

**TITLE: LOCAL TRANSPORT PLAN 2006/07 – 2010/11**

**TO/ON: THE CABINET / 7<sup>TH</sup> DECEMBER 2005**

**BY: DEPUTY CHIEF EXECUTIVE**

**PORTFOLIO HOLDER: CABINET MEMBER FOR REGENERATION**

**STATUS: FOR PUBLICATION**

**1. PURPOSE OF THE REPORT**

- 1.1. To update members of Cabinet on the current position with regard to the second Local Transport Plan and to seek members agreement to the Borough Council's proposed response to the current draft plan.

**2. RECOMMENDATIONS**

- 2.1. That members of Cabinet consider the issues and priorities arising for Rossendale from the Local Transport Plan and agree an appropriate response from the Borough Council for submission to Lancashire County Council.

**3. REPORT AND REASONS FOR RECOMMENDATIONS AND TIMETABLE FOR IMPLEMENTATION**

- 3.1 The second Local Transport Plan will cover the period 2006/07 to 2010/11. It is a county-wide document that is produced by Lancashire County Council. The plan is a strategic document based around the Government's four shared priorities of Safer Roads, Tackling Congestion, Better Air Quality and Delivering Accessibility together with Other Quality of Life issues and maintenance. The plans objectives are to:

- Reduce road casualties
- Improve air quality
- Improve the condition of transport infrastructure
- Reduce delays on journeys
- Increase journeys by bus and rail
- Increase active travel

- 3.2 A provisional plan setting out the policy context and a framework for determining priorities for the new plan was submitted to Government in July

2005. A final plan has to be submitted to government in March 2006 and this will include detailed proposals for a prioritised five year programme of measures at a local level, as well as a five year strategy for tackling accessibility problems. The plan will also be supported by detailed bus and rail strategies. Local schemes will be appraised against the Local Transport Plan objectives and prioritised to ensure value for money from the resources available. Such schemes must also contribute to achieving the County Councils corporate objectives.

- 3.3 In Rossendale consultation and discussion on the provisional plan has been principally through the Transport and Highways Group of the Local Strategic Partnership which includes officer representation from the Borough Council. This group has helped to identify problems and solutions which will be subject to a prioritisation process as part of the development of the final plan, as outlined above. The provisional plan was also discussed at the Lancashire Local meeting on 17<sup>th</sup> October 2005.
- 3.4 A wider consultation exercise on the provisional Plan closed on 31<sup>st</sup> October although an on-going dialogue with District Councils will continue until the turn of the year to ensure that the Transport Plan adequately reflects the current and future requirements of local areas.
- 3.5 The consultations that have been undertaken in Rossendale to-date have been used by the County Council to identify a number of issues and priorities and Members are asked to consider these issues and priorities and any amendments or additions that need to be made.

### **Coach Facilities**

The provision of coach parking facilities is seen as desirable in attracting visitors to the area and it is hoped to be able to find some provision for this; suitable locations are currently being assessed in the Rawtenstall area and will also be considered for the Bacup area, on and off the highway. As part of this assessment current and future demand for coach parking will be included.

### **Park & Ride**

A P&R site located near to or in Rawtenstall to serve the area and the X43 service to Manchester will have benefits to the town. The identification of a suitable site in the area is proving to be a problem. A possible location for a small P&R facility may be on the New Hall Hey site.

### **Pedestrian links between visitor attractions and the town centre**

A number of improvements are planned that will assist the movement of pedestrian and cyclists on main desire lines. It is anticipated that these measures could be funded through agreements with developers in the town centre in conjunction with other highway works.

### **Future Development**

It is a requirement that a transport assessment is undertaken for any development proposal with their impacts being determined and indicating the required mitigating measures. Identified measures to be provided by the developer.

### **Rail link to Manchester**

A rail link to Manchester has been assessed previously and it was concluded that it is not currently viable. However this link remains a long term aspiration of the County Council.

The utilisation and improvement of the existing East Lancashire Railway line would provide an attractive option. With the development of the Metrolink in Manchester taking traffic off the heavy rail line, capacity will be created for an increase in frequency on the ELR line along with the opportunity to carry out line improvements. These changes may mean that in the future the scheme may become viable.

A link from the ELR to the Metrolink service in Bury should also be explored in order to fulfil the potential for improved services between Rawtenstall and Bury and on to Manchester.

### **Public Transport.**

There are currently local congestion points along the X43 corridor. Measures to reduce congestion at these locations should be identified and local improvements schemes carried out at the earliest opportunity. A real time information system should be introduced in order to improve information for the travelling public. This should be on all routes in the borough but the QBC routes should be first priority.

Concerns have also been expressed about the availability of public transport services to Queens Park Hospital in Blackburn following the closure in the near future of facilities at Burnley. Improved services are necessary in order to maintain accessibility to health care provisions for the residents of Rossendale.

### **Demand Management.**

Managing demand for road space is a critical part of reducing congestion. The introduction of decriminalised parking enforcement has helped by removing illegally parked vehicles to help traffic flow. Further measures such as reorganisation of the council's parking stock, along with the consideration of park and ride facilities, will aid this objective.

### **Accessibility**

The Accessibility Strategy in the Local Transport Plan will identify the needs of the people and determine the best way for them to access local services. This is vital when considering access to health care services and other vital services.

### **Rawtenstall Gyratory**

The County Council is continuing with its assessment of the local highway network of Rawtenstall. As part of this work the impact of expected developments on the local network will be quantified. This pro-active approach

should ensure that appropriate measures are provided in advance of any expected network demand.

It is proposed that the gyratory will be incrementally signalised and links selectively modified where required to maximise capacity of the gyratory while providing improved facilities for pedestrians and cyclists.

### **Rawtenstall Town Centre and Bus Station**

The County Council is currently liaising with the Borough Council, the Valley Centre owners and relevant consultants. The local highway network and the impacts of expected developments are being assessed.

### **M66 Hard shoulder**

The Highways Agency (HA) is still considering the suggestion to modify the M66 to include vehicle movements on the hard shoulder.

### **Increase in Road Casualties**

A key priority is to provide for safer roads. Links that have a poor safety record will be improved by a combination of local safety schemes and training schemes to meet the needs of the identified area. Identified problems will be addressed as part of the Local Transport Plan.

### **A681 Corridor**

Transport issues on the A681 should be addressed by a combination of initiatives from the Bacup, Stacksteads and Britannia masterplan linked with Elevate and other network improvements at known hotspots including Waterfoot.

The consultation process for the Waterfoot scheme had a positive response. The next stage is for LCC to produce final design with costings.

At other locations on the A681 concept schemes are currently being drawn up for preliminary assessment to determine possible network benefits. Schemes that satisfy the County Council's requirements with respect to safety, vulnerable road users (pedestrian and cyclists), access and priority for public transport and capacity will be appraised for inclusion for the Local Transport Plan.

### **Bacup Town Centre**

A number of issues have been identified relating to the highway network in Bacup town centre. The problems of traffic and pedestrian routes as well as the location of public transport infrastructure will be considered during the masterplanning process. Parking arrangements at a number of locations will also be addressed.

As part of the masterplan, Halsall Lloyd Partnership is currently working up transport concepts for Bacup town centre. This work will require assessing to determine its feasibility and confirm that it satisfies the requirements of the County Council with respect to safety, vulnerable road users (pedestrian and cyclists), access and priority for public transport and capacity. The financing of any major network changes has yet to be determined. Other schemes will be

appraised to determine their contribution to transport objectives and considered for inclusion in the Local Transport Plan.

3.5.1 The second Local Transport Plan was discussed at a meeting of Overview and Scrutiny on 14<sup>th</sup> November 2005 where the following additional comments were made:

- The relationship between the new developments taking place in the Borough and their impact on congestion needs to be fully understood, and taken account of, if a conflict between the two is to be avoided.
- The importance of public transport needs to be brought out more, particularly around ensuring access to key services e.g. health services, with specific reference made to providing an adequate service to Queens Park Hospital, Blackburn.
- The poor condition of many of the Borough's bus shelters needs addressing if people are going to be more encouraged to use buses.
- The importance of the rail link to Manchester was emphasised.

#### **4. CORPORATE IMPROVEMENT PRIORITIES**

##### **4.1. FINANCE AND RISK MANAGEMENT**

4.1.1. The Local Transport Plan will set out where and how the County Council will direct and deploy its transport-related resources over the five year period of the plan and it is important therefore Rossendale's requirements and priorities are adequately articulated and represented.

##### **4.2. MEMBER DEVELOPMENT AND POLITICAL ARRANGEMENTS**

4.2.1. No impact

##### **4.3. HUMAN RESOURCES**

4.3.1. No impact

#### **5. ANY OTHER RELEVANT CORPORATE PRIORITIES**

5.1. None

#### **6. RISK**

6.1. There are a number of major developments planned for Rossendale both now and in the future which have significant transport related implications. It is important that these have been considered and, where appropriate, taken in to account in the Plan to ensure that the success of these developments is not compromised and that any potentially adverse impact is mitigated against.

#### **7. LEGAL IMPLICATIONS ARISING FROM THE REPORT**

7.1. None

## **8. EQUALITIES ISSUES ARISING FROM THE REPORT**

8.1. None

## **9. WARDS AFFECTED**

9.1. All

## **10. CONSULTATIONS**

10.1. Lancashire Local and the Rossendale Partnership's Transport and Highways Group

## **11. Background documents:**

Provisional Lancashire Local Transport Plan 2006/07 – 2010/11

Lancashire Local – Rossendale Meeting, 17 October 2005, Report on the Local Transport Plan

For further information on the details of this report, please contact:  
Sarah Dunn, Economic Regeneration Manager, 01706 244774,  
[sarahdunn@rossendalebc.gov.uk](mailto:sarahdunn@rossendalebc.gov.uk), or  
Daniel Herbert, Engineering Services Manager, 01706 871600 ext 145,  
[danielherbert@rossendalebc.gov.uk](mailto:danielherbert@rossendalebc.gov.uk)