



East Lancashire

Highways and Transport Masterplan

The Southern Section

The Red and Brown Options

The Red Option is based upon the southern section of the original scheme.

The Red Option starts from a new junction on Vivary Way and follows the disused railway track bed before finishing at a new junction with the A56 to the north of Foulridge. The route is 3.8km long and has 3 structures and 3 intermediate junctions.

The Brown Option runs from a new roundabout on the M65 motorway approximately 500 metres west of the existing M65 terminal roundabout (Junction 14), and joins the Red Option alignment after 1600m where it then follows the track bed before finishing at a new junction with the A56 to the north of Foulridge. The affected length of M65 is the responsibility of Lancashire County Council. The route is 4.2km long and has 3 structures and 4 intermediate junctions.

Both Routes:

- Provide a bypass of Colne and Foulridge.
- Provide the opportunity for a direct access into the potential employment site at Barrowford Road in Colne.
- Affect the disused railway track bed which is classified as a Biological Heritage Site.

The Red Route:

- Is currently mostly protected for highway development.
- Is the shortest route.
- Would mean that traffic wanting to use the bypass would still have to travel along part of Vivary Way.
- Causes a conflict in vertical alignment between the junction on Vivary Way and a future railway line and
- prevents the reinstatement of the Colne to Skipton railway.

The Brown Route:

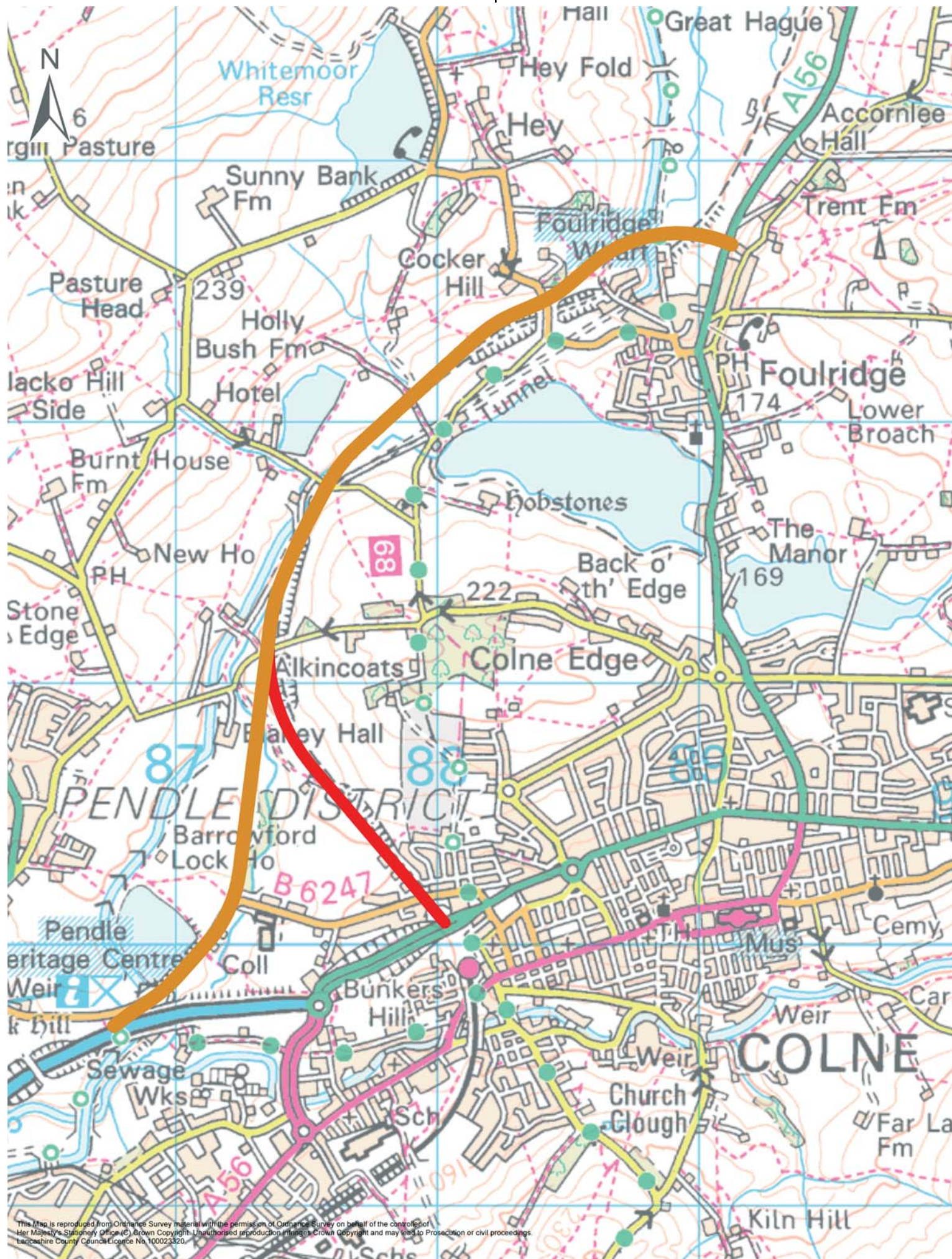
- Is currently protected for highway development in some places.
- Removes traffic wanting to use the bypass from Vivary Way.
- Avoids the conflict between Vivary Way and a future railway line
- Could improve safety at the existing M65 Junction 14.
- Could use a portion of Barrowford Road.
- Does not affect the potential future reinstatement of the railway.



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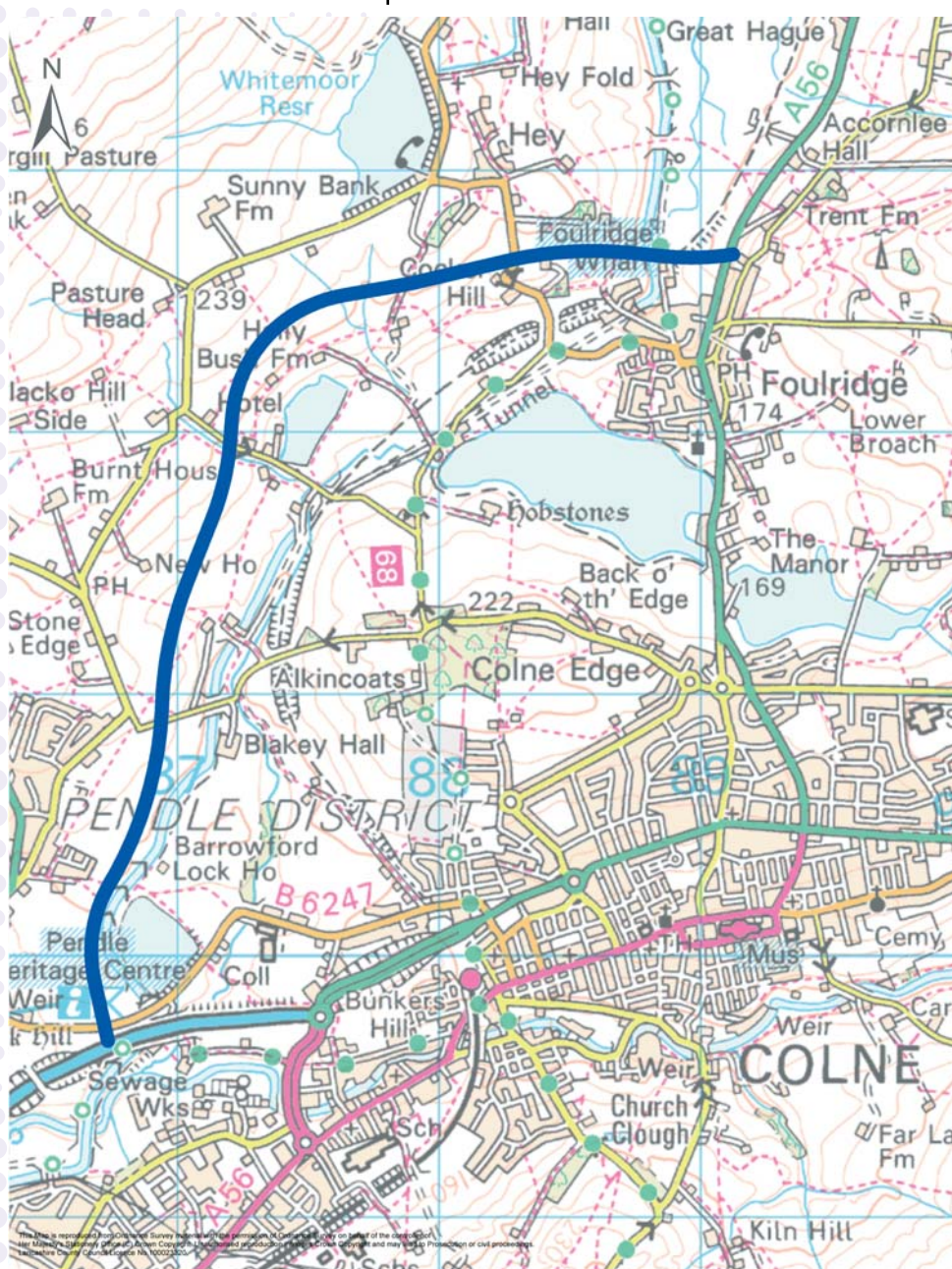




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The Southern Section The Blue Option



The Blue Option runs from a new roundabout on the M65 motorway approximately 500 metres west of the existing M65 terminal roundabout (Junction 14), and follows a line to the west of the Red and Brown options and the Leeds Liverpool Canal. It passes through agricultural land before finishing at a new junction with the A56 to the north of Foulridge. The affected length of M65 is the responsibility of Lancashire County Council. The route is 4.7km long and has 3 structures and 3 intermediate junctions.

- Provides a bypass of Colne and Foulridge.
- Removes traffic wanting to use the bypass from Vivary Way.
- Avoids the conflict between Vivary Way and a future railway line.
- Does not affect the potential future reinstatement of the railway.
- Limited impact on the Biological Heritage Site.
- Would create a new corridor through open countryside.
- Potential to improve safety at the existing M65 Junction 14.
- Fewer constraints on alignment as route is not in an existing corridor.
- Improves access to the potential employment site on Barrowford Road in Colne via a new junction on the M65 Motorway.



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The Northern Section

The Pink and Purple Options

The Pink Option is based upon the northern section of the remitted scheme.

The Pink Option starts from a junction with the southern section bypass options, just to the north of Foulridge. The route follows the disused track bed as far as Kelbrook and finishes at a new junction with the A56 to the north of Earby, at the bottom of The Wyswick. The Pink Option is 5.1km long and has 4 structures and 2 intermediate junctions.

The Purple Option is very similar to the Pink Option, varying only at the northern end. The Purple Option starts from a junction with the southern section bypass options, just to the north of Foulridge. The route follows the disused track bed as far as Kelbrook and finishes at a new junction with the A56 to the north of Earby, at the top of the Wyswick. The route is 5.4km long and has 4 structures and 2 intermediate junctions.

Both Routes:

- Would remove traffic from the villages of Kelbrook, Sough and Earby.
- Are currently mostly protected for highway development.
- Would need an additional junction on the southern section bypass option in order to link the two sections.
- Would affect the disused railway track bed which is classified as a Biological Heritage Site.

The Pink Route:

- Could sever current access to properties on Hill Top Lane and The Grange.

The Purple Route:

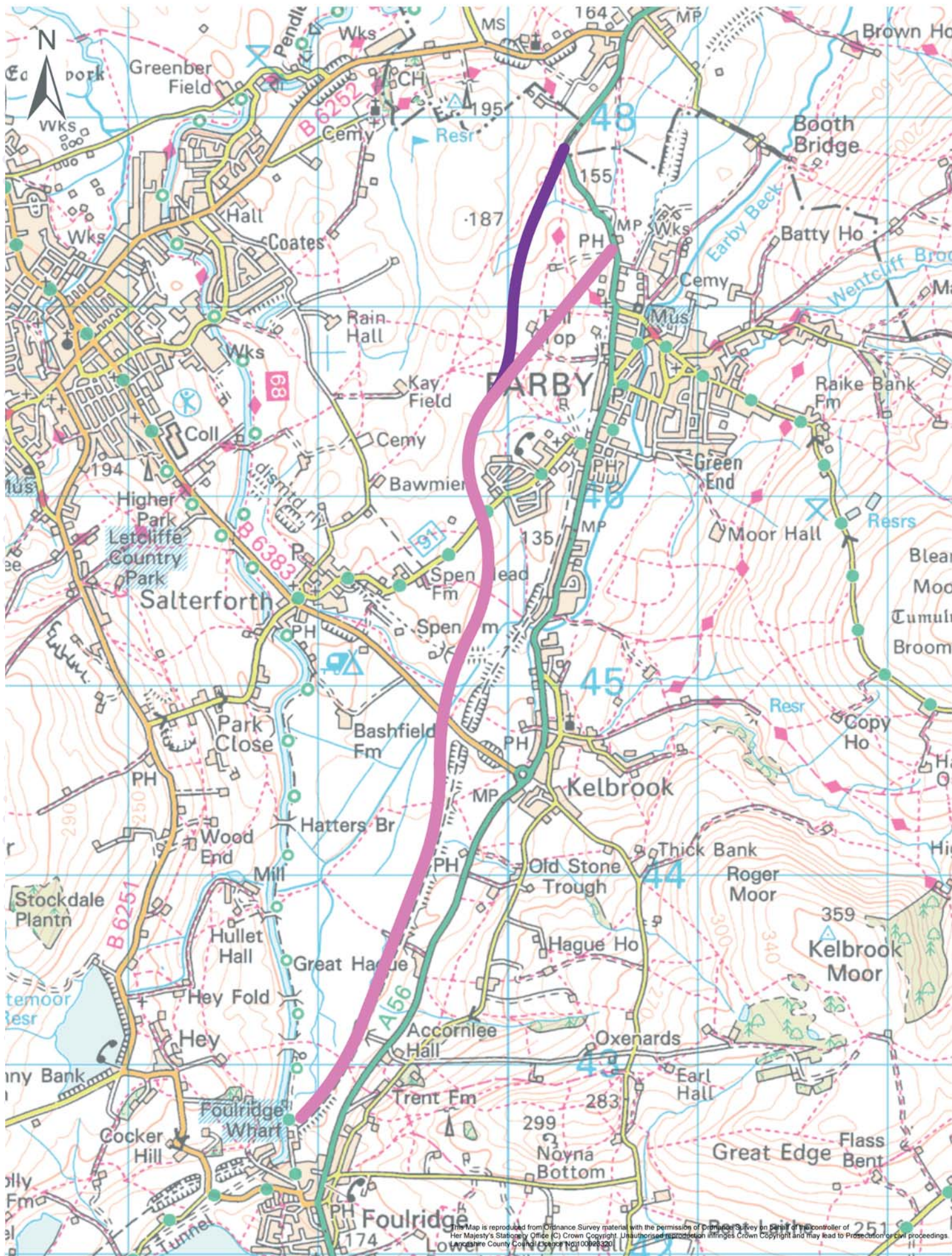
- Could improve road safety on the A56 by avoiding the Wyswick.
- Would make it more difficult for any future Thornton-in-Craven bypass to be delivered.



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The Pink and Purple Options

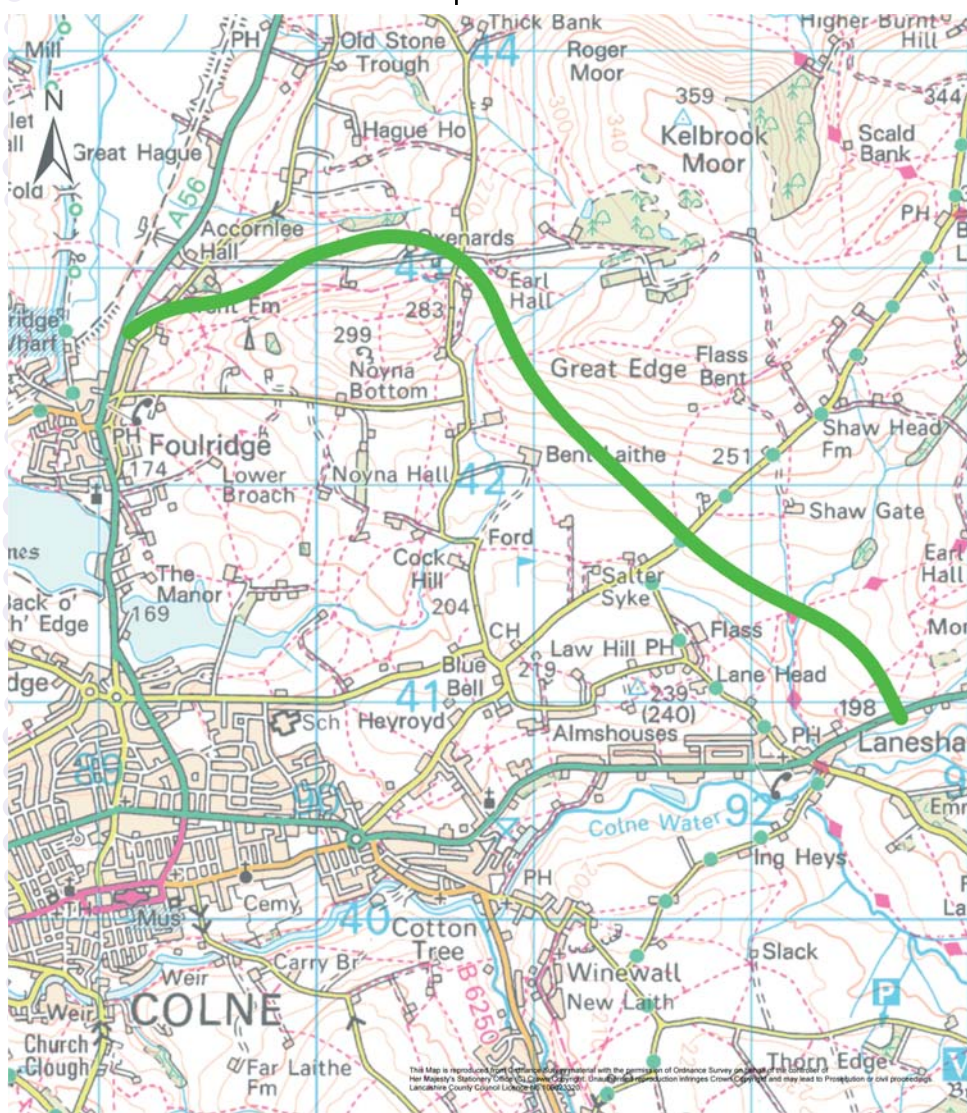




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The Northern Section The Green Option



The Green Option would create an east - west bypass to the north of Colne and Foulridge if delivered in conjunction with a southern bypass option. The Green Option starts from a junction on the A56 to the north of Foulridge, which would link with a southern bypass option. It would finish at a new junction with the A6068 to the east of Laneshaw Bridge. The route is 4.6km long and has 6 structures and 3 intermediate junctions.

- Does not affect the potential future railway reinstatement.
- Does not impact on the Biological Heritage Site.
- Would have a significant environment impact on the landscape to the northeast of Colne.
- Does not provide any benefit to the villages of Kelbrook, Sough and Earby.
- East - west traffic through Colne may not use the new route, which is longer, if congestion in Colne is reduced by the removal of northbound traffic.
- Would not be constructed without a southern bypass option.