

**SCHEDULE OF ACTIONS MATTER 7 (INFRASTRUCTURE DELIVERY)
(Action 7.2)**

RAWTENSTALL GYRATORY IMPROVEMENT SCHEME

1.2	<p>Produce a note on the Strategy and Action Plan for the Rawtenstall Gyratory Improvement Scheme.</p> <p>This should set out:</p> <ul style="list-style-type: none"> I. Details, costs and the actions and timetable for implementing Plan A and Plan B if required with the associated triggers points. II. It should also set out the details of all parties involved in the schemes and the details of any necessary agreements and consents <p>The action plan should set out what would happen if the funding application is unsuccessful</p>
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Rossendale Gyratory (and other linked junctions on key corridors)

At the Local Plan Examination a strategy was described for Rawtenstall Gyratory that would satisfy demand as a consequence of impacts from the local plan over time. Please see Appendix 1.

Opportunities are being progressed through a bid for public funds via central government to deliver changes with support of a local contribution. No decision has yet been made and that there is a delay, as a consequence of the Coronavirus pandemic.

With this there are 2 scenarios being:

1. A successful bid with local contributions:
Local plan provision for all modes would be delivered in advance of capacity being required.
2. A traditional approach to deliver changes:
The scheme would be delivered in phases such as:
 - a) Gyratory circulation improvements
 - b) Gyratory Sustainable improvements
 - c) New capacity with the provision of new lanes within
 - d) New capacity with provision of new lanes on approaches and exits
 - e) Improvements on supporting corridors including junctions such as Tup Bridge, Tesco's junction etc

The need for additional capacity is as a consequence of the local plan (as well as background growth). With this funding of changes would be via development and their level of contribution would be through calculated impact (evidence based). Delivery of each phase would be via appropriate delivery mechanism being S278 and s106.

Trigger points for funding/delivery would need to be flexible to take account of development cash flow (to best support site viability) as well as rate of impact over time, to ensure that the network will remain reliable and safe for all users.

A phased approach to highway changes is very flexible as regard can be had to absolute impacts at any moment in time, as a consequence local plan/background demands (from any direction or mode). In addition as there is a developed strategy this does overcome the issue of there not being a planned solution.

			sub-total	£400,000.00
Landscape and Ecology	Within Island		£50,000.00	
			sub-total	£50,000.00
			Total Bill Part 02	£1,105,000.00
Bill Part 03:				
Structures				
	Extend/replace Bochoit Way concrete bridge over River Inwell		£1,000,000.00	
	Remove existing bridge		£250,000.00	
	Other measures to satisfy EA		£100,000.00	
			sub-total	£1,350,000.00
			Total Bill Part 03	£1,350,000.00
Bill Part: 04				
Signals				
	Additional signals, junction flushing (link to Fire Station) and formal crossings		£750,000.00	
			Total Bill Part 04	£750,000.00
Construction Summary				
		Year	2018	
Bill Part 01			£215,750	
Bill Part 02			£1,105,000	
Bill Part 03			£1,350,000	
Bill Part 04			£750,000	
		Total		£3,420,750
Other scheme Costs				
	Develop the strategy including concept designs (sketches), modelling		£35,000.00	(assumes LCC undertake)
	Detail design and supporting documents		£150,000.00	(assumes LCC undertake)
	Utilities diversion / protection		£1,000,000.00	
	Temporary diversions (river inwell)		£500,000.00	
	Land beyond highway boundary (secured by RBC)	Through agreement	£350,000.00	
		Total	£2,035,000.00	
	Total Construction with other scheme Costs		£	5,455,750
	Land compensation & Part 1 Claims			£150,000
	LCC Supervision			£250,000
	Optimism Bias (on construction summary)	@ 44%		£1,505,130
Grand Total			TOTAL	£7,960,880

Gyratory Strategy (and phasing), sheet 2 of 2				
Phase	Location	Description	Detail	Cost estimate for phase in isolation
0		Develop Strategy	Develop the strategy including concept designs (sketches), modelling	£35,000
			Detail design and supporting documents	£150,000
1	Bochoit Way	Approach Widening	Increase length of 2 lane approach	£435,400
2	Gyratory	Circulation Improvements	Localised widening	£1,305,400
			Signalisation changes	
			Traffic management and minor measures	
			PT and emergency service priority	
3	General	Sustainable Improvements	Improvements for pedestrians, cyclists	£444,000
4	Gyratory Island	New traffic lane(s)	Located between Haslington Rd and Bochoit Way	£592,600
5	Haslington Road	Additional approach lane	Note: links to signal changes	£448,720
6	Bochoit Way	Additional exit lane	Directly links into phase 5	£3,451,760

Note: each phase follows the previous, if the order of delivery is changed, so will the cost

LOC 29th Aug 2019

£7,360,880

Rosendale Local Plan

Rawtenstall Gyratory

For use with the plan of proposed measures to increase capacity, and promote sustainable transport/modal shift.

Road	Measure	Justification
Gyratory	Sustainable provision at, through and around gyratory	Maximising opportunities for pedestrians and cyclists through safe and logical crossing points, consistent footway, and direct, accessible, safe routes through and around gyratory.
Fire Station	Junction flushing at signals	Junction flushing for emergency access.
A681 Haslingden Road	Box and Lining	Clear lining and a box would increase adherence to positioning early on, reducing the length of queues and encouraging increased vehicle flow into the junction.
A681 Haslingden Road	Additional Lane	An additional lane would increase the stacking ability of vehicles waiting to enter gyratory. Drivers may have visibility blocked by vehicles in right hand lane.
Gyratory	Widening on gyratory	Maintaining three lanes around gyratory to ensure that strong movements such as from Haslingden Rd are accommodated more effectively.
Gyratory	Road closures St Mary's Terrace Schofield Rd	Road closures reduce potential for accidents to occur and encourage efficient vehicle flows.
Becup Road	Road Safety/Bus Priority	Work into determining an effective public transport scheme and reducing propensity for vehicles to use this where unnecessary.
Gyratory	Bus stop relocation	Moving the bus stop to enable the capacity on the gyratory to be maintained at all times.
Gyratory	Single or double lane through gyratory	Enabling stronger W-E movement, adding capacity by removing vehicles from circulatory system and stacking ability that reduces queues on Haslingden Road, allowing those needing to go up St Mary's way to do so with less delay.
A681 Bocholt Way	Widening on Bocholt Way from gyratory	Depending on number of lanes through gyratory, may need 2-1 lanes on Bocholt Way from gyratory to get the vehicles out in good time.
A681 Bocholt Way	Extending lanes and improving lining	Improving lining/extending lane will improve driver behaviour and adherence to lane use, encouraging better stacking ability and shorter queues.
Gyratory South	Widening	To allow better vehicle movements on to Bury Road and enable vehicles to maintain speed.
Gyratory	Signalling at other access locations	Exploration of signalling other access locations to improve efficiency.