

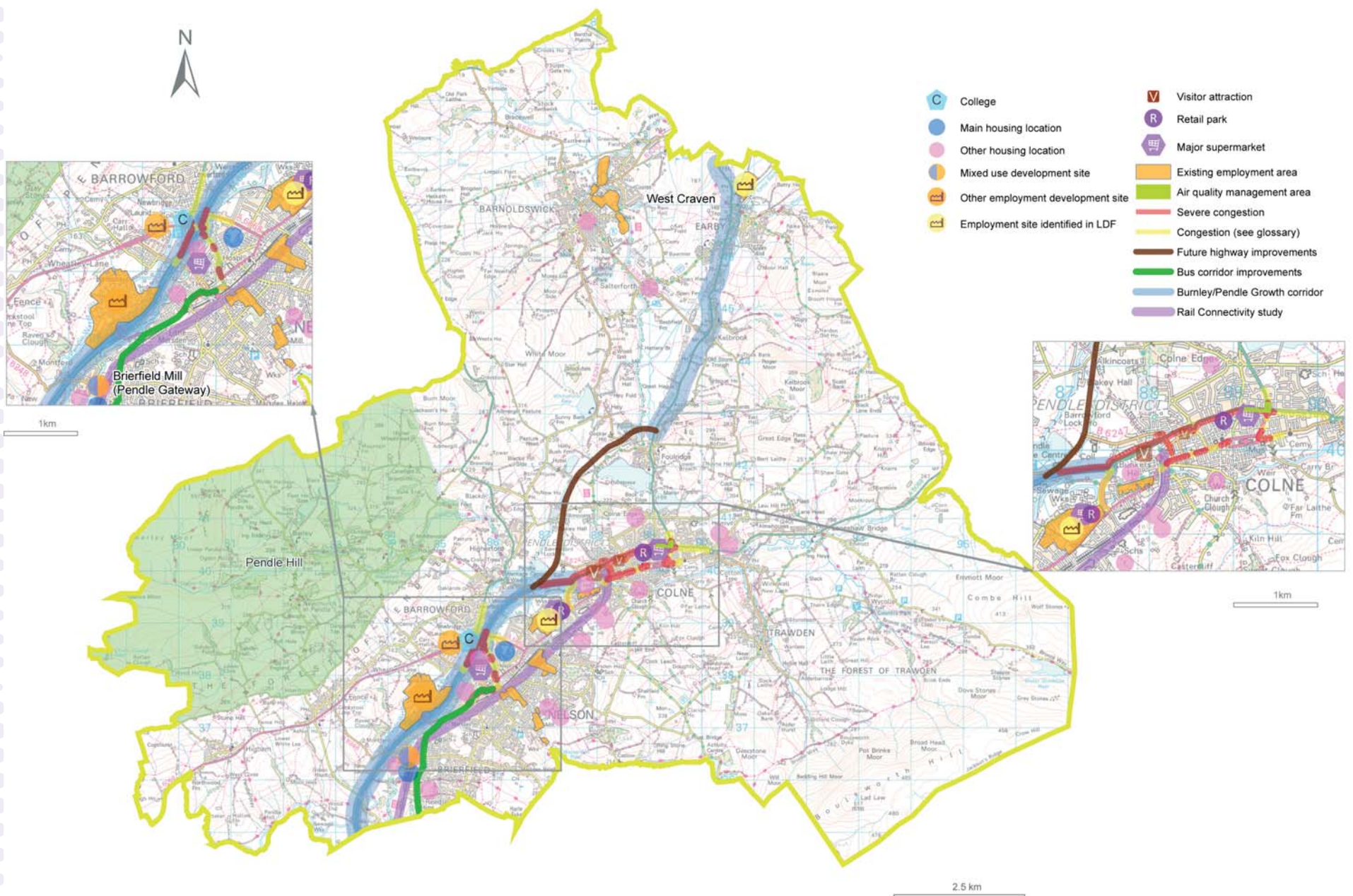


# East Lancashire

## Highways and Transport Masterplan

We are currently consulting on our proposals for highways and transport across East Lancashire.

In Pendle the masterplan looks like:



As part of these proposals, we are suggesting changing how we take forward the A56 Villages Bypass

This event is about our proposals for the bypass.



# East Lancashire

## Highways and Transport Masterplan

### The A56 Colne to Foulridge Bypass

There has been a long standing proposal to address the issues resulting from the abrupt termination of the M65 just to the west of Colne and the resultant congestion along the A6068 within the North Valley area of Colne.

Lancashire County Council currently protects a route for the bypass from A6068 Vivary Way to the county boundary to the north of Kelbrook/Earby. As this route has not so far attracted funding, it was felt that it needed to be reviewed to determine if it was still the best option to reduce traffic in Colne and improve access to West Craven.

To do this, we commissioned a M65 to Yorkshire Corridor study. The study looked at alternative measures and different route proposals. The study concluded that a Colne to Foulridge bypass is likely to provide the majority of the traffic relief in Colne and associated journey time savings.

Possible options for the bypass and for a phase 2 that would complete the original proposal are shown in this exhibition. These options show indicative alignments for the routes. The next stage will be to work up and consult on detailed designs.



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### The Study

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

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

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



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

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

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

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



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### Conclusion

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

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

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

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

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

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



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### Next Steps

The Colne-Foulridge bypass scheme is included in Transport for Lancashire's Local Major Transport Scheme programme. It is in the pool of schemes to be developed for funding in the future.

Whilst further investigation, including detailed economic assessment, environmental assessment and public consultations, will be required, we believe that the 'Brown Option' is the most appropriate scheme to take forward as part of the Major Transport Schemes programme.

Once we have general agreement on which of the indicative routes is preferred, we will start work on detailed designs which we can use to produce a full business case for the Bypass.

Part of that process will be a public consultation that will give everyone the chance to comment on detailed proposals and specific options for the new road.