



# East Lancashire

Highways and Transport Masterplan



East Lancashire Transport and Highways  
Masterplan

## Consultation Report - A56 Colne to Foulridge Bypass Proposals

December 2013

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## **1. Introduction**

1.1. This report provides details of the consultation and engagement of proposals relating to route options for the A56 contained within the East Lancashire Highways and Transport Masterplan. The draft East Lancashire Highways and Transport Masterplan sets out the County Council's ideas for a future highways and transport strategy for East Lancashire.

## **2. Main Points Arising from the Consultation**

2.1 From the wider East Lancashire Transport and Highways Masterplan consultation, there was overriding support for the A56 route proposals, in particular, the brown route from stakeholders. However, from members of the public opinion is polarised as to the merits, or not, of a bypass.

2.2 Of the routes presented, the brown route proved the most popular choice

2.3 There was opposition to any form of bypass

2.4 There was opposition to the blue route

2.5 There were many comments concerning the adequacy of the consultation. These were primarily aimed at length of consultation, lack of detailed information and insufficient notification to local residents

2.6 There were many different detailed route alignments proposed, together with a number of suggestions to improve local infrastructure to improve traffic flows and alleviate congestion

## **3. Consultation and Engagement**

3.1 Consultation on the draft East Lancashire Highways and Transport Masterplan was carried during October and November 2013 and views were sought from District Councils, Members, Stakeholders, District and Parish Councils and members of the public.

3.2 At the start of the consultation a news release was issued and a series of briefings were held with the media. These included Radio Lancashire, the Lancashire Telegraph, 2BR radio and the Colne Times. A further two news releases were issued, the first to promote the consultation event being held at Colne Library and the second as a consultation deadline reminder.

3.3 Media relations activity has resulted in extensive media coverage. For more details see appendix 5.

#### **4. Consultation Event**

4.1 Due to the specific nature of proposals affecting the Colne/Foulridge area, a consultation event detailing the main aspects arising from the draft East Lancashire Highways and Transport Masterplan and the different route proposals for the A56 Bypass was arranged at Colne library. The event took place on November 20<sup>th</sup> between 11am and 7pm. At the event staff were available to answer any queries and leaflets and questionnaires specific to the A56 proposals were available. Over 400 people attended the event.

4.2 Based on conversations with the public at the event, the key issues to emerge were as follows:

- Recognition that Colne suffered from congestion
- Opposition to the bypass
- Support for the proposed brown route
- Opposition and some limited support for the blue route
- Various suggestions for alternative routes
- Issues of blight and CPO raised with landowners and residents impacted by the preferred brown route
- Issues raised around traffic management if a bypass was built
- Concern that the consultation process was inadequate

#### **5. Masterplan Questionnaire Responses**

5.1 A separate questionnaire accompanied the draft East Lancashire Transport and Highways Masterplan. Further detail and analysis are included as appendix 6.

## 6. Event Questionnaire

6.1 As part of the consultation event, a questionnaire specific to the A56 proposals was distributed. A copy of this questionnaire is included as appendix 1. After the event, copies were made available at Colne library. At the close of the consultation 116 questionnaires were received.

6.2 The responses from those who expressed an opinion on proposed routes are as follows

50 prefer Brown route

10 prefer Blue route

3 prefer Red route

2 prefer original A56 Bypass route

2 agree with concept of a bypass but only if the northern section is carried out at the same time 2

1 agrees with need for bypass but not the routes presented

1 prefers any option but green

1 prefers pink

41 opposed all route suggestions the Bypass

Of those, 6 suggested widening Vivary Way as an alternative and 5 suggested that the bypass should go to the South of Colne

6.2 As part of the questionnaire, respondents were invited to submit further comments. Issues raised included:

- A bypass is long overdue and will greatly reduce the congestion problem
- Agreed in principle but a general reassurance needed for the environmental damage done to wildlife and agricultural land
- Must strive to protect the railway line
- For and against arguments for different routes i.e. against blue route because it will disturb pristine tourist/agricultural land, while others support it as it will cause minimal disruption to residents; against green route as it will affect green belt land etc.
- Widen existing routes such as Vivary Way or North Valley Road instead
- No right turn on Vivary Way both directions will vastly speed up traffic
- A bypass is not necessary as traffic is not that bad
- Assumption traffic is going north to Skipton instead of straight to Keighley and Bradford
- Too expensive
- Will compromise the railway line

- Will have a devastating environmental impact on farmland and the countryside. It will impact heavily on tourism, wildlife and general amenities along the Leeds and Liverpool canal corridor
- A bypass will take trade away from local businesses

Responses and comments made via questionnaires are included as appendix 2

## **7 Email Representation**

7.1 During the consultation period additional emailed communication was received in relation to the A56 route options. 72 responses were received. A number of these were from organisations opposing either specific routes or questioned the need for a bypass altogether. 3 petitions were received; of these, 2 opposed the blue route and one was against any potential bypass route.

7.2 Comments received via email included:

- A route is necessary to support economic growth – but still need to protect Colne to Skipton line
- A number of alternative routes proposed and suggestions to widen existing routes e.g. Vivary Way and introduce intelligent traffic system instead
- 4 petitions received. 2 opposing the blue route with signatures totalling over 300 and 2 opposing all routes with over 270 signatures
- Comments relating to the perceived inadequacy of the consultation process, e.g. local residents not consulted, not enough events, not enough information, not enough time
- Views expressed that a bypass is not necessary as traffic is not that bad and once traffic reaches the roundabout at the bottom of Skipton Road, it disperses and there is no longer congestion
- Concerns relating to the environmental impact on farmland and the countryside and the impact on tourism, wildlife and general amenities along the Leeds and Liverpool canal corridor
- Concerns that the bypass will take trade away from local businesses
- Concern expressed by landowners and residents in close proximity to the various routes
- Large proportion of traffic goes to the retail outlets and so the bypass will not reduce congestion

- No decision should be made even in principle on the route choice without the railway viability study

Responses and comments made via emails are included as appendix 3

## **8 Written Representation**

8.1 During the consultation period additional written representation was received in relation to the A56 proposals. At the close of the consultation 31 written representations had been received. The majority of these were opposed to the either specific routes or questioned the need for a bypass altogether. A number of representations were copies of already recorded email representation or petitions.

8.2 Views expressed through written representation included:

- Consultation period needs to be extended as many people were unaware of the proposal and the consequence of the scheme
- A strong opposition against the blue route
- 'A filter road [at] the end of the motorway onto Vivary Way, then a one way system from the junction of Crown Way extending the two lanes along to the roundabout. The lighter traffic going the other way would then have a one way system back along North Valley Road, to Rigby Street and onto Crown Way to rejoin Vivary Way.'
- Too expensive
- Will have a devastating environmental impact on farmland and the countryside. It will impact heavily on tourism, wildlife and general amenities along the Leeds and Liverpool canal corridor
- A bypass will take trade away from local businesses
- Widen existing routes such as Vivary Way and introduce intelligent traffic system instead
- No need for a bypass – a lot of traffic is visiting the commercial outlets

Responses and comments made via written representation are included as appendix 4

## **9 Conclusions**

9.1 Consultation has been undertaken to gain a wider understanding of the important public and stakeholder perceptions of the different A56 route options.

9.2 Due to the early nature of the consultation many of the responses received are very detailed and not all points can be covered in this overarching report. Many of these comments provide important and valuable suggestions and local intelligence and will be considered and taken forward as and when the route proposals are taken forward.

9.3 Appendices 2, 3 and 4 to this report set out in summary tables the main issues raised in the consultation.

9.4 Further consultation will take place as and when the route options are taken forward and respondents to this consultation process will be informed.

## Appendices

### Appendix 1: Questionnaire distributed at Colne Library event

## A56 Colne Bypass Event. Colne Library November 20<sup>th</sup> 2013

Completed forms or letters, to be received by 6<sup>th</sup> December 2013, can be sent to

Andrew Hewitson  
A56 Bypass Consultation  
Room C4  
County Hall  
Preston  
PR1 0LD

Or attached to an email and sent to [Andrew.Hewitson@lancashire.gov.uk](mailto:Andrew.Hewitson@lancashire.gov.uk)

1. Of the routes presented, which do you prefer?

2. Do you have any other comments?

3. Contact Details



## Appendix 2: A56 Route Options Questionnaire

### A56 Route Options: Questionnaire Responses

Of the routes presented, which do you prefer?	Do you have any other comments
None, a waste of money which could be invested in Education & Health in Pendle. Railway from Colne/Skipton supported	<p>The blue route should be dismissed now:</p> <ol style="list-style-type: none"> <li>1. Detrimental impact on wildlife</li> <li>2. Loss of greenbelt, outside local plan</li> <li>3. Spoil the community enjoyment of the canal corridor &amp; reservoir</li> <li>4. Far too costly, involving significant land assemble, new motorway junction &amp; engineering issues at/on Red Lane (country road)</li> <li>5. Increased noise &amp; light pollution for residents in Higherford</li> </ol>
Blue – Southern section	If brown option was taken, I would be interested in how the comment "could use a portion of Barrowford" would take place
None – widen Vivary Way	<ol style="list-style-type: none"> <li>1. Most traffic would not use proposed route</li> <li>2. Most congestion if traffic to/from Colne and the units McDonalds, KFC, Matalan etc., on Vivary Way</li> <li>3. Little or no congestion from M65 motorway</li> <li>4. Damage to countryside</li> <li>5. Concern over industrial development on route</li> </ol>
None – would not object to railway	The bottleneck is from Boundary Mill to North Valley Road. Once you get to Langroyd Road the route to Skipton is clear. I travel to Skipton every day from Foulridge/Red Lane area and I never have any delays (20-25 mins). Why not widen North Valley Road, cheaper, would resolve this issue! Please don't build a road that isn't needed. The majority of traffic goes to Aire Valley (extend M65!)
Brown	The blue route will disturb a pristine corridor. It will also disturb the green belt further.
Dislike all the plans – especially the blue route	Why is it necessary? Delays through Colne area are no more excessive than other towns. Is it worth the cost, loss of beautiful green belt areas and impact on nature?
None	Do not feel the need for this bypass, money could be spent of better things. Bought my property in Hill Top for peace and quiet, not for a bypass.
None!	Blue route has not been thought through! Why cannot you just extend the M65 through to the Aire Valley.
None	<ol style="list-style-type: none"> <li>1. If public transport was vastly improved would take a lot of traffic from roads</li> <li>2. All options are going to add more traffic problems onto A56 outside Foulridge</li> <li>3. The only thing we are trying to promote i.e. tourism</li> </ol>

Of the routes presented, which do you prefer?	Do you have any other comments
	<p>is going to be blighted by road going through the countryside</p> <p>4. We need to know just how much traffic is actually going through to Yorkshire via the main road to Keighley</p>
Brown, red, pink, purple	NO to the green option due to the environmental impact and huge costs, this land is green belt and should not be developed
None of the above	Insane idea in a beautiful area of the Pennines, I believe these plans will destroy this peaceful area and along with Pendle Councils plans for new industrial areas on Barrowford Road and in the Foulridge and the increased commuter and delivery traffic will actually cancel out any proposed benefits
For the Southern section, the blue option	It would not affect where we live as much as other routes
For the Southern section, the blue option	I would hope that the consultation is genuine as it is clear that the brown is preferred on a cost basis. I also feel it would avoid a bottle neck at Warden Bridge corner below the old grammar school on Barrowford Rd.
Brown	ASAP, very busy Fridays, more than any other day
Brown route	Keeping the access to the old railway line open for leisure use is important to me. A single carriage road sounds reasonable for the traffic volumes.
Brown	There have been instances when the traffic lights at the Vivary Way/Crown Way/Barrowford Road junction have not been working, when this has occurred the traffic has been running quickly and smoothly along Vivary Way. In my opinion, therefore, perhaps a roundabout could be the solution to the congestion at peak times.
Red 1, brown 2	N/A
None!	It appears to be a plan to bypass a town that is currently thriving due to the volume of visitors. The M65 has killed off other local towns by bypassing them. Colne will undoubtedly suffer the same fate and small businesses will suffer. This seems to be a sledge hammer to crack a nut. The length of road on Vivary Way that suffers congestion at only peak times is less than 1 mile long. The environmental impact of any of these routes is too significant to ignore
Brown	<ol style="list-style-type: none"> <li>1. Reinstatement of railway a priority, so track bed must not be encroached on</li> <li>2. Having a single lane bypass is absurd, it will not cope with traffic from the M65 and will be a traffic jam around Colne. Traffic will then re-route through</li> </ol>

Of the routes presented, which do you prefer?	Do you have any other comments
	Colne and problem will remain unchanged 3. THE BEST THING IS TO FORGET ABOUT IT AND RE-INSTATE A THROUGH RAILWAY TO SKIPTON
None	I have a serious concern about the lack of communication to residents who are affected.
Brown route	I accept the economical arguments that allow access to potential employment areas, the air quality among the North Valley is unlikely to improve without intervention on this scale.
None unless brown, pink and purple can be done at the same time	The damage down to a beautiful area of countryside would be devastating, so if it is to happen, then the two sections of the route need to be done at the same time, otherwise the problem will just be moved further along to Earby. If the two sections cannot be done together then don't destroy the countryside to make a road that does not make a difference.
Blue route	I have grave concern about the effects on the amenities and wildlife along the corridor of the Leeds & Liverpool canal. What will be the effects on the stability of Barrowford Reservoir? How will the cost of strengthening the Foulridge Tunnel where the brown route crosses it be covered? What provision will be made to replace car parking at Foulridge Wharf? What guarantees are there that navigation will be kept open during construction works?
None – widen existing route	Total destruction of a small village (Foulridge), also the Wharf and surrounding countryside ruined. To achieve what! Why not widen existing route? Would you like to change your existing view from your property from fields, sheet, tweeting of birds, wildlife, to a great road noise, pollution, have you thought how you would feel if this was about to happen to you!! In your back garden, also all the other beautiful villages!
None – make the current road wider	Improve what is there – already built up. Make road wider with a straight through centre route. Scars of the land/lovely housing ruined, current roads will still be busy. Most routes don't help West Yorks traffic, spoiling canal walking/cycling great health benefits – used very widely. Ending at Earby – Wysick – madness. What about Thornton. Earby houses will suffer traffic front and back. Pink option will not remove traffic from Kelbrook/Earby
Brown	The blue route would destroy the canal and associated green belt area. This area is heavily used for leisure as it is located very close to a high density urban population

Of the routes presented, which do you prefer?	Do you have any other comments
None	Definitely do not want either the blue option or the green option
Brown, straight of motorway	This is needed now, not in 1years time, the traffic is appalling
Neither. The route through the beautiful countryside is not acceptable, there is no real choice? Blue option absolute travesty.	Please review the efficiency of existing traffic through Colne, or look at another option through industrial part of Colne, if really necessary
Brown	N/A
None of them	Why build anymore roads just for them to be filled up with more traffic, using prime land for agriculture, tourism, walking. A blot on the landscape
None – no more ruining of countryside	The routes will ruin the countryside along the canal. There will be more traffic through Foulridge eventually – where will the road from the bypass to Foulridge be going? Will there be one? It will be a rat-run up through Foulridge.
Blue/any use of brown sites	Long awaited and can be only a good thing towards transport across East Lancs.
Brown route	<ol style="list-style-type: none"> <li>1. The O/S map should have been enhanced to make the alternatives more comprehensible</li> <li>2. The M65 should have been marked as such</li> <li>3. Bounday Mill and Vivary Way should have been marked as datum points</li> <li>4. A 3D plan of the area with the options laid on via coloured ribbons would have been beneficial</li> <li>5. The proposed start of the brown route looks like a spare exit when, in fact, it is a roundabout</li> <li>6. This new roundabout will just back all the traffic up one junction</li> <li>7. A one day consultation day in the library is not enough for such a major change to our infrastructure. Presentation not detailed and explicit enough, in sufficient material to take away, read, digest and comment on</li> </ol>
Brown (with blue second choice)	It will be so beneficial I think for local businesses. I have friends who like to visit Colne & Foulridge who are deterred by the congestion – they take their trade elsewhere. I also have friends who prefer me to meet/visit them so they avoid Colne. That's not good
Brown route	I have heard they may be electrifying the rail lines, would this have any impact on either route?
Blue route	Believe a bypass would only move the traffic problem to

Of the routes presented, which do you prefer?	Do you have any other comments
	Foulridge, Earby, etc. If the traffic problem was managed better on Vivary Way then there would be no need for a bypass, also the effect on the countryside would be disastrous.
The Blue route as 1 <sup>st</sup> option, then brown route as 2 <sup>nd</sup> . I'd like a railway line on the railway track beds.	The canal corridor is very attractive, and many local people use it for cycling, walking and general leisure opportunities. It is important for wildlife too. The track bed should be protected, so that a railway line could be re-instated in the future.
Brown	Any route should avoid existing BHS's and endeavour to result in a net gain in biodiversity as required in the NPPF
None	The 'preferred' brown route takes away an amenity area enjoyed by a great many people. The issue is movement of traffic. Traffic is delayed on North Valley by the proliferation of lights and the ability of a single vehicle to turn right and hold up the traffic. Take away the "stop start" by removing the problems caused by the lights and a minority of vehicles turning and the congestion issue would go away. There is not specific need for traffic to cross North Valley, it could be routed to travel in a 'circular' direction around the route. A degree of thought would alleviate the situation rather than destroy what is an area of great countryside value and amenity to the area. N.B. The "problem" only exists at certain times of day.
None – The valley south of Colne is the obvious route	At least half (or more?) of the traffic from Preston is going to Keighley. The valley south of Colne is the logical and obvious brown field route. Choosing any other route is to deny the people of Foulridge, Colne and Barrowford an area of peace in which to walk, sail, cycle etc. Condemning more fields to tarmac forever, what a shame, you have not even considered Colne's south valley
Brown	I am not convinced any of the options are going to improve anything! The environment is to be savaged by the effects of it all, noise, loss of beautiful countryside and quality of life for many residents. The problem is likely to reoccur further up the road and attract more ?
Brown route	Red route would be better on track of old railway. Less disruption all round. The railway will never come back and if it did it could always go through the fields you are now tarmac over!
None	I strongly suggest the SOUTH VALLEY option. Business parks etc could be built alongside this route

Of the routes presented, which do you prefer?	Do you have any other comments
	which would benefit the area. This could also save the unspoilt countryside around Foulridge.
South Valley	I think the south valley route would be the best option. Save the countryside around Foulridge. A traffic survey carried out approximately 10 years ago showed 10% more traffic went towards Keighley, granted this was 10 years ago but it was the most recent survey.
None	These plans would blight a large section of beautiful countryside. Pendle is trying to attract tourist to it's environment. This would be a disaster. How would the many local footpaths get over the bypass or would walkers have to take their life in their hands!! A better proposal would be a bypass going on the south valley to the far side of Laneshawbridge. This route would utilise a rundown ex industrial part of Colne. In my opinion much more heavy traffic travelling through Colne carry on towards Keighley and not Skipton.
Brown route	N/A
None – I'm against the bypass	<ol style="list-style-type: none"> <li>1. The environmental impact upon the canal wildlife, tourism and natural beauty all will be ruined</li> <li>2. Another road is not the answer to congestion. Smart traffic lights and right turns on the valley need consideration</li> </ol>
None	Continue the M65 eastwards to meet with the Keighley dual carriageway at Cross Hills.
N/A	Relocate eastern end of bypass to new position east of Accomby Hall (Farm) to avoid conflict with exit of Skipton Old Rd, Foulridge from Kelbrook. When incidents occur on the A56, "rat run traffic", including heavy goods oversize vehicles with no local route knowledge, use this as a bypass route resulting in a complete "log jam" plus damage to property/walls etc, there are no realistic passing places other than for local traffic.
N/A	Traffic flow on North Valley Road in Colne. This is the current bottle neck. There is a need to eliminate ALL right turns since it is allowing for turning traffic that currently stops the flow. Traffic that needs to go right should continue to the roundabout and return on the other side.
N/A	A better solution to the whole problem is to take the blue route, but instead of turning East to Foulridge to carry on north going west of Barlick and on to join the A59 west of West Marton. This would clear through traffic from all townships. The existing roads are quite adequate for purely local traffic.
N/A	It is no use stopping the new road at Foulridge: The

Of the routes presented, which do you prefer?	Do you have any other comments
	brown route must continue to Barlock New Road with NO connection to the A56 before that. Stopping at Barlick New Road too would only push the problem further north, i.e. the pink/purple route must be a part of the scheme from the start. N.B. Thornton needs to be bypassed as well, to give a fast route all the way to Skipton.
South of Colne	Criminal to spoil beautiful countryside along the canal corridor Barrowford – Salterforth
None of them!	Whichever option is chosen, it will be hugely expensive and very controversial, involving the destruction of countryside and farmland. It can only be a partial solution to the North Valley traffic horror, there will still be HGVs and others using that route or Colne main street to access W Yorks.
The brown route	We all use roads and after the dust has settled the people complaining will use it too.
The original A56 village bypass to A49	The brown route will only increase traffic through Kelbrook – Earby. Would like to see traffic modelling and environmental impacts if brown route is preferred
Purple – original A56 villages bypass all the way to the A59	Too many deaths on A56 between Foulridge & Earby. Current situation 'protects' to some extent amount of heavy traffic through Kelbrook & Earby. Already increased traffic on A56 when there are problems on A1/M62 etc.
Brown route	What is happening at the Yorkshire end, perhaps take it further North going from motorway to single carriageway could cause speeding problems and also congestion with HGVs.
Brown	<p>1.The brown route shows a better flow of traffic as compared to the red route which will be diverted at a 90o turn</p> <p>2.The red route is very near the houses situated in Priestfield Avenue, Alkincoates Road and Reginald Street and some house would have to be demolished</p>
Brown route	Something has got to be done otherwise Colne will be a no go area, it is getting that way now. Forget the railway, build the bypass
Brown route	A.S.A.P!
None	I have so many I would need an A4 notebook
A bypass is needed	30 years too late, but agrees that a bypass is needed ASAP, hopefully ?? issues of local rat running. Benefit to local health issues
None	Poor idea. Sheet not big enough, house prices down, outstanding countryside ruined. A massive assumption that all traffic is going north to Skipton instead of straight on to Bradford & Keighley.

Of the routes presented, which do you prefer?	Do you have any other comments
Brown (tbc)	<ol style="list-style-type: none"> <li>1. Keep option for railway reinstatement</li> <li>2. Avoid all Biological Heritage Sites, avoid Habitats of Principal Importance in England and avoid site supporting notable species of ??</li> <li>3. The development should/must result in a net gain in biodiversity (and no net loss in sites, habitats or species) as required by Material Planning Policy (WPPF)</li> </ol>
Brown route	In favour of anything that alleviates traffic in North Valley Road
Brown	I spoke initially to Guy who was very helpful and passed me onto the correct person for my enquiries. The event was excellently run, very organised and very informative. I own land opposite Barrowford Reservoir and also opposite Ing Farm. I felt quite happy with the answers and await further developments.
Brown route	N/A
Brown & purple	N/A
Brown route	Sooner the better!
Brown & pink	Would not want to hinder future bypass of Thornton in Craven. Would like to be involved in modelling of Colne-Skipton-Cross Hills to understand current and future flows
N/A	Horrendous traffic on B?? Ave, Talbot Street & Ruskin Avenue, 15 minutes late due to local traffic jam
None	The destruction of leisure facilities i.e. dog walking, cycling, tourism. I feel you should not build on green fields. The canal is a huge tourist attraction for Pendle and the bypass detracts from the natural beauty of the area. Better traffic management of North Valley is a cheaper, less destructive option.
N/A	Sorry, the blue route is a disaster, that area is green belt and currently an amenity to Barrowford as regards locals and tourists.
Brown	The environmental impact on the local countryside would be huge (the canal corridor would no longer be a quiet tourist attraction). I understand that the proposed new road will be single lane – the potential for road traffic accidents will be similar to those on the Higham bypass- very bad. The idea that this/these new roads will attract new industry etc. is negated by the fact that some present industrial sites are still unoccupied after 5/10 years. Traffic in every town at 'rush' hour is extremely slow. This does not justify building new roads, traffic is just moved along to another area.
Blue	The blue route was not well represented at the meeting today – no maps to take away and few details. It does

Of the routes presented, which do you prefer?	Do you have any other comments
	not destroy the attractive countryside around the river and canal where many people walk and the noise would be less obtrusive. The north end needs more thought and time spent on it. This applies to the other options as well. The extra cost is of little significance as this is subject to – or + 40% variation! in all cases.
Blue (purple or pink depending on whether Thornton in Craven will ever be bypassed)	I was glad to find out the width of the road, but feel there is not room to accommodate this along Barrowford Road, Colne and that the assumption it can be built alongside the track bed of the old railway is quite untenable. The works needed to cross Barrowford Road and the existing canal bridge would seem to be massive and I can't see Barrowford Road being allowed to join the brown route. The blue route is surely much easier to build, considerable bridge works will surely be needed at the Foulbridge end for both routes. Most effort needs to be put into smoothing traffic from along North Valley Road.
Brown (or red)	Section overlying Barrowford Road needs cycle friendly facilities (land, crossing etc.)
Brown route	Thinking 20 years ahead the brown route has got to be best as traffic builds up over the years, better to do it now. The red route will cause congestion for Barrowford and traffic will back up there
Red route	The chances of the railway being reinstated are minimal. The traffic would have to use part of Vivary Way but as all the traffic going into Yorkshire/Skipton would peel off along the railway, there would be far less congestion. This way would stop spoiling the lovely countryside of the blue or red option. The canal is a local beauty spot by Barrowford Locks – DON'T RUIN IT!
Alkincoats	Too much traffic on the road, I would like to take some traffic off the road.
Brown, along with the pink. The northern section bypassing Laneshawbridge not needed	Red option totally unacceptable as it uses rail track bed. How much delay is there through Colne? Is this worth jeopardising land at Barrowford Road and Foulridge? Blue route looks too intrusive. The orange/brown option is probably better to provide growth for Barnoldswick.
Brown	The amount of traffic which will be directed through Earby on the existing A56. The use of the A56 through Earby East by traffic from North Yorkshire and the North East which may previously have used the A59 to the M6. The access to the M65 will be encouraged through the relief of the bottleneck through Colne.
None – best of bad	The obvious solution would appear to be an

Of the routes presented, which do you prefer?	Do you have any other comments
bunch red	improvement/widening of North Valley Road, reduction of turnings and use of derelict land. Other options decimate large swathes of green land across the most attractive stretch the Leeds/Liverpool Canal.
None	Improve the existing North Valley Road
Brown	Where there is a parallel alignment of the bypass and rail line, there is the possibility of constructing the road and railway together. This would save money, prevent excessive disruption from construction and prevent excessive land take, created by two entirely separate construction periods.
Brown route	Can't sleep due to traffic, children can't get across the roads due to congestion and older people can't cross the road safely to the community centre.
Pink	This should have been done when the M65 was built, if people in high places had not objected
Brown	Concerns about impact on Foulridge Wharf area as would be a large flyover across an area protected for environmental reasons, as is an historic beauty spot.
Red option	This route would have the least impact on the countryside. The idea of using the blue route in particular would be ridiculous, or disaster, as Barrowford locks and the canal corridor is probably one of the most beautiful areas of Pendle. It is also extremely well used by walkers and cyclists, and is one of the areas selling points
Brown	What would be the next stage if the brown route was used?
Brown and green combination	Very little consideration for transport links to the East of Pendle. Large economic cities of Bradford and Leeds not linked to well and not addressed here. Lots of commuting to and from West Yorkshire with more opportunities for links to HS2 and airports for commercial and personal services.
Brown	Would prefer bypass not to be built. Vivary Way should be extended as a dual carriageway along North Valley. The traffic problem in Colne is made worse by building retail outlets along North Valley where all shoppers travel by car.
Brown route	This bypass is long overdue and should have been done long ago when it was proposed before. The roads through Colne have been used like a motorway for over ten years and it has caused great difficulty for town people and everyone using these roads. It will be too little too late but please don't let the above go on any longer. These days there is too much traffic on the roads and this is the problem and the only good option

Of the routes presented, which do you prefer?	Do you have any other comments
	is to reduce this. Cannot comment on blue and green options.
Red and brown options	As I live on Skipton Road, Colne and the heavy traffic is awful.
Brown route	Green route ridiculous – massively expensive, environmental issues also wildlife. What happened to the original south valley route, which was the preferred route when the motorway was constructed? This still seems to be a more direct route towards Keighley.
None	Over my dead body
Brown route as long as it does not prevent the reopening of the double track railway	In the text of the EL Transport & Highways Masterplan Jacobs makes it clear that this is the case but the map shows the brown route infringing onto railway land which would prevent the reopening of the original double track railway. Previously, LCC assumed for the purposes of the M65 – Foulridge corridor study that only a single track railway would be restored. Please clarify and confirm that there would still be capacity for rebuilding the original double track railway, especially as then existing el. railway is being upgraded
Blue	<p>The blue option mainly agricultural land but would have the least impact on people property dwellings and livelihoods, also the rail trackbed.</p> <p>Why have LCC and Jacobs consultants not re-looked at the proposed option of some 10-20 years ago. Passing through Lenches, Waterside, Carrybridge between Cottontree and Trawden to join the A6068 behind Reedshaw Moss or possibly negotiated route with North Yorkshire County Council into the Aire Valley road system?</p> <p>Should the blue option be selected, instead of entering the A56 at approximately The Masala Room Restaurant consideration should be given for it to enter further along towards Accorn Lee Hall Farm or even the Kelbrook side of Accorn Lee Hall Farm.</p>
The brown route probably is preferable	<p>It does not mean I would like to see it constructed. My choice is the South Valley of Colne. It probably is the most viable.</p> <p>People from as far away as Manchester come to Foulridge to work, I have spoken to them, they enjoy the area. If a bypass is constructed they would go elsewhere, so would the revenue. Also people from Colne walk in the area every day. Where I live in Whitemoor Road, I am tormented by a large volume of</p>

Of the routes presented, which do you prefer?	Do you have any other comments
	<p>traffic. I would rather tolerate this than see a Foulridge bypass.</p> <p>It would be unfair on Kelbrook and Earby if a Foulridge bypass is constructed and not bypassing Kelbrook and Earby.</p>
The red and brown options	<p>Praise be that traffic from villages Kelbrook, Sough and Earby is removed. I feel it does little for Colne.</p> <p>The high proportion of HGVs come through Crosshills on Keighley Road from Leeds etc. in ratio to HGVs from Skipton Road, more traffic comes down Byron Road. Also the 3 into 2 lanes on the M65 is resulting in an increase in traffic incidents.</p>
The original route which was planned when the M65 was built i.e. the route along Colne South Valley linking to Yorkshire. A large amount of traffic travels to and comes from Keighley area both through Colne and along Byron Road. It would make sense for traffic to go over the Moss and link up with the dual carriageway into Keighley and beyond.	<p>The brown route would go through an area of outstanding natural beauty and would completely destroy the tourist attraction for the area. Local farmers and residents in properties affected would lose land and also the current accesses to their properties. The continuous noise from the road would be next to the properties 24 hours a day. A lot of the homes, buildings, farms and canal entrances and bridges are listed buildings etc. and are connected to English Heritage. Wildlife, trees, plants etc. would be completely destroyed when the aim is to preserve and protect, not destroy. The A56 through Foulridge would become a rat-run for vehicles, especially with the planned employment site which would ruin the village. The industries in Barnoldseick have not been affected by the non-existence of a bypass, so why now? At the Borrowford end it looks virtually impossible to build the road alongside the canal and future railway line due to limited space.</p>
Brown route	<p>I wish in particular to object to the blue route. As you can see from my postcode I live very near the route so it would be an intrusion (visual, noise, etc.) to myself and my neighbours. But it is also essential to look at the bigger picture.</p> <p>The blue route cuts through land at a greater height and with varied levels. The elevation would mean more exposure of the road to the wider area with consequent extra visual and noise intrusion. The varied levels mean that larger, more expensive and intrusive engineering works will be required. These are likely to involve deep scarring cuttings around Old Ebby's</p>

Of the routes presented, which do you prefer?	Do you have any other comments
	<p>reservoir and Cocker Hill together with a large viaduct over the canal wharf. This route would create poor vehicle economy as the vertical alignment would have to climb from the M65 to Cocker Hill then drop down again.</p> <p>The new transport proposals involve keeping the option to reopen the Colne-Skipton rail line. When the railway is reopened the route is closely fixed to the old trackbed. And it makes sense for the two transport routes fit in the same corridor. The blue route would create another corridor almost parallel to the rail line, thus sterilising more land.</p>
None.	<p>I accept the congestion along Vivary Way/North Valley Road must be addressed, however, I doubt any of the proposed routes to push traffic north of Foulridge/Earby will solve the problem.</p> <p>Where are the statistics/survey results which prove the majority of traffic wishes to travel to North Yorkshire? From the observation only I should say 75% of traffic heads towards West Yorkshire via Keighley Road, and would therefore continue to use this existing route. Or, more alarmingly, to avoid congestion at peak times would use the proposed bypass, if built, to double back through Foulridge Village to access Keighley Road.</p> <p>I note your proposed bypass documents mentions a commitment to support green areas and promote the use of these areas to involve Pendle residents in outdoor activities to improve their health and wellbeing. My second point is that any of the existing proposals I have seen would damage the over easily accessible safe green area used by many urban residents for recreation (walking, jogging, cycling, boating, fishing, birdwatching) not only in making the area between Barrowford Lock and Kelbrook less</p>
	<p>attractive due to traffic noise and emissions, but in that this would have a detrimental effect on the wildlife. I have seen deer, hare, heron, bullfinches, lesser spotted woodpecker, bluejay, toad, amongst the more common wildlife expected, and have heard reports of the sighting of badger and kingfisher.</p> <p>I think much more imaginative and long-term solutions should be considered, linking the M65 to the A629 north</p>

Of the routes presented, which do you prefer?	Do you have any other comments
	of Keighley, for instance. More expensive perhaps, but more useful as a solution for the future.
South Valley	<p>If the brown route is taken you will just dump the traffic to cause another congestion site.</p> <p>Please take a good look at improving traffic control on the North Valley.</p> <p>If not the name Mr Beeching could be placed on lots of shoulders.</p>
None. Waterside is the one	<p>You should be looking back at the original site of Waterside, as this is an industrial site, which is intended for such projects i.e. bypass and leave an area of outstanding natural beauty for generations to come and enjoy. We are the custodians of this lovely area and once it's gone it's gone and you can never bring it back. Are you sure you've really thought this through? I don't think so, people will not thank you for this.</p>
I prefer the brown route	<p>I hope the brown route will not interfere with the views from Alkincoats Park in Colne.</p> <p>It is a sad, yet proven fact, that more roads create more cars and traffic using the roads, so hope this will not be the case, as countryside and farm land must be protected, and mass transit must be enhanced and encouraged. Most important to redevelop already developed land, rather than branch out on undeveloped land.</p>
The brown option	<p>Costly and controversial or not, this is necessary.</p> <p>If we are to have a bypass then work needs to start as soon as possible – the congestion can only get worse!</p>
I do not agree with the proposed Foulridge bypass	<p>This is a completely road-based document with no specific plan for pedestrian, cyclists or public transport users.</p> <p>We are supposed to be reducing CO2 emissions but their plans would increase such emissions.</p> <p>To help traffic through Colne, North Valley Road bypass should be made dual carriageway rather.</p> <p>Why is there no mention of opening the Colne-Skipton line as an alternative to the Foulridge bypass.</p>
The brown route	<p>A Colne Bypass along with the intended developments would bring far more traffic. This in turn would create a demand for yet more roads – causing a vicious circle.</p>

Of the routes presented, which do you prefer?	Do you have any other comments
	So, we would prefer not to have any of the bypasses, but have placed the brown option as the most acceptable.
The brown route	<p>It makes sense to choose the brown route as the problem area is from the end of the M65 either on Vivary or up through Colne and you usually find that by the time you get to the other side of Skipton Road, the traffic has eased off considerably.</p> <p>It can often take up to ½ hour at certain parts of the day to get through Colne.</p>
<p>I don't believe we should be building a bypass at all as:</p> <p>a) it moves traffic congestion further along roads but does not solve the problem. Need intrans to reduce the traffic by reinstating the Skipton-Colne railway line</p> <p>b) it would also have a negative impact on tourism in this beautiful area of Pendle due to its noise and visual impact when part of this countryside is lost.</p>	<p>To attain a smooth flow of traffic and reduce the congestion I would urge that the following measures be taken on North Valley:</p> <ol style="list-style-type: none"> <li>1) Use traffic mitigating measures such as <ol style="list-style-type: none"> <li>a) removing the filter traffic lights at the Barrowford Road/Vivary Way/Crown Way junction and making this junction no right turn in both directions on Vivary Way with signs directing traffic to Barrowford Road from the east via North Valley Road, Rigby Street and Crown Way would be inexpensive and should be done now</li> <li>b) narrowing the highway and making it permissible to pedestrians as has been done in the centre of Poynton, Cheshire (Poynton regenerated You Tube video 14 mins)</li> <li>c) making the speed limit 20mph - slower speed limits help smooth traffic flow (even used on M25) and this makes the road safer for pedestrians and cyclists</li> <li>d) taking out traffic lights and establishing alternate filtering as happens when traffic lights are broken</li> </ol> </li> <li>2) The opening of the missing rail link would take vehicles off the road including freight. There are two existing major roads to north and west Yorkshire but no railway.</li> </ol>
I prefer NO bypass at all - the mile tunnel valley with its tranquil environment is a jewel in Pendle's tourist attractions, for lovers of the	<p>Instead, to attain a smooth flow of traffic, reduce congestion and reunite North Valley estate with the rest of Colne</p> <ol style="list-style-type: none"> <li>1. Use traffic mitigation measures such as: <ol style="list-style-type: none"> <li>a) Removing the filter traffic lights at the Barrowford Road/Vivary Way/Crown Way junction and making this junction no right turn in both directions on Vivary Way with signs directing traffic for</li> </ol> </li> </ol>

Of the routes presented, which do you prefer?	Do you have any other comments
<p>countryside, hikers, dog walkers, cyclists - it has National Cycle Network Route 68 (the Pennine Cycleway) going through it, the Leeds-Liverpool Canal, the tunnel, Barrowford Locks and an ancient ford and Lake Burwain and Foulridge Wharfe - a major road would wreck this with its din and visual impact.</p>	<p>Barrowford Road from the east via North Valley Road, Rigby Street and Crown Way. This would be very inexpensive and should be done now.</p> <ol style="list-style-type: none"> <li>b) Blocking off roads selectively, eg when Langroyd Road and Windy Bank were shut for roadworks in the year 2000 traffic flowed smoothly on North Valley (Colne Times 8/12/2000). Cars from those streets found alternative routes.</li> <li>c) Narrowing the highway and making it permeable to pedestrians as has been done in the centre of Poynton, Cheshire (Poynton regenerated You Tube video 14 mins).</li> <li>d) Making the speed limit 20mph - slower speed limits help smooth traffic flow (even used on the M25) and make the road safer for pedestrians and cyclists.</li> <li>e) Taking out traffic lights and establishing alternate filtering as happens when traffic lights are broken.</li> </ol> <ol style="list-style-type: none"> <li>2. Reinstating the Colne to Skipton missing rail link which would take many vehicles off the roads, both passengers and freight. There are two existing major roads to north and west Yorkshire but no railway.</li> <li>3. If after all these measures have been implemented and evaluated thoroughly, there is still a <u>real</u> problem, then any bypass proceeded with <b>SHOULD BE IN A TUNNEL!</b> What's good enough for the Chilterns is good enough for Northern folk!</li> </ol>
<p>Brown Route</p>	<p>I would prefer the brown route. Provided the old railway line to Skipton is protected. However instead of constructing a complicated bridge over the canal and old railway line at Foulridge it would be simpler and I would think cheaper to extend the route to join the Kelbrook-Barnoldswick Road. Thus only having to construct a simple bridge over the canal.</p>
<p>I felt that insufficient information was made available at Colne to reach an informed view. I am not convinced about the need for a bypass.</p>	<ol style="list-style-type: none"> <li>1. The event at Cone was not well prepared - I was given a map with red and brown routes with no colour! Maps did not show sufficient detail. Not enough space to view display boards.</li> <li>2. I felt that the brown route was being 'promoted' and there was inadequate information about the other routes.</li> <li>3. I have lived in Barrowford since 1974 and know the area of the proposed brown route very well as I regularly walk along the towpath of the Leeds Liverpool Canal and the many footpaths in the area. The lovely countryside would be destroyed if the brown route went ahead.</li> </ol>

Of the routes presented, which do you prefer?	Do you have any other comments
	<p>4. Tourism has been promoted in Pendle and has grown in recent years because the lovely countryside attracts walkers, cyclists, etc.</p> <p>5. Once the countryside is destroyed, it is gone for future generations.</p> <p>6. I understand the need for jobs, but many of the newly built 'Business Parks' are not full eg Barrowford Business Park. Why take green fields when there are many derelict sites in Colne where industry could be sited eg Waterside.</p> <p>7. I am frustrated that when the M65 was built more thought was not given to the route to Yorkshire. Since then Boundary Mill has been built as well as retail parks on North Valley Road. This has limited the options available for road widening, etc.</p> <p>8. When I drive along North Valley Road, I see many large vehicles from Keighley. A bypass stopping at Foulridge will not help them.</p> <p>9. I am concerned that the building of a bypass will just move the 'bottle necks' and queues in the peak times elsewhere. Unless there are less cars on the road, traffic is bound to build up at busy times in urban areas.</p> <p>10. I am also concerned about the cost of this project. I would rather the money was spent on the NHS for example.</p> <p>11. A bypass could take away passing trade from shops and businesses in Colne.</p>
Brown but see below	<p>Prefer 'brown' route but have concerns regarding the B624 from and to Vivary Way from the proposed junction to the bypass on Barrowford Road as this may become a 'rat run' and create problems for legitimate users and residents on the route leading to accidents. Also please could you supply further details of the proposed junction from the bypass and onto the B6247 as the details are not clear.</p>
Blue option, followed by brown	<p>Colne library did not have a large scale map to indicate exactly where the blue option would go (I understand that the brown option is the preferred option by county!).</p> <p>My other concern other than removing this bottleneck is ensuring that the railway track bed is unaffected by this scheme.</p> <p>Whatever happened to the sensible south valley bypass!</p>
The brown route from midway	<p>It is imperative that the rail track be left available. Cross-subsidisation would be available if the two</p>

Of the routes presented, which do you prefer?	Do you have any other comments
<p>between jn13 and 14 towards the A56 north of Foulridge (presumably downgraded to dual carriageway from the roundabout onwards to jn 14). Ideally this will eventually extend as a bypass to Earby and Wiseacre on toward Skipton.</p>	<p>projects could be developed together. This would have enormous economical benefits to the area and logistically to transport movements from Liverpool as a port of entry towards Hull, Middlesbrough and Newcastle onward to northern Europe in addition to connecting the area to major cities as a commuter seat. Traffic censuses should be made of the relative traffic density and split between Skipton bound and Bradford bound vehicles before taking the additional bypass across to the A6068 east of Laneshaw Bridge. As a low cost temporary measure for the traffic problems on North Valley I would like to see the traffic lights phased to facilitate better flow along the densest route and the various pedestrian lights linked to the road lights to minimise interactive delays to vehicle movement. Consideration should also be given to increasing the green interval times to improve the flow rates.</p>

### Appendix 3: A56 Route Options: Email Comments Received

Respondent Number	Comments
1	<p data-bbox="438 456 1133 488">May I please ask you to consider my proposals:-</p> <p data-bbox="438 526 1308 817"><b>BROWN AND ORRANGE OPTION:</b> Bypassing Vivary Way and North Valley road in Colne making a Junction off the M65 as partly shown in the Brown route, continuing virtually in a straight line behind Holt House Playing Fields in Colne to join a short section of Red Lane which then joins the roundabout at Langroyd. Vehicles to be directed in a straight line facing Castle Road to join the A56 via the much needed roundabout.</p> <p data-bbox="438 824 1284 929">This proposal would indeed be a huge cost saving over the rest of the Councils proposed routes and would have little impact on the environment.</p> <p data-bbox="438 936 1284 967">Please find attached plan which clearly states my proposal.</p> <p data-bbox="438 974 1308 1153">I would also like you to consider my proposal for the Kelbrook and Earby By-Pass, This would start at the Kelbrook roundabout and would run in the direction of the proposed Pink route to join the purple route to Bypass the Dangerous 'S' Bends towards Thornton in Craven.</p> <p data-bbox="438 1160 1300 1265">The A56 which runs between Langroyd, Foulridge and Kelbrook is more than adequate for East Lancashire's future needs.</p> <p data-bbox="438 1272 1292 1339">As a resident of Foulridge, a Bypass is not required through the village.</p>
2	<p data-bbox="438 1346 1300 1489">As Higherford residents we received no formal notification regarding the proposed routes of the above bypass, only being made aware of this by neighbours who were obtaining signatures to a petition opposing it.</p> <p data-bbox="438 1496 1308 1639">Leaving to one side the scandalous lack of information and whether there is actually a need for a bypass at all, we feel we must register our absolute amazement and disgust at the proposed blue route.</p> <p data-bbox="438 1646 1292 2004">One of the biggest assets of our area is the beauty of the unspoilt countryside that surrounds us. The area around Slipper Hill is one of the most picturesque landscapes this side of Pendle Hill, together with the canal corridor heading towards the Foulridge Tunnel and Barrowford Locks which attracts large numbers of walkers and tourists. To suggest putting a brand new road through this area of greenbelt, must we assume must have been conceived from behind a desk by someone who has no knowledge or appreciation of the area?</p> <p data-bbox="438 2011 1308 2033">We would be interested to know how Pendle Council intends</p>

	<p>on attracting tourism to the area whilst it seems hell bent on concreting over some of our prized assets. I am sure this would not happen or even be suggested in other sensitive landscapes of such natural beauty. We await your views on this matter.</p>
3	<p>I am totally opposed to a new Colne By-Pass</p> <p>The congestion problem at Colne (coming from the M65 end) is due to the traffic lights at Preston's then the next roundabout, again which has traffic lights. Next it would be the traffic lights at the Sainsbury's garage and then it would be the next set of traffic lights at Sainsburys. The roundabout at the top leading to Foulridge and Colne town centre isn't usually a problem.</p> <p>The congestion problem has also increased due to Boundary Mill, Sainsbury's, Asda, Next and Argos. This traffic will not be removed. Don't start bulldozing the countryside just because retail outlets are increasing in the industrial belt.</p> <p>We have recently paid £325,000 to take our 3 children under the age of 7 and live in the countryside away from the industrial belt and the retail giants and the Co2 emmissions.</p> <p>I travel along the Foulridge to Colne main road every day, I drop my children at school at 8.30am. Yes it is busy but it's peak times and it's also the school run for more than one school. By 8.57am each day the traffic is gone.</p> <p>I travel through the Colne valley 3 times a week during off peak times and the traffic is never a problem. It takes me approx 3 mins to get from the top to the bottom. So because of peak time traffic you are going to spend how much? Ruin the village of Foulridge and 4km of countryside. Absolutely ridiculous!</p> <p>Solve the problem – get rid of all the traffic lights! Try a one way system or a turn left only.</p> <p>I am not sure who carried out the survey but I guess pay any one £100,000 and they will tell you what you want to hear.</p> <p>Also there is a rumour that the government is only going to give this money if more industrial units are created at both ends of the bypass, can someone please confirm that? Keep the industrial units in Colne!</p> <p>Bannisters old retail outlet is still empty so why create more? Is this simply all down to money? I can't help feel that there is a hidden agenda here because none of it makes any sense.</p> <p>The old railway line – which train enthusiast, is it exactly that thinks this is going to be re-opened one day? And for what, the scenic route from Colne to Earby? Do they realise the road near Preston's would have to be raised? How much is it going to cost to re-open this railway and are the Council going to pay out after building this new by-pass? I don't think so.</p>

	<p>Well here is another one, re-open the train line then and get everyone to commute on the train! Thus reducing congestion – but the won't will they I bet about 3 passengers are on it.</p>
	<p>People in the village are just finding out about this now – it has been terribly publicised, everyone affected should have received a letter, we don't all read the local paper.</p>
	<p>The council I assume have agreed to the retail giants in Colne so therefore one would assume it is up to them to sort the road system in Colne – remove all the lights and see what happens!</p>
4	<p>I am writing to you with regard to the consultation process of the proposed Colne Bypass. My wife and I are wholly against this and appose the construction of the Bypass and we believe if it is necessary the Red route must be the most viable followed by the brown route.</p>
	<p>The new Blue route is an abhorrent suggestion and one that seems to have been plucked out of thin air. We wonder who is to benefit from this route which surely should have been made public many years ago if it is to be considered now.</p>
	<p>I believe strongly that there are measures not yet taken that would solve the traffic problem which is no worse than most towns and cities during peak times, these could be a filter road at the end of the motorway onto Vivary Way, then a one-way system from the junction of Crown Way extending the two lanes along to the roundabout. The lighter traffic going the other way would then have a one-way system back along North Valley Road, to Rigby Street and onto Crown Way to rejoin Vivary Way. Also there could be better use of intelligent traffic lights. This would save tens of millions of tax payers monies.</p>
	<p>We understand a survey has shown that over the past 10 years traffic at the end of the M65 has only risen by 13%, there is no indication that this traffic actually goes along to Valley Road and therefore it is safe to assume that the increased traffic is there because of the popular stores recently opened at the end of the M65.</p>
	<p>We are not engineers but we know the problems that builders had when building houses in the area the proposed new road is to end in Foulridge, this boggy marshland ground would need pile driven foundations to carry the flyover that would be needed for the steep incline from Foulridge Wharfe to its emergence near to the Masala rooms where it would reconnect to the main road.</p>
	<p>Has anyone considered the impact that the increased volume of traffic will have to drivers in Foulridge. We, the residents that have to try to enter Skipton Road from The Causeway at peak times have to wait longer to do this than it takes to travel from the end of the M65 to North Valley Road. This planned new road will make it much worse, we could be</p>

	<p>waiting for tens of minutes to get onto the A56 Skipton Road especially if turning right towards Keighley.</p>
	<p>I read that the planners rate the area shown for this new road as mainly agricultural, this is far from the truth this area is one of great beauty and has many walks which are widely used by both locals and numerous people from all parts of this country. It is a fact that His Royal Highness Prince Charles was in high praise of the work done to keep and restore the heritage of the area, I am sure he would be appalled at the planned destruction of such a beautiful place.</p>
	<p>Finally, we and all the people we have spoken to are appalled at the lack of information given to us regarding this huge change to our environment. We only found out by chance remark made by a neighbour and this seems to be the general opinion of everyone.</p>
5	<p>I am writing regarding the proposed routes for the Colne bypass with serious concerns regarding the blue route.</p> <p>Flawed and inadequate public consultation: It was only a chance conversation that enlightened by husband and myself to the public consultation regarding the various routes. On further inspection we were appalled to discover that the blue route runs adjacent to Barnoldswick Road.</p> <p>On discovering this proposed plan my husband went to speak to our neighbours on Barnoldswick Road at the Cross Gaits Pub and the landlord was completely oblivious to the scheme and outraged at the potential loss in business from passing trade being diverted by the proposed route. In what sense is this a public consultation?</p> <p>We understand that the consultation period ends on the 6<sup>th</sup> December and the only consultation day in Colne Library on the 20<sup>th</sup> November proved impossible for us to attend given that we both work long hours with evening events out of area. This only catered for the people who are based locally and do not use the roads as commuters! Even the local MP's recent publication 'Pendle Matters' makes no reference to the proposed bypass.</p> <p>Since finding out about this route my husband has been involved in the Higherford Residents Action Group and has started an online petition which is rapidly gathering support among residents who were oblivious to the proposals. I will put a copy of the petition in the post to you along with the comments that have been submitted. To access it online, please go to <a href="http://www.petitions24.com/signatures/noblueroute/">http://www.petitions24.com/signatures/noblueroute/</a> Petition signatures opposing the blue route total:205</p> <p>Regarding the blue route, it is said in the scheme that it will be through agricultural land. 'Mere' agricultural land undersells the value of the beauty of the environment overlooking Foulridge, Colne and the surrounding area.</p> <p>It makes far more logical sense to allow the route to</p>

	<p>following existing transport routes i.e. brown / red route which will have far less visual impact as they are ‘tucked’ away in the valley bottom. The brown and red options have always been suggested historically and local residents have been aware of the possibility. We trust that the brown route will remain the preferred option.</p>
	<p>We can hear the current M65 from the elevation of our property and in fact, noise travels readily so that we also ‘enjoy’ the Colne Festival from our property and can even hear music festivals taking place in Trawden. Having the blue route adjacent to our home would be unbearable.</p>
	<p>From a personal perspective, our family chose to move to Blacko because of the rural location. We have a duty to maintain the beauty of the local area.</p>
	<p>Is £38 million spent on 4 miles of road good value for money? Have all the options been explored in terms of time sensitive lights or even adding a third lane as you leave the motorway so that two lanes continue straight on and one filters off to the right by Lloyd garage.</p>
	<p>Simple mitigation could be looked at first. Waiting for 5 minutes on Vivary Way does not compare to congestion in other urban areas. Plus, a bypass would not result in traffic moving away from Vivary Way because of the significant amount of misguided retail planning permission that has been allowed as a ribbon development adjacent to the road.</p>
	<p>Please can you confirm that the road is a single carriageway?</p>
	<p>Finally, as the deadline for public consultation is the 6<sup>th</sup> December, please could you outline what the timescale is for considering the responses and for sharing the outcome of the consultation. Thank you.</p>
6	<p>I live in Colne. I am appalled at the Colne/Foulridge bypass proposal because: it will destroy an area of beautiful countryside, which is a far too a high price to pay for being able to drive around Colne five minutes faster.</p>
	<p>Perhaps the most sinister thing about this bypass proposal is the inclusion of “potential employment areas” on Greenfield land. Pendle is full of both Brownfield sites and empty commercial/industrial units. Why destroy Beauty by covering fields in hideous metal boxes for the sake of narrow vested commercial interests?</p>
	<p>If there is money for this proposal, why is there none for the reopening of the Colne to Skipton rail line? This would be an extension to the popular Aire valley line to Leeds/Bradford. The railway would bring far more economic and social benefits to the area than being able to get to Earby five minutes faster.</p>
	<p>If the bypass is built, North Valley will still be congested due to both existing and PROPOSED traffic generating business.</p>
	<p>It encourages car use, which makes a mockery of any</p>

	<p>environmental credentials that Lancashire county council have.</p> <p>About 1/3 of Pendle have no access to a car (from Jacobs report). This scheme will bring no benefits to the poorest.</p> <p>Lancashire has problems keeping its existing roads gritted (in winter) and properly maintained, why add more?</p> <p>The age of cheap oil is coming to an end. This seems like a very outdated transport policy.</p>
7	<p>I write in response to the consultation on the Colne Bypass proposals. I would like to make the following points for your consideration:</p> <p>Much more consultation is required. Not everyone reads the Nelson Leader or could attend the event in the Colne Library, if it was not for the Higherford action group, my wife and I would not have known about the proposals.</p> <p>The other point I would make in relation to the 'consultation' process is that no information has been made available in relation to the housing and development sites that will form an integral part of the bypass proposal. These sites could easily be as damaging environmentally as the road itself.</p> <p>Further work needs to be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.</p> <p>No decision on a preferred route should be made, even in principle, until the current viability study for the railway line reopening is completed as this route would seem to be a practical alternative. We would prefer the 'red route' to be chosen and believe the majority of people would also agree.</p> <p>More traffic research needs to be done on the wider area, including the Barnoldswick Road/Gisburn Road /Junction13 bottlenecks and the impact of another junction on the motorway.</p> <p>The 'blue route' should not be considered as an option as it is the worst possible route environmentally, ruining the tranquil canal corridor around Barrowford Locks, damaging the tourism potential of this beautiful area and bringing traffic noise to many people in Higherford.</p> <p>I strongly urge you to seriously consider the above points prior to any decisions being made. I would also like to stress that it is critically important that all Lancashire County Council staff involved in preparing proposals have visited the sites and walked the proposed routes as we have been told that many have not done so. It is impossible to understand the potential environmental damage that can be caused without a good first-hand knowledge of the area.</p>
8	<p>I write in response to the consultation on the Colne Bypass proposals. I would like to make the following points for your consideration:</p>

	<p>Much more consultation is required. Not everyone reads the Nelson Leader or could attend the event in the Colne Library, if it was not for the Higherford action group, my wife and I would not have known about the proposals.</p> <p>The other point I would make in relation to the 'consultation' process is that no information has been made available in relation to the housing and development sites that will form an integral part of the by pass proposal. These sites could easily be as damaging environmentally as the road itself.</p> <p>Further work needs to be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.</p> <p>No decision on a preferred route should be made, even in principle, until the current viability study for the railway line reopening is completed as this route would seem to be a practical alternative. We would prefer the 'red route' to be chosen and believe the majority of people would also agree.</p> <p>More traffic research needs to be done on the wider area, including the Barnoldswick Road/Gisburn Road /Junction13 bottlenecks and the impact of another junction on the motorway.</p> <p>The 'blue route' should not be considered as an option as it is the worst possible route environmentally, ruining the tranquil canal corridor around Barrowford Locks, damaging the tourism potential of this beautiful area and bringing traffic noise to many people in Higherford.</p> <p>I strongly urge you to seriously consider the above points prior to any decisions being made. I would also like to stress that it is critically important that all Lancashire County Council staff involved in preparing proposals have visited the sites and walked the proposed routes as we have been told that many have not done so. It is impossible to understand the potential environmental damage that can be caused without a good first-hand knowledge of the area.</p>
9	<p>I strongly feel that having beautiful countryside surrounding more urban areas is part of the attraction to the area in which I live. The peace and tranquillity in such surrounding areas is attractive to both locals and tourists. The valley where the proposed road is such an area.</p> <p>If one runs a car one must accept that traffic waiting times occur more often than not. I moved from Colne a number of years ago following the increase in traffic due to the motorway/ Vivary way extension. The traffic has always been of a high level since the completion of the motorway. Interestingly I moved to Barrowford where traffic was to be alleviated from by the motorway extension. Barrowford may be quieter than it may have been had the M65 not been extended. There is however a larger volume of traffic now</p>

	<p>than a few years ago. This is something I accept as a fact of life however I firmly believe that one road build leads to another problem. Developing our beautiful surrounding areas into A roads with industrial development part and parcel is never the correct environmental answer.</p> <p>I understand that a survey has been ongoing however I feel this consultation has not been placed in the community for long enough to reach everyone it will affect. I ask for an extension to the consultation period.</p>
10	<p>Dear Mr Stephenson</p> <p>We received your letter dated sometime in November on 30 November informing us about the Colne A.56 by-pass. It states that the consultation closes on 6th December, which gives interested parties very little time to consult.</p> <p>As we are living in a time austerity, we are of the opinion that traffic flow could be vastly improved along the existing roads, by ensuring that along North Valley Road no traffic enters it to turn right, only left. This would mean that the only traffic lights needed would be for pedestrian crossings. Cars entering along North Valley Road would have to go to one of the roundabouts at either end to turn, in effect, right. This would cost considerably less than a new by-pass.</p> <p>If the traffic consultants, Jacob, had done their survey thoroughly, and if the officials at County Hall knew anything about our area, they would have found that once traffic reaches the roundabout at the bottom of Skipton Road it disperses and there is no longer congestion.</p> <p>The plans at the "consultation" in Colne library and the ones downloaded from the internet did not show any development at either end of the proposed by-pass, however the plans published in The Colne Times, if one examined them very carefully, did show this. Surely there are sufficient industrial buildings that are not occupied, so why build more?</p> <p>Perhaps in the four days left for consultation you could give these ideas some thought.</p>
11	<p>We are totally against the building of the bypass. All it will achieve is transfer one area of congestion to another a relatively short distance away and at great expense.</p> <p>In effect it destroys an area of natural beauty and wildlife for minimal benefit.</p>
12	<p>I am writing to you today as a resident of the area to object to the proposed A56 'villages by-pass'.</p> <p>Each of the proposed routes that I saw at Colne Library recently give me concern in that an otherwise scenic area of Pendle which attracts many visitors will end up decimated by concrete.</p> <p>There are additional matters that I take issue with in the letter from Andrew Stephenson MP, mainly his statement about the volume of traffic travelling on the road each day.</p>

	<p>The figure of 25,000 vehicles each day travelling may be correct but I assume this is 12,500 in each direction. Some will be local traffic and the rest passing traffic. Does this really warrant a new road?</p>
	<p>I firmly believe that the vehicles travelling along the North Valley Road each day are not through traffic to Skipton or Keighley but 50% (if not more) are visiting the retail outlets and Sainsbury's that Pendle Borough Council rather short-sightedly allowed permission for. Once vehicles have passed the last roundabout on North Valley Road there is no congestion either in Trawden, Laneshawbridge or Sough/Earby. Or was the objective to create congestion to justify a new road later on?</p>
	<p>What consideration has been given to improving the flow of traffic of North Valley Road without the proposed by-pass? It is clear to me that the problems are caused by the 3 right turns along the North Valley Road route with single lane movement only. It cannot be necessary to have these 3 right turns into a small town such as Colne.</p>
	<p>If the section between Lloyds BMW and the last roundabout travelling east towards Skipton Road roundabout was improved to a dual carriage way, making that roundabout the only right turn into Colne then traffic for the retail park would be able to travel around the roundabout and make a left turn at a fraction of the cost with minimal disruption and demolition.</p>
	<p>From the various documents, I can see that Pendle Borough Council prefer the brown route. Would it not be best to listen to public opinion and at the end of the consultation period then choose their preference?</p>
	<p>I ask that you reconsider your plans for this proposal and look forward to hearing from you.</p>
13	<p>I am totally against the proposed plans for the brown route or the blue route ,and think the whole plan needs rethinking as it will spoil all our countryside and leave nothing left for the tourism which is being promoted in our area, the council need to get their heads together and come up with alternative plans which will not affect our green and pleasant land in any way.</p>
	<p>There are enough business parks and housing sites in our area without adding more and compulsory purchasing peoples homes which they have worked hard to acquire. This plan has not been thought about properly and the people it will most affect have not been consulted. There must be alternative ways to ease congestion on the north valley rd.</p>
14	<p>I don't believe a bypass is necessary at all. The volume of traffic at the end of the motorway is due to Boundry Mill, Matalan, McDonalds, Sainsbury's etc.</p>
	<p>I strongly feel that if a bypass was to be built it would take</p>

	<p>away a lot of trade from our local towns of Colne and Barrowford. So much for supporting our local economy, they will end up a ghost town like Nelson.</p>
	<p>Traffic signals and widening the road would cost a lot less and would be just as effective.</p>
	<p>Also, what an eye-sore the flyover would look at Foulridge, it will be visible for miles and miles around and ruin our local area, which is enjoyed not only by our local community but by tourists who come a long way to see and walk in such beautiful countryside.</p> <p>I oppose the blue route in particular as the one that would ruin most of our local countryside, not only with the loss of spectacular views but also the noise.</p>
15	<p>As a resident of the area I very strongly object to the proposed A56 'villages by-pass'.</p>
	<p>Each of the proposed routes that I saw at Colne, Library recently give me concern in that an otherwise scenic and idyllic area of Pendle which attracts many visitors will end up decimated by concrete.</p>
	<p>Moreover the proposed route on the old track bed is now a biological heritage site.</p>
	<p>There are also weather issues as it is frequently misty along the canal stretch early motoring (a motoring hazard) and I understand also that the route would not be wide enough for both a road and the rail line re-opening (notwithstanding what has been said in the proposals) I seem to recall this was also an issue in 2000.</p>
	<p>There are additional matters that I take issue with in the letter from Andrew Stephenson MP, mainly his statement about the volume of traffic travelling on the road each day. The figure of 25,000 vehicles each day travelling may be correct but I assume this is 12,500 in each direction. Some will be local traffic and the rest passing traffic. Does this really warrant a new road?</p>
	<p>The congestion in North Valley is only at peak time, only along that stretch of road and is no worse than in almost all major towns at some time.</p>
	<p>I firmly believe that the vehicles travelling along the North Valley Road each day are not through traffic to Skipton or Keighley but 50% (if not more) are going to and from Colne itself and/or visiting the large number of retail outlets and Sainsbury's superstore that Pendle Borough Council rather short-sightedly allowed permission for. One can observe from the roundabout at the end of North Valley how little traffic flows through to Laneshawbridge or towards Foulridge and it is where the actual congestion disappears.</p>
	<p>Once vehicles have passed the last roundabout on North Valley Road there is actually no congestion either in Foulridge, Trawden, Laneshawbridge or Sough/Earby.</p>
	<p>Or was the objective to create congestion on North Valley to</p>

	seek to justify a new road later on? And for the purpose of further retail development at the end of and along that road?
	The congestion on North Valley has been created in my opinion by:- not constructing the motorway through South Valley as originally proposed, (I also seem to recall prominent County Councilors objecting at the time because one County Councilors' house was directly in line for demolition).
	The number of roundabouts and traffic lights and junctions into North Valley which hinder traffic flow and cause the congestion. (once through North Valley there is no congestion through to Foulridge, Nelson/Burnley or Laneshawbridge.
	The number of retail outlets allowed by Pendle Council create a great influx of traffic to the area and a rubbish problem as KFC and McDonalds rubbish is discarded in the countryside within a 2 to 3 mile radius.
	The majority of traffic is travelling to/from Colne itself and or the retail outlets, not North Yorkshire.
	What consideration has been given to improving the flow of traffic of North Valley Road without the proposed by-pass?
	It is clear to me that the problems are caused by the above and therefore will not be alleviated by a bypass, and in the alternative if the problem is the volume of traffic heading for North Yorkshire which I genuinely do not believe, is it not just going to dump the problem in Foulridge instead of North valley?
	I do seriously wonder if the real plan is for a bypass so that there can more retail development at the end of the proposed bypass in Foulridge! Queue objections once again from the residents of Foulridge.
	If the section between Lloyds BMW and the last roundabout travelling east towards Skipton Road roundabout was improved to a dual carriage way or widened (and there is room for that), making that roundabout the only right turn into Colne then traffic for the retail park would be able to travel around the roundabout and make a left turn at a fraction of the cost with minimal disruption and demolition.
	Alternatively radical as it may be, if North Valley and Albert Road through Colne centre were both made one way, this would create dual carriageways and free flowing traffic. Given the size of the town and the number of roads running into both North Valley and Albert road this would not be a major inconvenience for drivers either.
	There are real alternatives to improving the traffic flow without building a bypass and destroying the beautiful countryside.

	<p>From the various documents, I can see that Pendle Borough Council already prefer the brown route. Would it not be best to listen to public opinion and at the end of the consultation period then choose their preference which maybe not to build a bypass? Or does the Council not care at all about public opinion?</p>
	<p>Can you please acknowledge receipt of my objections and pass a copy to Lancashire Country Council Consultation Environment DirectorateRoom D32</p>
16	<p>My wife and I attended the event at Colne library. I fully expected our MP to be there as we had received a flyer from him a few days earlier in which he favoured the brown route for the proposed Colne Bypass. We were a bit surprised as it was the first we had heard of such a plan.</p>
	<p>At the 'consultation' we looked at the map of the brown route and were horrified to see that the route cut through one of the most beautiful and most visited areas of countryside in Pendle.</p>
	<p>We were shocked to find out that none of your staff at the meeting had ever seen or visited the area of the proposed road.</p>
	<p>There was no one from Pendle Council at the consultation which was surprising, as they are the people trying to push this project through.</p>
	<p>I feel the lack of advance information about this proposed project is unacceptable. Has a full report on the environmental and ecological effect on the proposed route been carried out? If not, I would advise one to be done before any further decision is taken.</p>
	<p>The proposed route would destroy ancient woodland, farmland, a grade 2 listed house, the much used canalside footpath, and the rural peace of a beautiful area.</p>
	<p>I think a study should be done into possible improvements to North valley road. Introducing intelligent traffic lights to speed traffic flow, street widening where possible, etc. I hope you take our views into consideration.</p>
17	<p>Pendle has spent much time and money to change it's image from being an area of dirty, run down, long gone industries to one promoting it's beautiful countryside. The success of the 'Walking Festival' is a testament to the numbers of people attracted here from other parts of the country.</p>
	<p>The BLUE route would certainly ruin many of the views and paths that they come to use.....and the BROWN route to a lesser extent.</p>
	<p>Has a recent independent survey been done as to the number of people who would actually use the railway if it were reopened? Very few I suspect. The existing journey from Preston to Colne is not for the faint-hearted, never mind extending it.</p>

	<p>I understand from figures given at a recent public meeting that figures travelling through Colne have not increased in the last 10 years. The increase, is in traffic using Colne as destination. North Valley Road, with its many retail outlets, cannot really be widened, but could it be made one way travelling eastward and incorporating the existing Craddock Rd system going west.</p>
<p>18</p>	<p>I attended the event at Colne Library and submitted some thoughts on the form provided. I would now like to make the following points for your consideration : I feel that the consultation has been woefully inadequate as many people affected by the route have not been notified of the proposals.</p> <p>The map of the Brown Route shows very little detail and omits Grade 2 listed buildings such as Blakey Hall Farm.</p> <p>The Brown Route is being described as the "preferred route" but the consultation process is not yet complete.</p> <p>The Red Route would use the old railway line from Colne to Skipton and would reduce the impact on the environment by not using green fields but I understand the railway line is "protected" so that the line could reopen. It has been closed for over 40 years. What evidence is there for an increased demand for rail travel between Colne and Skipton ? I use the bus service which runs every 30 minutes. However the main issue would be how the line could be reconnected with Colne Railway Station which is now "marooned " on the other side of a dual carriageway and a BMW garage and Colne Leisure Centre are also in the way. I hope the consultation will include the cost of reinstating the railway line.</p> <p>I am not clear how the Brown Route could "improve safety" at Junction 14 as I understand a roundabout would be put in place between Junctions 13 and 14 for traffic to join the proposed bypass. Traffic queues back at both Junction 13 and 14. Surely a roundabout will make this more dangerous.</p> <p>I have lived in Barrowford since 1974 and regularly use the road between Barrowford and Colne. I am not clear how I could continue to use this route as I would have to cross traffic coming off the M65. I understand that a roundabout is to be put in place but traffic will be leaving the M65 at speed.</p> <p>My preference is for consideration to be given to improving the flow of traffic on North Valley Road by the use of intelligent traffic lights and road widening.</p> <p>Both the Blue and the Brown Routes go through lovely countryside and impact on the Leeds Liverpool Canal corridor, a popular area for walkers, cyclists and of course boat owners and holiday hire boats. Tourism has been successfully promoted in Pendle and the proposed routes would damage this growing industry.</p> <p>I hope you will give serious consideration to the above points before a decision is made. It is really important</p>

	that you take on board the first hand knowledge that local people have of their area.
19	<p>I write in response to the consultation on the Colne Bypass proposals. I would like to make the following points for your consideration: I think the consultation period for this proposal has been too short as the statistical basis on which it is predicated is incomplete and the analysis open to dispute. The necessity for commercial and housing development to contribute to the cost of the bypass has not been communicated adequately to local people.</p> <p>I do not think that there is a proven case for any bypass for Colne. From information given to us at a local residents meeting by the Leader of Pendle Council, the research indicates that the destination for any increase in traffic is Colne and that through traffic has not increased in the last ten years. The solution should surely be in improving traffic flow through Colne rather than destroying a beautiful landscape.</p> <p>Any of the proposed routes will adversely affect the local environment, to the detriment of local tourism amenities and the local wildlife.</p>
20	<p>I write in response to the consultation on the Colne Bypass proposals. I would like to make the following points for your consideration: I think the consultation period for this proposal has been too short as the statistical basis on which it is predicated is incomplete and the analysis open to dispute.</p> <p>The necessity for commercial and housing development to contribute to the cost of the bypass has not been communicated adequately to local people.</p> <p>I do not think that there is a proven case for any bypass for Colne as the research indicates that Colne is the destination and the solution should be in Colne rather than destroying the rural margin. If planning to alleviate the traffic problems in Colne concentrated on intelligent traffic control and a gyratory system taking in the east side of the town the need for any bypass would be obviated.</p> <p>By creating a bypass it is likely that traffic currently not converging on Colne would find it an easier route from the north and exacerbate the congestion rather than alleviate it.</p> <p>Any of the proposed routes will adversely affect the rich natural habitats of the area. Not only would the immediate environment be degraded but an unnatural barrier to the wildlife travelling across it would be created.</p> <p>Pendle is always trying to encourage visitors to stay in the area and this proposal will degrade the environment and detract from the tourist amenities.</p>
21	Further to meeting you at Colne Library on Wednesday 20th November, I am writing to pass on the attached petition from residents of Higherford, Barrowford and Blacko. Specifically we oppose the Blue Option and for the reasons listed in the

	<p>Petition Summary and Objections. I have sent you a hard copy of the Petition via Recorded Delivery and would appreciate you acknowledging receipt of both this email and the hard copy.</p> <p>Petition received with 76 signatures opposing the Blue Route</p> <p>we oppose the Blue Option and for the reasons listed in the Petition Summary and Objections</p>
22	<p>I write in response to the consultation on the Colne Bypass proposals. I would like to make the following points for your consideration: Much more consultation is required. Firstly, not everyone reads the Nelson Leader (local paper) or could attend the Colne Library event</p> <p>and secondly because no press coverage has been given to the employment and housing sites that will be developed as an integral part of the by-pass proposal. These sites could be at least as damaging environmentally as the road itself.</p> <p>Further work should be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.</p> <p>No decision on a preferred route should be made, even in principle, until the current viability study for the railway line re-opening is completed as this route would seem to be a practical alternative. I believe the majority of people would prefer the red route.</p> <p>More traffic research needs to be done on the wider area, including the Barnoldswick Road/Gisburn Road/Junction 13 bottlenecks and the impact of another junction on the motorway</p> <p>The "blue route" is a complete no-no as it is the worst possible route environmentally, ruining the tranquil canal corridor around Barrowford locks, damaging the tourism potential of this beautiful area and bringing traffic noise to many people in Higherford.</p> <p>I strongly urge you to seriously consider the above points prior to any decisions being made. I would also like to stress that it is critically important that all Lancashire County Council staff involved in preparing proposals have visited the sites and walked the proposed routes as we have been told that many have not done so. It is impossible to understand the potential environmental damage that can be caused without a good first-hand knowledge of the area.</p>
23	<p>I'm afraid my reply to the routes proposed for this bypass is going to be unhelpful in your search for public opinion. Both routes will take up swathes of countryside or will dispatch any plans for reinstating the Colne to Skipton rail link.</p> <p>Neither is likely to be popular here.</p> <p>Besides this consideration Colne is a small market town</p>

	<p>which has recently seen great improvements in small businesses and speciality shops and restaurants. To run a bypass will ring the death knell for the town.</p> <p>We have lived in Colne all our lives and, as motorists are well aware of the congestion problems this bypass is supposed to solve but would prefer to put up with the inconveniences, or find another route in and out of the town, or simply set off on a journey that little bit earlier.</p>
24	<p>I have looked at the plans for proposed choices of bypass to Colne and Foulridge. While the Brown route would appear to me to be the preferred option, especially if combined with the Green continuation terminating beyond Laneshawbridge, the congestion in Colne Valley Road would I guess be largely eradicated, but wouldn't this simply be moving the problem onto someone else's patch?</p>
25	<p>Just want to state that I am strongly against the building of a bypass through a green belt area.</p> <p>I would also like a detailed breakdown of the total cost to build this bypass as I think £34m will not be nearly enough. Please keep me informed of events</p>
26	<p>I write in response to the consultation on the Colne Bypass proposals. I would like to make the following points for your consideration: Much more consultation is required. Firstly, not everyone reads the Nelson Leader (local paper) or could attend the Colne Library event, and secondly because no press coverage has been given to the employment and housing sites that will be developed as an integral part of the by-pass proposal</p> <p>These sites could be at least as damaging environmentally as the road itself which will directly impact several key locations such as the Grade 2 listed building at Blakey Hall Farm &amp; Foulridge Wharfe being significantly affected if the plans are approved.</p> <p>Further work should be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.</p> <p>No decision on a preferred route should be made, even in principle, until the current viability study for the railway line re-opening is completed as this route would seem to be a practical alternative. I believe the majority of people would prefer the red route.</p> <p>More traffic research needs to be done on the wider area, including the Barnoldswick Road/Gisburn Road/Junction 13 bottlenecks and the impact of another junction on the motorway.</p> <p>The "blue route" is a complete no-no as it is the worst possible route environmentally, ruining the tranquil canal corridor around Barrowford locks, damaging the tourism potential of this beautiful area and bringing traffic noise to</p>

	<p>many people in Higherford.</p> <p>I strongly urge you to seriously consider the above points prior to any decisions being made. I would also like to stress that it is critically important that all Lancashire County Council staff involved in preparing proposals have visited the sites and walked the proposed routes as we have been told that many have not done so. It is impossible to understand the potential environmental damage that can be caused without a good first-hand knowledge of the area.</p>
27	<p>I would like my view to be noted please during this consultation period RE: the proposed Colne Valley by-pass. I do not support the by-pass at all as it will completely spoil the canal area which is an important area for nature and tourism</p> <p>I do not believe that the by-pass will reduce traffic greatly. Most traffic on the valley seems to carry onto Laneshawbridge and beyond in that direction. I believe the answer could lie in smarter traffic 'green wave' lights systems on the valley.</p>
28	<p>I wish the following opinion to be considered in your planning discussions. The same letter will be sent to local press. I am writing to express my concern about the proposed Colne by-pass and the devastating effect the current proposals will have on the Borough of Pendle.</p> <p>No-one can deny that something needs doing to improve conditions on North Valley Road, but to by-pass is to create more problems than it solves, using a sledgehammer to crack a nut and in the process, destroying miles of green land, part of the beautiful tourist area that borders the Leeds Liverpool Canal at probably its most attractive stretches either side of the tunnel. This would make a by-pass a boon to tourists leaving the Valley – because there would be little left to stop for!</p> <p>We must also consider the business needs of the area. Colne is perhaps the only town in Lancashire with NO EMPTY SHOPS and Barrowford is full of high quality businesses. How long will these businesses last when we take traffic away?</p> <p>Colne and Barrowford need people through to maintain their economic viability. The challenge for the transport plan must surely be to manage the traffic not divert it, for without it these towns go the same way as Nelson and Accrington did after the M65 went past.</p> <p>North Valley Road is a largely wide corridor with derelict property by the side – ample room to widen and rationalise – reduce the number of entry and exit points to maintain flow on a dual carriageway right through to Skipton Road, still allowing traffic through the town. A service road behind the retail parks could keep those businesses in the loop while also encouraging visitors into the town itself.</p>

	<p>The prospect of this most serene stretch of the canal, much loved by the many visitors from local towns and from far afield, not to mention boaters from all over the country, being destroyed by an unimaginative road solution that will cause more problems for the borough than it solves, is a distressing one.</p>
	<p>I acknowledge that I have a personal interest in this issue because of where I live, but the principles remain valid, we need to be extremely careful of destroying our natural resources, especially when the supposed benefits are extremely questionable.</p>
29	<p>Improving traffic flow through Barrowford Road, Vivary Way, Crown Way junction in Colne</p> <p>Further to our conversations at the by-pass consultation at Colne Library last Wednesday, I've redrawn the map of my suggestions.</p> <p>This would improve traffic flow along Vivary Way east and even more so west and could be done relatively cheaply and quickly now.</p> <p>Jacobs' figures show westbound traffic is slower and this is because less westbound traffic can get through the lights at this junction because of the filter light for the other direction. As you are aware, in the peak hours much of the eastbound traffic that uses the filter is just using it as a rat-run to jump the queue and rejoins the A6068 at the Harrison Drive/Spring Lane roundabout.</p> <p>As we discussed, I believe there are further ways of improving both traffic flow and safe pedestrian flow, at the same time reuniting the North Valley estate with the town. This could include some of the ideas in the 'Poynton Regenerated' 14 minute youtube video. Some more No right turns might also be useful (these could still allow a legal right for emergency vehicles to turn right if the Emergency Services felt they still needed that flexibility). It should not be forgotten that when Windy Bank and Langroyd Road were blocked off in the year 2000 by roadworks, traffic flowed smoothly on North Valley (Colne Times article attached).</p> <p>Indeed I would suggest it would be worth a visit (maybe taking some Councillors too) and if Martin Cassini could be contacted to do a study on Colne's problems and solutions, he might like the challenge!</p> <p>Please get in touch if you would like to discuss anything further.</p>
30	<p>One further, personal objection to the by-pass I would like recorded. I worked for Lancashire County Council for many years and on retirement I was given a long-service award of £200. I donated it to pay for a bench which was positioned</p>

	<p>above the southern canal tunnel so that anyone sitting on it could look along the canal, chatting with friends or in peaceful contemplation. (photos attached – I didn't know the ladies sitting there but was very glad to see them making use of it). It is on the Pennine Cycleway National Cycle Network Route 68. Unfortunately, when enlarged, the brown route in the Jacobs report on the Colne By-pass appears to pass right through it! Hence my further objection.</p>
31	<p>Having viewed your proposals, I have the following comments to make about your proposals for the Colne Bypass: With regards to the A56 bypass of Colne proposals, I favour an option that will enable the reopening of the rail link to Skipton from Colne. With a bypass in place, there will be less need for Vivary Way for Colne traffic. As well as Whitewalls Drive, there could be a link from the roundabout at the end of the M65 to the Barrowford Road to take some traffic into Colne along the existing Barrowford Road using the existing road bridge over the railway line route. The existing Vivary Way site could then provide space for extra car parking for Boundary Mill and for extra sports facilities near the Sports Centre. Whether access from the roundabout at the end of the M65 could provide also the start of the A56 bypass of Colne for the Brown Option is also a possibility.</p>
32	<p>Clearly our area needs urgently some relief of the traffic problems brought about by the M65 finishing at Colne. Many people call it the "Road to Nowhere".</p> <p>A solution is required for both business and to the relief of local residents. This problem was brought about by taking the approach not in my back yard, which has held back our area and misery for many for many a year. A campaign against the M65 extension via south Valley into Yorkshire has given years of misery to north valley and Foulridge. Held back Colne as a town and most of the business in the area and certainly prevented many new businesses coming to the area, increasing job opportunity and wealth of the area in the whole of Burnley and Pendle.</p> <p>The Master Plan for East Lancashire looks to be fair attempt to address some of the problems above and many others. As one who has lived in Foulridge for last 37 years, who has seen the problems grow, both as a resident and business person. I just hope it will be completed in my life time.</p> <p>Clearly my main interest is the Bypass and the possible reopening of the Colne to Skipton railway line. This is all in my back yard. I think both are possible, with railway line running alongside the road most of its way into Yorkshire.</p> <p>On the basis of something has to be done, which is the best way forward? It looks to me to be from the shortlisted by pass options: Brown/Red route for the Southern section and Pink/Purple for the Northern section.</p>

	<p>One hopes both sections might be completed more or less at the same time, so we just do not get the problem moved to the villages further along the route. I do assume the Yorkshire C.C. on the side of the county border is being consulted to take the route onto the Skipton Bypass and other roads out of that area.</p>
	<p>I do feel and hope the final alignment takes into full consideration the environment to ensure the new road and possibly the railway have good green screening and noise limiting features. One way on some of the noise is a road surface, which absorbs the noise, which I am given to understand is available.</p>
	<p>The road should run north/west of the railway line. The number of junctions limited to 2 at Foulridge and Kelbrook. Earby would either be served via Kelbrook or at the end of the bypass. The sighting of these junctions needs to position as much as possible away from current properties.</p>
	<p>Comments on the other options. Blue route on the Southern section would take it away from many properties, but I expect at the cost of the environment and monetary cost.</p>
	<p>The Green route Northern section, I assume is alternative route. Then you would be better off going via South Valley as originally planned 30 plus years ago.</p>
	<p>Clearly this type of project is not going to please all, but we do need something doing sooner than later.</p>
33	<p>The Colne bypass is, in my opinion, long overdue. You can take it that my wife and I fully support the proposal.</p>
	<p>I would recommend the brown route. Apart from this, my experience is that a big percentage of the 25000 vehicles reported to be going along the valley continues in the direction of Keighley and therefore the green section round to beyond Laneshaw Bridge would also be extremely beneficial.</p>
34	<p>I am a Foulridge resident. Firstly, let me state that I am totally in favour of the long, long, overdue Foulridge bypass.</p>
	<p>However, with reference to the recently proposed Brown Route for the bypass, I cannot see how this routing would prevent the "Northerly" congestion passing through Colne and onward through to Foulridge? The majority of traffic which passes through Foulridge is travelling to Skipton, the Dales and beyond into North Yorkshire. So how would a planned easterly routing to Keighley and West Yorkshire, resolve that problem? I think the planners or committee's need to sit down, look at the real facts of where the traffic is heading and give this routing some thought before it is decided on!</p>
	<p>It is quite obvious to me, that there would be a considerable cost for a road that does not make sense, if the Brown route is followed. It seems quite obvious when I first saw the proposed recent publicised routing, what a nonsense it</p>

	<p>would be. I can certainly see road users still going through the center of Colne, to avoid a considerable detour if the brown route is proposed.</p> <p>A routing North should be the way to go, as per the original villages bypass route, or something close to it, if biological avoidance routing has to be considered.</p> <p>The northern routing needs to follow the same routing as the old railway line from Colne to the villages as much as possible. This is where all of the traffic congestion is. Not the Keighley routing.</p> <p>Also this routing has been preserved for many years. It seems to me also, that there could be a convergence of project plans by building both the new bypass and the reinstatement of the Colne to Skipton railway line simultaneously. This would save costs overall considerably, if combined, rather than have separately built projects.</p> <p>The infrastructure, grading and services could be combined and laid down together. It just needs the Railway and Lancashire County Council to get together to consider this feasibility. Has there been an application made to the European Council for the possible funding of the projects? If not, why not?</p> <p>I hope that my comments above can reach the appropriate levels of the committee, for them to think again.</p>
35	<p>I write as clerk to Earby Town Council (ETC). At the recent meeting of full council the matter of the Colne Bypass was debated both at length and in some depth. Feelings locally on this matter are intense and passions held, both for and against, are very strong. This was reflected and evident in the above mentioned meeting with a thorough and rigorous examination of the recent proposals.</p> <p>The consensus was that traffic from the M65 through Earby would increase considerably should the proposed plan go ahead, and that this would have a detrimental effect on the town as a whole.</p> <p>Particular problems could be foreseen for houses and shops adjacent to the A56 due to vibration and the large railway wall would also suffer, let alone the problems posed by the sheer volume of traffic given the distinct lack of controlled crossing places, there being but a solitary one outside the Station Hotel.</p> <p>Earby Town Council has been, and is, a strong supporter of SELRAP and wish to see the re-laying of the railway line and reintroduction of services. Council strongly oppose therefore any use of the track bed here.</p> <p>Whilst this proposal will clearly ease the traffic congestion that exists in Colne it appears that little or no thought has</p>

	<p>been given to the consequences that this action will have on outlying areas, especially Earby.</p> <p>Further that this proposal flies in the face of the Highways Services decision to downgrade the A56 from a trunk to a minor road. Do you propose to revisit this decision in light of these new proposals?</p> <p>I have been instructed to request details of traffic flow for some of the areas concerned and as a consequence would you please provide ETC with the most up to date figures of vehicle numbers/traffic flow:</p> <ul style="list-style-type: none"> <li>i) From the end of the M65 and through Colne.</li> <li>ii) Through Earby both from the Colne direction and from the Skipton direction.</li> </ul> <p>Please supply dates of when the surveys were undertaken and breakdowns of vehicles into their distinct groups.</p> <p>I look forward to taking your reply back to full council when received.</p>
36	<p>I have looked at this and would like the opportunity to discuss some of the content especially the view that support for SELRAP is hindering the correct answer to the problem. As much as I agree with the sentiments of this group as far as I understand the cost of reinstating the line north out of Colne would be preventive. How could the line cross Vivary Way without the implementation of a bridge for either the road or the line either of which I believe would be sufficient to supper the scheme.</p> <p>In addition to this any such crossing would require the line between Burnley and Colne to have the second track reinstated. I know that the design for the new crossing on Railway Street, Brierfield does not accommodate the reinstatement of a two track system.</p> <p>This being the case the why do we not let SERAP know their case is dead and use the basic line infrastructure to reduce the cost of the bypass around Colne and Foulridge only departing the line to By-Pass Kelbrook, Sough and Earby where the old line ran through the towns. Again all of this was discussed between 1984 and 1990.</p> <p>As for seeing a Pendle link to Leeds via the M62 is madness. As is using the A6068 Colne to Cross hills road as both roads are already oversubscribed at peak times. I say this with years of experience of travelling from J27 M62 back to Earby. But even before this whilst working at Buoyant Upholstery we got directions to Kirkstall Road Via M62 making the journey about twice as long as my route via Ilkley. Pendle to Leeds needs to use the improved routes in the Wharfe Vally A65 &amp; A660 as routes to Bradford use the A629 &amp; A650 Aire Valley Routes.</p>
37	<p>It was disappointing to find out that our house may have to</p>

	<p>be demolished? This was by telephone from a friend 10 days before the end of a consultation period that I only found out about by visiting the cafe in the Pendle heritage centre. Another local person visiting was not even aware of the planned roads. It seems to me that everyone effected should have received some notification. Obviously when your home is going to be directly involved you would not be happy?</p>
	<p>However I am realistic &amp; know that there is a traffic problem in Colne &amp; offer these observations. Whichever route is chosen the lovely local countryside will be spoilt forever for both residents &amp; visitors. You may or may not know the area but many locals &amp; visitors enjoy the walking &amp; leisure opportunities that the area offers. It is an oasis in the midst of the old industrial towns of Pendle.</p>
	<p>Are there alternatives? Possibly more one way traffic on the roads adjoining the North Valley? A roundabout at the takeaways? Hopefully experts have been consulted.</p>
	<p>My preferred route would be along the old railway line as it causes the least destruction to the beauty of the area. However I understand that it is not even being considered because of the railway lobby.</p>
	<p>Thank you for reading this email &amp; hopefully you will never receive a call informing you that your house may be demolished.</p>
38	<p>Further to my letter of the 16<sup>th</sup> November, last night I attended a meeting at Foulridge Village Hall on the above. Unfortunately what I have learnt last night and further maps shown in the local paper last week showing a new Industrial Estate, north of Foulridge which looks to be between the canal and old railway line, plus further details of how it joins the A56 north of Foulridge across the Canal and Rail bed looks like a road in the sky built on a high banked flyover.</p>
	<p>In my letter of the 16<sup>th</sup> November I mentioned green screen and noise limiting features. If above is what is going to be proposed, it is certainly not sympathetic to this or very environmentally friendly.</p>
	<p>I would also add if the bypass is going to be completed both South and North sections need to be completed at the same time in conjunctions with North Yorkshire, so it feeds the traffic onto the Skipton bypass system, not dump the problem into Earby or in the Villages between Foulridge and Skipton.</p>
	<p>Back in the 80's when the Bypass was last proposed we had a similar discussion regarding how a junction could be arranged to reconnect to the A56. Attached you will see a scan of the possible plan at that time. The roundabout "B" was the original suggestion, which also showed large earth works and at the time we managed to get it moved to position "A".</p>
	<p>In those days the bypass was an alternative to the railway</p>

	<p>line, if now one wishes to protect the rail bed, my suggestion would be to keep the bypass north west of the rail bed and by coming over or under the rail bed further up where the land is flatter, one does not need the large embankments, in fact it might be possible for the bypass to go under the rail bed at this point, helping to screen and lower noise.</p>
	<p>It is the opinion of many that most of the traffic goes not towards Skipton, but towards Keighley from North Valley, Colne. This does need an up to date survey being completed to check the true picture today. Alternatives using the south valley should be considered.</p>
	<p>Clearly it needs decisions taken on this plan quickly and fairly, as this will and is having an effect on every ones house prices in Foulridge and the ability of people's mobility to move, with all the different plans suggested, does add to the plight.</p>
	<p>I do hope when your planners get down to details a sympathetic approach is taken and the wishes of the local people are fully considered.</p>
39	<p>I object to the proposal for the Colne-Foulridge Bypass</p>
	<p>I do not have a preference- all routes presented appear to be high cost &amp; high impact Green Field investment by the Local Authority and I do not agree that the Brown Option should be adopted as the proposed route.</p>
	<p>I feel that the consultation period has been too short.</p>
	<p>I feel the information in the consultation document is too wordy and difficult and yet it does not address many of the issues. I have studied the proposal document at my local library and online. The maps and plans do not sufficiently illustrate the massive impact this proposal will have on an area of unspoiled countryside.</p>
	<p>For example just how elevated the road will need to be to accommodate the plans for re-instating the railway link.</p>
	<p>There is no mention of the impact of future development such as Business Parks, Industrial Units and Retail Developments, which will spring up along the route, and themselves induce traffic.</p>
	<p>I feel that the South Valley area of Colne is already an unsightly blighted brown area, which could be improved and adapted to take business park development instead of proposing to develop the Barrowford Road area.</p>
	<p>Local Planning Policy over the last 15 years has contributed to the congestion from the end of the M65 through Colne and the North Valley area. The development of Boundary Mill, Sainsbury and the retail park along with fast food outlets along North Valley Road have had a huge impact on traffic flow.</p>
	<p>This could have been avoided had the South Valley been developed/re-developed instead. I fear many of these outlets will look to re-locate along the proposed route if it goes</p>

	<p>ahead.</p> <p>From M65 Junction 14 through North Valley road there is poor direction signage, road markings, traffic light sequence and use of one-way routes all of which could be improved to relieve congestion, at a fraction of the cost to the proposed scheme, both environmental &amp; financial.</p> <p>Just a final note on traffic figures: - The Proposal Document shows an AADF figure of 25000 vehicles per day on the A6068 along North Valley. When the previous Foulridge Bypass was under consultation in 1994, the predictions for traffic growth, as stated in "LCC Colne-Foulridge Bypass Statement of Case", were based on the existing traffic figure, for AADF of 23650. Average growth rate was put at 3-4% per annum; the NRTF indication was an increase of 34% to 55% from 1996 to 2015. Clearly this prediction has not been correct.</p> <p>I believe further traffic studies and consultation are needed to make an informed decision about such a costly invasive and controversial proposal before any further decisions are made.</p> <p>I feel that the proposal to extend the M65 along any of the various routes is ill conceived with scant information to make informed choices other than that congestion must be relieved and is a "Predict and Provide" proposal which is too costly at £10 million per kilometre and will destroy a beautiful area of Lancashire Countryside.</p>
40	<p>We live at Waterside, on Mile End Close in Foulridge, and as you'll know from the plans, our home is around 500 meters or so from the proposed bridge/road over the Canal and as such we wanted to voice our extremely strong objections to any of the proposed plans and put these on record.</p> <p>The building of this road will destroy the natural peace and beauty of what is very popular beauty spot for those of us that live close by and those who use this area for recreational purposes.</p> <p>It will have an enormous effect on the quality of life for myself and the rest of the residents in the path of this road, bringing constant noise and pollution, as well as disturbing the habitat of local wildlife. In addition we would have to put up with a great deal of inconvenience during the build.</p> <p>We do not want these plans to go ahead - can you please confirm that you have recorded our complaint.</p>
41	<p>I write in response to the consultation on the Colne Bypass proposals. I would like to make the following points for your consideration: Much more consultation is required. Firstly, not everyone reads the Nelson Leader (local paper) or could attend the Colne Library event, and secondly because no press coverage has been given to the employment and housing sites that will be developed as an integral part of the by-pass proposal. These sites could be at least as damaging</p>

	<p>environmentally as the road itself.</p> <p>Further work should be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.</p> <p>No decision on a preferred route should be made, even in principle, until the current viability study for the railway line re-opening is completed as this route would seem to be a practical alternative. I believe the majority of people would prefer the red route.</p> <p>More traffic research needs to be done on the wider area, including the Barnoldswick Road/Gisburn Road/Junction 13 bottlenecks and the impact of another junction on the motorway.</p> <p>The “blue route” is a complete no-no as it is the worst possible route environmentally, ruining the tranquil canal corridor around Barrowford locks, damaging the tourism potential of this beautiful area and bringing traffic noise to many people in Higherford.</p> <p>I strongly urge you to seriously consider the above points prior to any decisions being made. I would also like to stress that it is critically important that all Lancashire County Council staff involved in preparing proposals have visited the sites and walked the proposed routes as we have been told that many have not done so. It is impossible to understand the potential environmental damage that can be caused without a good first-hand knowledge of the area.</p>
42	<p>I would like to express my views on the proposed Colne bypass and residential/business developments. As a Higherford resident for many years and having witnessed the M65 being constructed I am well aware of the traffic problems caused by the motorway terminating at Colne, I believe half of all the traffic is going to Colne either to shop or live which leaves the remaining through traffic either going in the direction of Skipton or Keighley.</p> <p>Instead of spending £30/40 million on a single carriageway road and spoiling beautiful open countryside ( green belt ) plus all the proposed development it would bring, would it not be possible to improve and upgrade the existing North Valley road into a dual carriage with intelligent traffic management ? There is space available and the road is mainly passing through what is now a business park. This would ease the bottle neck caused by the abrupt ending of the M65 motorway which in turn put the flow of traffic onto a single carriageway with a series out of sync traffic lights and a traffic island, this in my view is the main reason for most of the congestion.</p> <p>One last point, I do think the consultation and in particular the way residents have been notified or not in most cases by Pendle Council as well as Lancashire County Council has</p>

	been abysmal.
43	<p>I have just responded using the online Survey for the Transport "Masterplan" specifically in relation to the A56 bypass proposals. Whilst I acknowledge that this proposal was issued in October 2013, I was not made aware that this proposal had been in place until I received a letter via post from my local councillor late last week, only providing a week for me to respond to this issue.</p> <p>Whilst I acknowledge that this is at early stages in the project, I believe that detail of these proposals should have been delivered to the local community of Foulridge when the consultation was issued. As mentioned above, I did receive a letter from my councillor last week which confirmed that it would affect me and that I should respond to it, but there was no sign post of where to find the information. I was required to trawl through the Lancashire.gov website to try find it but took me a significant period of time to find.</p> <p>As a result of this, I would like to be invited to any public consultation meeting in relation to the proposed plans and a copy of any further developments of the plans so that I will be aware of the effects to the local community in a timely manner.</p> <p>I would like to also note my adverse opinion to the proposed plans for the A56 which is proposed to decimate the Foulridge community and landscape.</p>
44	<p>Although resident outside Lancashire, we are fairly frequent visitors to the area and are familiar with the various major and minor routes through the surrounding countryside. We are also aware of the congestion problems in Colne itself. It strikes us, on examining these plans, that none of the proposed routes will satisfy the purpose of improving traffic flow, since they would all try to take the traffic in the wrong direction!</p> <p>More particularly, our concerns are for the impact on Blakey Hall Farm, which would be directly affected by 2 of the proposed 3 options, dissecting land designated as a Biological Heritage Site and SELRAP route. We first stayed there in 1997 whilst walking the Liverpool-Leeds Canal. The Boothmans were working a loss-making dairy farm on their land and operating a small-scale Bed &amp; Breakfast business. We were so taken by some special quality on that part of the canal, the natural features, the surrounding landscape, the wonderful air of peace and tranquility and the warm hospitality offered by Rachel and Stephen. It has become a haven for us ever since. We have followed them on their journey out of farming and through the Government drive to "Diversify."</p> <p>Supported by local agencies they have invested everything into building a popular and successful Self-Catering and B&amp;B business, appealing to other clients who appreciate the</p>

	<p>same qualities we have come to love. In doing so, they have had to allow and account for frustrations created out of the myriad regulations and restrictions placed upon listed properties and rural development. It is, therefore, a travesty of Justice that a completely unnecessary and misplaced road can be forced through their property, destroying so much more than a few acres of turf! This is also their childrens' heritage.</p>
	<p>The persistent vehicle noise and associated pollution so close to the house will also have a detrimental and unavoidable impact.</p>
	<p>This is a prime example of compulsory purchase plans demonstrating complete disregard for personal endeavour in the name of progress.</p>
	<p>The simplest and most reasonable solution to Colne's problems would be to take the "Brown field" approach... widen the main road and reduce the number of traffic light crossings.</p>
	<p>We would urge all planning officials to scrap these plans and give more careful consideration to the wider issues, not just take the perceived line of least resistance.</p>
45	<p>In welcoming our local M.P's circular letter re Public Consultation and also encouraging support for the by-pass I wrote the following, to him, which I think out lines my position as being well and truly in favour of favour of a By-pass/relief road</p>
	<p>I am pleased to read of your support for the scheme but worried that the antis vociferous campaigns may receive maximum publicity, suggesting a groundswell of support for their campaign which is not representative of the views of the silent majority who are in support of a by-pass. Long, long ago Edmund Burke said, "All that is required for evil to flourish is that good men do nothing"</p>
	<p>The present situation may not be an exact parallel with Burke but I am concerned that the thousands of people who have longed for.....pleaded for.....a by-pass/relief road may be sitting back complacently, not appreciating that their support needs to be made as apparent as that of the protesters.</p>
	<p>I am writing in the hope that, perhaps through your Leader/Times column, you will be able to emphasise the need for those who support a new road to make their support ever more apparent; this may be our only chance in the next twenty years.</p>
	<p>I write not just as a motorist but also as one who lived on the A56 Burnley Road for almost thirty years , in pre-motorway days, before moving to Foulridge.....and consequently can appreciate keenly the noise, vibration, pollution and also every day dangers to young families for the people who live along and in the vicinity of North Valley Road and Langroyd</p>

	<p>Road.</p> <p>Protesters claim that more North Valley traffic proceeds to Heifer Lane than turns off towards Skipton but do not take account of the traffic which by-passes Colne by using the Barrowford, Barnoldswick Road, Hill Top route to Barnoldswick and Foulridge. A by-pass would afford considerable relief to the roads through Barrowford as well as Colne and offer quicker and less stressful journeys for travellers.</p> <p>We moved to Hill Top in 1977 and began to use the Barrowford/Barnoldswick Road route regularly and were amazed to find what we had hitherto considered to be quiet country roads were in fact often busy thoroughfares, particularly at peak times.</p>
46	<p>Why build a road on open countryside? It's not even a bypass it's just another road through Foulridge.</p> <p>Four roundabouts and nine crossings on a one and a half mile stretch of road is what causes the congestion on North Valley Road.</p> <p>Only fools would build industrial parks on green fields when there are brown field sites aplenty.</p>
47	<p>A by-pass would definitely be beneficial to the local and wider communities. Ideally an extension of the M65 through to Keighley would be the solution which would produce the maximum national benefit.</p> <p>However since long term strategic vision is not possible we must accept what is on offer as a short term fix to the problem. So I would argue that the Blue Route for the proposed by-pass is infinitely preferable as it has less impact on the canal route which is a particularly beautiful and historically interesting area of the county.</p> <p>Possibly it would be better to hold out for the M65 extension even if it takes another 20years. By accepting the short term solution the maximum benefit of the expenditure is not realised and the possibility of extending the M65 becomes more</p>
48	<p>I would like to express concerns over the planned bypass from the M65 to Foulridge.</p> <p>Firstly, it is imperative that the public are able to examine the data produced by the traffic surveys on the existing roads. Are these available on the website?</p> <p>All except the green route are predicated on the assumption that the bulk of traffic passes through Colne towards Foulridge and not to Keighley. However, the inclusion of the green route suggests that the planners themselves are not entirely sure of the desired outcome of a new road: is it to facilitate traffic flow towards Foulridge or towards Keighley?</p> <p>Secondly, it would be a Pyrrhic victory for the council to build</p>

	<p>a bypass along the blue route to ease traffic, only to lose vital tourism in the area.</p> <p>The planned blue route will adversely affect the tranquility of the countryside around the Barrowford, Blacko and Foulridge area; an area that is enjoyed by many visitors each year.</p> <p>In the age of social media, it will not take long for the news of the bypass to result in adverse publicity that will lead to the brand image of Pendle being irreparably damaged. This would be a foolish step, given the amount of effort and funds the council has invested in tourism in the area. What Pendle needs is a boost to its urban areas, not damage to its countryside.</p> <p>Regarding the possible prevention of the reinstatement of a railway between Colne and Skipton, it is far more important to establish direct rail links with the cities to the south, such as Manchester than to invest in a railway that may be little used and prohibitively expensive to rebuild. Therefore, the brown route would appear to be the least disruptive if a Foulridge link is the required outcome.</p> <p>Finally, if it is established that a bypass is needed, surely it would be most beneficial to the many existing and potential businesses in Colne to widen North Valley Road, allowing the easier flow of traffic through the town. Since North Vally Road is the bottleneck, surely this is where the council must focus its attentions.</p>
49	<p>At Barrowford Parish Councils last meeting the East Lancashire Highways &amp; Transport Masterplan Consultation October 2013 was discussed and it was resolved to submit the following observations and comments on the proposed Foulridge Bypass.</p> <p>That the Parish Council supports the construction of traffic alleviation Measures at Vivary Way/ North Valley Road and the A56 villages in principle, but feels that:</p> <p>That insufficient information and detailed plans/maps have been made available to enable the Parish Council to make an informed decision as to a preferred route.</p> <p>The Parish council feels that the traffic problems at Vivary Way/North Valley Road and the A682 Gisburn Road Barrowford are not wholly due to the construction of the M65 and its termination on the outskirts of Colne, but over the years this has been exacerbated by the permitted ribbon development by retail companies along this already inadequate route.</p> <p>Has the County Council considered that if the proposed small scale bypass is built, that within a short timescale similar ribbon development along any route would engulf the adjacent land and create potentially massive congestion to any proposed route?</p>

	<p>All the proposed routes from the Barrowford end immediately go through some of the most scenic rural land adjacent or within the canal corridor. The potential blight to one of Pendle's most beautiful tourism areas by both the new bypass and the probability of extensive commercial development centred adjacent to the junction with the M65 needs to be strongly controlled to preserve the natural beauty of the southern end of the proposed extension."</p>
	<p>That the advertisement locally of the Public Consultation has been woeful with few local people being aware of this consultation.</p>
	<p>As you can see from the parish councils comments the local feeling is that better information relating to any possible route needs to be available and further consultation after this information has been made available.</p>
50	<p>I have felt the need to write to you regarding the consultation on the potential bypass. I am a resident in Blacko here in Pendle although I have lived many years previously in Barrowford and 30 years in Colne prior to that, so I am very familiar with the area and it's traffic problems, indeed I can remember the completion of the m65 motorway and used to cycle on the road prior to it opening on my way to Nelson and Colne college in 1988 and have seen the traffics problems develop over the many years since.</p>
	<p>As the study conducted by Jacobs has revealed there is not actually any evidence to suggest a significant increase in traffic passing through Colne and then carrying on the journey to either Skipton or Keighley and beyond. However, the results did reveal an increase circa 13% in traffic where Colne is the destination. This would seem to stack up when measured against the backdrop of development in Colne over the last 10 years or so, new Boundary Mill, Sainsbury's, Matalan, McDonald's, KFC, Argos, Next and Dfs to name a few.</p>
	<p>It is also worth noting that the recent decision by Pendle Borough Council to grant planning permission for another supermarket ( Lidl and a new public house) on the former Smith and nephews Glenn Mill site will only add to the congestion on the current layout.</p>
	<p>If the figures are correct, and I have no reason to doubt them, then the building of a bypass would not actually solve the problem. All the bypass would do is take any traffic bound for skip ton and beyond, which the evidence suggests is not the real problem.</p>
	<p>In addition, as is always the case with any new road, it would in all probability attract new traffic, which if going in the direction of Skipton would not have any significant impact but would only add to the congestion that is and would still be there in Colne if the bypass was constructed.</p>
	<p>Now let me be clear I accept we need to find a solution to</p>

	<p>the traffic congestion in Colne, which does impact the surrounding villages such as Barrowford and Higherford. I think the only debate that needs to be had is around what that solution is and perhaps more importantly a solution that is within and affordable framework. I am not against the building of new roads providing they are going to achieve the intended objective, however, in this case I am not convinced that the proposal put forward would meet the objective based on the supporting evidence that has been presented so far.</p>
	<p>I would also like to point out that although I am a resident of Blacko the bypass would not directly impact me, it does not run past my house or impact on the environment of my property so this correspondence is not written as a result of nimbyism, but I do offer a potential cost effective quick and practicable solution that I think is definitely worth exploring, and would help preserve the valuable countryside.</p>
	<p>My proposal is to effectively make the middle of Colne which encompasses parts of the wards of Vivary and waterside a Colne circular, this could be achieved by the following: At the Lloyd's BMW the road going north to the north valley roundabout to be a one way ( 2 lanes) travelling north, the whole of the North valley Road to become a two/ three lane one way road again travelling north all the way on Windsor street to the Skipton Road roundabout. Skipton bound traffic could continue to use the Langroyd road as the currently do now and Keighley bound traffic can continue as they currently do on Byron Road.</p>
	<p>Then Skipton Road ( turning right) heading east up to the town centre to become a two/ three lane one way travelling east, this would then continue round by the police station on Craddock road. Then carry on as a two/ three lane one way all the way down Albert road to the junction with the crown hotel. The circular could then be complete by turning right down Queen street ( which is already a one way street ) back down to the traffics lights at the Lloyd's BMW garage</p>
	<p>The roads in between the the two sides of the circular such as spring lane, Stanley street, new market street and windy bank could be used ( as they currently are now) as arteries to switch from travelling north to South and vice versa.</p>
	<p>Coupled with intelligent traffic lights I believe this would produce significantly better results aimed at reducing traffic congestion in Colne than a proposed bypass. This could also be done at a fraction of the estimated cost £34 million +/- 40%.</p>
	<p>This would also have the added advantage that this could be completed in a relatively short timescale thus, providing the benefits almost instantly instead of the 6-8 year minimum timeframe that a bypass would require.</p>

51	<p>Can you be serious? For perceived economic reasons, which may or may not be in truth affected by whether a road is, or is not built, you are pushing through to an artificially created time line, the choice of a series of unworkable routes.</p> <p>No detailed, in date, traffic survey has been done to establish North Valley Road traffic destination. Surely a first step before commissioning planned routes. Much of the traffic is either accessing local north valley stores, or destined for Keighley, either directly, or via Skipton. Incredibly, no route has been projected for the South Valley.</p> <p>This is the originally projected and natural route, passing through brown fields sites, the old cotton mill areas, now largely derelict and run down. It leads directly to the dual carriageways leading to Keighley and Bradford. Surely this route should be an option and a survey done.</p> <p>Finally, if you ultimately feel you have to go for a north valley route, why on earth not go for the red route on the old railway track?</p> <p>Electrification of the line to Colne will never be done, and the line to Skipton, as you know will never be reinstated. Even if it ever were, in the far future, it could take the track of your so called preferred brown route.</p> <p>The red route would be much cheaper, serve your perceived needs, and be far less environmentally damaging to the only handy green area available to the people of Foulridge, Colne and Barrowford for recreation and tranquility.</p> <p>This would halt the tarmacing over forever of the best bit of country we have left here. Anything else would be environmental terrorism on a par with HS2. I beg you to give these considerations some thought.</p>
52	<p>As a local writer and publisher I am opposed to all prospective routes for the Colne to Foulridge Bypass on the following grounds:</p> <p>The proposed M65 to Foulridge Bypass, contrary to alleviating Colne's (between hours) traffic congestion, would have the antipodal effect of increasing volume by creating a new and alternative rat run for heavy freight, which ordinarily uses the M65 J8 to A59 via A6068/A671. The resulting bottleneck through the rural villages along the A56 would result in noise, disturbance, and nuisance to the detriment of residential amenities.</p> <p>Conversely, if traffic survey statistics indicate that, the majority of traffic is flowing to the easterly Colne to Cross Hills A6068 route; this would again nullify the need for a bypass extension on to the A56 at Foulridge. There is presently a lack of any traffic survey statistics given out to the public consultation process; this makes the proposal biased towards LCC and developers, with the public having nothing substantial to refer.</p>

	<p>Tourism: All of the proposed routes—red, brown, blue and green routes— are out of keeping with the unspoiled and panoramic nature of the existing landscape.</p>
	<p>The red and brown routes would destroy well-established mature oak, beech and ancient hedgerow enclosures, which make for a particular unspoiled stretch as viewed from the towpath of the Leeds to Liverpool Canal.</p>
	<p>The Blakey Bridge area, on the convergence of red and brown routes, is particularly marked in the public conscience for preservation due to both its ecological sensitivity and outstanding character and charm.</p>
	<p>The surrounding vantage points are again used for walking, jogging, horse riding, picnicking, meditation, and photography which will suffer from a loss of amenity.</p>
	<p>The stretch of the canal at Barrowford Locks to Foulridge Warf have mooring facilities for barges. This is one of the main tourist magnets for Pendle due to the peace and serenity of the settings with panoramic views and unique historical character</p>
	<p>Ecological: The bypass would affect and compromise migrating and nesting wildfowl and waders, which use Lake Burwain and Slipper Hill reservoirs.</p>
	<p>Furthermore, the surrounding upland habitat is unique for ground nesting birds which warrants conservation status and protection. The proposed red route runs directly between these two lakes and habitat.</p>
	<p>This stretch of the Leeds to Liverpool Canal, adjacent Wanless Water to Foulridge Warf and beyond, is also home to the rare and protected Daubenton's Bat. This bat has specific conservation regulations and habitat directives in place. The Daubenton's Bat is particularly sensitive to street lighting and requires dark wildlife corridors of rivers and canals such as are presently in place. I would thereby request that any ecological survey would take note of these species and the impact and special conditions thereof, and the report given back for both public consultation and environmental directives.</p>
	<p>Archaeological: The green route would again destroy some unique ancient land enclosures; some, around Noyna, date back to the Iron Age and are of special archaeological interest.</p>
	<p>The blue route has likewise areas of archaeological interest dating back to the Neolithic period, as is inherent in the place-name 'Standing Stone Lane.'</p>
	<p>Topography: The blue route, particularly adjacent Barnoldswick Road and between Slipper Hill Reservoir and Standing Stone Lane is on a sharp incline at 275m. This would create levelling measures having an adverse impact upon surrounding farmland as well as a negative visual impact.</p>

	<p>The inclination of the land to the north of Foulridge would again need a flyover. This would have an adverse visual impact upon the historic character of the village and increase the cost of the bypass beyond a reasonable budget.</p>
	<p>The red and pink routes both run along the preserved rail bed, which is marked for a future re-opening of the Colne to Skipton rail link.</p>
	<p>Business: The proposed red and brown routes would destroy well-established livery and B&amp; B business along Blakey Bottom and Wanless Beck. The brown route runs within metres of Blakey Hall Farm Guest House.</p>
	<p>The proposed route would divert the flow of traffic away from the town of Colne and have a detrimental impact on local high street business; this as has already happened in the case of the M65 extension past Nelson and Brierfield.</p>
	<p>The creation of the Junction 13 Roundabout off the M65 has not alleviated but increased bottlenecks at Nelson and it is reasonable to presume that the same would be the case at the proposed bypass roundabout.</p>
	<p>The subsequent despoliation of the green belt would open the route up to industrial development, which is already against the wishes of residents and tourists alike, since it would have adverse impact upon the local character and charm of the area.</p>
	<p>Health: The red and brown routes have a long established network of walking and cycle routes, which Pendle Borough Council has already invested heavily by way of route markers, cycle tracks, and cycle passes.</p>
	<p>The area is chosen for both the lack of noise pollution and its clean air. It provides a healthy green lung and escape route; a quiet space away from the surrounding urbanised areas of Nelson and Colne, with the canal running through to Foulridge and Barnoldswick to the North. This is an irreplaceable amenity providing free benefits towards both physical and mental health.</p>
	<p>In conclusion, the bypass extension would be inappropriate and unsympathetic to the appearance and character of the local environment and would have an adverse effect on the visual amenity of the area as a whole.</p>
	<p>The bypass would have an adverse impact on both the physical and mental health of the local population.</p>
	<p>Despite the proposed route encroaching upon an ecologically sensitive area, there is so far a lack of any survey/s and report/s, independent or otherwise, to indicate how encroachment will affect protected species of flora and fauna.</p>
	<p>The bypass, should it go ahead, would create new problems (rat run) while attempting to alleviate a problem, which has not even been clearly defined to public consultation. This is due to both the lack of traffic survey statistics and/or any</p>

	<p>mention of alternative solutions—traffic alleviating/ widening measures and considerations—for the existing route along Colne’s North Valley.</p> <p>I would like to request an extension to the public consultation process beyond 13<sup>th</sup> December 2013 until all of the relevant reports and data as outlined above become available.</p>
53	<p>We are writing to oppose the above proposal for the following reasons: Establishing the destination of traffic using the North Valley route is essential . The majority of through traffic will have to be shown to be heading north towards Skipton to justify a Colne-Foulridge link, and local traffic will not need a bypass. The Jacobs' survey suggests that most of the increase over recent years has been due to local traffic.</p> <p>All the proposed routes, together with the commercial development that will follow, will blight a large area of open country enjoyed and used extensively by local people and visitors to the area. The character of Pendle, described by the local council as the home of Lancashire's 'hill country' and central to its plans to bring tourism to the area, will be irreparably damaged.</p> <p>The County Council's consultation material suggests that extending the proposed route northwards beyond Foulridge would be financially prohibitive, and it would obviously involve liaison with North Yorkshire. As such, the proposed bypass could transfer congestion from Colne out to the villages along the A56.</p> <p>At a time of reduced public spending a more efficient use of available funding would be to consider all possible ways to enhance traffic flow in the North Valley area, including road widening, one-way systems and intelligent traffic light operation.</p> <p>In conclusion, until definitive evidence is produced confirming that most congestion is caused by through traffic heading north, and that a bypass would not simply shunt it further down the road, the County Council should make proposals that would destroy for ever an area of countryside that adds quality to the lives of people in this part of east Lancashire.</p>
54	<p>Myself and my husband would like to object against the Foulridge bypass.</p> <p>We cannot believe that a bypass, fly over and Industrial estate are even being contemplated in our small rural village.</p> <p>We moved here 6 years ago for a quiet rural lifestyle. We paid a premium on our property to live here and continue to do so by higher council tax. If this goes ahead there would be a great reduction in our property price.</p> <p>There may be a congestion issue in Colne but why does that need to effect Foulridge. We already have one busy, noisy</p>

	<p>road. We don't feel we should have another one to alleviate Colne's traffic problem.</p> <p>What percentage of traffic are travelling to Keighley? To Skipton? How many people commute from Colne and surrounding villages?</p> <p>On North Valley Road where there seems to be an issue is an old mill that has needed knocking down for years. Why not knock that down and instead of putting more shops there which will add to congestion, make that road wider helping to alleviate the problem.</p> <p>We are very concerned about this issue and would like our concerns raised.</p>
55	<p>We strongly disagree with the proposed Bypass from the M65 through Foulridge for the following reasons; we commute on a daily basis on the North Valley Road. The main congestion occurs between the hours of 8.00am – 9.30am and 4.30pm – 6.00pm, as it does through most towns and cities throughout the UK. The traffic starts to back up because there are four sets of traffic lights and three sets of pelican crossings in very short distance on North Valley Road. There is no congestion through Foulridge or Laneshawbridge, the traffic flows freely at all times</p> <p>The bypass is being proposed because of the incompetence within LCC of planning and managing the traffic flow on North Valley Road.</p> <p>North Valley did not have a retail park ten years ago. It had redundant cotton mills on both sides of the road. This would have been an opportune time to widen North Valley road and think about traffic congestion and alter traffic flow. This would avoid spending £34 + ?? million.</p> <p>It is absolutely criminal to contemplate bulldozing a bypass through some of Pendles' most beautiful, tranquil, historic and environmentally diverse countryside. The noise would flood the valley and peaceful and tranquil places such as Lake Burwain would never be the same again.</p> <p>The Pendle Cycle Way, countryside walks and sailing on Lake Burwain will be affected forever. This part of Pendle is a main tourist attraction on par with Wycoller Country Park, which we as lifelong residents of Pendle, feel very fortunate to reside in</p> <p>We ask ourselves as we read the breakdown of the costs of the bypass i.e. developer input over £3 million, matching the LCC contribution. We are looking at 'Fat Cat' business men whose only interest is to make their fat bank accounts even fatter. They are certainly not interested in the congestion on North Valley Road, only in how they can turn it to their advantage.</p> <p>We now find out that a site in Foulridge, a beautiful village, and a site off Barrowford Road are being ear-marked for potential development sites</p>

56	Thank you for including the badger group in your consultation for the proposed bypass around Colne. At this stage we would just like to be included if you get to the position of confirming a route. At which point we would like to work with you regarding any potential conflicts with the badgers located in the area.
57	<p>I am very concerned about the lack of information about the proposed routes for the Colne by-pass. Too little time was given to consultation and the use of outdated traffic numbers needs to be addressed. I would like the following points to be considered:</p> <p>Further work should be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.</p> <p>No decision should be made, even in principle, until the current viability study for the railway line re-opening is completed as this route would seem to be a practical alternative.</p> <p>More traffic research needs to be done on the wider area including the junction 13 bottleneck and Gisburn Road in Barrowford plus the impact of another junction on the motorway.</p> <p>The blue route would have the worst possible environmental impact on the area. This area is well known for its beautiful countryside both for walking and cycling. To lose these assets would affect the area economically and would be detrimental all.</p>
58	<p>I would like to comment on the proposal of the Colne Bypass. I feel there is a need to do something to alleviate the problem with the congestion in Colne and Barrowford.</p> <p>I have just recently found out about the proposal of two of the routes the brown and blue especially. I actually own 10 acres of land that runs from Red lane down to Heirs house lane and looking at the brown route it looks like it goes right through my stables, yard and gardens. I have found this out because of a flyer that was put through my daughters door who lives in Barrowford and broadcast on 2BR radio!</p> <p>Can you please tell me why I have not been informed of this by yourselves after all it is my land that is up for this proposal? Could you please send me more information regarding this matter seen as I stand to lose quite a bit of my land if this proposal goes ahead?</p> <p>I feel disgusted and let down by the Council that I have not had any information/proposal regarding the use of my land.</p>
59	<p>Following the publication of the East Lancashire Master Plan, I would like to make the following comments in relation to the proposed options for the Colne By Pass.</p> <p>Discounted Options. Further work should be carried out to</p>

	look at improving the existing route along North Valley Road, in particular intelligent traffic signals and potential widening
	The report discounts the Red Route on the grounds that it would prohibit the reopening of the Colne to Skipton Railway. Has a study been carried out as to whether this is a viable option in terms of affordability, use, availability of rolling stock?
	The report says that Vivary Way cannot be lowered to permit the rail line to pass over, so what is the proposal if the line goes ahead? Vivary Way goes over the railway line, has this been factored in terms of cost and feasibility?
	New developments: The report talks about proposed new developments at Colne and Foulridge which will add increased traffic to the corridor if permitted to go ahead
	This is currently Green Belt so how much more green belt will be lost to development once a by pass is constructed
	There is a new development planned along the North Valley Road opposite the Matalan site which will increase traffic flows and I have heard rumors that development is being considered on land at the end of the M65
	The report already identifies that 50% of the traffic has a destination of Colne, the above developments will only increase that.
	Traffic assessments: Whilst the report gives figures about the flows through Colne, it does not mention the surrounding network
	M65 - Jct 14 and Jct 13 both have congestion problems which cause vehicles to remain stationary on the main carriageway Gisburn Road - highly congested at peak times
	Providing a roundabout midway between J13 and J14 will only add to the problems
	Further studies need to be carried to determine the impacts not just in Colne
	Brown Route: I fail to see how this can be constructed due to restricted width between the Foulridge tunnel and Wanless water without moving the railway track
	The plans show "at grade" junctions at Red Lane, Slipper Hill and Reedymoor Road. Whilst these roads cannot be cut of by any proposals, to allow traffic to enter / exit the bypass would impact on surrounding network. What consideration has been taken to negate this or have the consultants just gone for the cheapest option without considering the road type and their ability to carry increase traffic flows. Further works needs to be done on this point
	Blue Route: Whilst this option is not the preferred one is does not appear to have been ruled out. This proposal is the worst possible in terms of environmental impact, increased noise levels in a tranquil area which included residential properties and tourist attractions. I thought we were trying to

	<p>attract people to the area promoting the countryside and healthy lifestyles</p> <p>To summarize, I do not think that the report does not go far enough to enable a decision to be made on the options put forward and as such further work needs to be undertaken before decisions are made, in particular.</p> <p>Colne to Skipton railway line - feasibility study required</p> <p>Traffic Impact assessments over a wider area</p> <p>Environmental impact assessments on routes away from the existing traffic corridor</p> <p>Assessment of the new developments on increased traffic flows to Colne</p> <p>Revisit existing route plans where "at grade junctions" are proposed and re cost any changes</p>
60	<p>I doubt if any of the proposed routes around Foulridge will solve any of the problems along the A56 and North Valley. They will cause new traffic dangers on Red Lane and Barnoldswick Road at Cocker Hill and even Slipper Hill Lane.</p> <p>Extra traffic would use these narrow lanes with no footpaths as a short cut, causing additional hazards to the many walkers, cyclists and horse riders who currently make use of these routes for leisure or commuting.</p> <p>There is no current overall traffic survey covering the roads joining the A56 north of Foulridge, North Valley Road and Vivary Way through to the M65 to find out exactly where the traffic goes, so it seems too early to decide which would be the best way to ease the traffic flow through Colne</p> <p>There may be many improvements that could be made to Vivary Way and North Valley Road which currently have eight junctions or traffic controls from the end of the M65 to the junction with Skipton Road, beyond which the traffic begins to flow more smoothly. There are numerous retail outlets along this stretch with turning traffic causing many delays, even at quieter times of day. It appears that no serious thought has ever been given to simple solutions for this.</p> <p>It is not certain that a northern route towards Skipton would be better than a route to the east towards Keighley and the major towns of the West Riding.</p>
61	<p>Further to my email of the 4<sup>th</sup> December and on hearing that the consultation has been extended today please note that the number of signatures on the petition against the blue route has now risen to over 200. This has not been generated through active encouragement but simply organic word of mouth. Numbers would be far higher if residents had been approached directly.</p> <p>Petition already recorded in representation 5</p>
62	<p>I have previously sent a proposal to the gentleman shown in</p>

	<p>my email below regarding the Colne/Foulridge Bypass. Please could you consider this route which is now named Colne Ring Road.</p> <p>I believe that the council prefer the Brown route which joins the A56 North of Foulridge this is at the Massala Room Restaurant site.</p> <p>The A56 section from Langroyd/Castle Road junction to Foulridge flows well at all times and does not cause congestion!</p> <p>Foulridge is one of the prettiest villages in Pendle having picturesque scenery around the three lakes, the Leeds &amp; Liverpool Canal and Foulridge Valley. If a Bypass was to ahead through Foulridge, Pendle will no doubt loose another attractive location.</p>
63	<p>PLEASE ACPEPT THIS EMAIL AS NOTICE THAT WE CONSIDER LANCASHIRE COUNTY COUNCIL`S CONSULTATION TO BE NUL AND VOID AS IT HAS NOT FOLLOWED PROCEEDURE. THEREFORE AFTER TAKING ADVICE WE WILL BE MAKING A LEGAL CHALLENGE TO THE STUDY AND THE CONSULTATION PROCESS .</p> <p>AS OUR MP MR STEVENSON SAID IT HAS BEEN A COMPLETE BALLS UP!</p>
64	<p>My neighbour, Mr of 20, Barnoldswick Road, Barrowford has requested that I forward his thoughts on the proposals for extension of the M65. He writes</p> <p>Occasionally, road works in Barrowford, with one set of traffic lights, will create a traffic queue, observed outside my home, which will be approximately the length of North Valley Road in Colne.</p> <p>North Valley Road has five sets of traffic lights which creates a road speed of 3 m.p.h at peak times. Compare this to Centenary Way, Burnley's dual carriageway, where vehicles travel on average the same length of road at peak periods at 30 m.p.h. Likewise the Blackburn ring road is another dual carriageway, very well planned and producing similar average speeds at the same peak periods. Both these two roads of Burnley and Blackburn have the potential of carrying 10 times the number of vehicles as North Valley Road, Colne in the same period of time.</p> <p>Perhaps, instead of being hell bent on building a by-pass should not the emphasis have been on producing Pendle's ring road. After all, North Valley Road is without doubt the most important road in Pendle.</p> <p>Let me add to the non-important by-pass. Barrowford, Higherford, Blacko and Fence don't want it and don't need it. It is possible to get to Skipton in 30 minutes, Barnoldswick in 15 minutes and Foulridge in 8 minutes. This has not changed in 30 years.</p>

	<p>If North Valley Road, Colne was changed to be more like a ring road then the people of Trawden, Laneshawbridge and Foulridge would also not want a by-pass. Also, the people of Colne need the ring road more than most.</p> <p>I would also like to mention the effect on the lives this proposed by- pass must have had. For example, the development of up-market properties on the grounds of the Colne Grammar School site. Most of the people here have worked hard and saved hard all their lives to live in a beautiful area. Most of them have just moved in, only to have their lives blighted by a proposed by-pass on one side and an industrial development to the front. We should be encouraging these people to come and live here, not send them away.</p> <p>Perhaps, and maybe, the by-pass will go away and Barnfield can build the same houses on Heirs House, for a future generation to enjoy. I am in my 81st year and I thank God I have been able to enjoy the land that He left us, and which was opened up by the pick and shovel of the canal builders 200 years ago. Please incorporate my views into the submissions now being requested.</p>
65	<p>At the close of the consultation period today, the online petition saying “No” to the Blue Route has exceeded 200 local residents.  <a href="http://www.petitions24.com/noblueroute">www.petitions24.com/noblueroute</a> .  Furthermore, the Facebook Community Group called “<i>Higherford &amp; Barrowford – NO BLUE ROUTE</i>” has enjoyed 390 reaches with online traffic being up +15% on last week. Petition numbers already recorded in representation 5</p>
66	<p>Photograph 1 shows the towpath on the Leeds / Liverpool Canal close to Barrowford locks. The 'motorway' of yesteryear.</p> <p>Photograph 2. A beautiful landscape close to the canal bridge and Blakey Hall. The proposed bypass would cut through the centre of this scene.</p> <p>Again the photograph speaks for itself and has been admired worldwide with comments such as ..... you are very fortunate to live in such a beautiful place ..... muy bueno ..... bellissima .....  etc etc ..... There must be a way to protect this beautiful landscape. Please include my two photographs in the submission comments and I would be very happy to add more if required</p>
67	<p>I am writing to express my views on the proposed Colne by-pass pursuant to your invitation on the County Council's website. I am a Town Councillor on the Nelson Town Council and this e-mail is endorsed and agreed with Borough Councillor Brian Parker who represents the same ward as do I, Marsden ward in Nelson. Each of us expresses these views in our private capacity as the Nelson</p>

	<p>Town Council resolved not to make any representations at this point and neither has the Pendle Council resolved to make any representations as a body.</p>
	<p>We thoroughly oppose the plan to create a link road from close to the end of the M65 to the A59 to Skipton. It is our view that such a road will despoil Foulridge without actually doing much to solve the problems of congestion in Colne.</p>
	<p>We presume the 'brown route' is merely to the precursor to another road to be built later if and when funds permit allowing traffic to by-pass Colne altogether to reach the A6068 to Keighley and beyond. Unless and until that is done the level of traffic through Colne would continue to cause congestion which would be little abated.</p>
	<p>So far as we are concerned the damage to Foulridge makes the proposal unacceptable. Pendle wishes to promote itself as a tourist destination so why desecrate some of the best countryside in the area - particularly what is possibly the most attractive stretch of the entire length of the Leeds-Liverpool Canal?</p>
	<p>We think before even considering any new road to the north of Colne every effort should be made to improve the existing road; we wonder whether Vivary Way and North Valley Road could not be made to carry more traffic and some more modest works facilitate traffic joining the A59.</p>
	<p>Wherever possible traffic lights ought to be avoided on account of their propensity to be the sites of more accidents and those more serious accidents. Roundabouts are inherently less dangerous and more readily maintain traffic flow.</p>
	<p>We also think the possibility of a road to the south of Colne should be investigated. There is no route at present avoiding the town centre of Colne to the south. Quite a modest road joining the M65 to the A6068 roughly following Colne Water would in our view ease the congestion around Colne we all find so irritating and we would be interested to know whether this has been considered with what result</p>
68	<p>I write on behalf of the Higherford Residents Action Group in response to the consultation on the Colne Bypass proposals. Earlier this month we held an open meeting with Councillor Joe Cooney, Leader of Pendle Borough Council, attended by over 60 residents. The following points are the general conclusions drawn by that meeting that I was asked to convey to you for your consideration:</p>
	<p>The Consultation Process: Much more consultation is required. Firstly, not everyone reads the Nelson Leader (local paper) or could attend the single Colne Library event, and plans were clearly not readily available throughout the consultation process.</p>
	<p>Secondly because no press coverage has been given, until the very last minute, to the employment and housing sites</p>

	<p>that will be developed as an integral part of the by-pass proposal. These sites could be at least as damaging environmentally as the road itself. It is imperative that at the next stage residents directly and indirectly affected are leafleted and meetings along the routes are held and proper opportunities for residents to understand and comment on the proposals. Not doing so could leave the whole process open to legal challenge.</p>
	<p>The Urban Solution: All options involve a high environmental price along a very popular and attractive countryside corridor extensively used for outdoor recreation and designated as Green Belt land. For this reason further detailed work should be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.</p>
	<p>This should also include immediately protecting a widened corridor from any further development, particularly at the Glen Mills site.</p>
	<p>Further work must be done to justify in detail any of the “rural options” as there must be a clearer understanding of how much traffic is going to Colne and how much actually requires a bypass elsewhere. It seems from Jacob`s traffic study that traffic is increasing at the end of the M65 but not increasing to Skipton or Laneshaw Bridge/Keighley.</p>
	<p>The Rail Line: No decision on a preferred route should be made, even in principle, until the current viability study for the railway line re-opening is completed as this route would seem to be the most practical alternative. It would be simply ridiculous to select a route and then find only a year or two later that the railway line is not viable for re-opening and could have been used for the bypass after all. It would even make good sense for the County Council to contribute to the railway feasibility study now in order to secure an earlier decision on its viability/release for bypass use.</p>
	<p>It can be envisaged that an argument can be put forward for protecting the railway line because at some point in the future, possibly decades at least, it could possibly become viable. However this needs to be weighed against the environmental damage that would definitely be caused in the next few years by the other bypass options.</p>
	<p>Wider Traffic Patterns</p> <p>There are a number of issues here that require detailed on site traffic study and consideration. These include:</p> <ol style="list-style-type: none"> <li>1. The impact of traffic flows on the M65 of introducing an additional new junction. The consultant`s report points to existing problems with M65 traffic backing up to Junction 12 and this new Junction will be sub-standard. This is also the route that is experiencing the growth in traffic volumes. If this is not addressed more traffic will be tempted to leave at Junction 13</li> </ol>

	<p>and go through Barrowford instead of staying on the M65 to join the bypass (a similar phenomenon occurs now with Barnoldswick bound traffic traffic using Gisburn Road and Barnoldswick Road to avoid the Vivary Way/North Valley Road queues).</p>
	<p>2. Whilst it is accepted that the traffic entering and leaving Junction 13 should reduce , with a consequent reduction of traffic on Gisburn Road in Barrowford no thought appears to have been given to wider traffic patterns for example:</p> <p>A) Will traffic from Gisburn Road:Higherford and Blacko join or leave the M65 via the proposed new junction (13A?) by attempting to use the wholly inadequate junction with the proposed bypass at Barrowford Road?</p> <p>B) Will the creation of junctions on the new bypass at both Slipper Hill and Red Lane increase the likelihood of rat running through these narrow lanes? (Barnoldswick Road in Higherford/Blacko is already carrying far too much traffic)</p> <p>C) Will the likely high speed of traffic on the proposed bypass be a danger to traffic trying to cross it to and from Colne at Red Lane and Barrowford Road? If so, this traffic may revert to using Gisburn Road through Barrowford.</p>
	<p>The Blue Route: The “blue route” is a complete no-no as it is the worst possible route environmentally. Its line will maximise the adverse impact on the very popular and tranquil canal corridor around Barrowford locks, damaging the tourism and visitor potential of this beautiful area that is also regularly used by a great many local residents too for outdoor recreation, including walking cycling and fishing. It will also bring traffic noise and pollution to many people in Higherford. Whilst it is accepted that this is not the County Council`s (or indeed Pendle Council`s) preferred route the residents wish to strongly emphasise that it is a wholly unacceptable route and should at no time be given any further consideration.</p>
	<p>Higherford residents strongly urge you to seriously consider all of the above points prior to any decisions being made. We would also like to stress that it is critically important that all Lancashire County Council staff involved in preparing proposals have visited the sites and walked the proposed routes as we have been told by your officials that many have not done so. It is impossible to understand the potential environmental damage that can be caused without a good first-hand knowledge of the area.</p>

	<p>Finally, we would appreciate a detailed response to these comments please and when appropriate a feedback meeting with the relevant staff from Lancashire County Council, given the poor consultation process to date. If we can assist with the consultation process in the next phases then do please contact me as we are ready to help.</p>
69	<p>I have travelled through to Yorkshire on the A6068 towards Keighley all my working life, nearly 40 years and the volume of traffic has steadily increased. I live opposite to Boundary Mill so every day I have to travel from one side of Colne to the other. Going on North Valley Road in the morning at 6:45 is busy, traffic then splits at the Skipton Rd. roundabout with half going towards Skipton and the other half going towards Keighley. On an evening, my return home from work at 4:30 (school traffic has dissipated by then) along North Valley Rd., I note that not many people turn right towards Skipton. That suggests the M65 is delivering traffic into Colne with generally half going towards Skipton and the other half going towards Keighley as the Skipton Road roundabout is always busy in an evening with cars from the Skipton direction.</p> <p>It takes me around 12 minutes to get from one side of town to the other which is around half my journey time. Roughly 15 minutes from my work to Colne for 9 miles then 12 minutes for 1 mile to get across town. The best option for me would be to have two bypasses.</p> <p>I think but maybe I am wrong with the colours that the brown route and the green route with missing out the villages of Foulridge and Earby altogether and join direct with the A65 from Skipton would be the best options.</p> <p>Through traffic towards Keighley would also stay on the bypass and miss out Colne altogether.</p> <p>Look at the success story of the bypasses around Skipton which has allowed the town to flourish.</p> <p>There is no point in doing this in phases as all that will happen would be to move the problem somewhere else.</p> <p>In other words all three roads need to be built like a star symbol as you look at the maps (hope you understand what I mean. I mean three roads with a star point in the middle near Foulridge).</p>
70	<p>I am dismayed at the proposals to build a Colne bypass and an industrial estate in Foulridge. I have studied the Local Transport Plan, and am not convinced by any of the arguments for a bypass.</p> <p>The favoured plan, the brown route, while relatively short, would have a huge adverse impact on a beautiful part of Pendle. It would have an extremely detrimental effect on wildlife and on the local tourist industry.</p> <p>The accompanying large industrial estate would be situated in a totally unsuitable place: the sole purpose of locating it in Foulridge would be to demonstrate to the</p>

	<p>government that the scheme would have economic benefits. It is acknowledged in the Lancashire County Council's M65 to Yorkshire report that 'any significant sized developments will generate traffic and are therefore likely to place additional pressures on the local road network'. This could negate any of the advantages to traffic management created by the building of a bypass.</p>
	<p>I am opposed to building a bypass on the protected railway route and believe that the line should be re-instated as quickly as possible. All the other bypass options would be extremely costly and disruptive and would be very harmful to the environment. There is a justifiable concern that even the smaller of the options could lead to further big road-building projects in the near future and could cause problems for Yorkshire.</p>
	<p>It is unfortunate that the North Valley is isolated from the rest of Colne by an enormous road. However, the North Valley Road would not disappear if a bypass were to be built. There is no guarantee that traffic would decline, because more local people would travel along the road to work in the new Foulridge industrial estate.</p>
	<p>The problems suffered by the local residents illustrate how disastrous an ill-conceived road project can be. Great care needs to be taken to ensure that, in an effort to repair the damage, further harm is not done. The application should not be rushed through, simply to take advantage of a pot of money from the government. Instead, pressure should be exerted on the government to finance whatever is best for our area.</p>
	<p>We should not have to compete with other districts for funding that is not targeted at our specific needs, for a project that must tie in with national government employment targets. Instead, it should be acknowledged that a local traffic problem exists, and that there should be funding to correct it. It should then be decided how best to deal with the problem, taking into consideration the views of the entire borough, and those of the people of Yorkshire who may be affected by the proposals.</p>
	<p>Various alternatives to alleviating the traffic problems have been suggested in the council documents. A simple change to the signing at junction 31 of the motorway, to direct Skipton traffic away from the M65 and A56 to the A59, so that traffic is more evenly distributed, could make an enormous difference, especially if the signage is similarly altered in Yorkshire for southbound traffic. The road layout could be altered to reduce the number of junctions and crossings on North Valley Road, and the traffic light signals could be linked. These options would be inexpensive and could have a major positive effect, with minimum disruption.</p>

	<p>They should be tried out before committing the people of Pendle to such a major development. More sustainable transport modes such as walking and cycling could be encouraged amongst the large proportion (48%) of people living within Colne who work less than 5 km away. From research conducted by the council, it seems that a high proportion of the traffic in problem areas is local. Adequate, properly linked cycle lanes could be provided and bus travel could be made more attractive to commuters. These options would cost a fraction of the price of building a bypass.</p>
	<p>There is great support for the re-instatement of the Colne to Skipton railway. Now that the Todmorden curve is to be built, it would make even more sense. A railway would not cause as much havoc to wildlife and would be less disruptive to build. In addition, it could carry much of the freight that congests the local roads. It should be a priority to build it.</p>
	<p>I do not believe that the amount of congestion in Colne warrants the building of a bypass. Many other towns are congested. People just need to allow more time to complete their journeys. Slow traffic passing through Colne centre may even be of benefit to the town, because travellers have more time to see the range of interesting shops lining the street. We should be aware that the removal of traffic from Nelson town centre caused a calamitous fall in trade. A similar effect could be experienced in Colne, were a bypass to be built. Traffic would only need to decrease for a short time for the effects to be felt, and it could take some time to reverse the impact.</p>
	<p>Great damage to the local tourist industry could result from such a development. This could have a negative effect on the employment and wealth-creation opportunities provided by this important industry. I am particularly worried that it may set a precedent for further industrial development in other villages of the borough. In addition, it is a well-documented fact that new roads cause more traffic, and bypasses are only helpful in the short term: after a time, they add to traffic problems and environmental pollution.</p>
71	<p>We know the local people of both Foulridge and Colne have different views on the planned A56/M65 bypass, we also appreciate everyone has an opinion. We personally don't see a massive issue with the North Valley Road, we use it daily for going to work, the volume of traffic is as big as anywhere else north of Manchester at rush hour. All towns have queuing traffic; it is unreasonable to expect to be able to drive through a town without having to wait a few minutes for a few traffic lights. However it would benefit from flowing</p>

	<p>a lot better.</p> <p>The traffic frequently queue at the traffic lights at Sainsbury's on the A6068, this causes the traffic to build up and consequently doesn't enable the lights at the end of the M65 at the BMW garage to be on for the right length of time to enable the traffic to flow. The lights are the only problem with the North Valley Road and have been for many years, the problems with the traffic seemed to start once all the lights were installed. Clearly this should be investigated before an expensive bypass is built.</p>
	<p>The bypass will just move the problem further down the road to Foulridge at a huge cost, disruption and upset to the people of Foulridge and it is not clear from the information that it will solve a traffic problem. It may be prudent to monitor the traffic coming from Colne where the bypass will come out in Foulridge to see how much traffic will actually use the bypass as we believe that a lot of the traffic will have their destination in Colne.</p>
	<p>Alternatives should be considered more fully. Could roundabouts, one way systems or widening of North Valley road not be contemplated, this would be far cheaper. These options do not seem to have been explored at all by the planners and could save a lot of money while easing the traffic congestion.</p>
	<p>For example by putting a roundabout in at the Sainsburys junction and having the A6068 road split into three 0.2 mile lanes approaching the roundabout (West to East), one which will slip road/flow left heading towards Skipton up Langroyd (see attached map). This will no doubt rectify the issue of people stuck behind wagons which are continuing on the A6068, most daily heavy haulage and businessmen are travelling towards Keighley, Bradford and onto Leeds. As a result this will allow the traffic to flow better and the lights can then be on green for a longer time at the BMW garage. In addition to this, some congestion is caused by traffic turning right at the bottom of Langroyd, if this was stopped and Langroyd was made into a one way system those cars would be able to flow into the traffic at the roundabout further down near Dave Fishwick vans.</p>
	<p>We are aware that the businesses in Colne are proud to have premises open and no-boarded up shops on their high street, more than likely due to the flow of traffic they get. The plus side of improving the current road system rather than building a new one is keeping trade and business in this area, which Colne really does need to maintain. Also improvements on this small stretch of road would mean no huge demolition and construction on the flood planes in Foulridge.</p>
	<p>We also feel that the fact that the preferred route will preserve the railway line is not well thought out. To reopen</p>

	<p>the railway line will cause significant disruption to Vivary Way and will be of massive cost. Will this be cost effective in terms of the amount of people who will use it and the disruption it will cause? This route also involves building a 60 ft overpass in Foulridge which will be expensive and unnecessary and not to mention unsightly. It would be far better to just build the road along the existing railway line, this will still achieve the bypass that the people of Colne feel is so necessary but will cause much less disruption.</p> <p>In terms of the plan to build industrial Units in Foulridge, this is another idea that we do not feel has been properly considered, there are unused units in Earby, Barrowford and Barnoldswick, why would it be any different in Foulridge? It will also ruin the canal side which is a beautiful area round here and it will suddenly stop any tourism, specially the regular barge canal trips from Foulridge.</p> <p>Finally we would also like to point out that these proposals were not made public in an appropriate way, this was no doubt so that there would be little opposition so the plans can go through without resistance. Having attended the meeting in Foulridge it is clear that most Foulridge residents are against these proposals. There were at least 150 people at the meeting, all against the bypass proposals and we feel that you should take the views of the residents who will be most affected by the proposals into consideration and at least consider some of the cheaper and less disruptive alternatives.</p>
72	<p><b>STRONGLY SUPPORT</b> the following proposals Connecting East Lancashire</p> <ul style="list-style-type: none"> <li>• Rail Connectivity Study to improve connections between East Lancashire and the growth areas of Preston and Central Lancashire, Manchester (including Manchester Airport) and Leeds. I work in Manchester and it is ludicrous that I have no rail/bus option to go from Colne station to Manchester Piccadilly/Victoria unless I have several hours spare a day!</li> </ul> <p>Note that we also <b>STRONGLY SUPPORT</b> the reinstatement of the rail link between Colne and Skipton, linking this to the Colne bypass (see below point you make).</p> <p>Travel in East Lancashire: the Burnley/Pendle Growth Corridor Study to look at what needs to be done to make sure that our roads can support the economic growth planned for Burnley and Pendle, including the A56 Colne-Foulridge Bypass and making sure that it does not make it impossible to re-open the Colne to Skipton railway.</p> <p>The East Lancashire Accessibility Study focussing on travel between the main towns and employment areas and for education and for leisure. It will also consider how public transport can best serve rural East Lancashire.</p> <p>Local Travel: the East Lancashire Strategic Cycle Network</p>

	<p>will provide 'good' links between towns, employment, education and housing.</p>
	<p>Local Links between neighbourhoods, town centres and employment need to be good</p>
	<p>A56 Colne-Foulridge Bypass The A6068 needs to be relieved. Of the routes proposed: my wife supports the Blue Route, I support the Brown Route, with the extension of the Pink Route with the Purple spur to head up towards Skipton</p>
	<p>Both of us are concerned that it does not just enhance the competitive position of Skipton to the detriment of Colne, but if the bypass can accelerate the economic development along the final few junctions of the M65 and along the bypass route itself, then it will be better for all.</p>
	<p>I expect you to confirm that our views have been logged and included as they are <u>within</u> the deadline. Feedback on the website presentation is that it is detailed enough with easy presentation of attachments, however the closure date <u>and time</u> should be clear!</p>
73	<p>Pendle Borough Council's Core Strategy emphasises the importance of maintaining, protecting and enhancing the countryside, not just because it defines the character of the area, and is important for the health and enjoyment of residents, but also the vital contribution it makes to the growing tourist industry of the area. Constructing a major new highway through this <b>Green Belt</b> and opening it up to housing and industrial development is completely contrary to this policy . The environmental assessment which has led up to the selection of these two options simply comments on the quality of the agricultural land , which is to completely miss the point. The options assessment should be re-visited with proper consideration being given to the importance of the countryside in the area.</p>
	<p>If I understand the traffic statistics, about 50% of the traffic has its destination in Colne and this traffic has shown considerable growth in recent years. Of the remainder approximately 20% is coming from or going to the A6068. None of this traffic will use the by-pass. Further developments are proposed for North Valley Road which will create increased traffic. In the main the congestion is the result of significant developments (Boundary Mill and North Valley Road Retail Park) and is quite wrong to dump the problems created by this urban development in the open countryside. It would seem to be more logical to undertake a radical and comprehensive approach to improving North Valley Road. Further developments should not be allowed unless the developers make significant contributions to these highway improvements.</p>
	<p>One of the key issues identified at the outset by the Consultants was that M65 traffic was at peak times queuing</p>

	<p>back from J14 to J12. Although I have not experienced this, I have seen it frequently queue back to J13, causing obvious danger and the gridlocking of the local highway network. Introducing a new junction , which will be receiving at least the same volume of traffic as J14 (possibly more) must surely increase the problem. No assessment appears to have been made of the impact on traffic flows of this new junction. I would have thought this was a vital piece of information . If the junction cannot operate without adding further congestion then those options which depend on this junction will not be worth pursuing further.</p>
	<p>The Consultants have also made the point that the proximity of the new junction to existing roundabouts requires a departure from standards and decreased capacity of the M65. Given the increases in traffic volumes already being experienced, this proposal defies logic.</p>
	<p>In summary I believe that there are serious doubts that a by-pass is required. A better solution to the congestion may be achieved by major improvements to North Valley Road.</p>
	<p>If a by-pass is to proceed it should be contained as far as possible within the urban area. In this respect the <b>Red Route</b> would seem to be the least intrusive. I realise that there are extra costs involved, but these will have to be met in any event if the railway is ever to re-open and cross Vivary Way. Has any thought been given to lowering the rail line by say 2 to 3m, thus reducing the amount by which Vivary Way would need to be raised? If this cannot be achieved then a new arm off junction 14 is possible. I have read the criticisms of this, but it seems to me that these can be overcome and produce a far better junction arrangement than can be achieved at J13a.</p>
	<p>Finally on a point of detail, I notice that new at grade junctions are proposed for Red Lane and Slipper Hill Lane. If junctions are created here there is a danger of rat-running. These narrow country lanes should be left intact to pass either under or over the by-pass</p>
74	E-petition with 173 signatures opposing any form of Bypass

## Appendix 4: A56 Route Options Written Representation

Respondent Number	Comments
1	The consultation should be extended as many people in the area are unaware of the proposal and the consequences, particularly the industrial development.
	This area is renowned for its lovely open countryside attracting walkers/tourists as well as well established walking groups. This proposal destroys a lot of our open and peaceful countryside.
	This is an urban problem so you should seek an urban solution. Widen the North Valley Road, improve traffic controls to increase traffic flow. A large amount of the traffic is going to outlets along the North Valley Road now anyway
	Come and look for yourselves at what you will be destroying. You must take into account the effect on local people and their enjoyment of our green and peaceful countryside as a means of getting away from traffic noise, pollution, etc. Once it is gone it is gone forever.
	The engineering difficulties particularly close to the canal are not adequately outlined. Have the canal and river trust been contacted for their comments/concerns?
	The money could be invested in an environmentally more sustainable project such as re-opening the Colne Skipton railway link. The route is protected and in part owned by Lancashire County Council.
2	The brown route will cut through beautiful countryside thus damaging the green belt land which surrounds our local towns. Tourism is a growing industry in this area and the countryside is the main reason for this. The land concerned is of local historical interest and should be preserved at all costs. The road plus the proposed industrial estates would ruin this
	I appreciate that the infrastructure of this country must be improved to keep pace with the ever-growing needs of the population, but more time must be spent on finding an outcome which is less damaging to the countryside and the lives of the people in the surrounding area.
3	Our sympathies are with the people who live on the Valley Road. To a large extent their problems have been exacerbated by the Boundary Mill effect. An 'employment zone'!! The plan creates two more commercial/industrial estates. No doubt these are to 'pay for' the road. If they are successful then much more traffic would be created in two areas which should be left alone.
	Anyone who has walked these fields between Foulridge to

Respondent Number	Comments
	Barrowford will know what a pretty area it is. To destroy it in order to give partial relief to the Valley Road would be tantamount to shooting ourselves in the foot. Partial, because 50% of traffic must come and go the Keighley way.
	The other huge industrial zone north of the wharfe at Foulridge again is an area which because of its beauty is an asset as a leisure facility. An aspect that Pendle is trying to project. We don't think it would be an exaggeration to say that this 'employment zone' would ruin that end of Foulridge. Of course an increase of traffic through Kelbrook would be a detriment to us personally too.
	As we have said the people in Colne need something doing but the 'brown option' is, emphatically, not it.
4	My wife and I are wholly against this and oppose the construction of the bypass and we believe if it is necessary the red route must be the most viable followed by the brown route. The new blue route is an abhorrent suggestion and one that seems to have been plucked out of thin air. We wonder who is to benefit from this route which surely should have been made public many years ago if it is to be considered now.
	I believe strongly that there are measures not yet taken that would solve the traffic problem which is no worse than most towns and cities during peak times, these could be a filter road the end of the motorway onto Vivary Way, then a one way system from the junction of Crown Way extending the two lanes along to the roundabout. The lighter traffic going the other way would then have a one way system back along North Valley Road, to Rigby Street and onto Crown Way to rejoin Vivary Way. Also there could be better use of intelligent traffic lights. This would save tens of millions of tax payers monies.
	We understand a survey has shown that over the past 10 years traffic at the end of the M65 has only risen by 13%, there is no indication that this traffic actually goes along to Valley Road and therefore it is safe to assume that the increase traffic is there because of the popular stores recently opened at the end of the M65.
	We are not engineers but we know the problems that builders had when building houses in the area the proposed new road is to end in Foulridge, this boggy marshland ground would need pile driven foundations to carry the flyover that would be needed for the steep incline from Foulridge Wharfe to its emergence near to the Masala rooms where it would reconnect to the main road.
	Has anyone considered the impact that the increased volume of traffic will have to drivers in Foulridge. We, the residents that have to try to enter Skipton Road from The

Respondent Number	Comments
	Causeway at peak times have to wait longer to do this than it takes to travel from the end of the M65 to North Valley Road. This planned new road will make it much worse, we could be waiting for tens of minutes to get onto the A56 Skipton Road especially if turning right towards Keighley.
	I read that the planners rate the area shown for this new road as mainly agricultural, this is far from the truth this area is one of great beauty and has many walks which are widely used by both locals and numerous people from all parts of this country. It is a fact that His Royal Highness Prince Charles was in high praise of the work done to keep and restore the heritage of the area, I am sure he would be appalled at the planned destruction of such a beautiful place.
	Finally, we and all the people we have spoken to are appalled at the lack of information given to us regarding this huge change to our environment. We only found out by chance remark made by a neighbour and this seems to be the general opinion of everyone
5	I recently attended the public presentation in Colne library regarding the bypass proposals. I was concerned by the quality of information available in the presentation.
	If I am in error I will stand correction, but there did not appear to be one single comprehensive and representative study of traffic for the whole Colne area.
	There appeared to be confusion regarding the volumes of traffic and what travelled where, I heard figures of 50% of traffic travelling to Yorkshire but then 60% of traffic being local within Colne and only 20% travelling to Foulridge. There was doubt as to whether the proposed single carriageway would be sufficient.
	The drawings presented were little more than crude felt tip lines on a map. The presentation did not inspire confidence that the whole issue of traffic in the area has been studied fully and all possible engineered solutions examined.
	It would seem that a very large amount of money is proposed being spent when there would appear not to be a thorough and comprehensive study of traffic or a serious and detailed study with regard to ensuring traffic flow is maintained at peak times on one single short length of road in Colne.
	I has to ask the question: Is the issue the need for a bypass or is it the need to effectively control traffic on one particular length of road during two relatively short periods of time in the day?
	During daytime and in the evening there is not a traffic issue in Colne, no more than in Nelson centre, the main road into Burnley or down through Padiham.

Respondent Number	Comments
	With regard to the proposed routes: The blue route, through designated green belt, is an appalling proposal that would destroy the valuable asset of the canal corridor. I wish to raise serious objection to that proposal. The blue route must not in any way be considered.
	Likewise the brown route, that too would cause immense damage.
	The red route is little better as it too destroys part of this important area.
	The canal corridor from Barrowford to Foulridge is a quite beautiful and important asset for the people of the whole area and should be preserved at all cost.
	It provides local townsfolk with one of the few quiet and peaceful places away from traffic noise and the built-up environment.
	The corridor attracts many people into the area and has always been stated as a key feature with regard to tourism development, placing a road alongside the general route of the canal would destroy a magnificent piece of our local heritage countryside and quite simply wreck any chance of bringing more visitors, and jobs, to the area, no one is going to come here to visit a main road!
	There is also the very serious issue of subsequent development, having placed a road through an area there will be unstoppable pressure to develop the land along its route, to do so would destroy one of, if not the, most valuable green areas in the locality.
	Considering the traffic issue in the North Valley area of Colne: During the morning and afternoon peak periods there is a traffic issue, everyone knows that, its cause is not simply the volume of traffic but the number of 'stop-start' interruptions to traffic flow along part of Vivary Way and North Valley Road.
	There are too many entry and exit points along the route and far too many traffic controls, there was once one control, which when broken removed the then traffic issue, there are now six.
	Any one single vehicle turning right into a side street or turning out of a side street, especially at traffic lights, into or across North Valley Road or Vivary Way, holds up the entire flow of traffic; one vehicle causing disruption to many does not make practical sense and cannot be good traffic management.
	The priority should be continuous flow along that main route at peak time, that cannot be achieved if there is frequent stop-start interruption from traffic controls responding to a minor group of vehicles.
	It would appear that in recent years we have tried to cater for

Respondent Number	Comments
	every possible turn of the traffic without considering the primary need to maintain the <i>flow</i> of traffic at two peak times of the day.
	The issue is quite simply the maintenance of traffic <i>flow</i> , a solution to that matter has to be simpler and cheaper than any bypass option, there being no guarantee that the bypass' associated junctions to local roads will not, by themselves, cause traffic issues.
	If arrangement was made to limit access onto and exit from the length of road concerned, and the traffic in that area managed so that it was continuously flowing rather than stop-start, then the issue at peak time would be avoided.
	It is not vital for all side roads, such as Windy Bank or part of Barrowford Road, to have access onto or across North Valley or Vivary Way, access which results in the consequent hold up to the main flow of traffic. There are alternate ways through the area for side road traffic, a small inconvenience to avoid a larger one. If the lights at Windy Bank/Langroyd Road were replaced by a double lane semi-roundabout all the traffic would be able to flow through North Valley continuously.
	I cannot believe that it is beyond our ability to modify and improve the Colne end of Vivary Way and North Valley Road in such a way that continuous traffic flow is maintained at peak time as opposed to the current stop-start arrangement brought about by traffic light controls and secondary traffic movements.
	Even if reasonable sums were spent on widening, on limiting and controlling access at junctions and on pedestrian bridges as an alternative to light controlled crossings, then such a scheme would be far cheaper than any of the proposals seen, and it would avoid the destruction and loss of a very important amenity in a quite beautiful area of heritage countryside that is an asset for us all.
	If a road could not be placed along the canal corridor because that area of land was a famous historical site then what would we do? We would reconfigure the road layout in the Colne area so as the flow of traffic is maintained at peak time - and that is what we should do.
	The quality of the built environment in many local areas is poor. Through ill considered development we are in danger of destroying one of the area's few positive assets, a road through the canal corridor should not be considered any more than a road through Barrowford Park.
	It has been said that building a bypass will bring more business and employment to the area, is this proven? Has this been determined in any way or is it a generalisation regarding roads and business? Is it a 'fact' upon which

Respondent Number	Comments
	anyone would personally hang their employment and pension? There are already empty business premises elsewhere in the area and easy road access to those premises has not proven effective.
	We will not bring more business and more wealth to Pendle if we ruin one of the key assets that make the area an attractive place in which to live.
	I implore you to seriously reconsider the proposals for a bypass and look to a properly engineered solution to the issue of traffic control and traffic flow within Colne itself.
6	The deadline for consultation is the 6th December yet we only found out in chance that the various routes are out for consultation. Surely those people whose properties will be affected should have received postal notification. The blue route will have significant visual impact.
	Local residents should have had a lot more notice of this project, the 6th of December is 10 days away, outrageous!
	Why were the people whose homes are going to be affected not informed in writing of these proposals and meetings! Disgusting.
	Poor research: One of the key elements in this decision is rejection of the red route as an option as it prevents the reopening of the railway line from Skipton to Colne. At the current time no research has been done into the economic viability of such a line and whether anyone would use it. There is a reason that the line was closed 30 years ago: NO ONE USED IT!
	If at some point in the future the railway was to open, it would be necessary extend the line where it ends at Matalan to the station at Colne. This would necessitate the construction of a flyover on the valley road to take traffic over the railway line!
	To reject the red route - an existing transport route - for a romanticised ideal that a railway will be constructed is hopelessly ill-informed, badly thought-out, environmentally damaging and economically short-sighted when this is also the cheapest option.
	This is not just a road At a meeting of the Higherford Residents Committee, Councillor Joe Cooney pointed out that residents should know that this application is not simply for a road. The council has to demonstrate that this bypass will bring economic growth to the area. As a consequence the areas at both ends of the bypass are now set aside as industrial and residential building areas. THIS IS NOT JUST A ROAD, BUT A PLAN FOR INDUSTRIAL AND RESIDENTIAL BUILDING.
	Traffic survey. Jacobs, the consultants for this project, have performed a traffic survey conducted on traffic volume

Respondent Number	Comments
	between J13 and J14 of the M65 and the valley road. There has been no increase in traffic going to Laneshawbridge or Skipton over the past 10 years. There has however been an increase in traffic at the end of the motorway of 13%.
	This should be no surprise - this is traffic visiting the growing commercial and retail developments that have sprung up in the area (Boundary Mill, Matalan, Sainsburys etc). Will a bypass remove this traffic? No.
	In other words the consultants' own evidence suggests that this is a £35m white elephant to remove traffic that isn't there to be removed!
	The Law of Unintended Consequences: Currently a lot of travellers from Skipton connect to the motorway network via the M6 travelling across the country roads from Broughton. Should a bypass be opened, it is highly likely to attract a great deal more traffic as connecting to the motorway network via the M65 at Colne will become a realistic possibility for these communities if they no longer have to negotiate the Valley Road.
	Blue route seems totally inappropriate, cutting through unspoilt countryside. Why not use the 'brown site' of the old railway - there is no need for that being re-opened, just a fantasy by some people wanting their own little train set. Also blue will affect more of the types who obsess about house prices and will object for selfish reasons, no doubt.
	I presume that you mean the blue route is <u>in</u> appropriate. The area around Slipper Hill Reservoir is beautiful as anyone who has stood there on a cold, dry winter morning will know. The water is a mirror to the blue sky and the mist in the lower valley sits like a blanket until the sun finally allows the rooftops to emerge from their slumber. In the summer, there is the gentle buzz of insects, the smell of blossom in the evenings, the thrill of the lark and the leisurely amble of the hedgehog looking for its evening snack.
	Does anyone who appreciates the stunning area of the countryside (labelled as 'agricultural land') want these sounds replaced by the rumble of lorries, the white noise of types on tarmac and the smell of diesel and petrol fumes? This is not the hobby horse of people obsessed about house prices, but it certainly is a desire to retain the beauty of an area that draws people to Pendle for reasons other than shopping!
	How taking a concrete monstrosity such as a 4 mile highway through an area of greenbelt (and close to an Area of Outstanding Natural Beauty) can be deemed to be in line with the Pendle Council's Core Strategy is certainly a mystery. The light pollution and noise will be extremely

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	<p>detrimental to the quiet enjoyment expected of the residents in Higherford and Barrowford. Furthermore, Councillor Cooney repeatedly stated on 26th November 2013 that this is 'more than just a road' and the 10% cost (on &gt;£35m plus/minus 40% BEFORE land assembly costs through Compulsory Purchase powers) payable by Pendle will have to be self-funding meaning more development close to the conurbations of Colne/Foulridge (residential and/or business parks) which will simply compound the current traffic movements. It is interesting to note that our current 2x business parks in Barrowford remain under occupied, so why do need a 3rd? We do not want additional housing in this greenbelt location (also in breach of Pendle's current Housing Strategy) especially as there are no local schools in close proximity coupled with poor amenities, as expected in rural settings, and the development simply cannot be within the required 400m of an existing bus stop so will probably be unsustainable for a developer if Pendle has to generate say £5m uplift on the CPO cost to pay their 10% bypass contribution. This proposal is NOT to do with safety - it is to do with congestion - a slow road is a pedestrian and cyclist safe road and we know that driving a car at certain times into any town/city will encounter problems. So after proposing a Colne bypass some 40 years ago and now having traffic count data supplied from locations strategically selected by the appointed professionals showing a 10 year increase being at a MAXIMUM of just +13%, the numbers to support a bypass simply do not stack any more than when this bypass was first declined in the 1970s. Why does Lancashire County Council expect the issues that we all face travelling into Colne at peak times to be any different to Burnley/Blackburn/Preston/Wigan/Bolton (and Manchester/London/etc.) and potentially losing our glorious greenbelt after we were told that the office based professionals in Preston have not even walked any of the routes is an absolute tragedy. Unfortunately, it looks virtually impossible to resurrect the train line between Colne and Skipton after an absence of 30 years and the practicalities and engineering challenges of getting an electrified train line across North Valley Road (by virtue of a 40ft bridge or a tunnel??) will most certainly escalate the costs for the dream possibly to never become a reality (has anybody yet proved that a train line from Colne to Skipton is financially viable??). I believe that the community should focus on improving the train line from Colne to Preston and, if the majority of the local population still seek a Colne bypass after PROPER CONSULTATION with due notice,</p>

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	<p>promote the red route which has less of an impact to the population in Pendle being more of an environmental fit and less harmful to our abundant wildlife and very enjoyable canal corridor. I understand that our MP for Pendle, Andrew Stevenson, is a patron of SELRAP - does this throw up a conflict of interest with the red route?</p>
	<p>Join the Facebook Community Group called 'Higherford &amp; Barrowford - NO BLUE ROUTE' to keep updated with events and activities linked to this online petition.</p>
	<p>Let's waste more taxpayers money building a road that will drive away the many visitors to Barrowford who comment on how scenic and beautiful the locks and canalside are. Cretins in power just don't understand; they always take the easy option and throw money at a simple so called solution. Fact: the more roads you build, the more cars you attract and you end up with a never ending cycle. Bangkok is perhaps the world's best example of this.</p>
	<p>DEVELOPMENT BY STEALTH and in the guise of a very inadequate consultation period. The initial mistake was with the council in the pockets of local bigwigs who allowed the path of the valley to be blocked and lose possible traffic development. Many years ago there planning was made to demolish Vivary Way and compulsory purchase was put in place; householders did not upkeep their properties as a consequence and then money was spent as the planning changed. In addition, there is an industrial site marked for Barrowford/Higherford: WHILST there is major planning earmarked for a hotel and apartments in the existing Smith &amp; Nephew mill which could be the new industrial site and has a link road possible to motorway. The congestion will not be eased as the majority of traffic is headed towards Bradford via the Moss. This is going to damage some of the most scenic areas of Pendle and a property study should be done on the residents of Earby etc as I expect you would find the majority do not even travel to Colne! There are lots of brownfield sites that can be developed all along the M65 that Pendle residents can travel to for employment! It would also be interesting to know if this is linked to the opening of borders and the dumping of people as has been done as a political strategy in the past. The council should also review the decision makers that make up Pendle residents and how many live in Whalley, Kirkby Lonsdale and the like!!!</p>
	<p>Petition attached with 114 signatures opposing the Blue Route</p>
7	<p>Further work should be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.</p>

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	No decision on a preferred route should be made, even in principle, until the current viability study for the railway line re-opening is completed as this route would seem to be a practical alternative. We believe the majority of people would prefer the red route.
	More traffic research needs to be done on the wider area, including the Barnoldswick Road/Gisburn Road/Junction 13 bottlenecks and the impact of another junction on the motorway.
	The 'blue route' is a complete is the worst possible route environmentally, ruining the tranquil canal corridor around Barrowford locks, damaging the tourism potential of this beautiful area and bringing traffic noise to many people in Higherford and Blacko.
	We feel that an urban problem is getting a countryside solution. We would like you to seriously consider the above points prior to any decisions being made. I would also like to stress that it is critically important that all Lancashire County Council staff involved in preparing proposals visit the sites and walk the proposed routes as we have been told that many have not done so. It is impossible to understand the potential environmental damage that can be caused without a good first-hand knowledge of the area. ON BEHALF OF PARISH COUNCIL & BLACKO RESIDENTS
8	Much more consultation is required. Firstly, not everyone reads the Nelson Leader (local paper) or could attend the Colne Library event, and secondly because no press coverage has been given to the employment and housing sites that will be developed as an integral part of the bypass proposal. These sites could be at least as damaging environmentally as the road itself.
	Further work should be done on exploring the potential for widening North Valley Road and providing intelligent traffic light controls instead of building a new road through highly sensitive countryside.
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	potential of this beautiful area and bringing traffic noise to many people in Higherford.
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	More traffic research needs to be done on the wider area, including the Barnoldswick Road/Gisburn Road/Junction 13 bottlenecks and the impact of another junction on the motorway.
	The 'blue and brown routes' are a complete no-no as they are the worst possible routes environmentally, ruining the tranquil canal corridor around Barrowford locks/Barrowford Road, Colne, damaging the tourism potential of this beautiful area.
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	More traffic research needs to be done on the wider area, including the Barnoldswick Road/Gisburn Road/Junction 13 bottlenecks and the impact of another junction on the motorway.
	The 'blue route' is devoid of any merit whatsoever - it is

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	<p>Letter came with attached petition containing 111 signatures.</p>
	<p>Comments included  <i>("don't want the bypass spanning the greenbelt")</i>  <i>("not appropriate for the old, spoiling the new - greenbelt")</i>  <i>("stick to the brown route")</i>  <i>("spoils greenbelt land, another waste of taxpayers money, improve public transport")</i>  <i>("noise impact, spoils greenbelt/views")</i>  <i>("spoils greenbelt")</i>  <i>("spoils greenbelt")</i>  <i>("greenbelt land ruined, noise pollution, disruption of recreational activities")</i>  <i>("impact on wildlife and less of greenbelt and noise pollution")</i>  <i>("impact on Higherford and open fields")</i>  <i>("as above")</i>  <i>("as above")</i>  <i>("as above")</i>  <i>("impact on noise pollution, greenbelt issues")</i>  <i>("impact of noise and pollution on beautiful rural areas")</i>  <i>("greenbelt needs protection")</i>  <i>("impact on wildlife and greenbelt")</i>  <i>("gross intrusion of our countryside")</i>  <i>("need greater consultation, environmental damage, wider traffic impact")</i>  <i>("increase noise pollution, restrict access to open countryside")</i>  <i>("impact on wildlife and loss of greenbelt")</i>  <i>("we would be massively impacted by limited access to open countryside")</i>  <i>("increase noise pollution and massive loss of open countryside")</i>  <i>("huge impact on open countryside, key walking area - substantial noise")</i>  <i>("spoil the view, affect walking, noise pollution")</i>  <i>("impact on wildlife, noise pollution")</i></p>

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	("noise pollution from added traffic, spoiling the countryside")
22	Foulridge Anti Bypass Campaign – Objections to the proposal 91 signatures objecting to any form of Bypass
	Additional comment included on one of the signed forms. "I object to the destruction of Foulridge by this road proposal. It will destroy our area as a tourist area with country walks organised – an area of natural beauty and historical importance, the many eating places, etc."
23	Alongside Barley and Pendle Hill, Foulridge brings many tourists to Pendleside coming either to walk or to sail. I genuinely thought that the Council thought a lot of its tourist industry and wanted to promote it even more. Keith certainly has a lot of visitors to this studio from all over the country who says how stunning the area is and he is often asked for paintings of Foulridge and its lakes.
	When I first heard about the proposed road I believed it was to alleviate the traffic problems along North Valley Road in Colne. Surely there must be many options that could be tried before resorting to drastic measures. Colne has a very thriving town centre with no empty shops so we don't want traffic taken away to Skipton and beyond... we want it to be managed. Also Barrowford has very high class shops. Again we don't want bypassing this lovely village.
	I have since heard that it isn't just a bypass that is planned but an industrial park too. There is a business park in Barrowford which is hardly used and I've heard there are other like this in the area. Where is the sense in building more and what huge price to our environment?
24	We think it is fair to say there is NO NEED FOR A VILLAGES BYPASS AS DETAILED IN THIS CONSULTATION. We consider that as the A56 handles all the traffic going North towards Skipton really quite well from its junction with the A6068 at the Skipton Road roundabout therefore the problem which Colne has must be the through traffic toward Keighley. This is self evident observing the A56 from Colne to the Yorkshire border.
	Occasional problems occur at the Foulridge School area due to ill planned on-road parking – caused solely by a failure to widen the access and use the 30 year old vacant speculator's land fronting the A56 at the main school entrance
	What is needed is a faster route through Colne for the through traffic heading towards the Aire Valley trunk road, which is the natural, if initial, destination for most through traffic.
	This can be achieved by taking the A6068 across the top of

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	Boundary Mill and down and through the South Valley of Colne, which has been an eyesore and mess during my entire 67 years. It avoids the railway arches as well.
	Industrial development as a justification could be better claimed for this South Valley area (where demolition of a huge site is currently taking place, and another huge site has been vacant for 20 years or more). This is already an industrial area, it has always been underused, indeed a mess, throughout the last 40 years.
	Speed up the main route through Colne for local traffic – this could be easily and inexpensively done.
	Destroying idyllic countryside with over long routes, dumping industry in the green belt and piling traffic onto the Yorkshire border, is by analogy an attempt to crack a nut with a sledgehammer, it is over costly and unnecessary and will result in considerable further expense later.
25	Having lived in Foulridge for over thirty years I must object in strong terms to the proposed Colne-Foulridge by-pass draft Master Plan.
	Whilst agreeing in principle that local traffic problems need addressing, the destruction of farm land, pleasing countryside and an attractive village to relieve congestion in Colne seems, as one letter to the local paper puts it as using a "sledge hammer to crack a nut".
	I would be interested to know if any of the consultation team at Lancashire County Council has walked any of the proposed routes – and extend an open invitation to stand in my garden and survey the attractive view that could be spoilt forever
	It is hard to believe in this day and age that the destruction of the countryside and its replacement with tarmac and concrete still persists as a mentality in planners minds. Joni Mitchell, way back in the 1960s said <i>"you don't know what you've got 'til it's gone, they pave paradise to put up a parking lot"</i> . This country is riddled with roads, we surely don't want more. What countryside we have left needs preserving. Once it's gone it's gone forever, and what planner would proudly like to say "There used to be some beautiful countryside here with a great diversity of wildlife, but I was involved in getting rid of it".
26	Oh but I forgot traffic needs to get from 'a' to 'b' a bit quicker... so that makes it alright then... we'll destroy the countryside, that'll sort it out. Actually it won't, it just seems to shift the problem somewhere else.
27	As a resident of Foulridge, the 'brown option' favoured by the Council will drastically reduce my quality of life, and the value of my property. This may be mitigated slightly by extending the route north to the A56 beyond the village

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	boundary. We have the following objections to the Brown Option plan:
28	Our sympathies are with the people who live on the Valley Road. To a large extent their problems have been exacerbated by the Boundary Mill effect. An "employment zone"!! The plan creates two more commercial/industrial estates. No doubt these are to "pay for" the road. If they are successful, then much more traffic would be created in two areas which should be left alone.
	Anyone who has walked these fields between Foulridge to Barrowford will know what a pretty area it is. To destroy it in order to give partial relief to the Valley Road would be tantamount to shooting ourselves in the foot. Partially because 50% of traffic must come and go the Keighley Way.
	The other huge industrial zone north of the wharfe at Foulridge again is an asset as a Leisure facility. An aspect that Pendle is trying to project. We don't think it would be an exaggeration to say that this "employment zone" would ruin that end of Foulridge. Of course an increase of traffic through Kelbrook would be a detriment to us personally too.
	After attending a meeting in Foulridge Village Hall on Wednesday, 4 December 2013, when Andrew Stephenson MP, and Councillor Graham Waugh were present, we wish to expand our objections:
	After learning by chance, after reading an article in the Barnoldswick and Earby Times at a relative's home of the proposed by-pass, I was shocked to learn that everyone at the meeting had been similarly in the dark. Like us, not everyone reads this newspaper, and would not expect to learn of such an important development from a press release in a local newspaper.
	We object to the lack of public information, not just in Foulridge but for the people of Kelbrook, Sough, Earby and further on the road from Earby to Skipton via "The Wysick" is far from ideal for heavy traffic.
	Has a consultation process been taken? Do we know where the bulk of the traffic on N Valley is heading? It seems that the N Valley itself is the problem.
	Boundary Mill, Sainsburys, Matalan, etc. outlets that have all been allowed to be built on a through road. That's where so many people are going to and from
	So previous planning decisions are to be rectified by carving a road through one of the most beautiful and historically interesting areas of East Lancs.
	The proposed route would spoil an area used by Pendle people and many visitors from further afield, to enjoy our

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	splendid scenery and countryside amenities. We should not create an urban sprawl. Once these beautiful green sites are gone – they are lost forever. Pendle has long been promoting tourism, what a waste of time and effort that would be if this plan went ahead.
	The plan seems to be rushed with no proper consultation and up to date data on traffic movements
	Is this costly plan feasible when Lancashire County Council is cutting 10% of its budget? It seems that this plan is about industrial development, not improving the environment. Pendle and LCC should be thinking of other ways to alleviate traffic problems, not by ruining our environment.
29	It is difficult to understand why your choice of routes is the most expensive and far longer options, destroying delightful open countryside. But chiefly simply the most costly and likely the most ineffective.
	Back in the late 1960s the proposed route was through what is now the Boundary Mill site and down the Colne South Valley – which was a mess then and is still a mess today. The aim then was eventually to join up with the Aire Valley Trunk Road.
	I would suggest that the route either before or after Boundary Mill through the South Valley is still the least costly and shortest option spoiling less attractive countryside and remedying an area in Colne that has always (in my opinion) been an eyesore.
	It is clear that something needs to be done. The idea that taking away the Barnoldswick and Earby traffic will make a big difference implies those towns have grown considerably and simply put they have not. Whilst removing their traffic will help – just what proportion of help would it be? How many vehicles? I suggest not enough to make the difference needed and such a move simply pushes the problem a little further northwards.
	Traffic to North Yorkshire taking a South Valley route will arrive quicker at their destination. Whilst it is said fair amount of traffic turns left off the A6068 into the A56 much of that especially the larger join the A59 and turn right for the Aire Valley before Skipton. You only need to be sat waiting for the Skipton Road roundabout to have no doubt that more traffic heads towards Keighley than towards Skipton.
	Not only will your proposals cost more to implement but also it will not be long before you realise they are inadequate, as there is no reason to suppose they will take enough of the 25000 vehicles a day to make a big difference to the snare up through Colne. If, however, we accept your surmise then you will find a huge snare up at the bottom of Thornton Hill outside Earby which is totally unsuitable for the traffic you

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	expect, leading to even more road costs, but not in Lancashire which is I suppose where you choose to consider your responsibility ends.
	In "something must be done" as Andrew Stephenson writes you need to consider not only cost but also the existing road system, now.
	Whilst writing of keeping the traffic moving I really do despair at the obvious failings of those who have determined the present road layout. Their ideas significantly fail to keep the traffic moving. Those responsible should be named in our local newspapers, all the better for them to defend their decisions, if they can.
	<p>Might I suggest the following to you as a simple and inexpensive approach to the immediate problems:</p> <p>1) Put a roundabout where the Mini, Lloyds BMW garages, and the Barrowford Road lights now stop traffic (first lights after the end of the M65 roundabout). Use steel wire and posts as a lane barrier so that forward going traffic enters the correct lane only from the Boundary roundabout. The cost of such a roundabout can be removed if the lanes are simply continued solidly to the North Valley roundabout and return, so about 700 yards extra driving for those).</p>
	2) Remove the lights at the former North Valley Hotel. At the same time make Harrison Drive to Birtwistle Avenue one way – heading Northwards – only.
	3) Make Langroyd Road one way (heading Northwards (ie towards Foulridge) and remove the lights, other than for pedestrians). Make Windybank one way down to the main junction.
	This way we combine lane control, remove traffic lights and simply keep traffic moving. There is no particular expense with this scheme other than for the lane barrier and perhaps one roundabout.
30	Colne Bypass proposals - I would like to voice my objections to them and the manner in which LCC has gone about its business. All routes will have a significant impact on our family home; one proposed route will cross our land to the rear and the others will most definitely ruin our view to the front. However, my reasons are not totally about NIMBYism I genuinely feel the Council has mismanaged this process and has not reviewed all the facts and I would ask you to reconsider on the following points:
	<ul style="list-style-type: none"> <li>• Firstly much more consultation is required. I was unaware of the planning approval until I received a circular from Andrew Stephenson, our MP, ten days</li> </ul>

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	<p>ago. I have since then read a great deal of documentation but am somewhat surprised that there has been very little mention of the industrial estates and housing developments which appear to be an integral part of these bypass proposals. I appreciate that there is a shortage of housing stock countrywide and perhaps that needs investigation and addressing sensitively. However, we already have a number of shopping and industrial parks in and around Nelson and Colne. Lomeshaye, Boundary Business Park, West Craven Business Park to name but a few and on investigation there are a large number of vacant units available so it would appear that demand for this type of facility doesn't warrant two new estates being built. Whilst I appreciate employment is part of your regeneration scheme there are a number of designates Brownfield sites within Colne which are perfect for this type of development, be that for housing or industrial parks, so why haven't these been considered as viable alternatives, why the rush to get plans approved without proper consultation?</p>
	<ul style="list-style-type: none"> <li>• One of the main reasons for the bypass is mooted to be the need to reduce congestion on North Valley Road and to improve air quality for residents in that area of Colne. However LCC has approved planning permission for a new Sainsbury's and a retail park and the LCC has further plans for the renewal and regeneration of North Valley will only attract yet more vehicles and create yet more congestion. I certainly feel that further work should be done to explore the potential for widening North Valley Road including the provision of intelligent traffic light controls. I also feel that traffic surveys generating accurate data on traffic flow when it leaves the motorway are essential; some traffic is local, some certainly does head to Foulridge but when the last survey was completed 60% of traffic was heading on the Trans Pennine route to Keighley (A6068) so a bypass to Foulridge would do little to stem traffic flow. Let us have some true facts and figures before we build a new road through highly sensitive countryside.</li> </ul>
	<ul style="list-style-type: none"> <li>• No decision on a preferred route should be made, even in principle, until all studies have been completed and this includes the feasibility of reopening the railway line between Colne and Skipton. I think most people are in favour of this but I genuinely don't believe a bypass is required. I commute to Manchester daily and am really excited at the new Burnley rail loop which could mean I</li> </ul>

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	leave my car at home and commute by train but as things currently stand the traffic on North Valley bears no comparison to what I face trying to get into work each day and Preston is equally a bad at peak times.
	Those of us who live in the path of the proposed bypass have been bound by strict planning regulations enforced by LCC yet it now appears that LCC has reversed its decisions completely and is now keen to extend urban sprawl into highly sensitive Greenbelt?
	We are all aware of Council cut backs and the limited funds available for critical services so why is the LCC budget not being allocated to those much needed areas, education, health, highway repair? Why are so keen to foist a bypass on the people of Colne?
	It is impossible to understand the potential environmental damage that can be caused without good first-hand knowledge of the area and I would urge you and your colleagues to canvas the area, not just those who would be physically and materially affected, but everyone and I would suggest that you walk the proposal routes if you haven't already. Part of your remit at the Council is to provide recreational access on foot, bike or horse and old railway and canal are really well utilised for recreational use. Please don't destroy a beautiful piece of green belt without due cause and I along with most residents feel that without data to back up your argument you don't have cause.
31	I have just had the opportunity of viewing the new proposals for the Colne - Foulridge bypass. My wife and I own one of the small number of properties affected directly by the Brown Route. Indeed, our house would have to be demolished if the Brown Route were adopted.
	Notwithstanding the small number of properties involved, Lancashire County Council has given us no notice of the proposals and I have only found out about them by chance. Before dealing with our opposition to the Brown Route, I wish to set out our contention that the procedure which has been adopted for public consultation in relation to the proposals is defective for the following reasons:
	1) Proper notice has not been given. All persons affected by the proposals should be given notice in writing in order to make their views known. The proposals involve a significant change to the route of the bypass which has been set for at least the last 20 years.
	2) The plans annexed to the proposals are inadequate. The marking is not sufficiently clear to enable anyone to

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	<p>appreciate fully the routes being suggested. LCC ought to have instructed a suitably qualified surveyor to produce proper plans. I have viewed the plans online at 400 times magnification. An illustration of how poor the plans are is that the Brown Route actually enters the Leeds - Liverpool canal to the North of Red Lane. I assume that this is not intended. I had expected to see better plans at Colne Public Library. However, the plans available at Colne Public Library have no detail at all. No attempt has been made to use a scale which would enable the plans to be properly considered.</p>
	<p>3) The Masterplan leaflet indicates clearly that the decision to adopt the Brown Route has already been made. Only one route is shown. I assume that this an error. Whatever the reason, the effect is the same. Persons who may wish to voice an opinion will be put off doing so for fear that no attention will be paid to their opinion.</p>
	<p>4) The currently adopted route for the bypass is the disused Colne - Skipton railway line ("the Railway Line"). The Brown Route follows the route of the Railway Line for much if not most of its length. Although the route of the bypass is to be changed specifically in order to enable the Railway Line to be reinstated, SELRAP has not been provided with any detailed plans showing how this is to be achieved. I have spoken to a representative of SELRAP today who has confirmed that this is the case. I cannot understand why the issue of how the bypass is to interact with the Railway Line was not resolved before the public consultation procedure started.</p>
	<p>I consider that all of these procedural failures are sufficient to render any subsequent decision by LCC to adopt the Brown Route unlawful.</p>
	<p>As regards the choice of the Brown Route, we have the following points to make: 1) I cannot understand how the construction of a bypass which connects the M65 to the A56 North of Foulridge can hope to reduce traffic. It will merely create a bottle-neck at Foulridge.</p>
	<p>2) As mentioned above, the current route for the bypass is the Railway Line. The stated reason for the departure from this route is the desire to enable the Railway Line to be reinstated. SELRAP hope not only to reinstate the Railway Line but also to upgrade it to a two track line to 21<sup>st</sup> Century standards. This will involve significant widening of the same together with the bridge widening and other associated works connected with this. It is my understanding that LCC is bound by covenants which prevent it from making use of the Railway Line and the area surrounding the same in any</p>

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	<p>way which might prejudice such reinstatement and upgrading and has also assured SELRAP that it will take no step which might prejudice such reinstatement and upgrading. It is difficult to see how a bypass on the Brown Route could allow for such reinstatement and upgrading while giving proper access to canal users. The Brown Route and the Railway Line follow the same path to the North of Red Lane. The topography of the area is far from ideal for a road of any size. I have inspected this area on the ground and there is no obvious route to the West of the Railway Line. Railway engineers knew their work and the path of the Railway Line is the only suitable one in this area.</p>
	<p>3) The path of the bypass is to be changed so as to avoid prejudice to the reinstatement of the Railway Line. It is difficult to see the logic behind the choice of a route which follows the path of the Railway Line to a large extent. Surely, the logic behind the change requires a route which is completely different from that of the Railway Line.</p>
	<p>4) The adoption of the Brown Route would involve the demolition of a listed building, Although the proposals do not make this clear, this can only be Blakey Hall Farm. Part of Blakey Hall Farm was built in the 13<sup>th</sup> Century and it is the oldest building in Colne. It is one of the few remaining manor houses of East Lancashire and is linked to the Blakey family, one of the most prominent families in the North during the late mediaeval period. Permission to demolish Blakey Hall Farm would need to be obtained from English Heritage and the proposals give no information in relation to the likelihood that such permission would be granted. It is unclear whether this issue has been investigated at all. Even if such permission were granted, the costs of compulsory acquisition of Blakey Hall Farm, the surrounding land and the businesses conducted from the same would be prohibitive. A very considerable amount of building work has been undertaken at Blakey Hall Farm over the last ten years for the development of its holiday letting and vehicle storage businesses.</p>
	<p>5) Part of our own house was built in the 14<sup>th</sup> Century and may well have been the mint used by the Blakey family.</p>
	<p>6) The canal is an important local amenity which brings in visitors from a wide area. The construction and use of the bypass will affect the use and enjoyment of the canal.</p>
	<p>7) The area between Wanless Water and the Railway Line to the South of Red Lane is used by walkers on a daily basis. Their enjoyment of this area will be affected.</p>
	<p>8) The link between the motorway and the Brown Route would appear to involve the construction of a new bridge</p>

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	over the canal very close to two other bridges. I would like you to confirm that a suitably qualified surveyor has considered the practicality of this part of the proposals on the ground.
	9) Wanless Water passes through a steep ravine to the South of Red Lane. This would need to be bridged. I do not know whether this is possible. Again, I would like you to confirm whether a suitably qualified surveyor has considered the practicality of this part of the proposals on the ground. In contrast, the Blue Route suffers from none of these issues. The Blue Route does not touch the Railway Line at any point and the adoption of the same would not appear to involve any compulsory acquisition or topographical issues. Quite why LCC favours the Brown Route over the Blue Route is a mystery.
	I would appreciate proper answers to the points which I have made.
Additional letter sent in by respondent 31	On 26 <sup>th</sup> November 2013 I sent a letter to Councillor Fillis setting out the reasons why I contend that the public consultation procedure adopted by Lancashire County Council in relation to the proposed Colne - Foulridge bypass ("the Bypass") is unlawful. I enclose a copy of this letter. I have an acknowledgment of receipt of the same. However, I have not had the courtesy of a response. I can only conclude that Councillor Fillis has no concerns as to whether LCC is acting lawfully or not. I hope that you, as a professionally qualified person, will have concerns as to the legality of LCC's actions.
	As LCC has chosen to consult the public with regard to the Bypass, it has a legal obligation to act fairly and a failure to comply with such obligation will provide the Court with grounds to quash any subsequent decision (see <i>R v Secretary of State for the Home Department ex p Doody</i> [1993] 2 All ER 92)
	I contend that the public consultation procedure has not been conducted fairly for the following reasons: 1) Proper notice was not given. My wife and I found out about the same by chance. As you are aware, our neighbours, Mr. and Mrs. Boothman only found out about the same by chance.
	2) The plans annexed to the Masterplan are inadequate. Those made available in the Colne Public Library are even worse.
	3) The Masterplan leaflet indicates clearly that the decision to proceed with the Brown Route has already been made. This may be due to poor use of English, but this does not matter.
	4) LCC is obliged to set out the factors which it intends to

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	take into account in deciding (a) whether to build the Bypass at all and (b) which route to take (see <i>R (on the Application of Jennifer Capenhurst and others) v Leicester City Council</i> [2004] EWHC 2124). The Masterplan does not do this.
	a) As regards the decision to build the Bypass at all, the Masterplan suggests that the decision will be based upon a traffic flow analysis. However, the Masterplan contains no evidence in this regard and no suggestion as to how LCC will evaluate the need for the Bypass based upon traffic flow analysis.
	b) As regards the route of the Bypass, the Masterplan contains no indication as to why the Red Route, the Brown Route and the Blue Route have been suggested or how LCC proposes to evaluate the merits of each.
	5) The original path of the Bypass was the disused Colne - Skipton railway ("the Railway"), that is to say the Red Route. The Masterplan states that the path has been changed from the Red Route so as not to prejudice the possibility that the Railway will be reinstated and improved. However, the favoured Brown Route follows the Railway for its entirety north of Red Lane. This is totally irrational under <i>Wednesbury</i> principles.
	6) The Masterplan states expressly that the Brown Route would not interfere with the reinstatement and improvement of the Railway. This is (at best) a reckless statement. LCC has no idea whether it would or would not. I have spoken with a senior representative of SELRAP who has told me that LCC had no discussions with SELRAP about the route of the Bypass before the Masterplan was produced. As I understand matters, there has been no discussion since. My own personal knowledge of the area indicates that it would be extremely difficult to construct a road to the North of Red Lane which would not interfere with the reinstatement and improvement of the Railway. The area undulates considerably and the route chosen by the engineers of the Railway is the only sensible one. I invite you to look at the area and form your own conclusion.
	7) Blakey Hall Farm is a listed building and the Masterplan does not state the likelihood that consent for its demolition would be granted by English Heritage.
	8) The Masterplan does not mention the fact that West Craven District Council was not consulted at all about the Bypass before the Masterplan was produced. There is no evidence that Yorkshire public authorities want the Bypass.
	In short, LCC has provided a lesson in how not to conduct a public consultation. I did not mention in my letter to Councillor Fillis that I am a Barrister. I did not do so

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	because. I had hoped to receive a reasoned response from him before taking the matter further. I hope to receive a reasoned response from you.

## Appendix 5: Media Coverage Analysis

Consultation on the draft East Lancashire Highways and Transport Masterplan opened on 23 October and ran until 13 December. Views were sought from a range of stakeholders which include district councils, councillors, district and parish councils and members of the public.

### Media relations

The masterplan was approved for consultation by the cabinet member for Highways and Transport on 10 October. A news release was issued and a series of briefings were held with the media. These included Radio Lancashire, the Lancashire Telegraph, 2BR radio and the Colne Times.

A further two news releases were issued, the first to promote the consultation event being held at Colne Library and the second as a consultation deadline reminder.

Media relations activity has resulted in extensive media coverage. From 10 October to 13 December there were more than 68 articles printed in the local media. See appendix 1.

### Stakeholder engagement

A briefing for county councillors was held on 14 October. All county councillors were invited to attend. For those councillors who were unable to attend, the event was webcast and documents were posted on the members' portal. Additional meetings were also held with members from the three East Lancashire authorities?

Details of the consultation were also posted on the CFirst member portal.

A briefing was given to Pendle Borough Council councillors on 4 November.

Emails were sent to a wide range of stakeholders informing them of the consultation as well as promoting the event in Colne.

### Website

A dedicated area for the consultation was developed on the county council's website. Visits to the page to date (23 October – 13 December) are as follows:

[www.lancashire.gov.uk/corporate/web/?siteid=5489&pageid=43429&e=e](http://www.lancashire.gov.uk/corporate/web/?siteid=5489&pageid=43429&e=e)

Stats for	Page views	Avg. Time on Page
23/10/13 – 13/12/13	5,245	00:04:35

The consultation was also posted on the 'Have your Say' consultation pages of council's website -

[www.lancashire.gov.uk/corporate/consultation/responses/response.asp?ID=219](http://www.lancashire.gov.uk/corporate/consultation/responses/response.asp?ID=219)

### Social media messages

A series of messages were posted on the county council's social media channels – Facebook and Twitter - throughout the consultation period.

- Our messages on Facebook reached over 4,300 people.
- Our messages on Twitter reached over 60,000 people.

## Consultation documents

Consultation documents were made available at locations across East Lancashire on 23 October.

Barnoldswick Library	Church Library	Preston County Information Centre
Barrowford Library	Bacup Library	Chorley Interchange
Burnley Central Library	Clitheroe Library	Clitheroe Interchange
Longridge Library	Briercliffe Library	Accrington Library and Information Centre
Great Harwood Library	Brierfield Library	Nelson Interchange
Earby Library	Oswaldtwistle Library	
Whalley Library	Adlington Library	Rawtenstall Library and Information Centre
Rishton Library	UCLAN University Library	Leyland Library
Clayton le Moors Library	Preston Harris Central Library	
Nelson Library	Burnley County Information Centre	
Chatburn Library	Blackburn Visitor Centre	

## A56 Bypass consultation event

Consultation materials were delivered to Colne Library on Friday 1 November, with a public consultation event held at Colne Library on 20 November. The consultation detailed the main aspects arising from the draft East Lancashire Highways and Transport Masterplan and options relating to the A56 Bypass. The purpose of the event was to give local residents as early an opportunity as possible to view the options for the A56 Bypass.

At the event, members of staff were on hand to answer questions and discuss the route options outlined in the masterplan.

Over 400 people attended the event.

**East Lancashire Highways and Transport Masterplan - media coverage - 10  
October – 15 December**

Headline	Publication	Published	Value (£)	Reach	Weighting	Score	Total score	PR no
Vital bid to keep traffic moving	Lancashire Telegraph	15/10/2013	151.32	20870	2	2	4	PR13/0483
Pledge to widen M65 to three lanes	Lancashire Telegraph	15/10/2013	870.48	20870	2	2	4	PR13/0483
New plans launched for east Lancs infrastructure	Insider Media Limited (Web)	15/10/2013	1369	51000	1	2	2	PR13/0483
Plan could see motorway widened in Lancashire	Lancashire Evening Post	16/10/2013	1619.64	20379	3	2	6	PR13/0483
New bypass proposals are part of a county-wide transport masterplan	Nelson Leader	18/10/2013	887.7	13030	1	2	2	PR13/0482
Plans to set Burnley on road to riches	Burnley Express	18/10/2013	952.77	7550	3	2	6	PR13/0483
Sign up to help revived rail link plans gain momentum	Rossendale Free Press	18/10/2013	628.68	10600	1	2	2	PR13/0483
Whinney Hill road 'is missing link to improve network'	Accrington Observer (Friday)	18/10/2013	552.78	9759	2	2	4	PR13/0483
New bypass proposals are part of a county-wide transport masterplan	Colne Times	18/10/2013	935.55	13030	1	2	2	PR13/0483
The closest we have ever been to the £40m. bypass around Pendle's villages	Colne Times	18/10/2013	859.65	13030	1	2	2	PR13/0483
'Masterplan to guide county's transport needs	Clitheroe Adv and Times	24/10/2013	262.88	6631	1	2	2	PR13/0483
25-year debate could soon be over	Nelson Leader	25/10/2013	229.35	13030	1	1	1	
Campaign to bring the Villages Bypass to life	Nelson Leader	25/10/2013	1171.5	13030	1	2	2	
Mixed reactions from residents to bypass plan	Nelson Leader	25/10/2013	783.75	13030	1	0	0	
Campaign to bring the Villages Bypass to life	Colne Times	25/10/2013	1206.15	13030	1	2	2	
Mixed reactions from residents to bypass plan	Colne Times	25/10/2013	820.05	13030	1	0	0	
25-year debate could be over	Colne Times	25/10/2013	260.7	13030	1	1	1	
250 already on board in supporting rail link	Rossendale Free Press	25/10/2013	261.95	10600	2	2	4	
Businesses back bypass campaign	Nelson Leader	01/11/2013	552.75	13030	1	2	2	
MP wants support for rail link plan	Lancashire Telegraph	02/11/2013	132.6	20870	2	2	4	
Andrew Stephenson	Lancashire Telegraph	04/11/2013	205.92	20870	2	2	4	
Keep shouting about transport	Rossendale Free Press	01/11/2013	513.76	10600	2	2	4	
GET US BACK ON TRACK	Rossendale	01/11/	138	106	2	2	4	

	Free Press	2013	.58	00				
Town is 'bypassed' by relief road plans	Lancashire Telegraph	05/11/2013	630	208	2	-1	-2	
The M65 and the A56 Bypass the story so far	Colne Times	01/11/2013	167	130	1	2	2	
Businesses back bypass campaign	Colne Times	01/11/2013	504	130	1	2	2	
Plans drawn up for long-awaited bypass	Lancashire Evening Post	06/11/2013	216	203	3	2	6	
Earby council send 'constructive criticism' to County Hall on plan	Nelson Leader	08/11/2013	532	130	1	-1	-1	
MP slams county council for hold up with plans	Nelson Leader	08/11/2013	252	130	1	-1	-1	
Track bed protected by current options	Nelson Leader	08/11/2013	242	130	1	2	2	
Worries for town if by-pass goes ahead	Lancashire Telegraph	09/11/2013	488	182	2	-1	-2	
1,500 sign rail link petition	Lancashire Telegraph	12/11/2013	59.	182	2	1	2	
Earby council send 'constructive criticism' to County Hall on plan	Colne Times	08/11/2013	551	130	1	1	1	
MP slams county council for hold up with plans	Colne Times	08/11/2013	259	130	1	-1	-1	
Bypass would benefit jobs, claims councillor	Lancashire Telegraph	15/11/2013	238	182	2	2	4	
Mr Pendle's Diary	Nelson Leader	15/11/2013	354	130	1	1	1	
Bypass meeting next week	Nelson Leader	15/11/2013	110	130	1	2	2	
Barlick to back 'brown' route bypass?	Nelson Leader	15/11/2013	671	130	1	2	2	
Doing nothing not an option	Clitheroe Adv and Times	14/11/2013	191	663	1	-1	-1	
Traffic study	Lancashire Telegraph	18/11/2013	23.	182	2	2	4	
Roads need more work	Rosendale Free Press	15/11/2013	141	106	2	0	0	
Road is labelled 'a ticking timebomb'	Lancashire Telegraph	20/11/2013	603	182	2	-2	-4	
Bypass meeting next week	Colne Times	15/11/2013	115	130	1	2	2	
Bypass 'would help keep thousands of jobs here'	Craven Herald And Pioneer	21/11/2013	395	126	1	1	1	
Some sense at last?	Clitheroe Adv and Times	21/11/2013	230	663	1	2	2	
Public reaction at bypass consultation	Nelson Leader	22/11/2013	635	130	1	1	1	PR13 /0549
End years of misery by doing something sooner, not later	Nelson Leader	22/11/2013	394	130	1	2	2	
End years of misery by doing something sooner, not later	Colne Times	22/11/2013	384	130	1	2	2	
So much wrong with bypass	Lancashire Evening Post	27/11/2013	143	203	3	-1	-3	

Air views on travel masterplan	Lancashire Telegraph	29/11/2013	62.4	18293	2	2	4	PR13/0592
Scheme could create new facilities	Nelson Leader	29/11/2013	168.3	13030	1	2	2	
Have your say on proposed bypass	Nelson Leader	29/11/2013	140.85	13030	1	2	2	
Still time to air views on transport scheme	Burnley Express (Tuesday)	03/12/2013	114.3	11246	1	2	2	
Have your say on proposed bypass	Colne Times	29/11/2013	142.75	13030	1	2	2	
Scheme could create new facilities	Colne Times	29/11/2013	163.35	13030	1	2	2	
Consultation 'disaster'	Lancashire Telegraph	05/12/2013	188.76	18293	3	-2	-6	PR13/0483
Fears that bypass would bring more villages traffic	Craven Herald And Pioneer	05/12/2013	360.64	12678	1	-2	-2	PR13/0483
Extra time for bypass views	Lancashire Telegraph	09/12/2013	215.28	18293	2	2	4	
Earby house plan decision deferred	Nelson Leader (Barnoldswick and Earby)	06/12/2013	338.25	13030	1	2	2	
Time running out to have your say on plan	Clitheroe Adv and Times	05/12/2013	64.66	6631	1	2	2	PR13/0592
Reopen the railway line	Nelson Leader	06/12/2013	166.65	13030	1	-1	-1	
Residents oppose bypass proposals	Nelson Leader	06/12/2013	602.25	13030	1	-2	-2	
Proposal for bypass sparks traffic fears for villages	Lancashire Telegraph	10/12/2013	121.68	18293	2	0	0	
Reopen the railway line	Colne Times	06/12/2013	166.65	13030	1	-2	-2	
Bypass will hit county heritage	Lancashire Evening Post	13/12/2013	343.56	20379	3	-1	-3	
How about a route on the other side of Colne?	Nelson Leader	13/12/2013	410.85	13030	1	-1	-1	



**Appendix 6: East Lancashire Transport and Highways Masterplan  
Questionnaire Analysis Report**

# **East Lancashire Masterplan Questionnaire**

**2013**

**Report**

December 2012

**Heather Walmsley and Mick Edwardson**

**December 2013**

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## Executive summary

Lancashire County Council undertook a 7-week consultation to inform the East Lancashire masterplan. The consultation was conducted by a combination of paper-based and online questionnaires. In total 437 responses were received.

### 1.1 Key findings

- Over two-thirds of respondents (69%) agree that the county council's vision for East Lancashire's transport network should aim to ensure that employment sites are well connected both nationally and internationally. A quarter of respondents (25%) disagree with this aim.
- Over two-thirds of respondents (68%) agree that the county council's vision for East Lancashire's transport network should aim to provide local developments with local transport connections that they need to succeed. A quarter of respondents (25%) disagree with this aim.
- Around three-quarters of respondents (74%) agree that the county council's vision for East Lancashire's transport network should aim to help people from all communities to travel to employment and education.
- Over three-quarters of respondents (77%) agree that the county council's vision for East Lancashire's transport network should aim to make sustainable travel (eg trains and buses) the choice wherever possible, even in rural areas.
- Over four-fifths of respondents (85%) agree that the county council's vision for East Lancashire's transport network should aim to make walking and cycling safe and easy choices for local journeys.
- Over three-quarters of respondents (76%) agree that the county council's vision for East Lancashire's transport network should aim to make improvements to our streets and public spaces that support both new development and existing communities.
- Just under nine-tenths of respondents (87%) agree that the county council's vision for East Lancashire's transport should aim to make the area attractive for visitors.
- Just under four-fifths of respondents (79%) agree that the county council's vision for East Lancashire's transport network should aim to make the area easy for visitors to travel around without a car.
- Overall, almost three-fifths of respondents (57%) agree with the county council's vision for improving East Lancashire's transport network. Two-fifths of respondents (40%) disagree with the vision.
- Four-fifths of respondents (81%) agree with the county council's proposal to focus on improving rail connections between East Lancashire and the growth areas of Preston and Central Lancashire, Manchester (including Manchester Airport) and Leeds.
- Around three-fifths of respondents (57%) agree with the county council's proposal to look at the A56/M66 corridor and how traffic congestion can be reduced and the reliability of bus services improved. Just under a third of respondents (31%) disagree with this proposal.
- Just under two-fifths of respondents (39%) agree with the county council's proposals to look at the main routes between Samlesbury, Cuerden and

Whitbriik, including the M65. However, two-fifths of respondents (40%) say that they don't know about the proposals.

- Three-fifths of respondents (60%) strongly disagree with the county council's new proposal for the A56 Colne-Foulridge bypass. However, just under a quarter of respondents (24%) strongly agree with this proposal.
- Over half of respondents (56%) agree with the county council's proposal to look at what needs to be done to make sure that our roads can support the economic growth planned for Burnley and Pendle. Over a third of respondents (35%) disagree with this proposal.
- Over two-fifths of respondents (43%) agree with the county council's proposal to look at what needs to be done to the A59 between Samlesbury and North Yorkshire boundary and also the A671/A6068 route between Whalley and M65 Junction 8. Just under two-fifths of respondents (37%) say that they don't know about the proposal.
- Over three-fifths of respondents (63%) agree with the county council's proposals to focus on access to and between the main towns and employment areas. Over a quarter of respondents (27%) disagree.
- Respondents were then asked for any additional comments they had about any of the proposals. Over two-thirds of these comments related to the Colne – Foulridge bypass, with the majority of these expressing concerns at one or more of the route options

## Introduction

The East Lancashire Masterplan looks at problems, gaps and opportunities affecting the roads and public transport in East Lancashire and the impact of these on the people, places and economy of the area. It sets out Lancashire County Council's vision for travel and transport in the future and explains what the county council will do next to meet the current and future needs and hopes of the people of East Lancashire, which covers Burnley, Hyndburn, Pendle, Ribble Valley and Rossendale.

A range of proposals have been developed to meet the future transport needs of East Lancashire for rail, roads, public transport, walking and cycling. A public consultation was conducted to seek views in relation to the proposals.

## Methodology

The consultation ran from 23 October 2013 to 13 December 2013 and was conducted through a paper and online questionnaire. Paper copies were available from libraries and at a public meeting on 20 November 2013. In total 437 questionnaires were returned.

### 3.1 Limitations

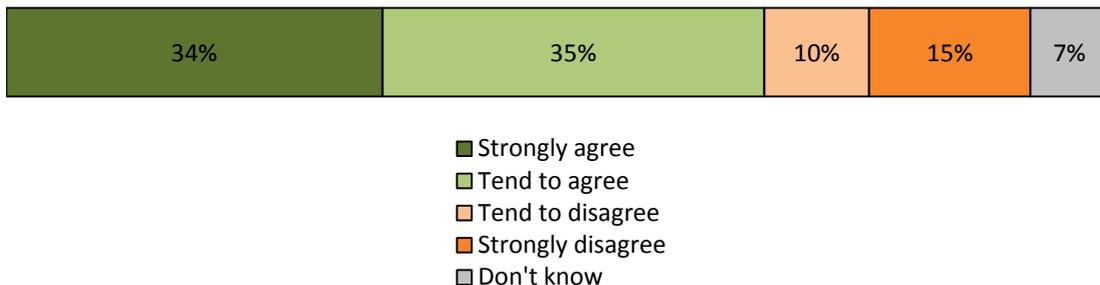
Although the survey was available for anyone to respond to, the aim of the consultation was to gain the views of those who will be affected by the proposals and so the responses should not be seen as the view of the overall Lancashire population.

In charts or tables where responses do not add up to 100%, this is due to multiple responses or computer rounding.

## Main research findings

Respondents were first asked several questions about the overall vision for the East Lancashire masterplan. Over two-thirds of respondents (69%) agree that the county council's vision for East Lancashire's transport network should aim to ensure that employment sites are well connected both nationally and internationally. A quarter of respondents (25%) disagree with this aim.

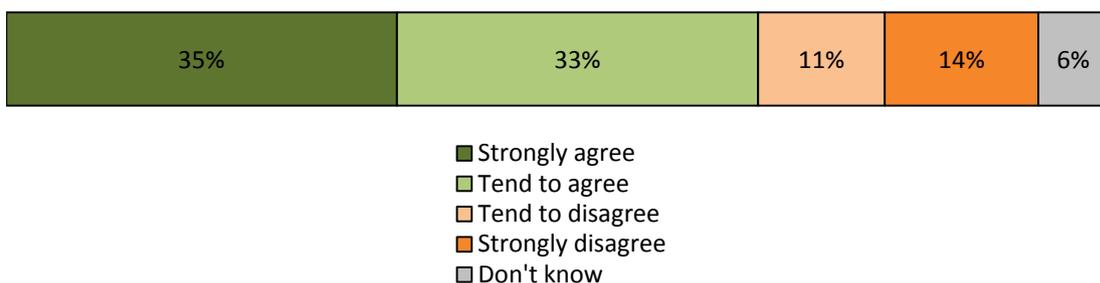
**Chart 1 - How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to ensure that employment sites are well connected both nationally and internationally?**



Base: all respondents 410

Over two-thirds of respondents (68%) agree that the county council's vision for East Lancashire's transport network should aim to provide local developments with local transport connections that they need to succeed. A quarter of respondents (25%) disagree with this aim.

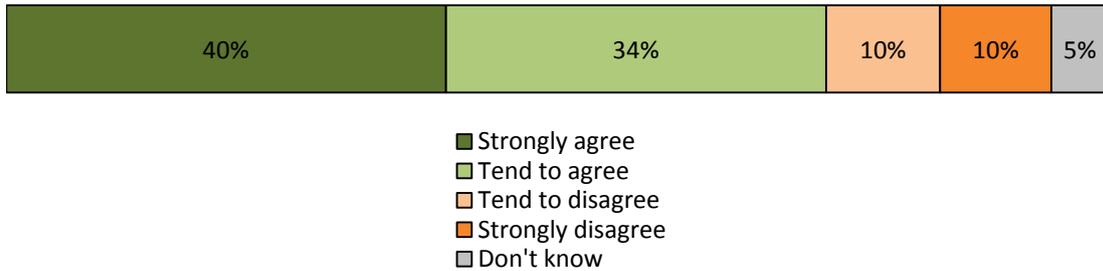
**Chart 2 - How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to provide local developments with local transport connections that they need to succeed?**



Base: all respondents 409

Around three-quarters of respondents (74%) agree that the county council's vision for East Lancashire's transport network should aim to help people from all communities to travel to employment and education.

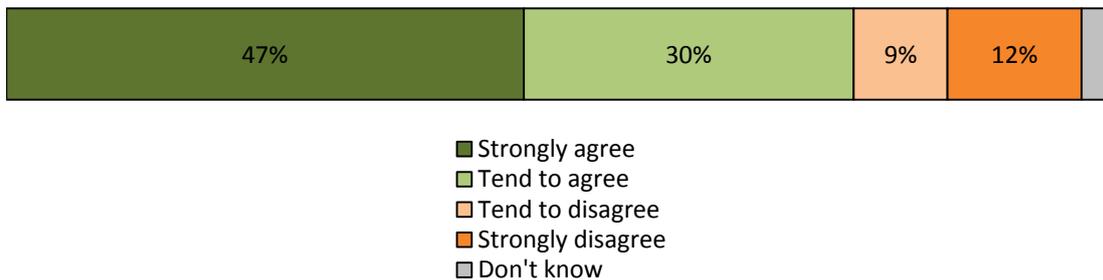
**Chart 3 - How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to help people from all communities to travel to employment and education?**



Base: all respondents 406

Over three-quarters of respondents (77%) agree that the county council's vision for East Lancashire's transport network should aim to make sustainable travel (eg trains and buses) the choice wherever possible, even in rural areas.

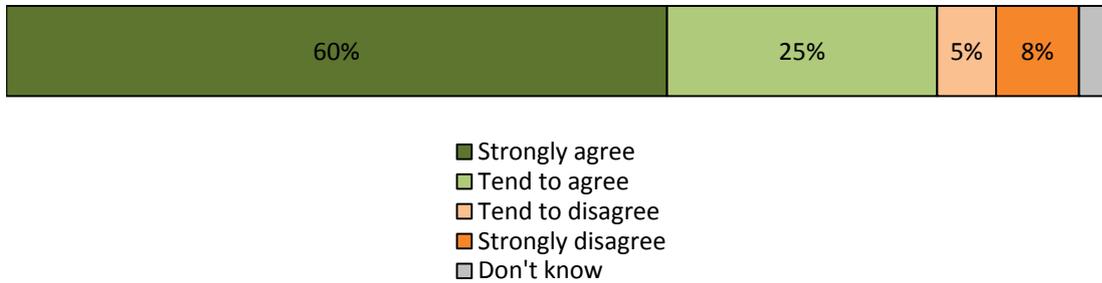
**Chart 4 – How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to make sustainable travel (eg trains and buses) the choice wherever possible, even in rural areas?**



Base: all respondents 411

Over four-fifths of respondents (85%) agree that the county council's vision for East Lancashire's transport network should aim to make walking and cycling safe and easy choices for local journeys.

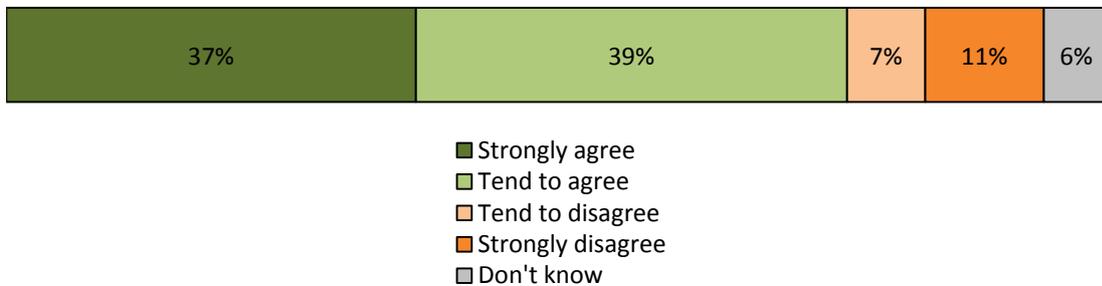
**Chart 5 – How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to make walking and cycling safe and easy choices for local journeys?**



Base: all respondents 412

Over three-quarters of respondents (76%) agree that the county council's vision for East Lancashire's transport network should aim to make improvements to our streets and public spaces that support both new development and existing communities.

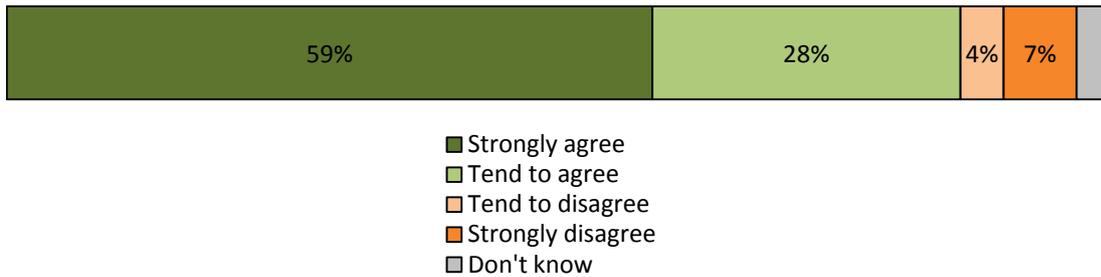
**Chart 6 – How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to make improvements to our streets and public spaces that support both new development and existing communities?**



Base: all respondents 409

Just under nine-tenths of respondents (87%) agree that the county council's vision for East Lancashire's transport should aim to make the area attractive for visitors.

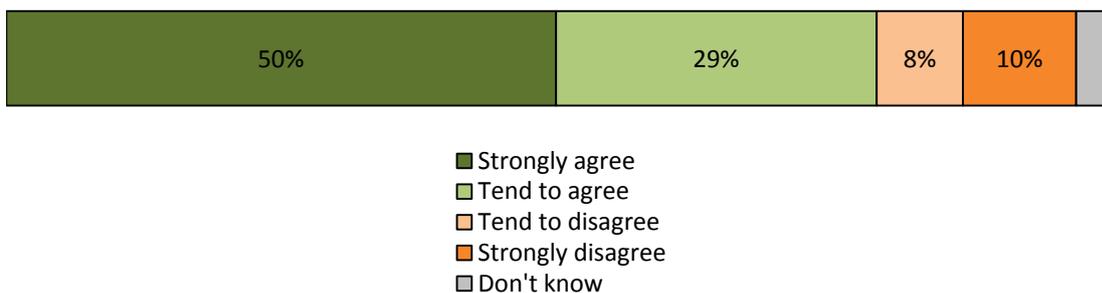
**Chart 7 – How strongly do you agree or disagree that the vision for East Lancashire's transport should aim to make the area attractive for visitors?**



Base: all respondents 408

Just under four-fifths of respondents (79%) agree that the county council's vision for East Lancashire's transport network should aim to make the area easy for visitors to travel around without a car.

**Chart 8 – How strongly do you agree or disagree that the vision for East Lancashire's transport network should aim to make the area easy for visitors to travel around without a car?**

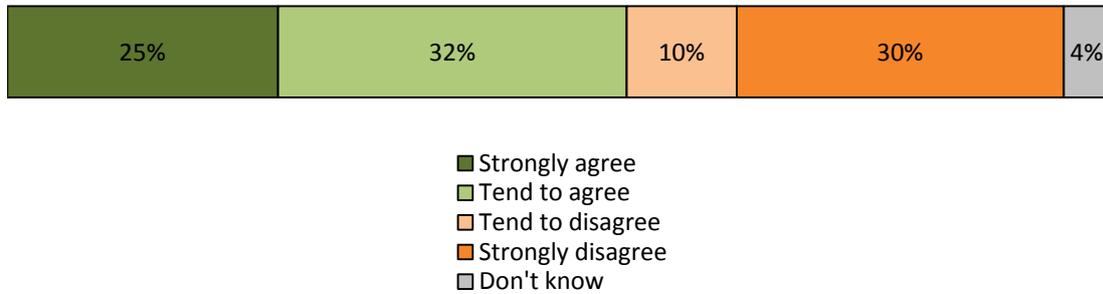


Base: all respondents 409

Respondents were then asked how strongly they agree or disagree with the county council's overall vision for improving East Lancashire's transport network. Overall, almost three-fifths of respondents (57%) agree with the county council's vision for

improving East Lancashire's transport network. Two-fifths of respondents (40%) disagree with the vision.

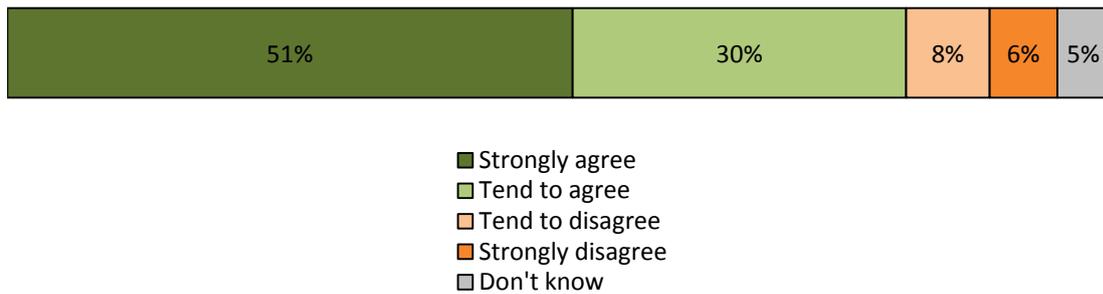
**Chart 9 - Overall, how strongly do you agree or disagree with the vision for improving East Lancashire's transport network?**



Base: all respondents 411

Respondents were then asked how strongly they agree or disagree with specific proposals for East Lancashire's transport network. Four-fifths of respondents (81%) agree with the county council's proposal to focus on improving rail connections between East Lancashire and the growth areas of Preston and Central Lancashire, Manchester (including Manchester Airport) and Leeds.

**Chart 10 - How strongly do you agree or disagree with the proposal to focus on improving rail connections between East Lancashire and the growth areas of Preston and Central Lancashire, Manchester (including Manchester Airport) and Leeds?**



Base: all respondents 423

Around three-fifths of respondents (57%) agree with the county council's proposal to look at the A56/M66 corridor and how traffic congestion can be reduced and the reliability of bus services improved. Just under a third of respondents (31%) disagree with this proposal.

**Chart 11 - How strongly do you agree or disagree with the proposal to look at the A56/M66 corridor and how traffic congestion can be reduced and the reliability of bus services improved?**

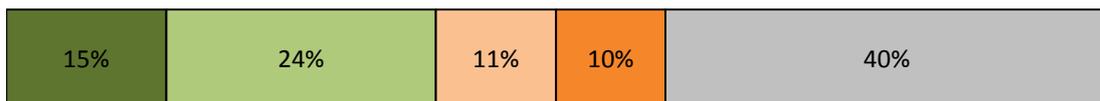


- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 417

Just under two-fifths of respondents (39%) agree with the county council's proposals to look at the main routes between Samlesbury, Cuerden and Whitbirk, including the M65. However, two-fifths of respondents (40%) say that they don't know whether they agree or disagree with the proposals.

**Chart 12 – How strongly do you agree or disagree with the proposals to look at the main routes between Samlesbury, Cuerden and Whitbirk, including the M65?**



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 413

Three-fifths of respondents (60%) strongly disagree with the county council's new proposal for the A56 Colne-Foulridge bypass. However, just under a quarter of respondents (24%) strongly agree with this proposal.

**Chart 13 - How strongly do you agree or disagree with our new proposal for the A56 Colne-Foulridge bypass?**



- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 428

Over half of respondents (56%) agree with the county council's proposal to look at what needs to be done to make sure that our roads can support the economic growth planned for Burnley and Pendle. Over a third of respondents (35%) disagree with this proposal.

**Chart 14 - How strongly do you agree or disagree with the proposal to look at what needs to be done to make sure that our roads can support the economic growth planned for Burnley and Pendle?**



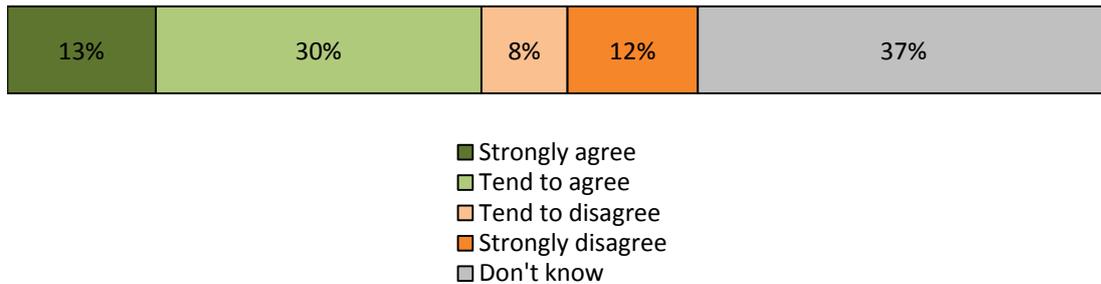
- Strongly agree
- Tend to agree
- Tend to disagree
- Strongly disagree
- Don't know

Base: all respondents 423

Over two-fifths of respondents (43%) agree with the county council's proposal to look at what needs to be done to the A59 between Samlesbury and North Yorkshire boundary and also the A671/A6068 route between Whalley and M65 Junction 8. Just

under two-fifths of respondents (37%) say that they don't know whether they agree or disagree with the proposal.

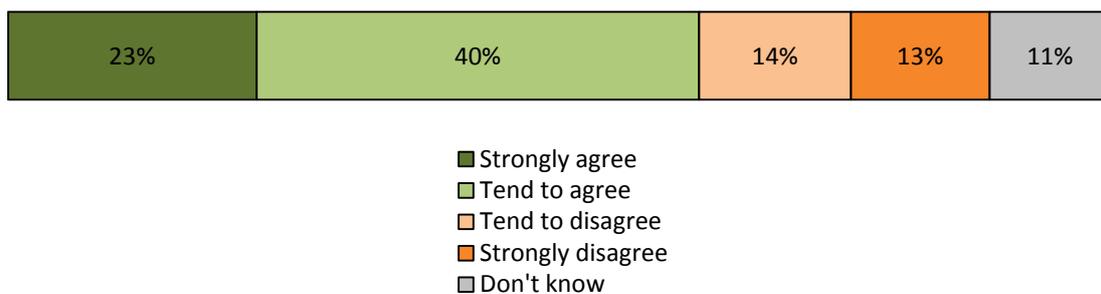
**Chart 15 – How strongly do you agree or disagree with the proposal to look at what needs to be done to the A59 between Samlesbury and North Yorkshire boundary and also the A671/A6068 route between Whalley and M65 Junction 8?**



Base: all respondents 423

Over three-fifths of respondents (63%) agree with the county council's proposals to focus on access to and between the main towns and employment areas. Over a quarter of respondents (27%) disagree.

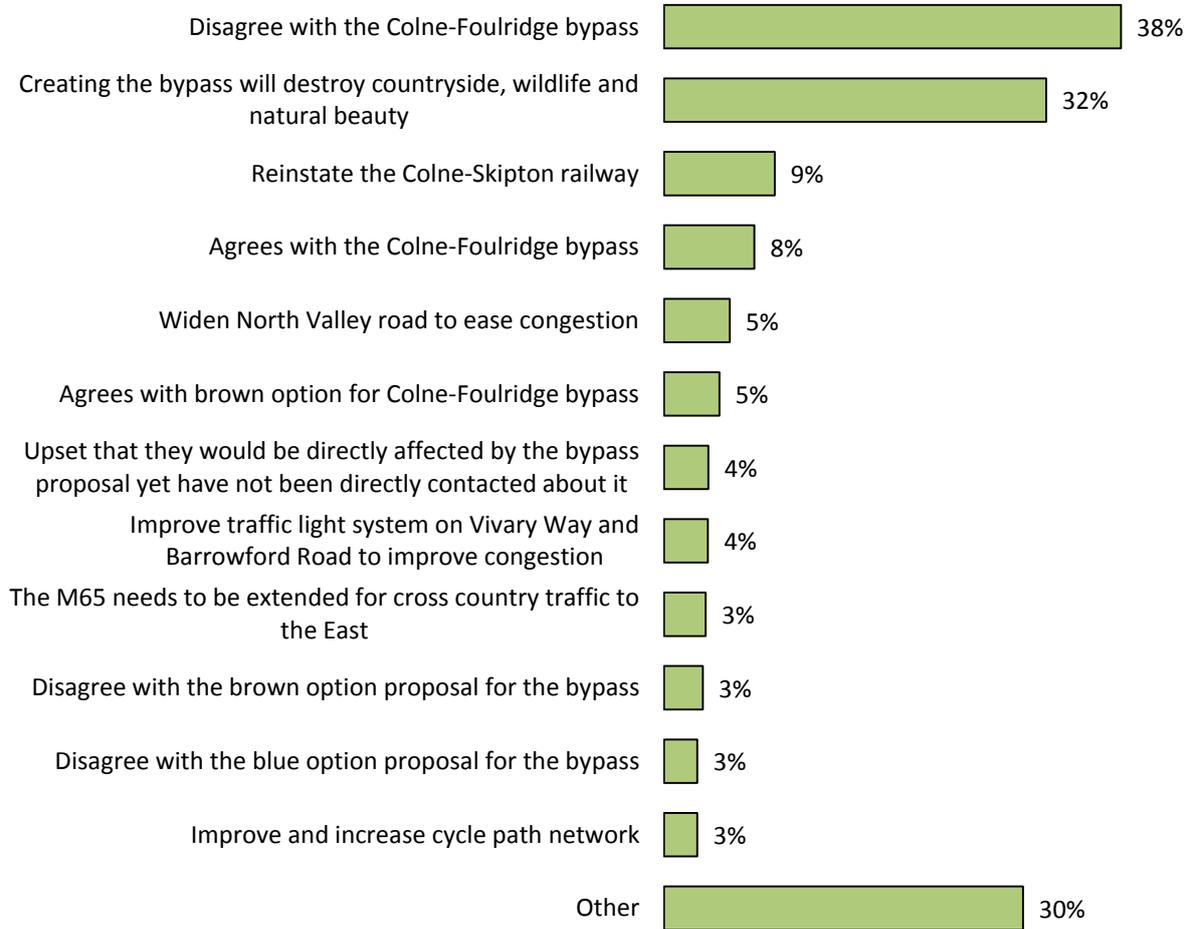
**Chart 16 - How strongly do you agree or disagree with the proposal to focus on access to and between the main towns and employment areas?**



Base: all respondents 421

Respondents were then asked for any additional comments they had about any of the proposals. Around two-fifths of respondents' additional comments (38%) were to disagree with the Colne-Foulridge bypass.

## 4.1 Additional comments



Base: all respondents 436

## Appendix 1: demographic breakdown

	Count	Percentage
Have you read the East Lancashire Master Plan document?	362	84%
Yes	67	16%
No		

	Count	Percentage
Are you responding to this consultation on behalf of an organisation?	21	5%
Yes	409	95%
No		

	Count	Percentage	
How often do you use the following types of transport? Car	Every or most days	311	77%
	A few times a week	71	18%
	A few times a month	10	2%
	Less often	5	1%
	Never	7	2%

	Count	Percentage	
How often do you use the following types of transport? Bus	Every or most days	13	4%
	A few times a week	33	9%
	A few times a month	56	15%
	Less often	160	43%
	Never	106	29%

	Count	Percentage	
How often do you use the following types of transport? Train	Every or most days	5	1%
	A few times a week	15	4%
	A few times a month	65	18%
	Less often	200	54%
	Never	83	23%

	Count	Percentage	
How often do you use the following types of transport? Bicycle	Every or most days	18	5%
	A few times a week	47	13%
	A few times a month	74	20%
	Less often	85	23%
	Never	146	39%

	Count	Percentage	
Are you...?	Male	229	57%
	Female	172	43%

	Count	Percentage	
What was your age on your last birthday?	18 and under	0	0%
	19-24	23	6%
	25-34	68	18%
	35-54	164	43%
	55 and over	125	33%

	Count	Percentage	
Are you a deaf person or do you have a disability?	Yes	17	4%
	No	381	96%

	Count	Percentage	
Which best describes your ethnic background?	White	389	98%
	Asian or Asian British	3	1%
	Mixed/multiple ethnic group	1	<1%
	Black/African/Caribbean/Black British	1	<1%
	Other ethnic group	4	1%

	Count	Percentage	
What is the name of your organisation?	Canal & River Trust	1	<1%
	Foulridge anti - bypass campaign	6	1%
	Friends Against the Colne Bypass	1	<1%
	Great Harwood PROSPECTS Panel	1	<1%
	NR Engineering	1	<1%
	Pendle anti-bypass group	1	<1%
	Pendle Borough Council	1	<1%
	Resident of Colne	1	<1%
	Ribble Valley Rail	1	<1%
	Rossendale Borough Council	1	<1%
	Self employed consultant PGM service	1	<1%
	SELRAP - Skipton-East Lancashire	2	<1%
	StoneHouse Logic Limited	1	<1%
	Sustrans	1	<1%
	www.path-n-pedal.com	1	<1%



	Count	Percentage	
What is your home postcode?	BB1	1	<1%
	BB2	1	<1%
	BB3	1	<1%
	BB4	5	<1%
	BB5	2	<1%
	BB6	1	<1%
	BB7	5	1%
	BB8	243	56%
	BB9	53	12%
	BB10	7	2%
	BB11	3	1%
	BB12	9	2%
	BB18	47	11%
	BD23	10	2%
	Other	8	2%

	Count	Percentage	
If you work, what is the postcode of your main place of work?	BB1	1	<1%
	BB2	4	1%
	BB3	2	<1%
	BB4	3	1%
	BB5	5	1%
	BB7	6	1%
	BB8	44	10%
	BB9	43	10%
	BB10	19	4%
	BB11	23	5%
	BB12	7	2%
	BB16	1	<1%
	BB18	25	6%
	BD23	10	2%
	LS1	6	1%
	Other	66	15%