:	Reduce traffic volumes using Langroyd Rd as a rat run between A6068 and A56. A historic proposal was to make Langroyd Road one-way (northbound). A public meeting has been held in the past to discuss this issue.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Issue raised at the Problems and Issues Workshop. Accident analysis shows that accidents have occurred at the northern end of Langroyd Road.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	Neutral
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+1
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	+1

Overall Performance against the LTP Transport Priorities +3

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	+1
3	Reduce the impact of traffic using inappropriate roads.	2	+2
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +6

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +9

Option Details

Option Number:	PRE/TM-05
Option Description:	Update MOVA at the North Valley Retail & Business Park junction
Option Aim:	Reduce congestion on the A6068 Vivary Way / North Valley Road. An old version of MOVA is installed on the traffic signals at this junction. Potential to update.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	Likely to deliver value for money

Further Appraisal Required: YES

Judgement Decision For Further Appraisal:

Reason for Decision:

This option is unlikely to be delivered in isolation, however it could be delivered in parrallel with option TM-01 (Link traffic signals on Vivary Way (e.g install SCOOT)).

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	+1

Overall Performance against the LTP Transport Priorities +6

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+1
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	+1
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +4

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +10

Option Details

Option Number:	PRE/TM-06
Option Description:	Introduce safety measures at the M65 Motorway Junction 14 roundabout
Option Aim:	Reduce the number of accidents ocurring at the M65 Motorway Junction 14 roundabout. Yellow rumble strips have already been painted on the road and a 50mph speed limit introduced.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Potential Issues
Cost	£250k - £2m
Perceived Value	Likely to deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal:

Reason for Decision:

Between 2007 and 2011, 22 vehicle accidents have occurred at the junction of the M65 motorway (Junction 14) and the A6068 Vivary Way.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	Neutral
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +1

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives No Impact

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +1

Option Details

Option Number:	PRE/TM-07
Option Description:	Peak time signals, M65 J13 slip road, Nelson
Option Aim:	Reduce congestion on the M65 Motorway
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Feasible
Cost	£250k - £2m
Perceived Value	Likely to deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision: Highlighted by LCC as a scheme they would like to progress subject to the allocation of funding. Await planning development to obtain funding (£143k)

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +5

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+1
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +2

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +7

Option Details

Option Number:	PRE/TM-08
Option Description:	Traffic Calming, signs, markings, B6248 Clitheroe road/ Railway Streer, Brierfield
Option Aim:	Improve traffic conditions in Brierfield
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Potential Issues
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: NO

Reason for Decision:

Doesn't directly impact the M65 to Yorkshire corridor.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	
2	Providing better access to education and employment	2	
3	Improving people's quality of life and well being	1	
4	Improving safety of streets for most vulnerable residents	1	
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	
6	Maintaining assets	1	
7	Reducing carbon emissions	1	

Overall Performance against the LTP Transport Priorities

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	
2	Improve air quality within the designated AQMA in Colne.	2	
3	Reduce the impact of traffic using inappropriate roads.	2	
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	

Overall Performance against the Study Objectives

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score

Option Details

Option Number:	PRE/TM-09
Option Description:	Reduce the number of junctions on Vivary Way / North Valley Road
Option Aim:	Currently there are five major junctions on Vivary Way / North Valley Road (4 signalised and 1 roundabout) which interrupt the east-west flow of vehicles along the route. Junctions would need to be rationalised to enable access to all roads.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£250k - £2m
Perceived Value	Likely to deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision: This option targets Vivary Way / North Valley Road, which is the most congested section of Colne. This option is unlikely to be delivered in isolation, however it could be delivered in parrallel with option TM-01 (Link traffic signals on Vivary Way (e.g install SCOOT)).

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	+1

Overall Performance against the LTP Transport Priorities +6

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+1
2	Improve air quality within the designated AQMA in Colne.	2	+1
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +4

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +10

Option Details

Option Number:	PRE/TM-10
Option Description:	Introduce parking restrictions on the A56 and Langroyd Road
Option Aim:	Widen carriageway by restricting vehicles from parking on the A56 and Langroyd Road.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Langroyd Road is used to travel between the A56 and the A6068. This option could make Langroyd Road and the A56 operate better.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	Neutral
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	+1

Overall Performance against the LTP Transport Priorities +5

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+1
2	Improve air quality within the designated AQMA in Colne.	2	+1
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	+1

Overall Performance against the Study Objectives +6

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +11

Option Details

Option Number:	PRE/TM-11
Option Description:	Remove signals at southern end of Langroyd Road
Option Aim:	Removing signals at the southern end of Langroyd Road and making it a priority junction could make Langroyd Road a less attractive rat run. In addition, a phase on the signals on North Valley Road would be removed which could improve the east-west traffic movements.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Potential Issues
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Could make North Valley Road operate better.
This option is unlikely to be delivered in isolation, however it could be delivered in parrallel with option TM-01 (Link traffic signals on Vivary Way (e.g install SCOOT)).

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	+1

Overall Performance against the LTP Transport Priorities +6

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+1
2	Improve air quality within the designated AQMA in Colne.	2	+1
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +4

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +10

Option Details

Option Number:	PRE/TM-12
Option Description:	Alter lane markings at M65 J14 roundabout. Only 1 lane exiting to North Valley Rd (2nd lane hatched).
Option Aim:	Currently traffic queues on the M65 motorways back from J14 to J12 and multiple accidents have occurred at J14 roundabout. By providing an additional lane exiting the M65 for traffic joining Vivary Way, the queues of traffic on the M65 could be reduced.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable
Practical Feasibility	Potential Issues
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Option could reduce queuing on the M65 motorway.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	Neutral
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +4

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+1
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	+1
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +4

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +8

Option Details

Option Number:	PRE/TM-13
Option Description:	Sign Barnoldswick from J13 of the M65 Motorway, via the A682.
Option Aim:	Currently only Nelson and Kendal are signed from J13 of the M65 Motorway. Signing Barnoldswick traffic off the M65 at J13 could reduce the volume of traffic in Colne and on the A56.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Option could remove traffic from Colne town centre

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +5

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+1
2	Improve air quality within the designated AQMA in Colne.	2	+1
3	Reduce the impact of traffic using inappropriate roads.	2	-1
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	-1
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives No Impact

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +5

Option Details

Option Number:	PRE/TM-14
Option Description:	Provide better travel planning information
Option Aim:	To encourage the use of public transport when possible, improvements could be made to travel planning information at the time you want to travel. This would enable people to make 'better' choices.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Feasible
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Option could alleviate congestion in Colne town centre

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+1
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	+1

Overall Performance against the LTP Transport Priorities +7

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	+1

Overall Performance against the Study Objectives +2

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +9

Option Details

Option Number:	PRE/TM-15
Option Description:	Introduce school / business travel plans
Option Aim:	Reduce the number of vehicles on the road in Colne in peak periods through encouraging more sustainable travel patterns.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Feasible
Cost	<£250k
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Option could alleviate congestion in Colne town centre

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	Neutral
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	+1
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	+1
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	+1

Overall Performance against the LTP Transport Priorities +6

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	+1

Overall Performance against the Study Objectives +2

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +8

Option Details

Option Number:	PRE/TM-16
Option Description:	Install VMS on M65 prior to J13 (EB) advising traffic to use A682/A59 to avoid Colne when congested
Option Aim:	Sign traffic / destinations (e.g. Skipton) off the M65 at J13 to reduce the volume of traffic in Colne and on the A56.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Option could alleviate congestion in Colne town centre

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	-1
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +4

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+1
2	Improve air quality within the designated AQMA in Colne.	2	+1
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +4

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +8

Option Details

Option Number:	PRE/TM-17
Option Description:	Ban right turning movements on to and off North Valley Road
Option Aim:	Currently there are 5 major junctions on Vivary Way / North Valley Road (4 signalised & 1 roundabout) which interrupt the east-west flow of vehicles along the route. Banning right turning movements could reduce the number of signla phases which could assist east-west traffic.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Could make North Valley Road operate better.
This option is unlikely to be delivered in isolation, however it could be delivered in parrallel with option TM-01 (Link traffic signals on Vivary Way (e.g install SCOOT)).

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +5

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+1
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	+1
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +4

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +9

Option Details

Option Number:	PRE/TM-18
Option Description:	Remove some of the signals on North Valley Road and make side road junctions priority junctions.
Option Aim:	This could reduce the conflict on North Valley Road which may improve the east-west traffic movements along North Valley Road.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Could make North Valley Road operate better.
This option is unlikely to be delivered in isolation, however it could be delivered in parrallel with option TM-01 (Link traffic signals on Vivary Way (e.g install SCOOT)).

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +5

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+1
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	+1
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +4

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +9

Option Details

Option Number:	PRE/TM-19
Option Description:	Routing agreements with haulage companies and advisory HGV signs. Delivery timings.
Option Aim:	Schedule HGV delivery timings outside of the peak hours. In addition, agree HGV routing through Colne to minimise impact upon congestion.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	<£250k
Perceived Value	Likely to deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Option could alleviate congestion in Colne town centre

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	Neutral
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	Neutral

Overall Performance against the LTP Transport Priorities +4

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	+1
2	Improve air quality within the designated AQMA in Colne.	2	+1
3	Reduce the impact of traffic using inappropriate roads.	2	+1
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives +6

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +10

Option Details

Option Number:	PRE/TM-20
Option Description:	Promote car sharing schemes (online)
Option Aim:	Car sharing could reduce the number of vehicles on the road in Colne in peak periods.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Potential Issues
Cost	<£250k
Perceived Value	Likely to deliver value for money

Further Appraisal Required: **Judgement Required**

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Option could alleviate congestion in Colne town centre

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	+1
2	Providing better access to education and employment	2	+1
3	Improving people's quality of life and well being	1	+1
4	Improving safety of streets for most vulnerable residents	1	Neutral
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	Neutral
6	Maintaining assets	1	Neutral
7	Reducing carbon emissions	1	+1

Overall Performance against the LTP Transport Priorities +6

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	Neutral
2	Improve air quality within the designated AQMA in Colne.	2	Neutral
3	Reduce the impact of traffic using inappropriate roads.	2	Neutral
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	Neutral
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	Neutral

Overall Performance against the Study Objectives No Impact

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score +6

Option Details

Option Number:	PRE/TM-21
Option Description:	A roundabout at the southern end of Langroyd Road
Option Aim:	Removing signals at the southern end of Langroyd Road could assist the flow of traffic along North Valley Road.
Option Scheme Type:	Traffic Management

Option Filtering

Deliverability	Deliverable, but with challenges
Practical Feasibility	Not Feasible
Cost	£250k - £2m
Perceived Value	May deliver value for money

Further Appraisal Required: NO

Judgement Decision For Further Appraisal:

Reason for Decision:

Lack of space for a roundabout and junction alterations recently made when Sainsbury's store opened.

Option Appraisal

	Contribution towards the LTP Transport Priorities	Weighting Factor	
1	Improving access into areas of economic growth and regeneration	2	
2	Providing better access to education and employment	2	
3	Improving people's quality of life and well being	1	
4	Improving safety of streets for most vulnerable residents	1	
5	Providing safe, reliable, convenient and affordable alternatives to the car	1	
6	Maintaining assets	1	
7	Reducing carbon emissions	1	

Overall Performance against the LTP Transport Priorities

(*2 weighting factor applied to the 'highest priority' LTP Transport Priorities)

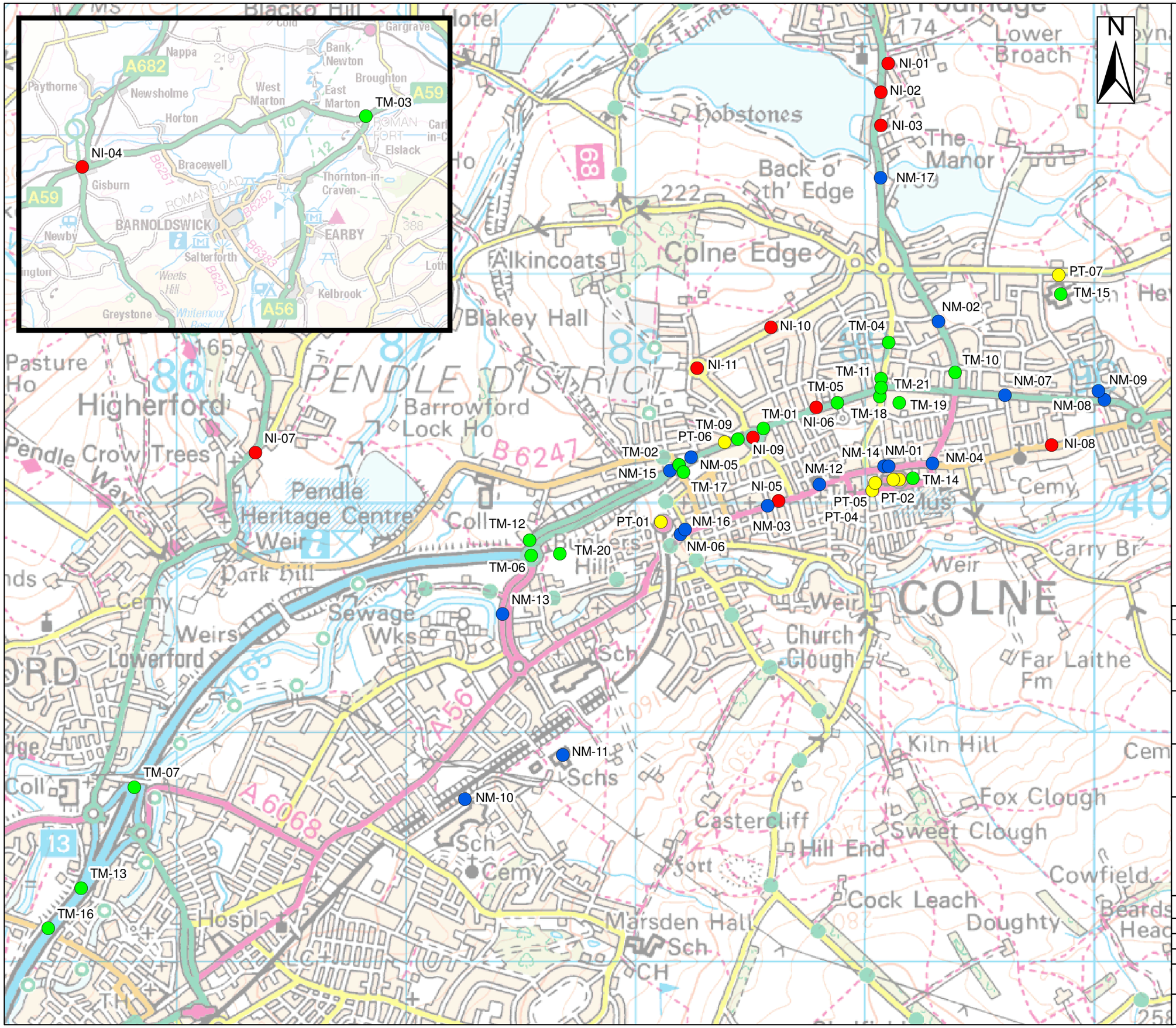
	Contribution towards the Study Objectives	Weighting Factor	
1	Improve journey time reliability for vehicles travelling between the M65 and Yorkshire / Leeds City Region.	2	
2	Improve air quality within the designated AQMA in Colne.	2	
3	Reduce the impact of traffic using inappropriate roads.	2	
4	Ensure any new or improved transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.	2	
5	Maximise the effectiveness of the public transport network and facilities within the study area.	2	

Overall Performance against the Study Objectives

(*2 weighting factor applied to all of the Study Objectives)

Overall Appraisal Score

Appendix D Appraised Options Location Plan



Legend

Study Area

Appraised Options

Type

- Network Improvement
- Non-Motorised
- Traffic Management
- Public Transport

Rev	Date	Purpose of Revision	Drawn	Check	Review	Appr.
0	Mar 13		PH	DF	MC	MC

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Client: Lancashire County Council

Project: M65 to Yorkshire Corridor Study

Drawing Title: Appraised Options

Drawing Status

Scale	NOT TO SCALE	DO NOT SCALE
Jacobs No.		
Client No.		

Drawing Number | Rev 0

Appendix E Option Assessment against Prioritisation Criteria

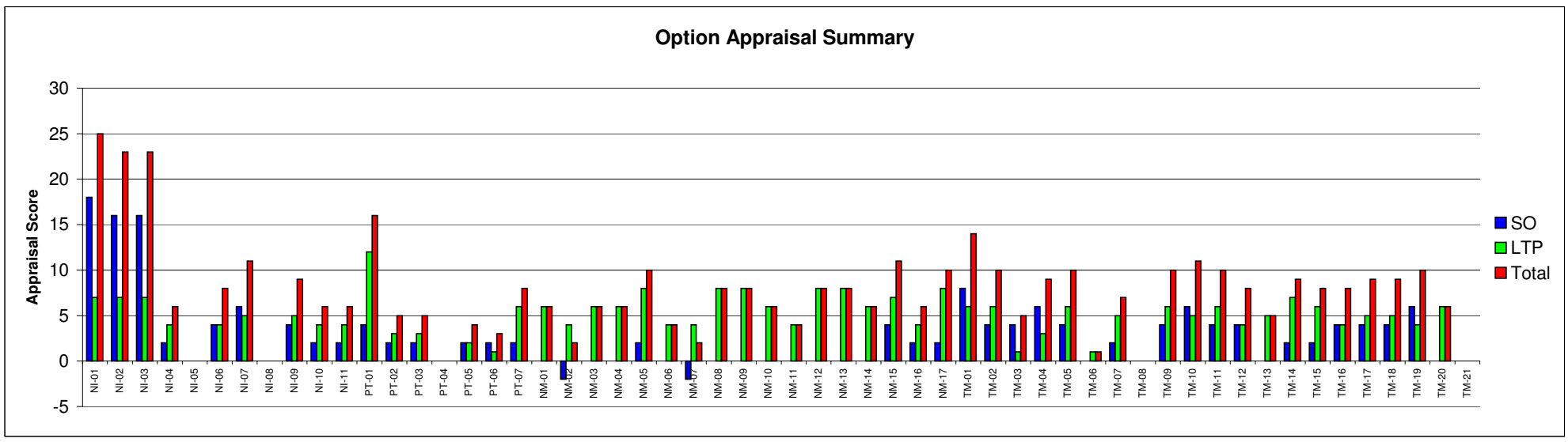
Option Prioritisation Criteria
Options must meet all 4 conditions to be considered as part of an alternative lower cost strategy for the M65 to Yorkshire Corridor.

1	**Option provides a large beneficial contribution to one or more of the Study Objectives or LTP Transport Priorities.** **Prioritisation Criteria 1 ensures that Options are focussed on specific issues.**
2	**Option provides a positive contribution to a number of LTP Transport Priorities (≥2).** **Prioritisation Criteria 2 ensures a robust policy fit with the overarching transport priorities of the County Council.**
3	**Option provides a positive contribution to a number of Study Objectives (≥2).** **Prioritisation Criteria 3 ensures that Options also deliver wider benefits to the corridor thus maximising potential Value for Money.**
4	**Option achieves an appraisal score of ≥4 against both the LTP Transport Priorities and the Study Objectives.** **Prioritisation Criteria 4 acts as a minimum threshold below which potential benefits to the corridor are likely to be marginal.**
5	**Option must be affordable within the Local Transport Plan period 2011 - 2021.** **Prioritisation Criteria 5 ensures that lower cost options are pursued.**

Table 1: Appraisal Summary (All Options)

Ref.	Description	SO	LTP	Total	Cost
NI-01	Remitted A56 Villages Bypass Scheme	18	7	25	>£5m (major
NI-02	Colne to Foulridge Bypass	16	7	23	>£5m (major
NI-03	East - West Bypass	16	7	23	>£5m (major
NI-04	Address pinch points on the A59 route.	2	4	6	>£5m (major
NI-05	Colne one-way loop	0	0	0	>£5m (major
NI-06	Widen North Valley Road	4	4	8	>£5m (major
NI-07	Improve route from M65 J13 to Barnoldswick (via the A682)	6	5	11	>£5m (major
NI-08	Online improvements to B6250 Keighley Road to encourage westbound traffic to use Keighley Road	0	0	0	£2m - £5m
NI-09	Replace the two roundabouts on North Valley Road with signalised crossroads	4	5	9	£2m - £5m
NI-10	Online improvements to Harrison Drive / Birtwhistle Avenue	2	4	6	£2m - £5m
NI-11	Construction of a new road link between the M65 Motorway J14 roundabout to Birtwhistle Avenue.	2	4	6	>£5m (major
PT-01	Reinstatement of the Colne to Skipton Railway line	4	12	16	>£5m (major
PT-02	Replace / improve Colne bus station	2	3	5	£2m - £5m
PT-03	Relocate Colne bus station	2	3	5	>£5m (major
PT-04	Installation of bus lanes / bus gates in Colne	0	0	0	£2m - £5m
PT-05	Improve bus passenger facilities (e.g. RTPI, bus shelters)	2	2	4	£250k - £2m
PT-06	Introduce bus priority measures (e.g. priority traffic light signals)	2	1	3	£250k - £2m
PT-07	Improve school bus facilities	2	6	8	£250k - £2m
NM-01	Pedestrian Crossing facilities on Market Street	0	6	6	<£250k
NM-02	Zebra Crossing, Skipton Road, north of Chatham Street, Colne	-2	4	2	<£250k
NM-03	Pedestrian facility improvements on A56 Albert Road, Colne	0	6	6	<£250k
NM-04	Improved pedestrian facilities at signals at Skipton road / Keighley road junction.	0	6	6	<£250k
NM-05	Extension of cycle path from Vivary Way to North Valley road, Colne	2	8	10	<£250k
NM-06	Refuge, Primet Hill by Colne Railway Station	0	4	4	<£250k
NM-07	Zebra crossing, Byron road near Rutland Avenue, Colne	-2	4	2	<£250k
NM-08	Part of a cycle route from Trawden to Park High School, Keighley road / Byron road, Colne	0	8	8	<£250k
NM-09	Part of a cycle route from Trawden to Park High School, Byron road, Keighley road-Grasmere Close	0	8	8	<£250k
NM-10	Lighting of cycle path, Oxford Road - Fisher More High School cycle path	0	6	6	<£250k
NM-11	Cycle Parking Provision, Fisher Moore High School	0	4	4	<£250k
NM-12	Pedestrian corridor improvements in Colne and Nelson town centres	0	8	8	<£250k
NM-13	Extension of cycle path to Leeds Rd, A6068 White Walls Drive, Colne	0	8	8	<£250k
NM-14	Upgrade zebra crossing facility on Market Street to a controlled crossing facility.	0	6	6	<£250k
NM-15	Reduce number of pedestrian crossings on North Valley Rd and construct a footbridge / subway	4	7	11	£2m - £5m
NM-16	Improve link between Colne bus and railway station	2	4	6	£250k - £2m
NM-17	Cycle route between Colne and Barnoldswick	2	8	10	£2m - £5m
TM-01	Link traffic signals on Vivary Way (e.g. install SCOOT)	8	6	14	<£250k
TM-02	Improve Capacity Issues at the Crown Way / Vivary Way junction	4	6	10	<£250k
TM-03	Review signing strategy	4	1	5	<£250k
TM-04	Make Langroyd Road one-way (northbound)	6	3	9	<£250k
TM-05	Update MOVA at the North Valley Retail & Business Park junction	4	6	10	<£250k
TM-06	Introduce safety measures at the M65 Motorway Junction 14 roundabout	0	1	1	£250k - £2m
TM-07	Peak time signals, M65 J13 slip road, Nelson	2	5	7	£250k - £2m
TM-08	Traffic Calming, signs, markings, B6248 Clitheroe road/ Railway Streer, Brierfield	0	0	0	<£250k
TM-09	Reduce the number of junctions on Vivary Way / North Valley Road	4	6	10	£250k - £2m
TM-10	Introduce parking restrictions on the A56 and Langroyd Road	6	5	11	<£250k
TM-11	Remove signals at southern end of Langroyd Road	4	6	10	<£250k
TM-12	Alter lane markings at M65 J14 roundabout. Only 1 lane exiting to North Valley Rd (2nd lane hatched).	4	4	8	<£250k
TM-13	Sign Barnoldswick from J13 of the M65 Motorway, via the A682.	0	5	5	<£250k
TM-14	Provide better travel planning information	2	7	9	£250k - £2m
TM-15	Introduce school / business travel plans	2	6	8	<£250k
TM-16	Install VMS on M65 prior to J13 (EB) advising traffic to use A682/A59 to avoid Colne when congested	4	4	8	£250k - £2m
TM-17	Ban right turning movements on to and off North Valley Road	4	5	9	£250k - £2m
TM-18	Remove some of the signals on North Valley Road and make side road junctions priority junctions.	4	5	9	£250k - £2m
TM-19	Routing agreements with haulage companies and advisory HGV signs. Delivery timings.	6	4	10	<£250k
TM-20	Promote car sharing schemes (online)	0	6	6	<£250k
TM-21	A roundabout at the southern end of Langroyd Road	0	0	0	£250k - £2m

Chart 1: Appraisal Summary (All Options)



Option Prioritisation Criteria
Options must meet all 4 conditions to be considered as part of an alternative lower cost strategy for the M65 to Yorkshire Corridor.

1	**Option provides a large beneficial contribution to one or more of the Study Objectives or LTP Transport Priorities.** **Prioritisation Criteria 1 ensures that Options are focussed on specific issues.**
2	**Option provides a positive contribution to a number of LTP Transport Priorities (≥2).** **Prioritisation Criteria 2 ensures a robust policy fit with the overarching transport priorities of the County Council.**
3	**Option provides a positive contribution to a number of Study Objectives (≥2).** **Prioritisation Criteria 3 ensures that Options also deliver wider benefits to the corridor thus maximising potential Value for Money.**
4	**Option achieves an appraisal score of ≥4 against both the LTP Transport Priorities and the Study Objectives.** **Prioritisation Criteria 4 acts as a minimum threshold below which potential benefits to the corridor are likely to be marginal.**
5	**Option must be affordable within the Local Transport Plan period 2011 - 2021.** **Prioritisation Criteria 5 ensures that lower cost options are pursued.**

Table 2: Selected Options (including complimentary options)

LTP Transport Priorities Appraisal Summary		LTP Transport Priorities								**Study Objectives						Overall Score	Prioritisation Criteria				
Option		*1	*2	3	4	5	6	7	Total	1	2	3	4	5	Total		1	2	3	4	5 (Cost)
TM-01	Link traffic signals on Vivary Way (e.g. install SCOOT)	2	2	1	0	0	0	1	6	4	2	2	0	0	8	14	✓	✓	✓	✓	<£250k
TM-02	Improve Capacity Issues at the Crown Way / Vivary Way junction	2	2	1	0	0	0	1	6	2	0	2	0	0	4	10	✗	✓	✓	✓	<£250k
TM-05	Update MOVA at the North Valley Retail & Business Park junction	2	2	1	0	0	0	1	6	2	0	2	0	0	4	10	✗	✓	✓	✓	<£250k

Table 3: Options not selected

LTP Transport Priorities Appraisal Summary		LTP Transport Priorities								**Study Objectives						Overall Score	Prioritisation Criteria				
Option		*1	*2	3	4	5	6	7	Total	1	2	3	4	5	Total		1	2	3	4	5 (Cost)
NI-01	Remitted A56 Villages Bypass Scheme	4	4	1	1	-1	-2	0	7	4	4	4	4	2	18	25	✓	✓	✓	✓	>£5m (major scheme)
NI-02	Colne to Foulridge Bypass	4	4	1	1	-1	-2	0	7	4	4	4	2	2	16	23	✓	✓	✓	✓	>£5m (major scheme)
NI-03	East - West Bypass	4	4	1	1	-1	-2	0	7	4	4	4	2	2	16	23	✓	✓	✓	✓	>£5m (major scheme)
NI-04	Address pinch points on the A59 route.	2	2	1	1	-1	-1	0	4	2	0	0	0	0	2	6	✗	✓	✗	✗	>£5m (major scheme)
NI-05	Colne one-way loop	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	✗	✗	✗	✗	>£5m (major scheme)
NI-06	Widen North Valley Road	2	2	1	0	0	-1	0	4	2	2	2	-4	2	4	8	✗	✓	✓	✓	>£5m (major scheme)
NI-07	Improve route from M65 J13 to Barnoldswick (via the A682)	2	2	1	1	0	-1	0	5	2	2	2	-2	2	6	11	✗	✓	✓	✓	>£5m (major scheme)
NI-08	Online improvements to B6250 Keighley Road to encourage westbound traffic to use Keighley Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	✗	✗	✗	✗	£2m - £5m
NI-09	Replace the two roundabouts on North Valley Road with signalised crossroads	2	2	1	0	0	0	0	5	2	2	0	0	0	4	9	✗	✓	✓	✓	£2m - £5m
NI-10	Online improvements to Harrison Drive / Birtwhistle Avenue	2	2	0	0	0	0	0	4	2	2	2	-4	0	2	6	✗	✓	✓	✗	£2m - £5m
NI-11	Construction of a new road link between the M65 Motorway J14 roundabout to Birtwhistle Avenue.	2	2	1	0	0	-1	0	4	2	2	2	-4	0	2	6	✗	✓	✓	✗	>£5m (major scheme)
PT-01	Reinstatement of the Colne to Skipton Railway line	4	4	1	0	2	0	1	12	0	0	0	0	4	4	16	✓	✓	✗	✓	>£5m (major scheme)
PT-02	Replace / improve Colne bus station	0	0	1	1	1	0	0	3	0	0	0	0	2	2	5	✗	✓	✗	✗	£2m - £5m
PT-03	Relocate Colne bus station	0	0	1	1	1	0	0	3	0	0	0	0	2	2	5	✗	✓	✗	✗	>£5m (major scheme)
PT-04	Installation of bus lanes / bus gates in Colne	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	✗	✗	✗	✗	£2m - £5m
PT-05	Improve bus passenger facilities (e.g. RTPI, bus shelters)	0	0	1	1	1	-1	0	2	0	0	0	0	2	2	4	✗	✓	✗	✗	£250k - £2m
PT-06	Introduce bus priority measures (e.g. priority traffic light signals)	0	0	0	0	1	0	0	1	0	0	0	0	2	2	3	✗	✗	✗	✗	£250k - £2m
PT-07	Improve school bus facilities	0	2	1	1	1	0	1	6	0	0	0	0	2	2	8	✗	✓	✗	✗	£250k - £2m
NM-01	Pedestrian Crossing facilities on Market Street	0	2	1	2	1	0	0	6	0	0	0	0	0	0	6	✓	✓	✗	✗	<£250k
NM-02	Zebra Crossing, Skipton Road, north of Chatham Street, Colne	0	0	1	2	1	0	0	4	-2	0	0	0	0	-2	2	✓	✓	✗	✗	<£250k
NM-03	Pedestrian facility improvements on A56 Albert Road, Colne	0	2	1	2	1	0	0	6	0	0	0	0	0	0	6	✓	✓	✗	✗	<£250k
NM-04	Improved pedestrian facilities at signals at Skipton road / Keighley road junction.	0	2	1	2	1	0	0	6	0	0	0	0	0	0	6	✓	✓	✗	✗	<£250k
NM-05	Extension of cycle path from Vivary Way to North Valley road, Colne	0	2	2	2	2	-1	1	8	0	2	0	0	0	2	10	✓	✓	✗	✗	<£250k
NM-06	Refuge, Primet Hill by Colne Railway Station	0	0	1	2	1	0	0	4	0	0	0	0	0	0	4	✓	✓	✗	✗	<£250k
NM-07	Zebra crossing, Byron road near Rutland Avenue, Colne	0	0	1	2	1	0	0	4	-2	0	0	0	0	-2	2	✓	✓	✗	✗	<£250k
NM-08	Part of a cycle route from Trawden to Park High School, Keighley road / Byron road, Colne	0	2	2	2	2	-1	1	8	0	0	0	0	0	0	8	✓	✓	✗	✗	<£250k
NM-09	Part of a cycle route from Trawden to Park High School, Byron road, Keighley road-Grasmere Close	0	2	2	2	2	-1	1	8	0	0	0	0	0	0	8	✓	✓	✗	✗	<£250k
NM-10	Lighting of cycle path, Oxford Road - Fisher More High School cycle path	0	2	2	2	1	-1	0	6	0	0	0	0	0	0	6	✓	✓	✗	✗	<£250k
NM-11	Cycle Parking Provision, Fisher Moore High School	0	2	1	0	1	0	0	4	0	0	0	0	0	0	4	✗	✓	✗	✗	<£250k
NM-12	Pedestrian corridor improvements in Colne and Nelson town centres	0	2	2	2	1	0	1	8	0	0	0	0	0	0	8	✓	✓	✗	✗	<£250k
NM-13	Extension of cycle path to Leeds Rd, A6068 White Walls Drive, Colne	0	2	2	2	2	-1	1	8	0	0	0	0	0	0	8	✓	✓	✗	✗	<£250k
NM-14	Upgrade zebra crossing facility on Market Street to a controlled crossing facility.	0	2	1	2	1	0	0	6	0	0	0	0	0	0	6	✓	✓	✗	✗	<£250k
NM-15	Reduce number of pedestrian crossings on North Valley Rd and construct a footbridge / subway	2	2	1	1	1	-1	1	7	2	2	0	0	0	4	11	✗	✓	✓	✓	£2m - £5m
NM-16	Improve link between Colne bus and railway station	0	2	1	1	1	-1	0	4	0	0	0	0	2	2	6	✗	✓	✗	✗	£250k - £2m
NM-17	Cycle route between Colne and Barnoldswick	0	2	2	2	2	-1	1	8	0	2	0	0	0	2	10	✓	✓	✗	✗	£2m - £5m
TM-03	Review signing strategy	0	0	1	0	0	0	0	1	0	0	2	2	0	4	5	✗	✗	✓	✗	<£250k
TM-04	Make Langroyd Road one-way (northbound)	0	0	1	1	0	0	1	3	0	2	4	0	0	6	9	✓	✓	✓	✗	<£250k
TM-06	Introduce safety measures at the M65 Motorway Junction 14 roundabout	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	✗	✗	✗	✗	£250k - £2m
TM-07	Peak time signals, M65 J13 slip road, Nelson	2	2	1	0	0	0	0	5	2	0	0	0	0	2	7	✗	✓	✗	✗	£250k - £2m
TM-08	Traffic Calming, signs, markings, B6248 Clitheroe road/ Railway Streer, Brierfield	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	✗	✗	✗	✗	<£250k
TM-09	Reduce the number of junctions on Vivary Way / North Valley Road	2	2	1	0	0	0	1	6	2	2	0	0	0	4	10	✗	✓	✓	✓	£250k - £2m
TM-10	Introduce parking restrictions on the A56 and Langroyd Road	2	2	0	0	0	0	1	5	2	2	0	0	2	6	11	✗	✓	✓	✓	<£250k
TM-11	Remove signals at southern end of Langroyd Road	2	2	1	0	0	0	1	6	2	2	0	0	0	4	10	✗	✓	✓	✓	<£250k
TM-12	Alter lane markings at M65 J14 roundabout. Only 1 lane exiting to North Valley Rd (2nd lane hatched).	2	2	0	0	0	0	0	4	2	0	2	0	0	4	8	✗	✓	✓	✓	<£250k
TM-13	Sign Barnoldswick from J13 of the M65 Motorway, via the A682.	2	2	1	0	0	0	0	5	2	2	-2	-2	0	0	5	✗	✓	✓	✗	<£250k
TM-14	Provide better travel planning information	2	2	1	0	1	0	1	7	0	0	0	0	2	2	9	✗	✓	✗	✗	£250k - £2m
TM-15	Introduce school / business travel plans	0	2	1	1	1	0	1	6	0	0	0	0	2	2	8	✗	✓	✗	✗	<£250k
TM-16	Install VMS on M65 prior to J13 (EB) advising traffic to use A682/A59 to avoid Colne when congested	2	2	1	0	0	-1	0	4	2	2	0	0	0	4	8	✗	✓	✓	✓	£250k - £2m
TM-17	Ban right turning movements on to and off North Valley Road	2	2	1	0	0	0	0	5	2	0	2	0	0	4	9	✗	✓	✓	✓	£250k - £2m
TM-18	Remove some of the signals on North Valley Road and make side road junctions priority junctions.	2	2	1	0	0	0	0	5	2	0	2	0	0	4	9	✗	✓	✓	✓	£250k - £2m
TM-19	Routing agreements with haulage companies and advisory HGV signs. Delivery timings.	2	2	0	0	0	0	0	4	2	2	2	0	0	6	10	✗	✓	✓	✓	<£250k
TM-20	Promote car sharing schemes (online)	2	2	1	0	0	0	1	6	0	0	0	0	0	0	6	✗	✓	✗	✗	<£250k
TM-21	A roundabout at the southern end of Langroyd Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	✗	✗	✗	✗	£250k - £2m

***Note: LTP Transport Priorities 1 and 2 have a weighting factor of x2. Therefore an appraisal score of 2 = Beneficial and 4 = Large Beneficial. LTP Transport Priorities 3 to 7 have a weighting factor of x1 therefore an appraisal score of 1 = Beneficial and 2 = Large Beneficial**

****Note: Study Objectives have a weighting factor of x2. Therefore an appraisal score of 2 = Beneficial and 4 = Large Beneficial.**

Option Prioritisation Criteria

Options must meet all 4 conditions to be considered as part of an alternative lower cost strategy for the M65 to Yorkshire Corridor.

1	**Option provides a large beneficial contribution to one or more of the Study Objectives or LTP Transport Priorities.** **Prioritisation Criteria 1 ensures that Options are focussed on specific issues.**
2	**Option provides a positive contribution to a number of LTP Transport Priorities (≥2).** **Prioritisation Criteria 2 ensures a robust policy fit with the overarching transport priorities of the County Council.**
3	**Option provides a positive contribution to a number of Study Objectives (≥2).** **Prioritisation Criteria 3 ensures that Options also deliver wider benefits to the corridor thus maximising potential Value for Money.**
4	**Option achieves an appraisal score of ≥4 against both the LTP Transport Priorities and the Study Objectives.** **Prioritisation Criteria 4 acts as a minimum threshold below which potential benefits to the corridor are likely to be marginal.**
5	**Option must be affordable within the Local Transport Plan period 2011 - 2021.** **Prioritisation Criteria 5 ensures that lower cost options are pursued.**

Chart 2: Selected Options (including complimentary options) - LTP Transport Priorities Appraisal Summary

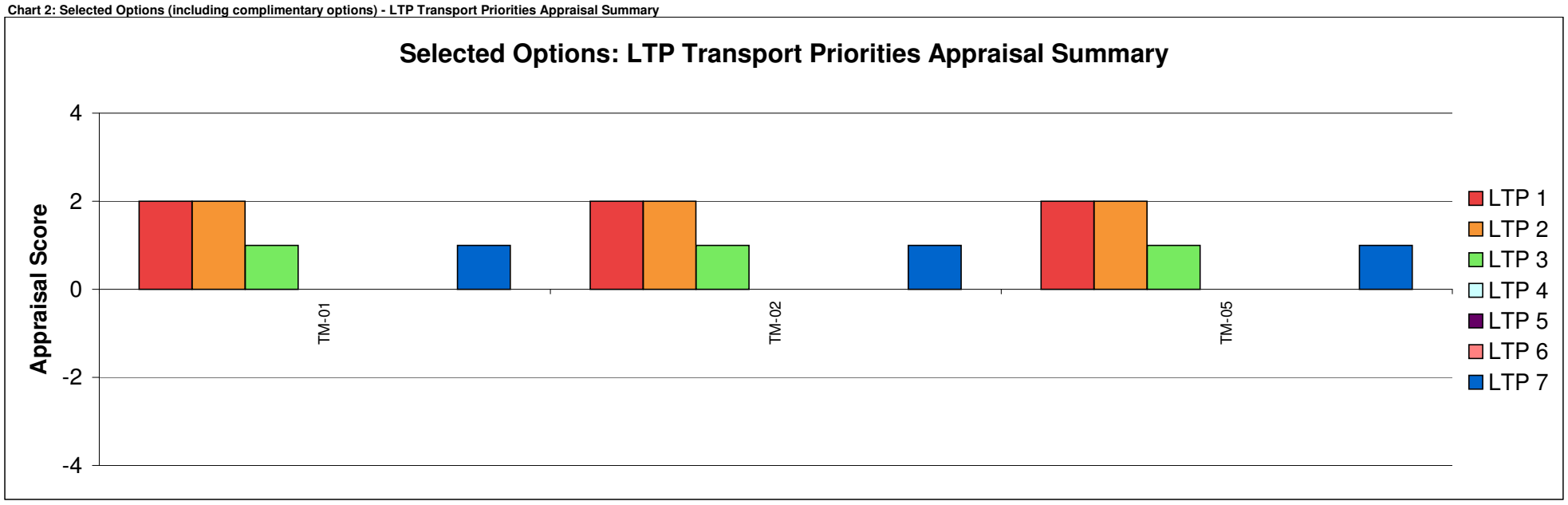


Chart 3: Selected Options (including complimentary options) - Study Objectives Appraisal Summary

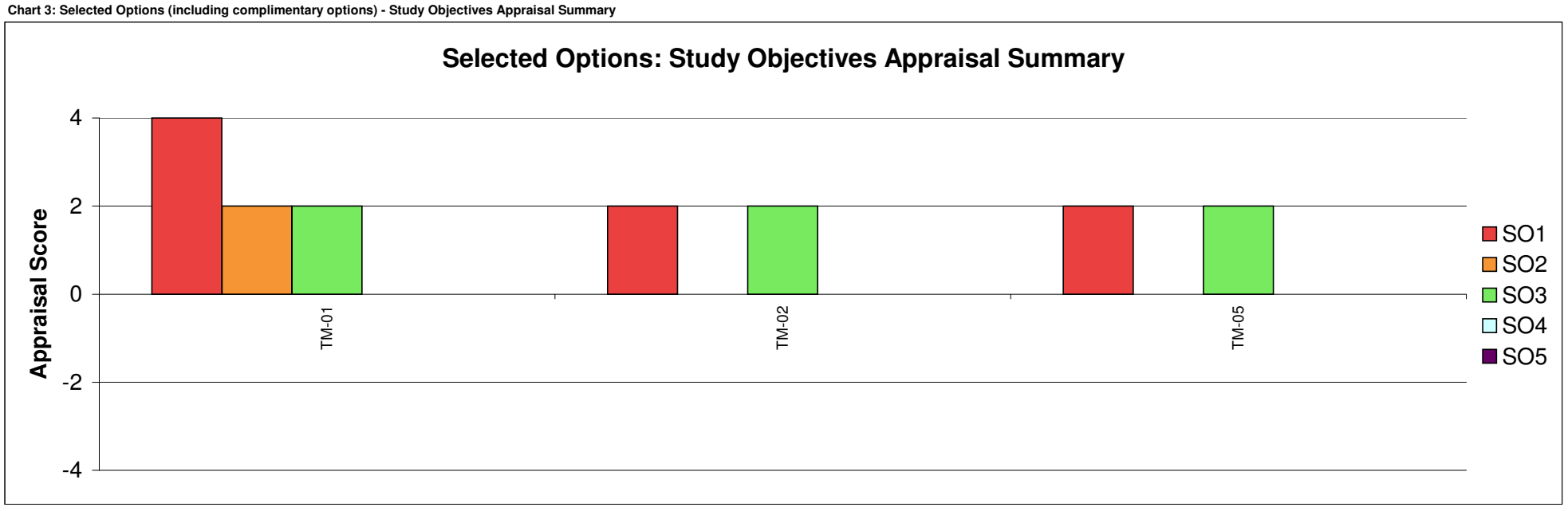


Chart 4: Options not selected - LTP Transport Priorities Appraisal Summary

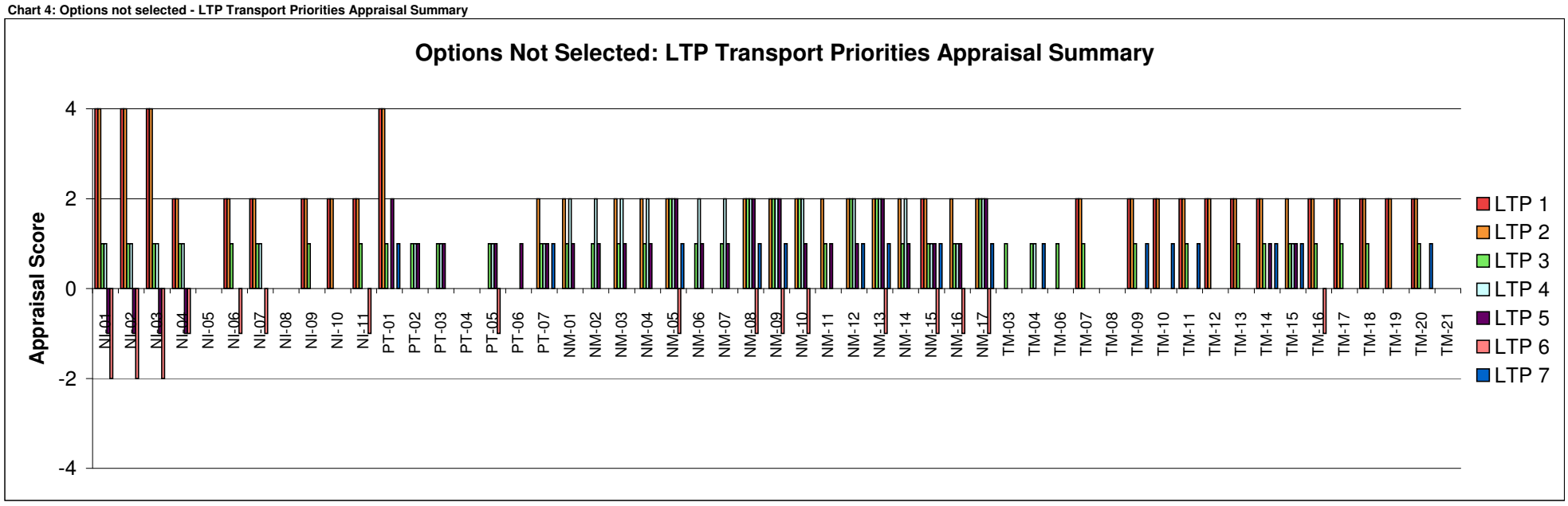


Chart 5: Options not selected - Study Objectives Appraisal Summary