

Subject:	Design amends to Rawtenstall South Gyratory	Status:	For Publication
Report to:	Cabinet	Date:	06/08/2025
Report of:	Head of Economic Development, Regeneration and Housing	Lead Member:	Economic Development
Key Decision:	<input checked="" type="checkbox"/> Forward Plan <input checked="" type="checkbox"/>	General Exception <input type="checkbox"/>	Special Urgency <input type="checkbox"/>
Equality Impact Assessment:	Required:	No	Attached: No
Biodiversity Impact Assessment:	Required:	No	Attached: No
Contact Officer:	Megan Eastwood	Telephone:	01706 252480
Email:	meganeastwood@rossendalebc.gov.uk		

1. RECOMMENDATIONS

- 1.1. Approve the updated design and delivery of the South Gyratory Project as part of the Capital Regeneration Programme for Rawtenstall.
- 1.2. Delegate any minor changes to the Director of Economic Development in conjunction with the lead member for Economic Development.

2. EXECUTIVE SUMMARY

- In January 2025, Cabinet approved a design for the South Gyratory scheme. [Link to report](#)
- Following detailed conversations with statutory undertakers, a number of amendments to the approved design have been identified during its development.
- As there is currently no delegated authority to approve such changes, further Cabinet approval is now required.
- The updated design remains consistent with the core objectives and outcomes previously agreed by Cabinet and modelling confirms that delaying 100% saturation beyond 2035 capacity is achieved with the design progression.
- Timely approval of these amendments is essential to maintain the project schedule and prevent delays to the broader regeneration programme.

3. BACKGROUND

- 3.1 The South Gyratory is a key infrastructure component of the Rawtenstall Capital Regeneration Programme, aimed at improving traffic flow and public realm.
- 3.2 Key highlights of the South Gyratory project include:
 - Resurfacing and widening of carriageways to address road deterioration and congestion;
 - Sophisticated traffic signalling across the whole of the North and South Gyratory signals.
 - Two lanes directly filtering onto the A682 bypass.
 - Enhanced pedestrian safety through upgraded crossings, tactile paving, and improved traffic signal systems.
 - An improved reactive system for the fire service outside of the station for faster journey times.
 - A package of landscape works in front of the Queens Bistro and along Bury Road.
 - Upgraded, attractive walk ways to link from the East Lancashire Railway to the rest of the centre.

- 3.3 Lancashire County Council (LCC) is the delivery partner under a Section 278 Agreement, with oversight and financial monitoring provided by Rossendale Borough Council and its cost consultant, Gosling Consulting Limited.
- 3.4 Cabinet approved the original design in January 2025. However, some amendments have since been proposed during the detailed design and consultation stage with statutory undertakers.

4. DETAILS

- 4.1 The South Gyratory is separated to the North Gyratory due to the complexity of some of the components. The North Gyratory Works have been concluded, along with Lancashire County Council's new bus lane, delivered via the Bus Service Improvement Plan scheme and the design has been phased to seamlessly follow these works.
- 4.2 Originally, it was anticipated to procure a contractor on the scheme proposed in January 2025 but following advancements of discussions with United Utilities, BT, Virgin media and ENWL some updates to the scheme have been requested.
- 4.3 Following an exercise to quantify the requests of the statutory undertakers, particularly United Utilities, who own historic apparatus which would require a full replacement and relocation. The original proposed scheme cannot be achieved within the allocation of funding and the timeframe. Therefore, the design is adjusted to reduce the need to remove all of the United Utilities apparatus.
- 4.4 Two lanes will continue onto the A682 (bypass to Bury), with the new gyratory lane merging at this junction. This configuration extends slightly beyond the original scheme.
- 4.5 An independent stage 1 and stage 2 Flood Risk Assessment has also been completed to ensure that any infilling of the subway would not have a material impact on the wider area. The flood Risk Assessments and modelling were carried out in consultation with the Environment Agency and with consideration to climate change concluded that the subway is not included in any flood modelling for the area and is not considered as a mitigating factor even on heavy rainfall (1 in 100 year flood). As asset owners, Lancashire County Council is directing and leading on the full infill design of the subway.
- 4.6 The design of the South gyratory is in a position to be procured and is included as an appendix to this report.
- 4.7 The indicative phasing and timelines are below:
- September 2025: Tender documents published
 - February 2026: Construction period starts
 - March 2027: Construction completed
 - March 2027: Defects period
- 4.8 The proposed amendments are technical in nature and do not alter the fundamental objectives or scope of the project. Lancashire County Council has completed the modelling and has confirmed this. These changes are necessary to ensure the scheme is deliverable within the initial £8.16m budget and timescales.

5. RISK

- 5.1 All the issues raised and the recommendation(s) in this report involve risk considerations as set out below:

- Delays in approval could impact project timelines and result in increased costs and place the Capital Regeneration Project Funding at Risk.
- The scheme is considered as part of a wider package of works under the Rawtenstall Masterplan and as such not delivering the design could have an interlinking issue with other pipeline projects.

6. FINANCE

- 6.1 There are no further financial aspects to this decision not already outlined in this report and the report to Cabinet on 8th January. The project management team will continue to monitor and manage the budgetary aspects for this project to remain within its allocated Levelling Up Fund capital budget.

7. LEGAL

- 7.1 There are no further legal implications arising out of this report over and above those noted in the Cabinet

8. POLICY AND EQUALITIES IMPLICATIONS

- 8.1 There are no further policy and equalities implications

9. REASON FOR DECISION

- 9.1 The South Gyratory scheme will improve journey times, traffic flow and supports the wider Rawtenstall Masterplan. This decision allows for the amendments to the scheme as approved by Cabinet on the 8th January 2025.

Background Papers	
Document	Place of Inspection
General Arrangement	Attached

