

Levelling Up

EAST LANCASHIRE Engagement and Consultation Report

Creating Opportunities through Safer,
Greener, and Healthier Travel



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Commissioned by

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1. Introduction

The Levelling Up East Lancashire programme will improve everyday life for East Lancashire's residents by providing better local travel options, easier access to jobs and services, and support for our local economies.

The planned projects across Burnley, Hyndburn, Pendle and Rossendale have been developed together with communities and stakeholders to address local needs and deliver what matters most to local people.

1.1 Background

The Government's Levelling Up Fund (LUF) was established to invest in infrastructure that improves everyday life across the UK, including town centre and high street regeneration, upgrades to local transport, and improvements to cultural and heritage assets. This investment is expected to have a visible impact on people and places, and support economic recovery especially in areas with high levels of deprivation, low productivity and poor connectivity.

A range of County, District and Unitary Council bids from across Lancashire formed part of the 100 plus projects that received a share of the £2.1 billion pot in round two of the government's flagship LUF.

1.2 Levelling Up East Lancashire

Through significant data analysis, it was determined that parts of East Lancashire would benefit the most and had the highest potential to meet the criteria of the fund. Historically, East Lancashire emerged from the Industrial Revolution as a major commercial and industrial centre of several hundred mill towns and collieries, but then went into decline after the first and second world wars. The smaller East Lancashire towns that have struggled to reinvent themselves economically have nevertheless grown, notably with the expansion of the South Asian community from the 1950s and 1960s.

East Lancashire has its uplands and its lowlands, its moors, forests, and deep valleys and this physical environment plays a part in shaping people's lives. The terrain and the variable transport infrastructure can make getting from place to place difficult. Even in the more affluent communities there are challenges in being able to access employment, learning, health and other services by a choice of travel modes. Therefore, a step change is needed in transportation to bring services and customer experience to the same level as elsewhere in the UK.

In January 2023, Lancashire County Council (LCC) was awarded £50 million from the LUF for major transport improvements as part of the second round of bidding, with £5m match funding coming from LCC. Lancashire's LUF programme will deliver better connectivity through a range of complementary public transport, walking and cycling projects that will significantly improve travel opportunities for people across East Lancashire, making them safer, greener and healthier.

After considering 600 potential transport schemes county-wide, the council selected themed interventions in the East Lancashire districts of Burnley, Hyndburn, Pendle and Rossendale. They will deliver a range of improvements through three connected projects:

- **Safer, Greener, Healthier Streets:** *These projects will deliver improvements to local streets which aim to make travel easier between homes, jobs, shops and services, and help make streets safer and more accessible for everyone.*
- **Accessible and Vibrant Town Centres:** *These projects will aim to improve experiences in town centres for local communities and visitors to make them more accessible, attractive and support our local economies.*

- **Public Transport Improvements:** *These projects will improve journeys and everyday life for people in East Lancashire and across the rest of the county by making it easier to access work, education, shops, services and green spaces.*

The improvements planned through these three projects aim to provide:

- Faster and more reliable bus journeys.
- Safer and more accessible streets.
- Access to better jobs, pay, and living standards.
- More attractive and busy town centres.
- Enhanced public and green spaces to spend time in.

1.3 Main Points Arising from The Consultation

1. Support was given to the Levelling Up East Lancashire Programme in all consultation events and activity,
2. There was a consensus that improved safety, sense of place and connectivity is essential for the future economic growth of East Lancashire and the general wellbeing of its residents. Whilst there were a few other issues raised which were outside the scope of the Levelling Up Fund (LUF) programme for East Lancashire such as carriageway maintenance, outward connectivity to Manchester and other rail links. It was also felt that the improvements from the three projects being proposed are essential to achieve the objectives of the programme.
3. The majority of people who responded indicated support for the Safer, Greener, Healthier Streets (SGHS) projects. This was mostly based around the gains in terms of improved health, safety and wellbeing outcomes expected to be delivered as part of the project, with respondents believe the project will enable people make more use of their streets, promoting community development within a safe environment.
4. A number of stakeholders across different groups expressed concerns around the value for money the projects will deliver to the region.
5. A majority of respondents indicated support for the Accessible and Vibrant Town Centres (AVTC) projects. Responses indicated that this support was due to the desire for more vibrant town centres that are safe and easily accessible to all, therefore promoting stronger communities, decreased anti-social behaviour and increased success for local businesses.
6. There were a number of specific comments from both residents and businesses expressing concerns around availability of parking spaces for residents and customers respectively.
7. The Public Transport Improvement (PTI) projects received a good response from respondents. There was significant agreement from respondents that the project would provide more convenience, reliability and accessibility to the bus service thereby encouraging more people to use the service.
8. There was a significant response calling for some modifications to the existing designs to better enable the projects to meet the objectives of the programme. These comments were fed back to the design team, and design plans were amended where possible to accommodate the views of local communities.

2. Engagement

The Levelling Up East Lancashire programme has been shaped by local communities and what people have told us is important to them. Thank you to everyone who has worked with us to ensure the plans are tailored to local needs and will make a real difference in each area.

2.1 Previous Engagement

A significant amount of community and public engagement was undertaken between April and May 2022. Focus groups enable in-depth discussions with key stakeholders and local communities. Individuals and groups who may be affected by the proposals were invited to attend, including seldom heard and those with protected characteristics. A campaign was delivered to raise awareness of the LUF Round 2 bid and to encourage residents to get involved and share views through an online survey. The survey was promoted in different ways and through a range of channels, including a short video and other digital content shared online through social media. Other activity included new releases, online information, use of LCC channels such as digital screens in libraries, and promotion to stakeholders and partners to share via their networks.

There were 1,219 responses received to the survey, 29 attendees at the focus groups, and 250 responses on social media. The responses received highlighted several areas that could be improved to increase the likelihood of communities supporting the concept of safer, greener and healthier streets, participating in active travel activities and increasing patronage on public transport.

Following the LUF Round 2 award in January 2023, engagement has continued to play a pivotal role in the development of the LUF programme. This has included the following that has taken place between October 2023 and September 2024:

- Regular briefings with MPs and their caseworkers representing the Hyndburn, Rossendale and Darwen, Burnley and Pendle constituencies, and with elected members covering the four East Lancashire districts.
- Regular meetings with officers from Hyndburn, Rossendale, Pendle and Burnley Borough Councils.
- Regular meetings with key stakeholders including Active Travel England (ATE), Department for Transport (DfT).
- Co-design with members of the local community within the Safer, Greener, Healthier Streets areas (including three events – co-discover, co-design and feedback workshops).
- Events at primary schools involving teachers and school children (Year 2 to Year 6) representing the school council or eco-council.
- Site walkaround with representatives from the Visually Impaired (VI) Forum and attendance at meetings.
- In-person engagement events in the town centres of Burnley, Nelson, and Rawtenstall.

The feedback from this engagement process has significantly influenced the development of the Levelling Up East Lancashire proposals. The engagement sessions gave us an understanding of how local communities feel the proposed interventions should be prioritised.

We worked closely with district councils and other professional and community stakeholders across the four districts to ensure that our plans are feasible and complement other projects, from a range funding schemes such as local Levelling Up schemes, county transport and travel initiatives and town masterplans.



Figure 2-1: Images from engagement events.

These insights have helped us to shape, adapt and improve our initial plans so that we can deliver schemes that matter most to local people. This means that proposals have been tailored for each project and may include improvements such as new surfacing on pavements or roads, better street lighting, seating areas or tree planting. Other changes may include road safety measures to make streets and crossing points safer, and support walking and cycling as travel options for people alongside public transport and car travel.

3. Our Public Consultation Methodology

To support the development of the Levelling Up East Lancashire projects, LCC and their partners carried out further engagement activity to ensure the communities and stakeholders had the opportunity to be involved in the design and implementation of these projects across East Lancashire.

The survey ran from July 2024 to September 2024 with engagement activity designed to help:

- Create awareness of the proposed project designs and the objectives of the LUF.
- Understand how these proposed designs affect the communities.
- Understand key areas of improvement and any issues that may arise as part of implementation.
- Implement a people and place focus, aimed at understanding:
 - What outcomes and benefits people within the communities require and expect.
 - What Infrastructure and changes to the built environment could support these outcomes.

The engagement activity included of an information-based website, a public survey and three in-person engagement events.

Up-to-date information about each project, including the descriptions, maps and visualisations were published on the council website with all project designs available to download. Navigation of the webpages could be done via the three connected projects or by area to enabled people to find out more about the Levelling Up East Lancashire projects planned for each district.

The three in-person engagement events were held at the following venues:

- **Burnley Library**, 29th July 2024.
- **Nelson Library**, 28th August 2024.
- **Rawtenstall Library**, 29th August 2024.



Figure 3-1: Photos from library engagement events.

These three venues were selected due to their accessible facilities and close proximity to the three connected projects. Each event focused on presenting the proposed project designs options and providing people with another opportunity to talk through issues and opportunities and learn more about the different projects. All events ran from 3:30pm to 6:30pm to accommodate for people in the local area and enable them to attend. A summary of the comments and project feedback received from attendees at each in-person engagement event can be viewed in Appendix D.

3.1 Engagement survey

An online engagement survey was conducted to collect feedback and comments from a wide range of stakeholders including residents, local businesses and other local community groups in East Lancashire. The survey was hosted on the Council's consultation platform, and was open for six weeks from the 22nd of July to the 2nd of September 2024. To ensure the survey was accessible to digitally excluded and hard to reach communities, copies of the survey were available through local libraries or on request in alternative formats. Support was provided in person for people who needed assistance completing the survey.

To ensure the survey reached as many people as possible, it was published via social media and via email to statutory stakeholders including Cllr's, local businesses, community groups and those stakeholders previously engaged. Awareness of the survey to encourage participation was also raised at the three in-person engagement events held over the period when the survey was live as well as the delivery of over 10,000 information postcards (see Appendix C) to residential and commercial properties across East Lancashire libraries. A copy of the survey content, including the project specific questions and background information from participants is included in Appendix A.

The survey questions were designed to obtain feedback on each project to determine support for each project on a 5-scale rating from strongly support to strongly oppose. Opportunity to give further detail was also provided with a text box to provide qualitative feedback on the rating for the level of support. A detailed description and designs for each project was equally available on the website to help participants understand what changes to expect from the proposed project designs. The key findings from each engagement activity have been included in the subsequent sections.

3.2 Survey Findings

The survey consists of four main sections; one section for questions on each of the three connected projects and one section for questions on the overall Levelling Up programme. Each section included questions aimed at understanding peoples' views on the proposed plans and whether they supported or opposed the proposals.

A total of 290 responses were received. This section summarises the results and key findings from the survey.

3.2.1 Profile of Respondents

The survey attracted 290 respondents of which the majority were residents of Lancashire (94%). 15% of the respondents were workers and only 1% of the respondents were visitors to Lancashire as shown in Figure 3-2. About 8% of respondents represented a business, organisation or community group.

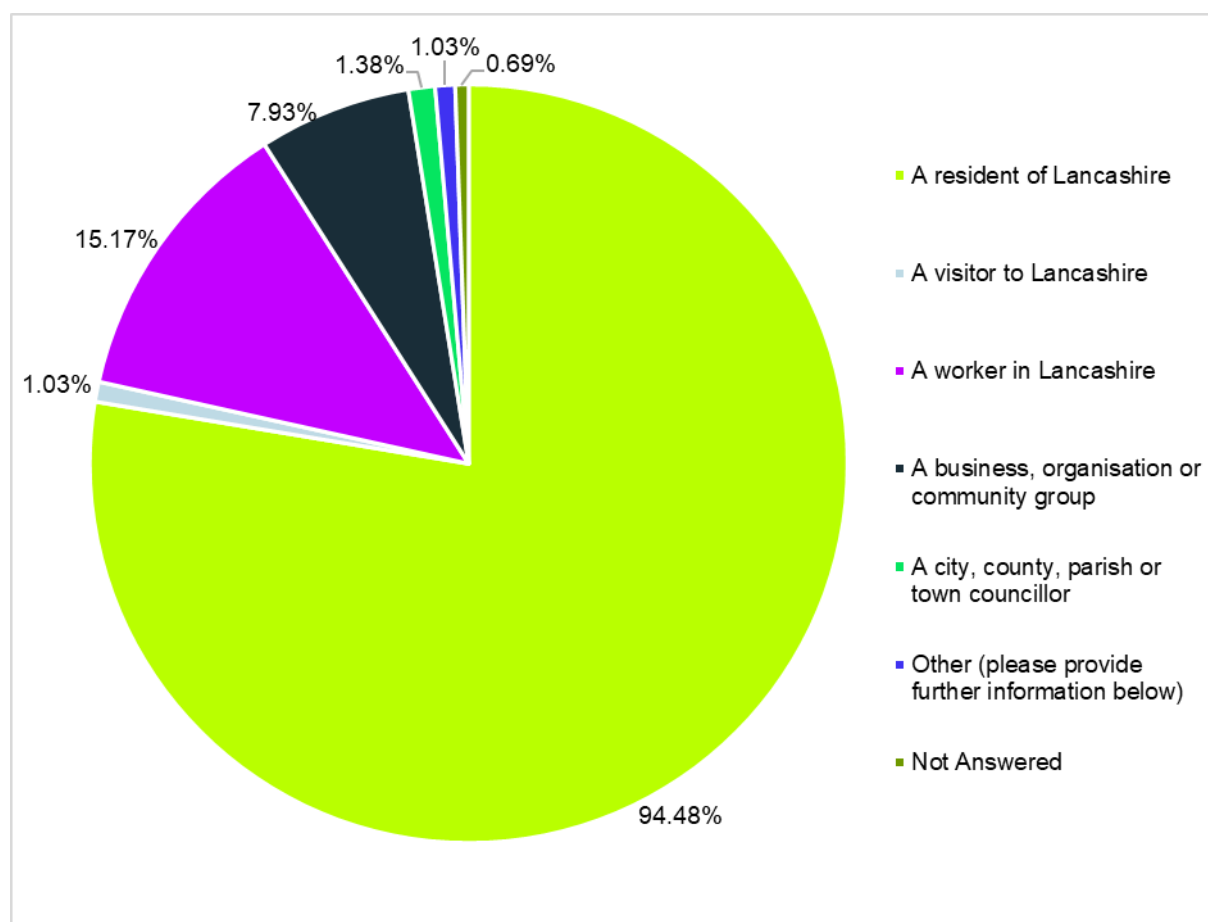


Figure 3-2: Profile of Survey Respondents.

Of all the respondents, 36% lived in Rossendale, 23% lived in Burnley, 23% lived in Pendle, 7% lived in Hyndburn while the other 11% were from respondents that lived in other districts. The 45-64 age group had the greatest percentage of the respondents (47%), followed by the 25-44 age group (30%) and then followed by the 65+ age group (14%). More details of respondents' demographic data are provided in Appendix B.

3.2.2 Safer, Greener, Healthier Streets – SGHS

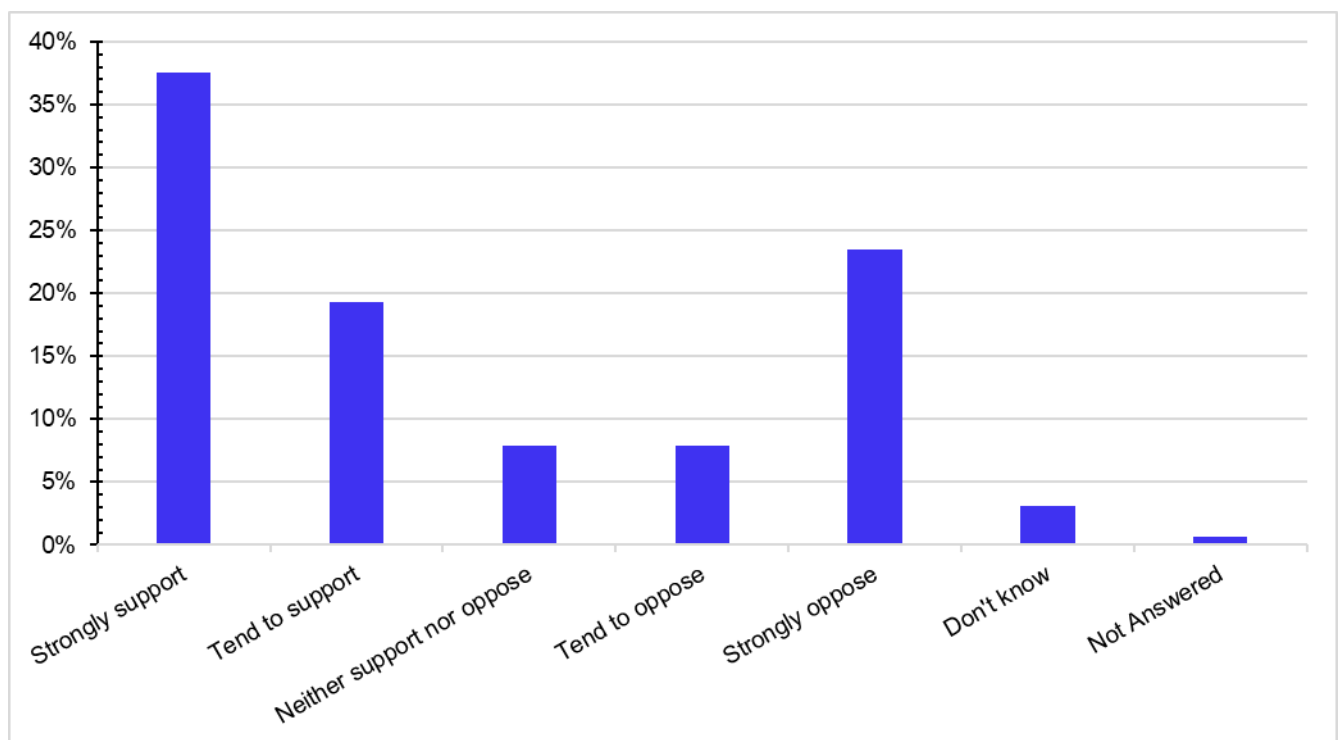


Figure 3-3: Survey Results for SGHS.

Out of the 290 responses, the majority of respondents (165) either “strongly support” or “tend to support” the proposed designs for the SGHS project. A number of key quotes from the qualitative responses which highlight the reasons why there is a majority support for the proposed project design are provided below.

34 of the respondents either “don’t know”, “neither support nor oppose” or didn’t answer the question. A number of respondents, however, “tend to oppose” or “strongly oppose” the designs. These respondents were mostly of the opinion that the proposed designs were not good value for money and would take away essential car parking spaces from residents which would aggravate already existing traffic issues. The full details of the qualitative responses are provided in Appendix C.1.

Quote: “Visibly nicer surroundings and continued upkeep of them will make a big difference to residents’ lives.”

Quote: “We need safer streets for everyone. Walking on the Street should be made safer. More green spaces need to be created for healthier living.”

Quote: “I believe if streets are safer & healthier, then they are used in a better way which means all people can utilise them. It develops communities, ensures a safer environment which then promotes other activities, bonds friendships and hopefully decreases everything bad: litter, crime and anti-social behaviour.”

Quote: *"I am a woman and do not feel safe walking around the streets.. I would love to feel safe to run and walk on my own"*

Quote: *"The way our streets are now is totally unacceptable. It is a massive must to have safer, greener, healthier streets."*

Quote: *"Fantastic project which many Towns have already implemented, and now thrilled Burnley will hopefully push forward to bring to fruition."*

Quote: *"The aesthetics of a place are very important for psychological wellbeing, and whilst it is really up to the townspeople to keep their homes and businesses looking presentable on the outside, our public streets are important too. I am all for more trees. We need them!"*

Quote: *"Visibly nicer surroundings and continued upkeep of them will make a big difference to residents' lives."*

Quote: *"We need safer streets for everyone. Walking on the Street should be made safer. More green spaces need to be created for healthier living."*

Quote: *"Live in the vicinity of one of the project areas. The area has seen decline and neglect over the years and it's about time it has some upkeep. Over the years, the road adjacent to the Lord Street school has got much worse to the point drivers are raising up the street. It's nice to see that road / pedestrian safety is being highly considered and the roads being adapted in the area to improve overall safety."*

3.2.3 Accessible and Vibrant Town Centres – AVTC

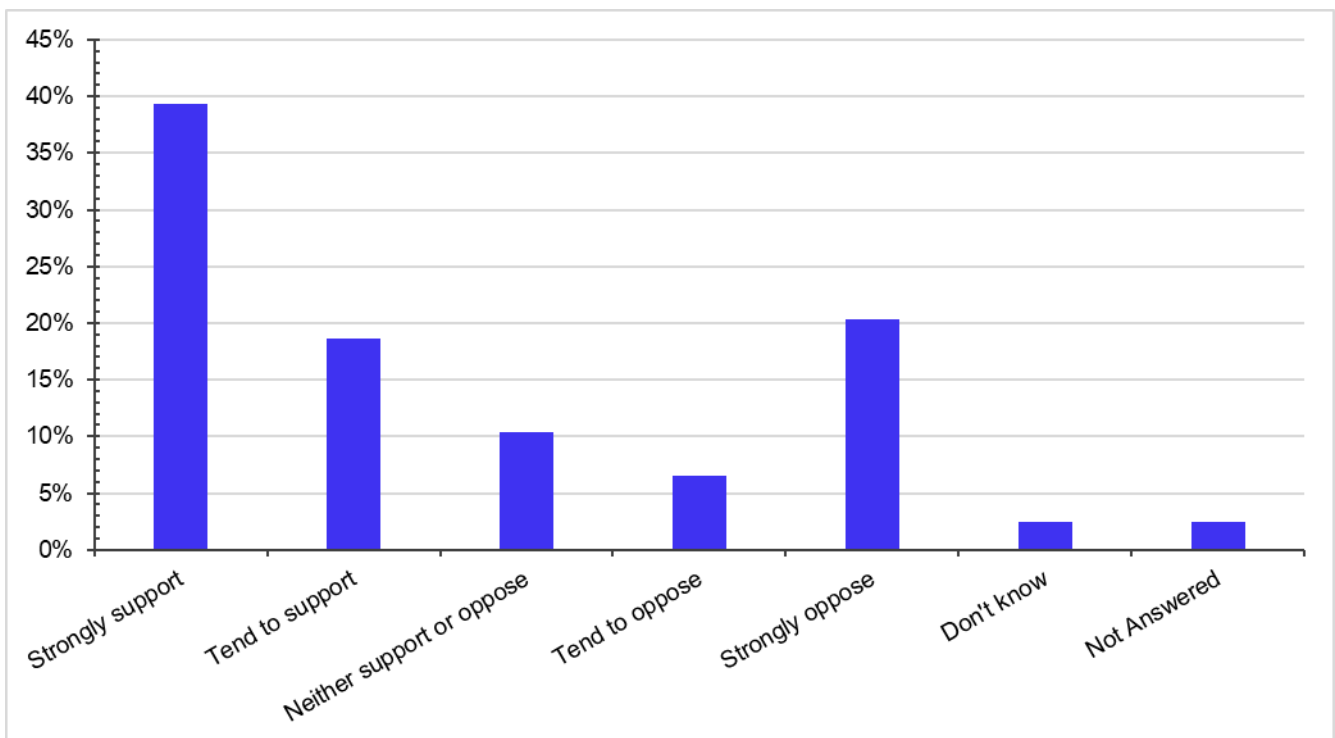


Figure 3-4: Survey Results for AVTC.

Out of the 290 responses, the majority of respondents (168) either “strongly support” or “tend to support” the proposed designs for the AVTC project. A number of key quotes from the qualitative responses which highlight the reasons why there is a majority support for the proposed project design are provided below.

44 of the respondents either “don’t know”, “neither support nor oppose” or didn’t answer the question. A number of respondents, however, “tend to oppose” or “strongly oppose” the designs. These respondents were mostly of the opinion that the proposed designs were not good value for money and would reduce the accessibility and attractiveness of the town centres especially because of reduced parking availability, perceived worsened traffic conditions and the impact on local businesses. The full details of the qualitative responses are provided in Appendix C.2.

Quote: “Completely, as this is what all our towns must be if they are to flourish! All residents, visitors and businesses should be able to access our towns easily and safely so they can be vibrant and successful.”

Quote: “New life needs to be breathed into the town centres to make them a welcoming place to shop and hold events.”

Quote: “Town centres all over Lancashire are experiencing a lack of shops which needs addressing. Shop owners need to have a good reason to invest their time and money into the premises. Making towns more vibrant and safe places should help attract a wide variety of shops into our towns, together with bars and public houses.”

Quote: “If the town centre is vibrant busy (has enough car parking) facilities it will result in stronger communities, better environment, safer areas and hopefully decrease anti-social behaviour, violence, degradation and poor quality of shops streets.”

Quote: “Everyone no matter what disabilities they have should be able to access the town centre.”

Quote: “Rossendale is still living in the past and needs to be brought up in line with other towns in Lancashire and neighbouring counties.”

3.2.4 Public Transport Improvements – PTI

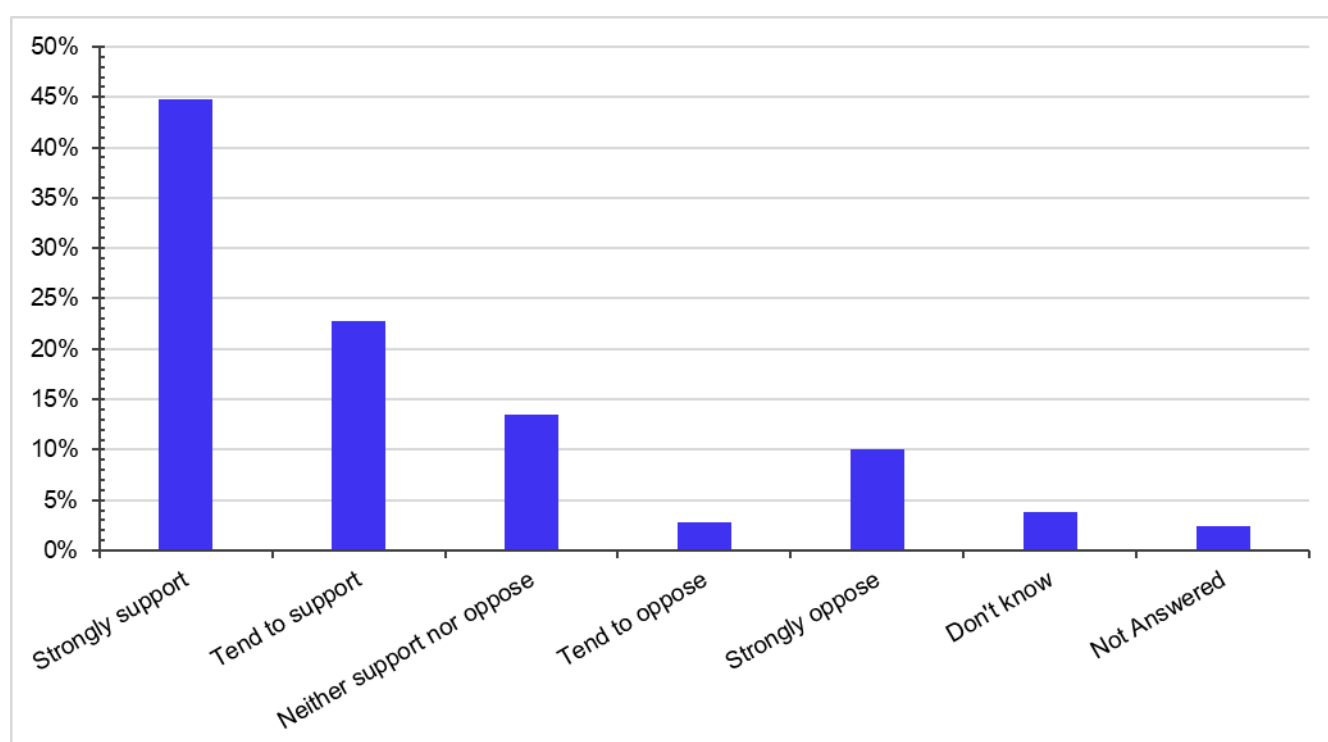


Figure 3-5: Survey Results for PTI.

Out of the 290 responses, the majority of respondents (196) either “strongly support” or “tend to support” the proposed designs for the PTI project. A few key quotes from the qualitative responses which highlight the reasons why there is a majority support for the proposed project design are provided below.

57 of the respondents either “don’t know”, “neither support nor oppose” or didn’t answer the question. A minority of respondents, however, “tend to oppose” or “strongly oppose” the designs, These respondents were mostly of the opinion that the proposed designs were not going to be effective in improving public transport unless bus services, frequency and reliability were also improved. There were also requests for rail improvements with a link to Manchester. The full details of the qualitative responses are provided in Appendix C.3.

Quote: *“The more reliable, convenient and accessible public transport is, the more people will use it, assuming it is also affordable. Passengers also need to feel safe on public transport, and it and its infrastructure, should be clean and graffiti free.”*

Quote: *“High quality bus and train services are vital for employment and trade. A big plus for this.”*

Quote: *“The public transport in this area is modest but very useful, having to rely on Google maps for information more than the real-life services themselves can make you unsure as to whether the information Google is giving is up to date or correct.”*

Quote: *“The more information the better. Will encourage more people to use public transport if it is more accessible, easier to navigate, better journey times and supported by traffic signal improvements and bus stops.”*

Quote: *“Traffic is a problem in Rossendale, especially through Rawtenstall. The new bus station is a very good amenity, so improving public transport and bus services will encourage more people to use these services and hopefully improve traffic flow through the town.”*

Quote: *“Real time passenger information is so useful. We need more people to use public transport and for this to happen it needs to be accessible for people with disabilities and it needs to be reliable.”*

3.2.5 Overall Programme – Levelling Up East Lancashire

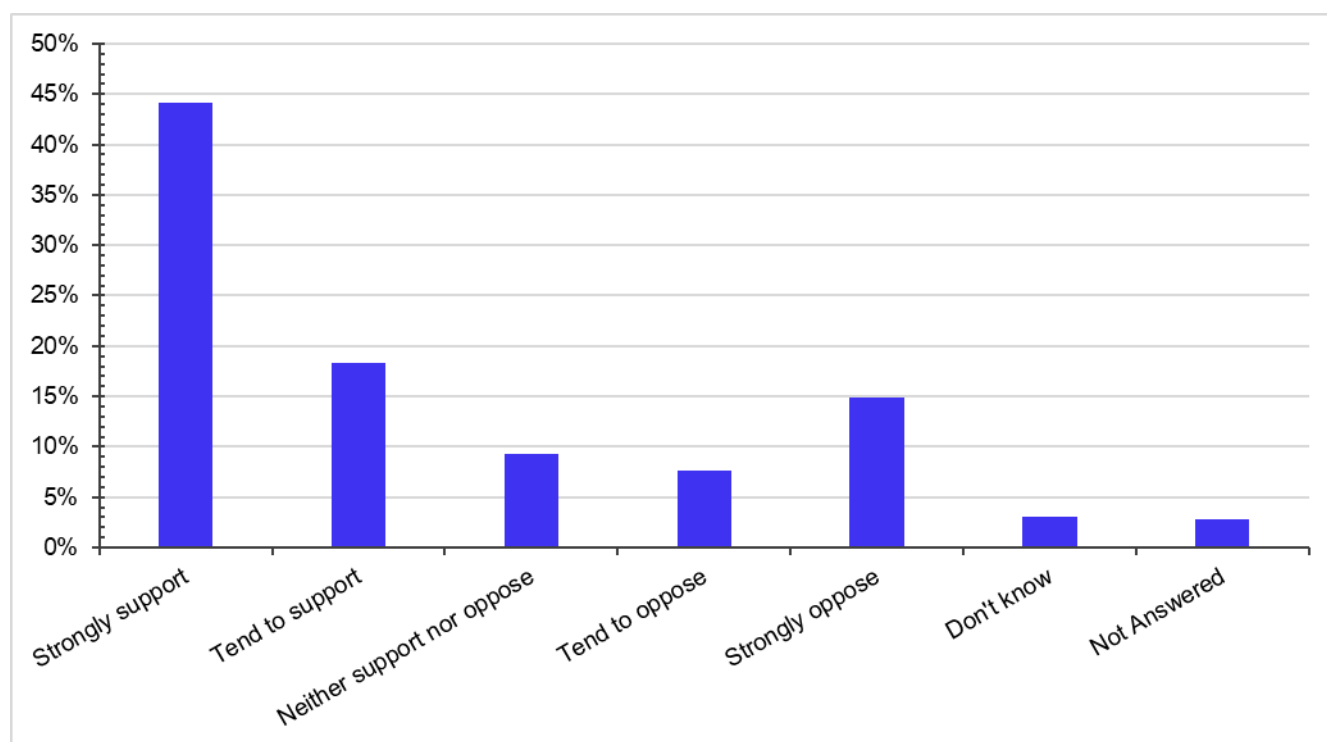


Figure 3-6: Survey Results for the overall programme.

Out of the 290 responses, the majority of respondents, (181) either “strongly support” or “tend to support” the proposed Levelling Up East Lancashire programme. A few key quotes from the qualitative responses which highlight the reasons why there is a majority support for the Levelling Up East Lancashire Programme are provided below.

44 of the respondents either “don’t know”, “neither support nor oppose” or didn’t answer the question. A number of respondents, “tend to oppose” or “strongly oppose” the designs, (22), and (43) respectively. These respondents were mostly of the opinion that the proposed plans for the programme do not present the best value for money, have limited scope within East Lancashire and would cause significant disruption to residents and businesses without delivering significant results. The full details of the qualitative responses are provided in Appendix C.4.

Quote: “Because this should benefit the entire community and I feel one of the most important aspects of it should be the wellbeing side of it, as I as many others believe that the wellbeing of many in Burnley and other surrounding areas is regularly being ignored.”

Quote: “These areas especially where I live, that being near St Lukes church, receive little traffic from the outside world and the only foot traffic is of people walking through or going to a corner shop. Having more modern areas would be great for the wealth creation in the area and for making a more relevant space in this part of the town.”

Quote: “It’s been needed for a long time. Give Nelson back it’s ‘vavavoom’. Create a beautiful town like it used to be Make visitors want to visit. Give us all our Heritage back”

Quote: *"This programme is excellent in many ways but as a Cllr., other residents in the Newchurch area of my Ward would benefit greatly from similar programmes"*

Quote: *"Improving all the areas can only help improve the popularity of East Lancashire. By making it a good area to both live and work, people will be attracted to the area and will also appreciate the beautiful surroundings, which can be overlooked due to the towns not being attractive."*

Quote: *"The programme will hopefully make the area a safer, healthier place for my daughter to grow up and I hope that it will benefit the young people of the valley especially."*

4. Next Steps

Key insights have been obtained from the survey results for each of the projects that form part of the Levelling Up East Lancashire initiative. These insights show that while the proposals received a good level of support from the local communities and stakeholders, there are still a few areas where improvements can be made. The feedback received to the online survey as part of this public engagement exercise will be considered by the project design teams and amendments will be made to the detailed designs where appropriate.

The detailed designs will be subject to review and approval by Active Travel England (ATE), ahead of being included within the Full Business Case that is being prepared for submission to the Department for Transport (DfT) in Autumn 2024. It is expected that a decision will be made by the DfT on full approval in early 2025, with construction due to start on site in Spring 2025. The LUF programme of works is scheduled to be completed by end of March 2026.

APPENDICES

Appendix A. Online Survey Questions

A.1 Main Questions

Question 1: To what extent do you support the Safer, Greener, Healthier Streets projects?

- Strongly support
- Tend to support
- Neither support nor oppose
- Tend to oppose
- Strongly oppose
- Don't know

Question 2: Why do you say this about the Safer, Greener, Healthier Streets projects?

Question 3: To what extent do you support the Accessible and Vibrant Town Centre projects?

- Strongly support
- Tend to support
- Neither support nor oppose
- Tend to oppose
- Strongly oppose
- Don't know

Question 4: Why do you say this about the Accessible and Vibrant Town Centre projects?

Question 5: To what extent do you support the Public Transport Improvement projects?

- Strongly support
- Tend to support
- Neither support nor oppose
- Tend to oppose
- Strongly oppose
- Don't know

Question 6: Why do you say this about the Public Transport Improvement projects?

Question 7: To what extent do you support the Overall programme – Levelling Up East Lancashire?

- Strongly support
- Tend to support
- Neither support nor oppose
- Tend to oppose
- Strongly oppose
- Don't know

Question 8: Why do you say this about the overall programme?

Question 9: Do you have any other comments or anything else you'd like to tell us about the plans for Levelling Up East Lancashire??

A.2 Questions on Respondent Demographics

Question 1: Are you responding to this survey as...?

- A resident of Lancashire
- A visitor to Lancashire
- A worker in Lancashire
- A business, organisation or community group
- A city, county, parish or town councillor
- Other (please provide further information below)

Question 2: Which district area do you live in?

- Blackburn with Darwen
- Blackpool
- Burnley
- Chorley
- Fylde
- Hyndburn
- Lancaster
- Pendle
- Preston
- Ribble Valley
- Rossendale
- South Ribble
- West Lancashire
- Wyre
- Other (please specify below)

Question 3: What age group do you belong to?

- Under 18
- 19-24
- 25-44
- 45-64
- 65+
- Prefer not to say

Question 4: Which best describes your ethnic background?

- Asian/Asian British
- Black/African/Caribbean/Black British

- Mixed/multiple ethnic groups
- White
- Other ethnic group
- Prefer not to say

Question 5: Do you consider yourself to be a Deaf person or to have a disability?

- Yes
- No
- Prefer not to say

Question 6: Are you...?

- Female
- Male
- Gender non-conforming
- Other
- Prefer not to say

Question 7: What is your religion or belief?

- Buddhist
- Christian (including Church of England, Catholic, Protestant and all other Christian denominations)
- Hindu
- Jewish
- Muslim
- Sikh
- Any other religious belief
- Any other spiritual belief
- No religion or belief
- Prefer not to say

Question 8: Please indicate your sexual orientation

- Bisexual
- Gay man
- Heterosexual/straight
- Lesbian/gay woman
- Other
- Prefer not to say

Question 9: How did you find out about this survey?

- Lancashire County Council website
- Social media
- At the library
- In the news

- Postcard
- Other (please specify below)
- Not sure

Question 10: Does anything else affect your mobility or travel choices?

- Travelling with a pushchair and/or children
- Mobility equipment and access requirements
- Accessing information
- Safety
- Health
- Other
- Prefer not to say

Appendix B. Respondent Demographics Data

The demographic data of the 290 respondents were collected as part of the online survey. The details of this are provided below.

Question 1: Are you responding to this survey as...?

Table B-1 - Classification of Respondents

Option	Total	Percent
A resident of Lancashire	274	94.48%
A visitor to Lancashire	3	1.03%
A worker in Lancashire	44	15.17%
A business, organisation or community group	23	7.93%
A city, county, parish or town councillor	4	1.38%
Other (please provide further information below)	3	1.03%
Not Answered	2	0.69%

Question 2: Which district area do you live in?

Table B-2 – District Area of Respondents

Option	Total	Percent
Blackburn with Darwen	3	1.03%
Blackpool	0	0.00%
Burnley	68	23.45%
Chorley	2	0.69%
Fylde	1	0.34%
Hyndburn	20	6.90%
Lancaster	1	0.34%
Pendle	68	23.45%
Preston	3	1.03%

Ribble Valley	5	1.72%
Rossendale	103	35.52%
South Ribble	2	0.69%
West Lancashire	1	0.34%
Wyre	2	0.69%
Other (please specify below)	9	3.10%
Not Answered	2	0.69%

Question 3: What age group do you belong to?

Table B-3 – Age Group of Respondents

Option	Total	Percent
Under 18	2	0.69%
19-24	9	3.10%
25-44	86	29.66%
45-64	135	46.55%
65+	41	14.14%
Prefer not to say	15	5.17%
Not Answered	2	0.69%

Question 4: Which best describes your ethnic background?

Table B-4 – Ethnic Background of Respondents

Option	Total	Percent
Asian/Asian British	37	12.76%
Black/African/Caribbean/Black British	0	0.00%
Mixed/multiple ethnic groups	2	0.69%
White	210	72.41%
Other ethnic group	1	0.34%

Prefer not to say	36	12.41%
Not Answered	5	1.72%

Question 5: Do you consider yourself to be a Deaf person or to have a disability?

Table B-5 – Disability Status of Respondents

Option	Total	Percent
Yes	39	13.45%
No	222	76.55%
Prefer not to say	23	7.93%
Not Answered	6	2.07%

Question 6: Are you...?

Table B-6 – Gender of Respondents

Option	Total	Percent
Female	138	47.59%
Male	117	40.34%
Gender non-conforming	1	0.34%
Other	0	0.00%
Prefer not to say	29	10.00%
Not Answered	5	1.72%

Question 7: What is your religion or belief?

Table B-7 – Religion of Respondents

Option	Total	Percent
Buddhist	1	0.34%
Christian (including Church of England, Catholic, Protestant and all other Christian denominations)	99	34.14%

Hindu	0	0.00%
Jewish	0	0.00%
Muslim	37	12.76%
Sikh	0	0.00%
Any other religious belief	0	0.00%
Any other spiritual belief	3	1.03%
No religion or belief	89	30.69%
Prefer not to say	58	20.00%
Not Answered	3	1.03%

Question 8: Please indicate your sexual orientation

Table B-8 – Sexual Orientation of Respondents

Option	Total	Percent
Bisexual	15	5.17%
Gay man	11	3.79%
Heterosexual/straight	190	65.52%
Lesbian/gay woman	3	1.03%
Other	3	1.03%
Prefer not to say	63	21.72%
Not Answered	5	1.72%

Question 9: How did you find out about this survey?

Table B-9 – Respondents' Awareness of Survey

Option	Total	Percent
Lancashire County Council website	61	21.03%
Social media	127	43.79%
At the library	2	0.69%

In the news	14	4.83%
Postcard	34	11.72%
Other (please specify below)	33	11.38%
Not sure	20	6.90%
Not Answered	6	2.07%

Question 10: Does anything else affect your mobility or travel choices?

Table B-10 – Mobility Restrictions of Respondents

Option	Total	Percent
Travelling with a pushchair and/or children	31	10.69%
Mobility equipment and access requirements	25	8.62%
Accessing information	31	10.69%
Safety	49	16.90%
Health	30	10.34%
Other	37	12.76%
Prefer not to say	52	17.93%
Not Answered	106	36.55%

Appendix C. Comments from Online Survey

C.1 Comments on Safer, Greener and Healthier Streets

Of the 290 responses received from the online survey, A total of 202 completed question 2 on the Safer, Greener and Healthier Streets (SGHS) project. The full description of comments, classified by the extent of support for the SGHS project is provided in Table C-1 to Table C-7 below.

Table C-1 – Comments from respondents who ‘Strongly support’ the SGHS Project

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
1	It is most definitely needed. Just look around the town.	Support noted
2	I am a woman and do not feel safe walking around the streets. There are lots of unsavoury characters walking about. I would love to feel safe to run and walk on my own.	Safety has been a key consideration as part of the co-design process
3	Current lack of greenery in urban areas. Would like to see more tree planting incorporated into the proposals. The plans for Colne had 5 or 6 which is pitiful. Any would be an improvement though.	Improved tree planting and greenery has been a key consideration as part of the co-design process
4	I can only comment on the Colne Scheme. It could have been bolder. Because an area close to the station and the town centre was chosen, it already was sustainable. This left the team with a range of tinkering around the edge's solutions. I would describe many of them as modish and they will go out of fashion, just as many generations highways "improvements" from the 60s, 70s and 80s have. Wider pavements do not, in themselves, encourage more people to walk. These pavements are not narrow now. Yes, let's have loads more street trees to green our town, but the scheme proposes just 7-8 new trees. Let's have thickets! It is interesting that cycling and cycle storage, especially E-bike recharging, will not be introduced, at say, the Leisure Centre, or the Station.	The funding for LUF represents a starting point for improvements in the area. Additional funding can be sought to compliment the measures and build upon the initial benefits.
5	I would say it would be better for the environment And a safer place to live.	Support noted

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
6	Nelson and some parts of Burnley need nicer looking streets and paths. There are a lot of worn paving, pothole riddled roads and littered streets.	Support noted
7	Something has to change; Burnley is fast becoming a cesspit.	Comment noted
8	Because the way our streets are now, is totally unacceptable. It is a massive must, to have safer, greener, healthier streets. Thing is actions speak far more than words or surveys.	Support noted
9	Brierfield is a crime ridden ghetto. Anything that can be done to improve it is hugely important and may encourage the residents to take better care of their town.	Support noted
10	We live in terrace house residents constantly fly tipping & have no respect, there is a greater need for residential play areas & better green space	Support noted
11	Fantastic project which many Towns have already implemented, and now thrilled Burnley will hopefully push forward to bring to fruition.	Support noted
12	I am all for making things better as long as the contracts in place have an agreed timeline and cost any over runs should be a penalty clause inserted. The latest redevelopments in Burnley have caused chaos and over run I believe. Night working should be involved to minimise the terrible disruption we have just witnessed for the last 2 years.	Lessons have been learned from recent construction projects. As the LUF proposals move into the construction phase, a key aspect will be the consideration of local residents and businesses through continued engagement and communications.
13	It's for the future generations of children we need to change old habits clean the town up.	Support noted
14	The aesthetics of a place are very important for psychological wellbeing, and whilst it is really up to the townspeople to keep their homes and businesses looking presentable on the outside, our public streets are important too. I am all for more trees. We need them!	Support noted
15	Visibly nicer surroundings and continued upkeep of them will make a big difference to residents' lives.	Support noted

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
16	<p>I strongly support the aims of the safer, Greener, Healthier Streets ideals, however I'm not convinced by the usual idea of making the pavements wider and putting a few shrubs in is a very radical idea, nor will it particularly enhance the area.</p> <p>Widening pavements usually means planners don't know what to do with the space. Hasn't the town already got the widest pavements in Lancashire thanks to the Town to Turf idea, where large footfall will only be on match days.</p> <p>There appears no joined up thinking at all with these grandiose projects where people who do not live in Burnley come up with these plans. Plans that are just taken off the shelf and used in by and large in most towns in England.</p> <p>There are already cafes and coffee shops in the town centre on the pavement, why take people away from that to go and sit on the pavement in another area?</p> <p>It's a waste of money to the extent that is not radical, not innovative and not new.</p>	<p>The proposals for Safer, Greener Healthier Streets have been done in collaboration with local stakeholders and residents. By adopting a participatory design process, the intention is to provide schemes that are in line with local needs and wants. In terms of the LUF proposals aligning to other projects within the area, a key aspect of the proposals for Burnley town centre was the development of a wider masterplan that considers completed, ongoing and proposed works. The Burnley Civic Quarter outlines this process and is available at</p> <p>https://www.lancashire.gov.uk/media/950912/3412-id-011-01-burnley-consultation-material_converted-v2.pdf</p>
17	I am very pro green. I would love to see more trees and green space in Burnley and Pendle.	Support noted
18	We need safer Streets for everyone. Waking on the Street should be made safer. More green spaces need to be created for healthier living.	Comment noted
19	Fantastic plans for Countess Street area	Support noted
20	It's rare to see any time of new development in this area, so a modernisation of the area is greatly appreciated.	Comment noted
21	I believe if streets are safer & healthier, then they are used in a better way. This means all people can utilise them. It develops communities, ensures a safer environment which then promotes other activities, bonds friendships and hopefully decreases everything bad; litter, crime, anti-social behaviour.	Support noted
22	It might mitigate some of the effects of climate change, though it's too little too late.	Comment noted
23	Need to make our streets safer and more attractive, particularly for pedestrians and encourage more to walk into Rawtenstall town centre	Safety has been a key consideration as part of the co-design process

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
24	Anything to make travel easier and safer - traffic and travel in Rossendale valley in particular is difficult (no train station - nearest is Burnley) and few buses except the main routes. Who would not want safer, greener healthier streets?	Support noted. The LUF investment is focused on improving public transport connectivity across East Lancashire
25	There is a constant traffic issue and people parking their cars on the pavements, making it harder for children and pedestrians to pass. There is dog fouling on almost every corner with no repercussions of the offenders. There are frequent fly tippers which is ruining the environment	Comment noted. Additional issues raised are outside the scope of the LUF criteria
26	It is vital that towns move away from car dominance and do it in such a way that opportunities to improve the pedestrian street environment are maximised. This project is somewhat limited in scope but is a start.	Support noted
27	Great idea	Support noted
28	I agree it does need upgrading but someone else needs to do it rather than LCC especially after the Yorkshire Street debacle how long did that take ridiculous. To me LCC are just lazy from line marking roads to potholes and re-tarmacking road surfaces it takes ages for them to do it. Now you are saying that Manchester Road from Nelson Square into town needs doing I'm all for that, but if it's being done by LCC it will take years and years, just my opinion which I am allowed.	Comment noted
29	I say this because I want our streets and environment to be safe for us and the future generation.	Support noted
30	Nelson has been left out over many recent years, this has caused depression and deprivation of the once lovely vibrant busy town Because of this no-one visits Nelson anymore, it needs bringing back into shape for all its residents and to bring back the vibrancy and encourage visitors, bring back the Heritage and make people want to visit	Comment noted
31	Things need to change to brighten up areas, give the public back safer places to shop and live.	Comment noted
32	I am a member of Civic Pride. Greener and healthier for all. Concerned about cyclists moving at speed on Pavement. Some wearing black balaclavas. No bell, no warning.	Comment and concerns noted

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
33	Improving traffic flow and making pedestrian areas safe and pleasant to use Planting trees alongside pavements and roads The Hall Carr area is very much in need of improvement.	Support noted
34	Making Burnley a brighter, cleaner place to live and work	Support noted
35	I believe this action is required to attract more people to our town, be more active by cycling and walking to the new greening spaces within the town. There is a need for local transport to enable more people to access the town centre, this will help with reducing social isolation and increase economy with spends. Areas in the town centre can be better utilised with activities for all.	Comment noted
36	We need safer, greener, healthier spaces, especially safer ones.	Support noted
37	I am unsure how far this project will go but it is important to have good quality pavements and roads with green areas. It is important to give residents a sense of pride in the area where they live and for visitors to return. All of this contributes to the safety of the area also.	Comment noted. Maintenance is outside the scope of the LUF criteria
38	Some areas in Accrington do not look nice or feel safe so this will hopefully help this. More engaging and accessible youth groups could help so teenagers aren't loitering in children's play parks/street corners. Although making a place look nicer won't take away any real danger, we still need a more visible and approachable law enforcement presence. As well as safer streets, we also need safer green spaces (I live near the Coppice, but I do not always feel safe walking up there). Speaking of health - being able to easily book an appointment to see a GP would be nice.	Comment noted. Additional issues raised are outside the scope of the LUF criteria

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
39	Look forward to the locating of more safe crossing places and perhaps zebra crossings, particularly along Newchurch Road and the narrow section of Church Street, Newchurch, where we have far more residents than employees at Futures Park (2 lovely new crossings and 2 huge flashing speed indicator signs newly installed there) and tons of through traffic who seem to think 40mph is acceptable (despite what the police say). It's a dangerous stretch of road along Church St, Newchurch, and we are repeatedly told 2 deaths before anything will be done. That's too late, we are supposed to be making streets safer not waiting until someone is killed before it's addressed. Hopefully there will be funds available to help, currently we are looking at the erection of backplates and hiring SPID devices, funded by the local Newchurch Village Community Association.	Support noted. Safety has been a key consideration as part of the co-design process
40	There's a massive need for this initiative to improve quality of life in many areas of East Lancs.	Support noted
41	Improvements to local communities are important.	Support noted
42	Will improve Woodnook area for residents, the idea of trees will make it more attractive for homeowners, also improvements to zebra crossing is such a good idea, Woodnook needs these improvements to create a more vibrant attractive place to live, I hope the proposals get the go ahead Local resident	Support noted
43	Aligns with national and local policy direction re Climate change, improving access to opportunities for green travel, safe play etc.	Support noted
44	With the rise of ASB & reduction of youth services by the last government, far more is needed to occupy and educate these young people.	Comment noted
45	Rail link to Manchester is essential	Comments relating to rail line are outside the scope of the LUF programme

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
46	If making improvements to local streets means investing in the roads throughout the Rossendale valley then I'm all for it. I've lived in this valley for over 50 years, and I have NEVER seen the infrastructure that YOU are responsible for maintaining be in a poorer state. You are a disgrace of an authority. It's about time we had the money that always goes to west Lancashire and Preston come in our direction.	LUF investment is prioritised exclusively for East Lancashire.
47	Strongly support but if social problems are not addressed with badly behaved people, the project would be a waste of money. Very often projects such as these are vandalised	Aspects relating to mitigating crime, safety and perceptions of safety are important considerations of the design process. These aspects have been considered, both at the engagement phase working with residents and key stakeholders and has the designs have progressed from the preliminary stage through to final designs
48	Important for us all to be able to feel safe using our outdoors space for work and leisure. Walking the children to school, meeting friends in the park and being able to get to work on time.	Support noted
49	The scheme in Hall Carr also needs to incorporate a footpath and cycle path along Bocholt way. Currently nothing exists from Tesco to the roundabout at Cloughfold except for a narrow path adjacent to the river. The crossing is good, but paths and cycle ways need to be incorporated also.	<p>Aspects relating to future cycling infrastructure are included as part of the Rawtenstall Town Centre Masterplan and Local Cycling and Walking Infrastructure Plans. Links to the relevant documents are provided below</p> <p>https://www.lancashire.gov.uk/media/951845/hyndburn-and-rossendale.pdf</p> <p>https://www.rossendale.gov.uk/regeneration-3/ongoing-regeneration-projects-rawtenstall</p>
50	Why would we not want our streets to be safer, greener and healthier?	Support noted
51	If local areas are pleasant and safe to live in, people feel happier and more positive about their community in general and take pride in it.	Support noted

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
52	Self-evident.	Support noted
53	There is a need to invest in local communities after years of neglect, austerity and cuts.	Support noted
54	I would obviously support any initiative for safer greener healthier streets. But does this not include Barnoldswick? Once again, West Craven is at the back of the queue. Pendle is not just Nelson and Colne!	As part of the LUF criteria, areas in most need have been prioritised.
55	As per your stated aim	Support noted
56	Safe outside space is essential for supporting the improvement of people's experience of health and wellbeing	Support noted
57	Why is nothing coming to Haslingden when numerous new builds have been invested into the area, yet no public funds spent here. West view is awful and needs bringing up to a standard that's more sustainable for the resident to run. Energy costs at west view are 10 times the average	As part of the LUF criteria, areas in most need have been prioritised.
58	Rossendale has a unique geography. Up until now, the population and commerce centres have organically grown and are centred in the valley bottoms along with all the services and main roads. We now have a situation where the main routes are almost permanently congested, due to the roads being continually dug up for services maintenance and the subsequent temporary lights. Encouraging active travel, use of public transport and development of the many public byways across the hills in Rossendale. Making use of the emergence of Electric MTB is critical. These plans tip the hat at this but could go further and be more ambitious.	Commented and support noted. The LUF proposals are a first step in setting an environment that is more conducive for active travel. With wider aspirations articulated within the Rawtenstall Spatial Masterplan additional funding opportunities can be sought to build upon these foundations. The Rawtenstall Spatial Masterplan is available at the link below https://www.rossendale.gov.uk/downloads/file/18542/draft-spatial-masterplan
59	I feel passionate about making our towns safer for pedestrians & cyclists. We need to encourage public transport use, walking & cycling. People need to ditch cars for short journeys & we need to encourage biodiversity & plant more trees to improve the street environment.	Comment noted
60	Anything that makes the streets better and safer for us and other residents is good news	Support noted

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
61	Anything that can be done to improve the living and working environment is welcome.	Support noted
62	I think this is a step in the right direction towards a brighter future for Rossendale. As student of environmental management, I love to see work towards more accessible and greener areas.	Support noted
63	Streets have no access to parking backstreet need work doing evenings there is too much loitering around residential areas drivers driving erratically causing unsafety for children's drugs is a big issue nobody prepared to tackle the issues	Comment noted. Additional Issues raised are outside the scope of the LUF criteria
64	Too much congestion and inappropriate parking on Bank Street. Driving and waiting in queues is a nightmare and commonplace. Want to improve air quality particularly for children in pushchairs who sit at the level where exhaust pipes are pushing out their toxic fumes. This is worse in Winter.	The proposals for Bank Street are intended to improve the environment for vulnerable road users through improved infrastructure and public realm
65	This builds confidence, motivation, moral, that we the population are being looked after better with our needs met in an environment that is right for health and social wellbeing.	Support noted
66	What's wrong with Whalley? Why aren't we included? Buses every hour if you are lucky. Sometimes not even a bus stop. You can go and wait for a bus, and it has been cancelled. No electronic boards where there is a bus stop. The apps are rubbish and the can be loading bus just disappears. No information available online and no one answers the phone. Completely isolated.	As part of the LUF criteria, areas in most need have been prioritised
67	Creates a calmer environment within which I would like to shop. The children enjoy it too.	Support noted
68	It's heartening to see proposals for the area I live in, and I want Rossendale to be a part of the world where things get built and things happen. This is a good first step!	Support noted
69	UK taxpayers are fed up with not seeing any maintenance of its infrastructure for a very long time.	Comment noted. Maintenance is outside the scope of the LUF criteria
70	Because everyone should feel safe walking on the street	Support noted
71	I see these projects as vital in contribution to reducing health inequalities, improving health outcomes, improving community cohesion and tackling climate change	Support noted

Table C-2 – Comments from respondents who ‘Tend to support’ the SGHS Project

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
1	Unsure what a "healthier" street is. Definitely agree streets need to be safer, especially in Bacup where ASB is out of control	<p>Support noted. The concept of SGHS has been communicated extensively as part of the engagement process, using text and including visuals during in-person meetings and on the dedicated webpage:</p> <p>Details of the concept are provided at the link below:</p> <p>https://lancashire.citizenspace.com/environment-and-planning/hall-carr-sghs/</p>
2	Making the streets nicer is not enough. There needs to be somewhere to go. A nice pavement alone will not entice people into town. Also, they did this in Blackburn and the surface is very slippery.	<p>Comment noted. Aspects relating to wider aspirations for the various town centres have been articulated through the Burnley Civic Quarter Masterplan, Rawtenstall Spatial Masterplan and Accessible Nelson. Links to all documents below</p> <p>https://www.lancashire.gov.uk/media/950912/3412-id-011-01-burnley-consultation-material_converted-v2.pdf</p> <p>https://www.rossendale.gov.uk/downloads/file/18542/draft-spatial-masterplan</p> <p>https://www.pendle.gov.uk/downloads/file/11924/draft_plan_-_accessible_nelson</p>

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
3	I strongly support reduction of traffic in town centre. However, I think we need to promote safe cycling, including cycle boxes and sheds.	Comment noted. The proposals aim to make active travel a safer and more convenient option. Cycle storage is proposed in a number of locations.
4	I still think there are more deserving projects that need the funding before these sorts of projects	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
5	On paper the designs look great. However, in reality I think it will be different. I support improvements to green spaces and outside seating, but I am worried they will become meeting points for youths and other unsavoury characters. It will need careful monitoring and investment in town policing.	Aspects relating to mitigating crime, safety and perceptions of safety are important considerations of the design process. These aspects have been considered, both at the engagement phase working with residents and key stakeholders and has the designs have progressed from the preliminary stage through to final designs
6	Green spaces around Queen St Carpark/Albert Road area are not properly maintained most of the year mostly only for a few weeks in summer and lots of weeds.	The delivered schemes will be supported by a maintenance regime
7	Streets safer can only be a good thing.	Support noted
8	Being a resident of Walter Street, there is already a high struggle for parking where the new toucan crossing is being proposed. I don't think this works practically as much as I am all for the money being spent in the community. Please reconsider the parking situation on Walter Street where the toucan crossing is being proposed, we need an alternative safe parking space if the plans wish to go ahead.	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
9	Potentially a good project but the details will be key to whether I support it. There isn't enough detail.	Comment noted. Detailed information has been provided as part of the engagement process in both technical and non-technical format

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
10	Live in the vicinity of one of the project areas. The area has seen decline and neglect over the years and it's about time it has some upkeep. Over the years, the road adjacent to the Lord Street school has got much worse to the point drivers are raising up the street. It's nice to see that road / pedestrian safety is being highly considered and the roads being adapted in the area to improve overall safety.	Support noted
11	I would like my hometown to look better and safer.	Support noted
12	It seems to be a gesture rather than an actual change. The roads are in a terrible state and the repairs are barely any better than the holes. Green spaces are a good idea, but will they be continued to be maintained? What is being done to combat anti-social behaviour?	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process. Maintenance and anti-social behaviour is outside the scope of the LUF criteria, however when this has been raised at engagement events this has been passed on to the relevant district and/or the police.
13	Lots of good proposals but some concerns. Hall Carr proposals, who will maintain gardens etc to a high standard? Involve communities provide shed, water butts, compost bins etc Bank Street no turn right at end, create other rat runs. Existing end of Bank Street has gardens already established. Just needs better benches	Comment and concerns noted. Additional issues raised are outside the scope of the LUF criteria
14	It is better when streets are cleaner, nicer and better lit but unless policed and maintained soon become dirty, ugly and areas for the criminal element to congregate and vandalize result a waste of money.	Comment noted
15	Our town centre is accessible, and the transport service is really good	Comment noted
16	I feel that many of the proposals - especially "Safer..." are preventive actions that could be carried out in other streets across Rossendale and specifically Hareholme & Waterfoot Ward - i.e. Newchurch where road safety is a massive issue for residents but who have been advised that they don't meet the criteria because of the lack of "reported incidents".	Safety has been a key consideration as part of the co-design process
17	Every area in Lancashire should have safer, greener and healthier streets.	Support noted

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
18	How do you know you won't run out of funds? What happens to local businesses during build. How long building will take? More car parking needed. Free.	All schemes have been costed and risk contingency factored in. Lessons have been learned from recent construction projects. As the LUF proposals move into the construction phase, a key aspect will be the consideration of local residents and businesses through continued engagement and communications. For our proposals for town centres, data has been collected around car parking to support the proposals
19	Colne Road area needs improving. A lot of buildings need to be knocked down. If areas are grassed, they need to be maintained not neglected. I don't think Lancashire CC really knows the area though. Even in this survey you call Casterton Avenue Casterton Street and Casterton Road. Also, I often see council vans and lorries parked across pavements forcing pedestrians into the road.	As part of the engagement phase concerns for safety was expressed by local residents and stakeholders. In response to this an additional piece of work was commissioned that looked at longer term visions for the wider Colne Road area. We are close to finalising this piece of work and will make it publicly available once complete.
20	Because making it more pleasant and safer to walk/cycle will reduce pollution from cars and keep us healthier.	Support noted
21	I would have preferred the focus to be on communities rather than streets.	Comment noted
22	Because sometimes when things are changed even with good intentions it might not always improve things	Comment noted
23	No complaints, this part of the project would improve Burnley.	Support noted
24	I don't live in or visit this area so no impact on me.	Comment noted
25	Rawtenstall is not just Bank Street and the market	Comment noted
26	To reduce the dominance of the motor car on our streets.	Comment noted. The aim of the LUF is to improve mobility for all modes of transport.
27	Hall Carr Road and Fallbarn road going up needs complete new fencing soon or there could be accident	Comment noted. Issues raised are outside the scope of the LUF criteria

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
28	The aims are only partial. Surely the aims should also include retaining and enhancing what already works? Without that you risk losing existing successes. Bank street is a commercial area this is not mentioned. An alarming omission.	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
29	Whilst I appreciate the aims of the project, I feel that the area chosen in Rawtenstall, Hall Carr, has one glaring problem which will prevent any major improvements being made and that's the number of parked cars in the streets. The houses were built in an era when car ownership was a rarity but there is simply no space for cars now, leaving car owners with no choice other than to park their cars in the streets. The area is built up with very little open space so there is no possibility of a residents' car park being created. I support opening up what green space there is but feel that Hall Carr doesn't have much to offer in the way of significant improvement. It is what it is, it has its own problems, and I can't see this scheme having much of an overall impact.	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
30	Understand why this project needs to be done but proper planning is putting in place and think about the residence where you are taking up the parking spaces on restricted street already to plant trees which will end More of a hazard and more danger to the streets are around these areas because the proper plan has been put in place	Comment noted

Table C-3 – Comments from respondents who 'Neither support nor oppose' the SGHS Project

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
1	My comments relate purely to Rossendale only. I am a keen cyclist, but appreciate that in Rossendale, due to topography of the area cycling is not easy. Rossendale is not Amsterdam. I would challenge councillors to cycle from the Newchurch Road/Bank Street junction three miles in any direction they select. I think you would find a few "puffed out" Councillors. It is just not practical.	Comment noted

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
2	The one thing that would make a difference is well maintained roads and footpaths. I am assuming that nobody wants to commit to regular funding for this. Another thing would be to throw away all the traffic lights and make every junction 10 mph max policed with cameras. Much cheaper than traffic lights to maintain.	Comment noted. Issues raised are outside the scope of the LUF criteria
3	No such thing as levelling up.	Comment noted
4	Yes we do need more parking but at the hospital, a lot of the problem is staff parking in residential areas I don't feel the other project is needed, we do more green spaces more parks for children to play in A bus lane, so the free bus to the hospital does not get stuck in traffic, so doctors and nurses can get to work and do their job on time.	Comment noted. Issues raised are outside the scope of the LUF criteria
5	Piece meal projects and disgusting amount of money wasted on daft ideas.	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
6	They don't really level anything up.	Comment noted
7	Only a tiny part of Colne is to be improved, money would be better spent sorting out potholes and nearly every street/road etc	Comment noted. Issues raised are outside the scope of the LUF criteria
8	I cannot comment on these aims and the information does not provide any actual information on what will be done I am not sure how you can expect people to make meaningful comments when no information is provided on what you will be doing with this money	Comment noted. Detailed information has been provided as part of the engagement process in both technical and non-technical format
9	Woodnook has had millions of pounds spent on it over the years and the deprivation and run down houses continues as the area is not maintained once the initial money is spent.	Comment noted
10	Doesn't affect me, I don't live there.	Comment noted

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
11	Is this really where the money is needed? What about the roundabout in Rawtenstall? Burnley Road is often gridlocked and needs urgent attention.	Comment noted. The Rawtenstall gyratory is being improved as part of a separate funded scheme
12	You don't need to do all this. You just need to stop parking on one side of the road all the way across Hall Carr. This would improve vision and make it safer for children and road users.	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
13	There is a large proportion of the population in this area unable to use public transport or cycles. In view of the car becoming a much greener option in the future with electrification we need more car parking with recharging facilities. I live a 20 minutes' walk from a minor bus route with a climb of 500 feet on my return across fields. I can never give up the car. I am in my 70s and unstable on a bicycle!	Comment noted
14	It's all based in one part really. The main through road is Bacup Road and what is done along there. The pavements are shot, I walk them and from Waterfoot to the mini round about at the start of Bocholt way is terrible. The Centre of Rawtenstall is not broken. Newchurch Road is affluent and is kept spotless unlike Bacup Road.	Comment noted. Maintenance is outside the scope of the LUF criteria
15	It is only relevant to the residents of Hall Carr so they should decide.	Comment noted

Table C-4 – Comments from respondents who 'Tend to oppose' the SGHS Project

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
1	This small improvement does not affect many of the 80,000 residents, they also are not a part of the main road infrastructure. Why not use it to make main Roads safer, especially where people have died, and visually impaired people struggle to cross. Manchester Road for instance.	<p>The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process</p> <p>Safety aspects have been a key consideration of all schemes. We have engaged extensively with the visually impaired community through site visits and workshops to ensure that our proposals meet their requirements.</p>
2	To be honest to make it safer and greener I think that this money would be better spent on improving the many old buildings within the town. It would give more housing for the homeless and improve the whole town. These are gorgeous buildings that deserve to be treated with respect.	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process. Housing is outside the scope of the LUF criteria
3	Because it's a joke. There is no civic quarter or a vibrant centre. Kebab shops, vape shops and charity shops. A main street that the brown envelope councillors have been digging up and resurfacing for 40 years. Lol amazing	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
4	I live in the town centre and there is NO parking at all for us. Why build flats in town with no parking/permits for us to buy? And now you want to get rid of street parking?	Any changes to parking will be subject to further consultation as part of the Traffic Regulatory Order process
5	It's only one area and that's in Rawtenstall. I live in Bacup. There's nothing proposed for Bacup	As part of the LUF criteria, areas in most need have been prioritised.

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
6	These areas have had millions spent on them already - look at the scheme around Burnley Football Club as an example which has been ongoing for over 18 months. Prior to that there was the scheme in Burnley Town Centre which cost a fortune. Lancashire is a big place - look at the wider picture and think about the other towns which need money spending on them	Due to the funding nature of LUF, bids were more likely to receive funding based on a series of metrics and criteria outlined by the national government. Analysis suggested that the Bid would have more success if targeted at East Lancashire.
7	Don't think it will achieve anything	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
8	On reading all your doing is making bigger traffic jams by putting lights everywhere and narrowing roads. The speeding will then find a new rat run such as Briercliffe Road or Eastern Avenue. I don't feel it needs all that money on something that works you need more speed cameras so the traffic flow can continue but speeders think twice all this opening and narrowing roads is a totally unnecessary cost. Put lights at the mosque near Queensgate by all means that's high footfall and Hebrew Road if needed but widening this narrowing that is not needed and is just a waste of money	Comment noted. The aim of the LUF is to improve mobility for all modes of transport including walking, wheeling, cycling, public transport and motor vehicles, among others.
9	In the wrong places. Same places, aka Rawtenstall gets all the funding again.	As part of the LUF criteria, areas in most need have been prioritised and these proposals outlined have been subject to extensive public engagement within the area
10	The proposals will make no difference to the lives of people in Pendle, another waste of public money.	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
11	Every project that LCC has been involved in in Burnley has resulted in months of disruption for little tangible benefit.	Lessons have been learned from recent construction projects. As the LUF proposals move into the construction phase, a key aspect will be the consideration of local residents and businesses through continued engagement and communications. All schemes will also be subject to monitoring and evaluation which will quantify the benefits of each scheme.
12	Idealistic but totally impractical. People will, as they do now, find a way round rather than put up with inconvenience. Just a big game. Dodge officialdom wherever you can. Clever!	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
13	<p>Too focussed in one area of Rawtenstall making improvements to only one residential area / group of residents. Multiple locations should have been improved simultaneously to bring about positive change across Rawtenstall.</p> <p>This area also has ample green space behind, and these changes directs them in the opposite direction (rather than connecting for real access to it outdoor space) which alludes to an ulterior motive ... is some green space behind being turned into additional housing? ?</p>	<p>As part of the LUF criteria, areas in most need have been prioritised. Other areas may be considered for improvements in future programmes in line with needs evidenced from public engagement sessions</p> <p>LUF objectives are to improve neighbourhoods through our Safer Greener and Healthier Streets workstream. As part of the engagement process with local residents and stakeholders, the improvement of greenspace was highlighted as a key desire. Our LUF project has no remit around new housing and is about improving existing spaces and places.</p>

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
14	I think. The reversing of the one. Way on Kay Street will make it harder to get on to Bank Street from Kay Street as you will no longer to go down Kay Street.	The decision to reverse the one way routing on Kay St is to provide a missing link from the Valley of Stone cycle route into the town centre. This is also helps to reduce traffic on Bank St. Collectively, this provides a better pedestrian environment, increasing footfall and business opportunities
15	<p>These are all very well and worthy, but I don't think it's been conceived by residents in the area. This sounds more like a city-dwellers' vision of what is needed. Agree - make the road crossing safer but do we really need "Greener and Healthier"? Walk out of your back door on Fallbarn and you're on the moors (as is the case in most parts of Rossendale).</p> <p>What is needed is the roads in Rossendale not completely overhauled and made safe. Particularly the A682 between Rawtenstall and Burnley is in a shocking condition and the infrastructure creaking - as we have seen before with burst water mains and car-destroying, cyclist-death trap potholes. As it is the only route through the Valley, any disruption to the road causes huge problems (ambulances, police access to hospital, etc. etc.) and has a knock-on effect to the Valley's road network.</p> <p>So I tend to oppose these projects until the authorities sort out these things, and THEN have the vanity projects.</p>	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process. Maintenance is outside the scope of the LUF criteria
16	<p>Proposals will not have the desired effect in achieving the aims of the project "Safer, Greener, Healthier Streets"</p> <p>One-way systems/road narrowing points around schools will only aggravate/impede traffic flow. It will only need one vehicle to stop, in order for passengers to alight, to completely halt the traffic flow.</p> <p>From my observations, parents choose to drive their children to school and wider pavements will not encourage otherwise</p> <p>Castercliffe school is notorious in this to the extent that the local bus route 60 & 60 A now do not follow the route past the school after several incidents of being gridlocked.</p>	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
17	They are things that possibly could be nice to have but when the government is cutting spending not helpful. More time spent stopping those few drivers speeding in towns at 50 or more in 30 or even 20 mph zones and driving through red lights would improve safety.	Comment noted.
18	Originality of towns should prevail. Making more pedestrianisation and cycle lanes destroy the character of an area. Tree planting and flowers yes but nothing more intense.	Comment noted
19	Safety is important but I don't think you have considered parking and the residents. Almost everyone has a car which is a need especially for workers and students travelling to university as the train service is always letting the public down. With all the double yellow lines where are we supposed to park? In residential areas where there are schools the whole area has been marked as double yellow line so where are schoolteachers supposed to park? Parents dropping off their children to school on the way to work also need to drop off their children. Where will they park? There is no residential parking so residents will not be able to have any room to park. These streets are small, and your design is not suitable for this area. Most of the residents are unaware of these plans. We have had a neighbourhood meeting and want you to take all these factors into consideration. A one-way system around the school is a good idea but we don't need speed breakers in small residential streets.	<p>Comment noted</p> <p>In the majority of cases very little parking has been lost. We have looked to add improvements as part of our Safer Greener and Healthier Streets in areas where parking is not allowed. Examples being at the edge of junctions. This has the benefit of also improving the street environment for more vulnerable road users. As part of the engagement process, we have listened to local residents and tried to meet their concerns as much as possible.</p>
20	The council has done its best to ignore residents feedback and concerns.	The proposals outlined have been subject to extensive public engagement and a co-design process with the residents
21	No mention of double yellow lines LCC are proposing around neighbourhoods.	Comment noted. Detailed information has been provided as part of the engagement process in both technical and non-technical format
22	Why not leave our lovely, cobbled street?	Comment noted. The aim of the LUF is to improve mobility for all modes of transport.

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
23	I have only been notified of it today by a neighbour. There has been no letter through my door about this. If it's been in the Nelson Leader - I don't buy it as it's too expensive. How many other people didn't know about this? You haven't engaged the local community directly by putting letters through the door.	The full extent of our public engagement process has been outlined in Section 2 above. Various forms of engagement have been carried out to capture input from various demographics. All residents within the Safer Greener and Healthier Streets areas were delivered details of a link to the proposals. Over 10,000 postcards were delivered at the early stage of the engagement phase. In addition to this we held a series of in person events, an extensive social media campaign and press releases aimed to bring the proposals to wider attention.

Table C-5 – Comments from respondents who ‘Strongly oppose’ the SGHS Project

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
1	What does a healthier street look like? Sounds like spin and just words Safer - with improved lighting, and being accessible to all users - wheelchairs, push chairs etc.	The concept of Safer Greener and Healthier Streets has been communicated extensively as part of the engagement process using text and visuals on the online survey
2	A waste of public money.	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
3	Waste of time money effort etc.	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
4	Far too much money spent on the one initiative in two areas of the town. Yet again the housing estates within the town are left with the very barest of repair. Safer means making the roads and footpaths better so we can and cycle on them yet it's a constant minefield of broken uneven flags and badly potholed roads.	As part of the LUF criteria, areas in most need have been prioritised. Maintenance is outside the scope of the LUF criteria
5	Making something look pretty isn't going to make it any safer.	Comment noted. Research has shown that uplift in public realm can contribute to improve perceptions of safety.
6	I think it's a waste of money closing off Manchester Road there are no shops that will benefit from the closure. Ormerod Street have asked for a street closure. There are venues that will benefit, and it will increase footfall	The proposals for Manchester Road are part of wider future aspirations for Burnley Town Centre. More details can be found in the Burnley Civic Quarter Masterplan at the link below https://www.lancashire.gov.uk/media/950912/3412-id-011-01-burnley-consultation-material_converted-v2.pdf
7	Opposed to anything that impedes motor vehicles.	The aim of the LUF is to improve mobility for all modes of transport including motor vehicles
8	Joke	Noted
9	The traffic and the mess you cause to the streets is unreal. You cause unnecessary backlog, and your contractors take 4xs longer than the Regular private contractors. We don't want it. Spend the money resurfacing the existing roads instead.	Maintenance is outside the scope of the LUF criteria
10	Stop wasting money on idiotic green plans. Manchester Road in Burnley just leads to a load of dead ends. It's a new road system that's needed not this imbecilic proposal.	Comment noted. The proposals outlined have been subject a thorough assurance process as part of the business case process.

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
11	I don't oppose the idea, but the chosen location of Manchester Road will cause traffic chaos and will be the final straw in deterring visitors to the town. There are no eating establishments on Manchester Road to expand out on the pavement unless the council mean the local crack heads sharing a pot noodle??	<p>The proposals for Manchester Road are part of wider future aspirations for Burnley Town Centre. More details can be found in the Burnley Civic Quarter Masterplan at the link below</p> <p>https://www.lancashire.gov.uk/media/950912/3412-id-011-01-burnley-consultation-material_converted-v2.pdf</p>
12	We have no parking then for our cars!!	Comment noted
13	Parking in the Walter Street area is already bad, I live there and have for 32 years. We as a community strongly object to this.	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
14	I strongly oppose this as where it states 'no parking for 10 metres' will cause a lot of issues for the residents that will have nowhere to park their vehicles. This needs to be looked at again and possible alternative parking arrangements should be offered to the residents.	Comment noted
15	I oppose the give oncoming traffic on Walter Street. There's no need	Comment noted
16	Every time you plan a major project like this, it always costs far more than you say and takes far longer than planned leading to major disruption.	All schemes have been costed and risk contingency factored in. Lessons have been learned from recent construction projects. As the LUF proposals move into the construction phase, a key aspect will be the consideration of local residents and businesses through continued engagement and communications.

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
17	<p>Having considered all the plans in some detail, I am of the opinion that the projects are wasting this money on minor changes to the Highways of these areas. I have seen similar attempts to change areas of deprivation in the past 20years (Every Street, Nelson & Tay Street/ Howard Street, Burnley). These are now as run down and unloved as they were before the money was spend on change to traffic flow and street furniture. At the time much more money was spent, and the housing stock was also significantly renovated by Taxpayers' monies. This only moved the area of deprivation a few streets along for a short period until through lack of respect from the residents (and the end of funding for Neighbourhood schemes) these areas are once again no-go areas.</p>	<p>Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process</p>
18	<p>I live on Barden Lane, near Colne Road - it's a one-way street and with closing Tunstill Street, just to get to my house if coming from new hall street is a much longer journey because you guys can't plan. Either give the one-way street on Burnley resident access or keep access to Colne Road from Tunstill Street.</p>	<p>Comment noted</p>
19	<p>Where is the levelling up money for West Lancashire? The public transport links for the largest town, Skelmersdale, are appalling.</p>	<p>As part of the LUF criteria, areas in most need have been prioritised.</p>
20	<p>I'm not do much opposed about the concept if greener, healthier projects. As a resident on Holly Street, bottom block, I believe we will have more unnecessary traffic on at peak times and have difficulty parking and at peak times. Potentially pains parking on the bottom block.</p> <p>P.S also, LCC could spend money tackling corruption, fraud and Deception in Children Social Services. Evidence available. None of the independent institutions have looked at facts, which leaves me to believe there is a deep underlying coverup, corrupt culture. That is scary, disgusting.</p>	<p>Comment noted</p>

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
21	<p>I am against the one-way system around Walverden School, parking is already atrocious, and the double yellows will only exacerbate the situation and won't stop inconsiderate parents dropping off their kids parking there only local residents will be affected. The one-way system will actually lead to more congestion and more danger to children and local residents. I vehemently oppose the proposal as a resident of Holly Street, Nelson.</p> <p>The green space at the bottom of the school needs more parking for teachers and parents.</p> <p>The proposal around Walverden School needs cancelling and changing, no consultation has happened with the school or local residents.</p>	<p>Comment noted</p> <p>We have listened to local residents regarding the issues in the Walverden School area. As a result of this we have amended our proposals. It is hoped our revised plans are a more acceptable proposition for local residents.</p>
22	<p>We have enough green spaces. Where you are proposing them, it will cause issues for residents.</p>	<p>Comment noted</p>
23	<p>The proposals for Bank Street and Kay Street in Rawtenstall will certainly not make the streets safer. The idea of removing as much traffic as possible from the Rawtenstall Gyratory is a great idea, however, your current plans will actually exacerbate the issues on the Gyratory. I am amazed that it hasn't been realised that by making the 2 streets one way, this diverts all the traffic onto the gyratory and not away from it. As an example, I can go to do my shopping and go to the post office etc and return home without having to use the gyratory. Under your proposals I will have no option but to use it. There are around 280 other homes within 200 metres of my home who will be in the same position, and that's a significant increase of traffic. That argument is mirrored several times around the Town Centre.</p>	<p>Comment noted. The Rawtenstall gyratory is being improved as part of a separate funded scheme</p>
24	<p>Waste of money.</p>	<p>Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process</p>
25	<p>Not been informed of changes taking place in any capacity whatsoever!</p>	<p>The concept of SGHS has been communicated extensively as part of the engagement process, using text and including visuals during in-person meetings and on the dedicated webpage</p>

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
26	Have not been notified of any of the work to take place	The concept of SGHS has been communicated extensively as part of the engagement process using text and visuals on the online survey
27	<p>The plan for Bank Street does not make sense. How are you proposing that traffic from Bank Street accesses Newchurch Road if you are proposing a ban on traffic turning right?</p> <p>Also, traffic from St Mary's Way turning into a one-way Bank Street - how do you access the car park outside A'Vucciria/Santander/Boots?</p> <p>It is total madness to suggest reversing the one way flow on Kay Street, Kay Street has been one way for over 40 years and people STILL drive the wrong way down there, especially since the electric car charging points were installed with leads that are too short to go round the cars (more 'planning' chaos).</p> <p>Unfortunately, I was unable to attend any of the public consultations but I sincerely hope that you will take these points on board as I am loathe to drive round and round Rawtenstall trying to get somewhere in a town I have lived in for almost 50 years of my adult life.</p>	<p>Following public engagement and in response to public concern a decision was made to maintain the right turn from Bank St to Newchurch Rd</p> <p>The proposals maintain access to this carpark</p> <p>The decision to reverse the one-way routing on Kay St is to provide a missing link from the Valley of Stone cycle route into the town centre. This is also helps to reduce traffic on Bank St. Collectively, this provides a better pedestrian environment, increasing footfall and business opportunities</p> <p>We have checked this comment with colleagues with a responsibility for EV infrastructure and they have reassured us that the leads are long enough</p>
28	We don't need this as we won't have any parking on our streets!!!!	Comment noted
29	Most of the changes proposed are a waste of taxpayer money. To improve the area, we need useful infrastructure like a sports centre, swimming pools, more parking spaces, better connections with other towns through public transportation, and good and interesting events happening to attract both local and outside people. New pavements, 1 way street, or more plants will not help the places to thrive. Please, be wiser and stop wasting our hard-earned money that are paid through the taxes. Our children need true useful places like swimming pools, safe public places to play sports and truly have good quality of life so we all can thrive. I appreciate your attention and pray that the real difference can be done in Rossendale.	Comment noted. Additional issues raised are outside the scope of the LUF criteria. The LUF investment is focused on improving mobility and public transport connectivity across East Lancashire

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
30	One-way systems & limiting turning left or right will affect people visiting Rawtenstall	Comment noted
31	The Hall Carr project will make more difficult for resident to park and therefore become less safe and create more accidents. The areas will be more congested. Would be more beneficial and to make the section from Fallbarn Road and Hall Carr Road one way from Bocholt Way to Hall Carr Rd. Create parking bays in front of houses in this section to reduce it to one lane. This would reduce the amount of traffic using the estate to miss the traffic on the island in Rawtenstall and therefore make the estate essentially resident only access.	Comment noted. Safety has been a key consideration as part of the co-design process
32	I think the current Rawtenstall situation in Bank St and Newchurch Road works well. What needs to change is the gyratory system. The lane markings are vague and confusing meaning that people often have to switch lanes at the last minute.	Comment noted. The Rawtenstall gyratory is being improved as part of a separate funded scheme
33	You are just tinkering around the edges. People want the money spending in fixing the terrible state of the roads and easing congestion. The gyratory in Rawtenstall is inefficient and doesn't help traffic flow. And who thought it was a good idea to put a fire station in the middle of a busy roundabout. The small changes will cause even more delays in the town whilst you tinker about. And ultimately it will cause even more congestion.	Comment noted. The Rawtenstall gyratory is being improved as part of a separate funded scheme

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
34	<p>If partial pedestrianisation is the answer to keep cars off Bank Street & Kay Street I do not agree. As a retailer for 54 Years on Bank Street, people visiting the town in cars is vital to a vibrant town centre. The Post Office reports that of the 4,000 visitors a week, they get one person on a bike, to tick a Government Box to have bikes & people on foot is not realistic to Rawtenstall's needs. It is hilly & wet.</p>	<p>The proposals aim to increase footfall in the area whilst providing more opportunity for outdoor seating, improved daytime and nighttime economy and making the area both a more desirable place to spend time and more accessible by alternative modes of transport and not just for cars. We acknowledge that the proposals decrease the amount of existing parking available on Bank Street and have made every effort to maximise the availability for parking, loading and blue badge holders, whilst also meeting the strategic objectives of the scheme to obtain funding. Under the proposals, works are also required to the car park at the south end of Bank St in order to facilitate the one-way and allow cars to exit on St Marys Way. Every effort is being made to avoid the loss of parking spaces to this car park. Rossendale BC are also reviewing their car park operation and strategy. Timing for the introduction of any scheme is critical and consideration is being given to this. In addition, car parks design, rationalisation, signage and use will be factored into this.</p>

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
35	<p>I'm a business owner on Bank Street. Cutting parking spaces will deter customers to call in and spend money.</p> <p>A lot of my sales come from people saying, 'I managed to get a parking space outside so I called in'.</p> <p>I understand that creating a green safe place may look nice, but it certainly won't attract spenders, they will just shop online or go to retail parks.</p>	<p>The proposals aim to increase footfall in the area whilst providing more opportunity for outdoor seating, improved daytime and nighttime economy and making the area both a more desirable place to spend time and more accessible by alternative modes of transport and not just for cars. We acknowledge that the proposals decrease the amount of existing parking available on Bank Street and have made every effort to maximise the availability for parking, loading and blue badge holders, whilst also meeting the strategic objectives of the scheme to obtain funding. Under the proposals, works are also required to the car park at the south end of Bank St in order to facilitate the one-way and allow cars to exit on St Marys Way. Every effort is being made to avoid the loss of parking spaces to this car park. Rossendale BC are also reviewing their car park operation and strategy. Timing for the introduction of any scheme is critical and consideration is being given to this. In addition, car parks design, rationalisation, signage and use will be factored into this.</p>
36	<p>How is this going to help the traffic flow through the town centre? The roads become gridlocked very easily. The roundabout in the centre of town is gridlocked most of the day. As far as I am concerned this is a complete waste of the money and will make life far more difficult for pedestrians, cyclists and drivers. How is this safer??!!</p>	<p>Comment noted. The Rawtenstall gyratory is being improved as part of a separate funded scheme</p>
37	<p>There is nothing wrong with Rawtenstall now.</p> <p>It's a beautiful little town with plenty of character. Save your money and invest it elsewhere.</p>	<p>Comment noted</p>
38	<p>Where will we park our car then, there should be proper parking spaces</p>	<p>Comment noted</p>

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
39	<p>Hello, I am from Ripon. Street Nelson</p> <p>We have not enough space already in the street to park our cars after all this we will struggle also the next street school there is no parking there too for staff and the parents who come to collect their kids. That why we are all disagree otherwise ask anyone in the street</p> <p>Thanks</p>	<p>We have responded to concerns expressed by the local community and have amended our plans in line with their requests.</p>
40	<p>I'm a resident on Beaufort Street and have been for 25 years. I have currently resided at the cross junction between Beaufort Street and Bradshaw Street.</p> <p>At this time there are double yellow lines outside my home and the proposal is to add further double yellow lines. As the years have passed more and more households have more than one vehicle. As a result of this parking is becoming more and more congested for residents. As a result of the congestion the last resort is parking on double yellow lines to avoid getting my car damaged. With further restrictions being imposed my concern is my parking outside of my home. Where would I park even with the current struggles... has this been factored into the plan?</p>	<p>In the majority of cases, we have tried to implement measures to restrict illegal parking e.g. in close proximity to junctions and/or on double yellow lines. This is to improve the street environment for vulnerable road users and encourage more active forms of travel.</p>
41	<p>There will be a massive issue for resident parking as well as the flow of traffic, much worse than what you think is a problem now. Please leave the roads as they are.</p>	<p>In the majority of cases, we have tried to implement measures to restrict illegal parking e.g. in close proximity to junctions and/or on double yellow lines. This is to improve the street environment for vulnerable road users and encourage more active forms of travel.</p>
42	<p>Affects flow of traffic causing congestion.</p> <p>Major issues for parking.</p>	<p>Comment noted</p>

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
43	There are a lot more important issues to be dealt with. Parking for residents will be a massive issue and the fact that a letter has not even been sent to inform residents is appalling. Most of the residents are not even aware of this and there will be a massive uproar with regards to parking, so please don't go ahead with this.	Comment noted. All residents within the Safer Greener and Healthier Streets areas were delivered details of a link to the proposals. Over 10,000 postcards were delivered at the early stage of the engagement phase. In addition to this we held a series of in person events, an extensive social media campaign and press releases aimed to bring the proposals to wider attention.
44	Strongly oppose Reasons - Major issues for parking and also affects flow of traffic	In the majority of cases, we have tried to implement measures to restrict illegal parking e.g. in close proximity to junctions and/or on double yellow lines. This is to improve the street environment for vulnerable road users and encourage more active forms of travel.
45	The proposal to make Bank St one way and to prohibit vehicles turning right from Bank St onto Newchurch Rd is ludicrous. If this proposal is passed it would inevitably result in an increased volume of traffic using Grange Crescent/Street/Road as a cut through to Newchurch Road. These roads are already abused as a short cut/rat run by speeding vehicles thereby putting the residents and pedestrians on these roads at risk. Traffic calming measures have been requested on a number of occasions without success. It should also be noted that the condition of these roads is already appalling, particularly at the junction of Bank St/Grange Crescent. Unfortunately, as the consultation meeting at the library was cancelled and no alternative session was arranged it was not possible to discuss the proposals with your officers.	Comment noted. The proposals have been subject to extensive consultation with a variety of stakeholders. The cancelled event at Rawtenstall Library was rescheduled and took place on Thursday 29 th August. In addition to this the engagement period was also extended by 14 days
46	Let maybe get the trains sorted so we can get to Manchester before any more traffic on m66	The LUF investment is focused on improving public transport connectivity across East Lancashire. Additional comments relating to rail line are outside the scope of the LUF programme
47	It is very nice if this was to include EARBY in this plan	As part of the LUF criteria, areas in most need have been prioritised.

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
48	I live in Burnley and I'm sorry to say but you've killed our town centre with all the roadworks you've been doing, to the point of it's so hard work to get into town as a disabled person who has no choice but to use a car	Road works are often a part of development. However, lessons have been learned from recent construction projects. As the LUF proposals move into the construction phase, a key aspect will be the consideration of local residents and businesses through continued engagement and communications.
49	We need to encourage more footfall therefore bringing more quality of shops. Making streets narrower will not do this. Few people shop in Nelson as the quality of merchandise is terrible. More car parking is required.	<p>Comment noted. The aspirations for Nelson are outlined in the Accessible Nelson masterplan available at the link below. This vision follows other similar schemes in the country where improving the streetscape of the town and prioritising pedestrian space has led to an improvement in footfall and vibrancy.</p> <p>https://www.pendle.gov.uk/downloads/file/11924/draft_plan_-_accessible_nelson</p>
50	<p>Walverden Primary School</p> <ul style="list-style-type: none"> The residents totally reject one-way directional streets on Bracewell Street/Athol Street. The community will support one street "Holly Street becoming a one-way street". This section will only involve one block length of terrace houses, which is opposite the school, from house number 48 to 74. Retain parking spaces along both sides of Holly Street section, without restrictions. School staff and residents also park on school side of the street. This particular side from all the sides of the school is fundamentally important to retain parking space. Suggest the one-way system on Holly St is turned in other direction to go downhill, for safety concerns due to incline if other way round. During winter snow/ice causes slippage. 	<p>Comment noted. We have listened to local residents regarding the issues in the Walverden School area. As a result of this we have amended our proposals. It is hoped our revised plans are a more acceptable proposition for local residents.</p>

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
51	<p>I strongly support the 2 documents submitted by Basharat Ali. The documents are labelled:</p> <ol style="list-style-type: none"> 1. Walverden one-way Porta234 2. Reference: Document Porto 234 BB 	Comment noted
52	<p>I strongly support the 2 documents submitted by Basharat Ali. The documents are labelled:</p> <ol style="list-style-type: none"> 1. Walverden one-way Porta234 2. Reference: Document Porto 234 BB 	Comment noted
53	<p>I strongly support the 2 documents submitted by Basharat Ali. The documents are labelled:</p> <ol style="list-style-type: none"> 1. Walverden one-way Porta234 2. Reference: Document Porto 234 BB 	Comment noted
54	<p>I strongly support the 2 documents submitted by Basharat Ali. The documents are labelled:</p> <ol style="list-style-type: none"> 1. Walverden one-way Porta234 2. Reference: Document Porto 234 BB 	Comment noted
55	<p>Members of Rawtenstall Chamber of Commerce were asked to complete a questionnaire prepared by the Chamber. The vast majority of members trade on Bank Street, Kay Street and Bacup Road. One member supported the scheme. Eighteen opposed it.</p> <p>One member preferred a change of direction to that proposed.</p> <p>Six members believe there is no requirement at this time for this scheme given other disruptive schemes to be completed by March 2026.</p> <p>The Chamber will submit a detailed response.</p> <p>A public engagement event was held on 29th August. The end date for submission of responses is Monday 2nd September - four days later. The Chamber tried to persuade LCC to extend this period. LCC refused to do so. Were this matter to be put before a judge the writer is confident the judge would rule a four-day limit is derisory and blatantly unfair. The "consultation exercise" is accordingly a sham and the usual consequences will follow.</p>	A response has been provided to the Rawtenstall Chamber of Commerce on this matter

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
56	It's going to be an absolute nightmare for staff, parents and residents due to the location of the ridiculous plan right by a primary school!! The council and police need to prosecute the horrendous drivers do not penalise hard working people!	Comment noted
57	Do not cripple the road system to add pedal bike infrastructure	Comment noted. The aim of the LUF is to improve mobility for all modes of transport including motor vehicles

Table C-6 – Comments from respondents who ‘Don’t know’ their extent of support for the SGHS Project

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
1	It would be helpful if you actually stated how you intend to do this?! How can anyone give an opinion when you have not explained how the money will be spent?	Comment noted. Detailed information has been provided as part of the engagement process in both technical and non-technical format
2	What exactly is being proposed here??	The concept of SGHS has been communicated extensively as part of the engagement process using text and visuals on the online survey
3	I have no idea what your plans are? This could be an underhanded attempt of getting the populous’ approval to create a ULEZ scheme for East Lancs. Are you bringing back trams? Making buses electric, resurfacing roads? Planting trees. Tell me in specific detail then I will pass judgement.	The concept of SGHS has been communicated extensively as part of the engagement process using text and visuals on the online survey. Detailed information has been provided in both technical and non-technical format

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
4	I think the roundabout in the centre needs work before anything! Potholes everywhere, no line markings, no one knows what lane they need to be, it's going to end in disaster.	Comment noted. The Rawtenstall gyratory is being improved as part of a separate funded scheme. Maintenance is outside the scope of the LUF criteria
5	I don't see anything about levelling up in EARBY or BARNOLDSWICK in this information?	As part of the LUF criteria, areas in most need have been prioritised.

Table C-7 – Additional comments from respondents who did not rate their extent of support for the SGHS Project

S/N	Safer, Greener, Healthier Streets projects - Why do you say this about the Safer, Greener, Healthier Streets projects?	Response to comment
1	I support slowing the traffic on Colne Road but not traffic calming measures as it's a very busy road don't want queues like Brierfield.	Comment noted

C.2 Comments on Accessible and Vibrant Town Centres

Of the 290 responses received from the online survey, A total of 167 completed question 4 on the Accessible and Vibrant Town Centres (AVTC) project. The full description of comments, classified by the extent of support for the AVTC project is provided in Table C-8 to Table C-14 below.

Table C-8 – Comments from respondents who ‘Strongly support’ the AVTC Project

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
1	Because Accrington is dead	Comment noted
2	Accessibility around Burnley is absolutely awful. Most streets don't have dropped kerbs, the pavements are a patchwork of uneven surfaces with adverse cambers, tree maintenance is nil with root suckers and vegetation blocking pavements, cars blocking pavements and dropped kerbs and so on, so I absolutely support any projects that improve accessibility in Burnley	Support noted
3	Burnley is derelict.	Comment noted
4	Get rid of grot spots and stop the drinking and riding of scooters and bikes in the town centre.	Comment noted. Issues raised are outside the scope of the LUF criteria
5	Completely, as this is what all out towns must be if they are to flourish! All residents, visitors and businesses should be able to access our towns easily and safely so they can be vibrant and successful.	Support noted
6	Strongly support. Rossendale is still living in the past and needs to be brought up in line with other towns in Lancashire and neighbouring counties	Support noted
7	I do think it will make things a lot better.	Support noted

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
8	<p>Nelson needs a complete overhaul. The Arndale to be knocked down and a two-way road introducing with shops on either side. They also need to persuade big named shops back into the town, as Local businesses are failing. The town tried that project of introducing independent shops and it never worked. Once a few big names appear on a newly built shopping area (not an indoor centre) it will appeal to more people and bring other shops to the area. The market is also an eye sore and not to anyone's use. Nelson needs a fully functioning food market, similar to what Burnley have which is very popular. This will attract younger people to the town centre.</p> <p>Burnley needs improvement to where the new traffic system is outside Bingo and the culvert. The Keirby Hotel needs knocking down immediately and a new pedestrian area building</p>	<p>Comment noted. The improvements in Nelson are part of wider improvements outlined in the Accessible Nelson masterplan. Details in the link below</p> <p>https://www.pendle.gov.uk/downloads/download/3175/accessible_nelson</p>
9	It shouldn't need an explanation	Support noted
10	Because it is hopefully the way forwards. I just hope the funding is in place and that all of these words and surveys aren't all for nothing.	Taking the proposals forward is subject to a successful Full Business Case. We will submit this in November 2024, and subject to its approval will begin works on site later in 2025.
11	New life needs to breathe into the town centres to make them a welcoming place to shop and hold events	Comment noted
12	Everyone no matter what disabilities they have should be able to access to town centre.	Comment noted
13	Its good	Support noted
14	Make town centres also accessible as possible. Too many people with disabilities are let down by their local councils.	Comment noted
15	We need more high Street Shops in Burnley Town centre.	Comment noted
16	Any investment in northern towns is good investment	Support noted

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
17	Compared to other areas, it would seem as though that these areas are lacking in any funding that shows the area is being improved on. The only one to recent memory being the new pavement work at the Halifax junction near the library. The shops there also seem to be stagnant. The main building that has seen next to no development being the old cinema building opposite J.H. Blakey and sons Security limited building. The one that's just used to walk under.	Comment noted. As part of the LUF criteria, areas in most need have been prioritised
18	Again, as above, if the town centre is vibrant busy (has enough car parking facilities) it will result in stronger communities, better environment, safer areas and hopefully decrease anti-social behaviour, violence, degradation and poor quality of shops streets	Comment noted
19	Anything that makes towns nicer should be welcome.	Support noted
20	The more attractive a location the more time we will spend there and likely spend more money	Comment noted
21	Some of our town centres are run down and all should aim to deliver the same vibrancy and accessibility as perhaps a town centre like Hebden Bridge.	Comment noted
22	It's needs bringing into the 21st century end of.	Comment noted
23	It's just important that the town is accessible and desirable for all	Comment noted
24	They need to be more public friendly. But at the same time giving them some place to park their cars	Comment noted
25	It will attract local and visitors to the area and encourage businesses to thrive	Support noted
26	Burnley centre has maintained a good level of footfall and this along with Pioneer Place developments should attract more visitors and students and hopefully increase business investment.	Comment noted

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
27	Although, as seen with the Trafalgar Street weaver's triangle project- not much point in spending ££££ if you are going to allow utility companies to come and rip up the expensive flags only to replace with nasty patches of tarmac!! WASTE OF MONEY!!	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process LCC work with utility companies to ensure that any subsequent work is replaced with the same materials
28	We need an inviting town centre which is easily accessible.	Support noted
29	Town centres all over Lancashire are experiencing a lack of shops which needs addressing. Shop owners need to have a good reason to invest their time and money into premises. Making towns more vibrant and safe places should help attract a wide variety of shops into our towns, together with bars and public houses.	Comment noted
30	Town centres are struggling due to the bigger shops leaving. However, wasting money on multiple market re-designs is not the answer. Accrington people just want a market. Stop messing with it!!! Warner street in Accrington is a great example of how local people want to support local businesses. The Victorian Arcade needs re-vamping as a local culture hub (historic interest, small businesses, food, crafts etc) to connect each side of Accrington again (and providing a nice, themed base for Christmas markets!). Saying this, we do miss the bigger shops too (M&S, Superdrug, etc). Accrington used to be a great little town, and we still have so much potential. Unfortunately, it seems our councils just like wasting money too much to bring it back to its former glory.	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
31	<p>It is important to make all areas of a Town accessible for everyone. In recent years Rawtenstall Town Centre has become very vibrant, with efforts by businesses heavily investing, and with support from RBC and LCC. Under the current plans it appears that LCC and RBC are set to destroy many of these businesses and you are going to drastically reduce footfall along Kay Street, Bank Street and the Market.</p> <p>It is even more nonsensical that RBC have no intention to produce a parking strategy to dovetail in with the proposals, a major current issue is the non-enforcement of the off street parking rules, resulting in people parking there all day, with shoppers having nowhere to park</p>	<p>The proposals aim to increase footfall in the area whilst providing more opportunity for outdoor seating, improved daytime and nighttime economy and making the area both a more desirable place to spend time and more accessible by alternative modes of transport and not just for cars. We acknowledge that the proposals decrease the amount of existing parking available on Bank Street and have made every effort to maximise the availability for parking, loading and blue badge holders, whilst also meeting the strategic objectives of the scheme to obtain funding. Under the proposals, works are also required to the car park at the south end of Bank St in order to facilitate the one-way and allow cars to exit on St Marys Way. Every effort is being made to avoid the loss of parking spaces to this car park. Rossendale BC are also reviewing their car park operation and strategy. Timing for the introduction of any scheme is critical and consideration is being given to this. In addition, car parks design, rationalisation, signage and use will be factored into this.</p>
32	Nice environments tend to give people a sense of pride in their local area.	Comment noted
33	<p>Again, there's a massive need to lift the collective mood in East Lancs, we all know that a fresh coat of paint & new cushions can improve the look of our home & the way we feel about it, so why not make improvements to our town centres to make being in them more pleasant & energising.</p>	Support noted
34	<p>Bank Street in Rossendale has needed improvement for a very long time. However, it is important that this is done with future demands taken into account. A one-way system makes a lot of sense but the layout and access to the M66 from St Mary's Way also needs addressing as does the amount of current parking on Bank Street.</p>	<p>Parking has been considered as part of the proposals. The proposals for Bank St are part of longer term aspirations as outlined in the Rawtenstall Spatial Masterplan. Link below:</p> <p>https://www.rossendale.gov.uk/downloads/file/18542/draft-spatial-masterplan</p>

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
35	<p>The opportunities for these communities to benefit from the Town Centre projects are mixed - yes residents and visitors will benefit from new facilities and opportunities, however there is evidence that not all the communities and their needs have been considered in the codesign and make up of these projects.</p> <p>Active Lancashire and partners have valid concerns that the projects will not create the behaviour change or be good value in achieving the overall goals of the programme. We believe they are engineering solutions, that lack community ownership and engagement. We believe that Community engagement and consultation needs to be revisited, if this project is going to be owned and empowering to communities.</p> <p>We are also not clear as to what the hierarchy of outcomes are for this project; is it a new facility or changes / improvements in walking / cycling / wheeling numbers - particularly from target groups</p>	<p>Comment noted. The concept of AVTC and objectives of the LUF programme have been communicated extensively as part of the engagement process using text and visuals on the online survey.</p> <p>Further to this, engagement has been sought at all levels. To promote and activate the new infrastructure a bespoke LUF Activation strategy has been prepared and this will build up the significant amount of engagement with stakeholders and residents as a tool to empower communities to have sense of ownership in projects and to meet our wider LUF objectives</p>
36	Introduce trains. More bus opportunities to Manchester.	Comments relating to rail line are outside the scope of the LUF programme
37	<p>A prime example of using Rawtenstall Town square is the 'On the Square' initiative where do many diverse topics can utilise the space already bring used by the Rossendale 60s Festival Group, Christmas on the Square, and possibly events like Eid on the square, Pride on the Square, veterans on the Square, blue lights on the Square etc. Which will not only increase local footfall, but encourage people from around the region into the Valley</p>	Comment noted
38	<p>More needs to be done to encourage the use of Town Centres for ALL and not just food and drinks. The proposed Rawtenstall Market Hall project is ludicrous again little is given to the long term. Prospect just the latest fad</p>	<p>Comment noted. Whilst there are interdependencies, the Rawtenstall Market Hall project is funded by LUF round 1 and is led by Rossendale Borough Council. We have worked in close collaboration with Rossendale Borough Council to align the different projects and amalgamate benefits.</p>

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
39	To attract and retain local amenities. Local businesses and services. For us to take pride in the place we love and work and to look after it for future generations.	Support noted
40	Because I work in the centre of town in a shop improving the local economy and making things better for people to come here is a good thing	Support noted
41	same reason I gave above plus people feel valued.	Comment noted
42	Self-evident	Comment noted
43	There is a need to invest in local communities after years of neglect, austerity and cuts.	Support noted
44	Ditto. Where are the actions for Barnoldswick?	As part of the LUF criteria, areas in most need have been prioritised.
45	These improvements sound as though they will positively enhance access and the aesthetic of Rawtenstall, which will be a real positive. I am concerned the traffic disruption will be awful whilst the work is taking place, so please think that through in equal detail to avoid stress for local people via regular comms etc!	<p>Comment noted</p> <p>Lessons have been learned from recent construction projects. As the LUF proposals move into the construction phase, a key aspect will be the consideration of local residents and businesses through continued engagement and communications.</p>
46	Rawtenstall, Waterfoot and Bacup need to be freshened up. Particularly Waterfoot. We have a rich heritage here that should be celebrated and capitalised on. I firmly believe that any investment from central government in these towns will reap rewards. Rossendale has been neglected for far too long and is becoming a tourist destination in its own right. Any investment will accelerate this.	Comment noted

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
47	The open space in Rawtenstall town square has transformed the town. The big roundabout in Rawtenstall is horrendous. Town square and Whitaker Park need to be linked by a pleasant walking route. Get people out of cars. Stop pavement parking. Separate traffic & pedestrians. Plant trees.	Comment noted. The Rawtenstall gyratory is being improved as part of a separate funded scheme. Some of the other issues raised are outside the scope of the LUF criteria. Improved tree planting and greenery has been a key consideration as part of the co-design process
48	Anything that makes our town centre better and more successful for business and shoppers is good news	Support noted
49	Anything that can be done to improve the living and working environment is welcome	Support noted
50	Yeah, improve town centre	Support noted
51	Think some towns have need for a lot of improvement there is nothing to offer local residents to visit town centres shops closing day by day	Comment noted
52	Town centres are the heart of the community. Access and parking are crucial and places to sit and enjoy the fantastic scenery in Rossendale. A covered area to sit in Winter and when raining would help with this.	Comment noted
53	Clearer, more accessible. Means more engagement and more thriving and usage	Comment noted
54	Accessible means giving enough time to actually walk around towns- free parking needs to be extended from the 40-minute restrictions to an hour to give everyone time to actually shop.	Comment noted. Accessibility has been a key consideration as part of the co-design process
55	There needs to be more accessible areas for pram users and wheelchair users too. Also need parent and child parking.	Comment noted. Accessibility has been a key consideration as part of the co-design process
56	Accrington town centre shops are non-existent. I think more money from the project should be spent encouraging shops to come back to the town. Rent in the area should be lowered for shops as a way of encouraging them. I grew up in Accrington and it's actually sad what has happened.	Comment noted. Issues raised are outside the scope of the LUF criteria

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
57	Bank street and the market area have so much potential, and these changes seem clearly to help make the area more accessible and pedestrian friendly while funnelling traffic away. There's nothing negative here for me.	Support noted
58	Town centres have been ignored by local authorities for decades. There has been a massive increase in the population and yet town centres across Lancashire seem to look completely destroyed and deserted. There is absolutely no consideration for the elderly members of the community. If people had somewhere to go and keep themselves occupied in safe places, I am of the opinion there would less in the queue for GPs.	Funding for the LUF projects have been targeted at areas that have not traditionally had the levels of investment of other areas. Our proposals for Accessible and Vibrant Town Centres aim to increase footfall in town centres as well as provide more opportunities for health and wellbeing
59	Make town centre more green and welcoming. Last time I was in Burnley I was alarmed by the number of homeless people	Comment noted. Improved tree planting and greenery has been a key consideration as part of the co-design process
60	We want people to be proud of where they live, to encourage others to visit so that this creates more demand on employment and the need for jobs along with improved community cohesion	Comment noted

Table C-9 – Comments from respondents who ‘Tend to support’ the AVTC Project

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
1	More restaurants to increase footfall and encourage people to come into Accrington, many people go elsewhere as the choice of restaurants/food is very limited in the town centre	Comment noted. Issue raised are outside the scope of the LUF criteria
2	Accrington would benefit from this, rather than tidy 2 streets. I do like the principle of the project.	Comment noted
3	It's always nice to have a good-looking town centre which can bring in visitors and grow the economy.	Support noted
4	If it's about creating economic wealth, by drawing in new businesses and leisure activities	Comment noted

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
5	I hardly go into Burnley centre because of the people hanging around engaging in anti-social behaviour which is intimidating	Comment noted. Safety has been a key consideration as part of the co-design process
6	This may encourage further private investment and relocation of international employers to Lancashire.	Comment noted
7	Rawtenstall is a gold winner in Britain in bloom thanks to volunteer working with the council. Levelling up and improving pavements would be great Narrowing roads on St Mary's way doesn't make sense with amount of traffic there, just public signs on traffic lights really needed to show when safe to cross please	Comment noted
8	I support this cause because I want to have more opportunities in my local community.	Support noted
9	Who wouldn't want an accessible town centre? Too many takeaways in a street generates rubbish. Restaurant which provided takeaway acceptable. Concerned about healthy eating.	Comment noted
10	The town is accessible by bus or train. The shops may not entice them. The town is full of charity shops, coffee or cheap bargain shops. No good clothes shops to visit	Comment noted
11	Needs some investment	Comment noted
12	It has taken ages for you to do the work in Burnley town centre. It is debatable if it is any better now its nearly finished.	Comment noted Lessons have been learned from recent construction projects. As the LUF proposals move into the construction phase, a key aspect will be the consideration of local residents and businesses through continued engagement and communications.
13	Making a more pleasant environment will cheer us up and improve mental health. It will raise the value of our homes	Support noted

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
14	<p>As a town centre trader, I would just like to ask that you give the traders a break from projects. The projects themselves are great and will do the town a lot of good but if the traders don't have enough reserves to survive another project, then we will end up having lovely pavements and stunning planters outside lots of empty shops.... sorry to be negative but you need to consider the impact on the smaller shop keepers. for a while - our trading levels are severely impacted every time there is a new initiative - we're still being affected by the Town to Turf project which has badly over run - it's been well over 12 months and our trade is still significantly down at that end of town!</p>	<p>Comment noted</p> <p>Lessons have been learned from recent construction projects. As the LUF proposals move into the construction phase, a key aspect will be the consideration of local residents and businesses through continued engagement and communications.</p>
15	<p>It's not a bad idea but not sure it's worth the taxpayers' money.</p>	<p>Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process</p>
16	<p>We need accessibility but this plan doesn't provide that.</p>	<p>Accessibility has been a key consideration as part of the co-design process</p>
17	<p>I broadly agree with the plans apart from the following: -</p> <p>Bus shelter on St Mary's Way - I feel this will slow down the traffic flow.</p> <p>Change in traffic flow to Kay St - I feel this will make access from the Bacup Rd area and health hub difficult and put pressure on the town centre gyratory system. I feel a better proposal would be to keep the current traffic flow on Kay St and keep south end of Bank St two way, with no right turn at the top of Kay St. This would stop traffic using the one-way part of Bank Street but would allow traffic to still move from Bacup Rd to St Mary's Way via Kay St without clogging up the gyratory system. The road doesn't need narrowing at the south end of Bank St as there is already plenty of open space due to the town square.</p> <p>Removal of left turn lane on St Mary's Way before the junction with Bacup Rd - I feel this will slow down the traffic flow and cause congestion on the town centre gyratory system.</p>	<p>Comment noted. The Rawtenstall gyratory is being improved as part of a separate funded scheme</p>
18	<p>I don't feel safe going into the town so wouldn't go. More police/security.</p>	<p>Comment noted. Safety has been a key consideration as part of the co-design process</p>

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
19	Access in general to Rawtenstall needs to improve. The large roundabout (?) with the fire station in the centre is a joke. The traffic DOES NOT flow and builds up causing traffic issues. It needs traffic management to come and look at it. Maybe take off all traffic lights, would flow much better! More parking is needed if you want people to visit!	Comment noted. The Rawtenstall gyratory is being improved as part of a separate funded scheme
20	It would be good to give access to wheelchairs, parents with prams and young children, people carrying bags of shopping.	Comment noted. Accessibility has been a key consideration as part of the co-design process
21	We all want to live in a clean area with good quality roads and pavement. We need more local shops and services, and housing and parking is an issue. We need to have a multi-story car park if we want investment in the town. People need safe places to park.	Comment noted
22	I would love to see some fun provisions for children, especially neurodivergent or disabled children in the town square. There is a patch of grass currently growing wild that would be an amazing spot for some sensory equipment for children and those with disabilities.	Comment noted
23	Nelson needs a complete rethink. The road through the centre is going the wrong way. The town looks dirty and neglected.	Comment noted
24	We need to attract business to the area first before spending money on wider footpaths and cycle ways. Where are the cyclists going to park their bikes safely without them being stolen? Had any thought gone into that as it was not mentioned.	Comment noted This has been considered and designs either suggest new or existing infrastructure
25	For the business	Comment noted
26	Want more life but you're ruining the look and feel of the place	Comment noted. Public realm improvements have been a key consideration as part of the co-design process
27	Again, aims are fine but you don't mention ensuring key stakeholders approve IE the businesses there, nor retaining and enhancing what already works. The aims are poorly expressed and vague. They are not SMART.	The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
28	Making them town more accessible to the people in the town of visitors of the town is a good idea but not when you are taking up parking spaces to put more trees there instead of already using the green spaces that we have	Comment noted. Improved tree planting and greenery has been a key consideration as part of the co-design process

Table C-10 – Comments from respondents who ‘Neither support nor oppose’ the AVTC Project

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
1	To make a town centre worth visiting you need to provide free park and ride for all, and the transport needs to be EV based. Then all plant life will survive when you put it in place. You need to work out a free EV based delivery system for all town centre businesses so that tradespeople can visit to provide required services.	EV charging is outside the remit of our proposals, however additional work by LCC is currently underway looking at the most appropriate locations for charging facilities. Details at the link below: https://www.lancashire.gov.uk/roads-parking-and-travel/electric-vehicle-charge-points/
2	Won't bring back high streets back from the dead	Comment noted
3	Town Centres do need supporting and they need to be welcoming but there is a massive over emphasis on spending in the town centre whilst outer estates are left to rot. Rose hill area of Manchester Road, Rosegrove Centre, Accrington Rd to name a few.	Comment noted
4	Yes, the town centre needs work, it would be nice to see the shops all full and the market, for example allow local and national charities to have a shop to raise vital funds and local talented people sell their goods and not pushed out by high rates.	Comment noted
5	Again, improve and put to use the old buildings	Comment noted

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
6	Totally pointless.	The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
7	Unfortunately, in our area we have seen a number of new developments in town centres. These don't seem to be joined up, there's a new one every few years. You'd be better off working more closely with organisers such as Amazing Accrington to get events on in these spaces - concentrating on their use and upkeep would be better than complete refurbishments every few years.	Comment noted
8	Again, it's just Rawtenstall nothing for Bacup where I live	As part of the LUF criteria, areas in most need have been prioritised
9	not my area	Comment noted
10	Hyndburn has been left off the list and is in need of help as much as anywhere	As part of the LUF criteria, areas in most need have been prioritised
11	Traffic has increased since new McDonald's opened. If this can be fixed, I'd welcome new developments	Comment noted
12	I cannot comment on these aims and the information does not provide any actual information on what will be done I am not sure how you can expect people to make meaningful comments when no information is provided on what you will be doing with this money	Detailed information has been provided as part of the engagement process in both a technical and non-technical format
13	A food hall in Accrington will not work, there are not the footfall in the town centre to buy the produce on sale.	Comment noted
14	Hyndburn won't receive any benefit from this	Comment noted
15	I don't see anything in the proposals that would attract me to visit the town centres. I don't see how the Rawtenstall proposals are going to do anything other than make worse delays on the gyratory system. It will probably increase my journey times by several minutes and cause more pollution.	The Rawtenstall gyratory is being improved as part of a separate funded scheme

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
16	<p>I support re vamping the markets if they are falling to bits but do not completely re do them, and impact the business there just upgrade the huts.</p> <p>People love how they are old and homely currently, don't take away the character.</p> <p>This is coming from someone who is 28 and plans to live round here for a long time.</p>	Comment noted
17	Love where I live, just question is this the right way to spend our money	The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
18	Lacking information.	Detailed information has been provided as part of the engagement process in both technical and non-technical format
19	<p>I've lived in Rawtenstall for over twenty years, and I think it is already accessible and vibrant. I honestly do not understand the rationale behind these proposals. We're told by people who don't live here that Bank St is a "rat-run". To where, exactly? I've heard supporters of the scheme claim that traffic drives down Bank St at high speed. I've never seen this happen and would be surprised to see it on a cobbled street.</p> <p>I don't understand why it's proposed to change the traffic direction on Kay St. All this will do is take traffic and visitors out of town, not to mention forcing traffic onto the Gyratory.</p> <p>I don't understand the rationale of making Bank St one way - I cannot see how this will improve any perceived traffic problems, and it will cause problems for access to businesses.</p> <p>I would suggest leaving the raised flowerbeds at the Market end of Bank St as they are. Putting flowerbeds at pavement level simply means that people will walk all over them.</p>	<p>The decision to reverse the one way routing on Kay St is to provide a missing link from the Valley of Stone cycle route into the town centre. This is also helps to reduce traffic on Bank St. Collectively, this provides a better pedestrian environment, increasing footfall and business opportunities</p>

Table C-11 – Comments from respondents who ‘Tend to oppose’ the AVTC Project

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
1	Comments only in respect of Rawtenstall: The design would seem to remove the third lane at St Marys Way and separate access to Bacup Road, which alleviates much of the traffic pressure emanating from use of the sizeable Supermarket located adjacent to St Mary's Way on a daily basis. Equally, the proposal to limit Bank Street to one way (Northern direction only) would further limit through-traffic congestion in a southerly direction towards e.g. M66 and Manchester and other satellite towns/villages within the borough, e.g. Edenfield and Haslingden, including other visitor destinations en-route such as Schools (All Saints, Cribden House, Belmont) and Museums (The Whitaker) and previously approved economic regeneration sites in the vicinity (New Hall Hey, McDonalds). Not to mention the existing location of the Town's Fire Station which is arguably already problematic.	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process.
2	Street furniture has been blocking access to people with disability for year and will take more than a few million to redress and vibrant is just a ridiculous term with no real meaning or concept!	Comment noted. Accessibility has been a key consideration as part of the co-design process
3	Because it's all been done before. No shops in town centre and not enough being done to attract shops and people.	The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
4	Why not Hyndburn?	As part of the LUF criteria, areas in most need have been prioritised
5	Whilst some of the proposed developments seem to be sensible and will improve existing town centres, others appear to be poorly considered with little or no consideration for their financial sustainability and appear to be a mechanism for spending LUF rather than truly being in the best interests of local communities - namely the proposed redevelopment of Rawtenstall Market, which will create a £4.2m white elephant, if it comes in on budget, which it will not.	Comment noted The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
6	Seen it all before	Comment noted

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
7	As a disabled resident there's no issue with accessibility. There's plenty of more pressing issues that need addressing	Comment noted
8	After many years of tearing our town centres apart with various projects aimed at improving traffic flow, you are now proposing to clutter them with impediments that will slow things down and cause more traffic jams than ever.	Comment noted. The aim of the LUF is to improve mobility for all modes of transport
9	<p>Now coming from Bacup Road into Rawtenstall you have to drive all the way round passing numerous supermarkets. Highly likely that most people will stop in one rather than tackle the round about traffic to get into Rawtenstall.</p> <p>Agree with one way system and additional outdoor space.</p> <p>However, the traffic issues should be tackled to manage prior to cutting out the 'rat run' or this will impact traffic flow massively.</p>	Comment noted. The Rawtenstall gyratory is being improved as part of a separate funded scheme
10	<p>I agree the market needs upgrade and refurb but I don't agree with the food stalls being moved inside.</p> <p>The food stalls on the outside is a great and unique part of Rawtenstall, I know lots of people who travel many miles to enjoy this and thinks it's fantastic especially foodie Fridays.</p> <p>Moving the stalls inside with central bar will reduce the stall holders profits and will probably find that many of them will leave the venue as it will not be sustainable for them to maintain their businesses.</p>	Comment noted
11	<p>Do we want 'accessible'? Yes, and I believe most of the town centres here already are. Rawtenstall is; although the cobbles and the pavements are in a shocking state of repair and are dangerous if you have disability of movement/sight issues. Bank St should be a one-way system and, as was the case during Covid, catering businesses were allowed to 'spill out' onto the street this was very vibrant.</p> <p>Do we want 'vibrant'? If you're talking about an attractive and safe place to visit and shop, Rawtenstall scores pretty well on that. Burnley is a disaster when it comes to vibrancy, and I've been don't shop there now having been approached by youths demanding money 'for bus fare'.</p> <p>The St James's Street Project is great.</p> <p>Nelson was once, like Burnley, a wonderful centre (I know this as I went to school in Nelson in the 60s and 70s. It's sad to see how decrepit it has become. I'm not sure what can be done however much money is chucked at it.</p>	Comment noted. Maintenance is outside the scope of the LUF criteria

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
12	<p>One Way for Bank Street needs to be really thought through as the present proposal would seem to put more strain on the Gyratory which is already overburdened. The Chamber of Commerce Rawtenstall has ideas on a better road system, so their points on this should be given serious consideration. There are people in the Chamber that have extensive experience of town centre regeneration.</p> <p>Throughout these 2 years of disruption we must address carparking as a priority. People will not visit if parking is a problem. As a retailer we have been successful & worked hard to attract customers from a 50-mile radius. These customers arrive by car & expect to find a car park slot.</p>	<p>Comment noted. The Rawtenstall gyratory is being improved as part of a separate funded scheme</p>
13	<p>Tree planting & upgrading footways & tinkering with traffic routing will be of no long-term benefit and hardly create a "Vibrant Town Centre".</p> <p>The row of old "wood huts", northern entry of Scotland Road, are tatty & dilapidated and in need of demolishing</p> <p>For a "Vibrant" town centre surely the first essential is a healthy business environment? Nelson has almost none and offers no enticement to visit, shop and invest.</p>	<p>The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process. Housing and maintenance are outside the scope of the LUF criteria</p>
14	<p>Accessibility of Rawtenstall is fine at present. No point in wasting money.</p>	<p>The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process</p>
15	<p>Again, nothing for Haslingden's which is stepped in more history than Rawtenstall</p>	<p>As part of the LUF criteria, areas in most need have been prioritised</p>
16	<p>Because I have just seen the plans for my street - Ripon Street, Nelson. It's by Marsden School - and the plans are going to cause traffic chaos for the residents. I won't even be able to park in front of my house - no 28 because of yellow lines (I already struggle and can rarely get on the gable end). I have COPD and need to park near the house. To make the streets safer - we need resident parking restrictions, zebra crossings for the school, double yellow lines down backstreets so that people don't block them, and the school needs to have its own parking for families using the afterschool activities building.</p> <p>Your plans look wonderful from the perspective of someone who doesn't live on the affected streets, and has created the plans in an office, but they don't work in practice. The school is in the middle of a residential area - and your plans are totally forgetting the residents' needs.</p>	<p>Comment noted. The proposals outlined have been subject to extensive public engagement and a co-design process.</p>

Table C-12 – Comments from respondents who ‘Strongly oppose’ the AVTC Project

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
1	Money down the drain	The proposals outlined have been subject to extensive public engagement and a thorough assurance as part of the business case process
2	You have cut off my entire community from the town centre by getting rid of perfectly good roundabouts and installing traffic lights. The road layouts have been changed in order to cause traffic. This has been done on purpose... what's the motive for causing traffic?	The aim of the LUF is to improve mobility for all modes of transport including motor vehicles.
3	Based on Rossendale Plans. Proposal for bank street - Why make the footways wider and the carriageway narrower? It will simply make it less accessible because there's never anywhere to park already for people who just want to make a quick stop off (dropping bags at the charity shops or grabbing a sandwich). Adding loads of crossings is more of a risk to pedestrians than letting them use their common sense, as drivers are just going to get frustrated when it's like being at Blackpool when the illuminations have just been switched on. Make the flag stones level, add one crossing in the middle and one to the market side, then have the lights changed at the NatWest end so they have a pedestrian crossing. Problem solved, money saved, less disruption to businesses and it's not closed/blocked up with contractors for the next 2 years.	Comment noted. Safety has been a key consideration as part of the co-design process
4	The Burnley idea to change Manchester Road down to the town centre is pointless and a waste of money. It's not needed and will cause more traffic disruption that will ultimately turn people away from the town	The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
5	Because it doesn't exist, never has, changing the colour of the pavement every 5 years achieves nothing lol vibrant haha.	Research has shown that uplift in public realm can contribute to improve perceptions of safety, accessibility and wellbeing

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
6	Another joke. Walk past 1 derelict buildings every day in the so called vibrant centre lol	The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process. Maintenance is outside the scope of the LUF criteria
7	The traffic and the mess you cause to the streets is unreal. You cause unnecessary backlog, and your contractors take 4xs longer than the Regular private contractors. We don't want it. Spend the money resurfacing the existing roads instead.	Maintenance is outside the scope of the LUF criteria
8	As long as you charge for parking and have terrible public transport. A few nice bits of pavement and fancy pedestrianised areas which quickly deteriorate cannot change the fact that the town centre is dead.	Comment noted. The aim of the LUF is to improve mobility for all modes of transport. This has been a key consideration as part of the co-design process
9	I strongly oppose the change that is being made outside 8-28 Walter Street Brierfield as it removes parking for residents and cause other inconveniences for residents	Comment noted
10	Will cost more than planned and these type of works never finish on time leading to major disruption. If you want people to shop in Burnley, then don't close roads.... you only seem to want pedestrians and cyclists to come into town.	The aim of the LUF is to improve mobility for all modes of transport
11	Where is the levelling up money for West Lancashire? The largest town in West Lancashire has a privately owned town centre. It has no nighttime economy and virtually no public transport in the evenings or on Sundays.	As part of the LUF criteria, areas in most need have been prioritised. West Lancashire may be considered in future programmes
12	Until authorities accept that a town centre as we understand them cannot be revived, we will continue to waste vast sums of money trying to achieve the impossible. With everybody blaming the internet for the demise of the town centre they forget that the supermarket chains started this in the 1960s, the internet was the final nail in the coffin. Society has changed, we need to accept this. Embarking on the same expensive path every few years and expecting a different outcome is sheer madness. Demolish, rebuild or re purpose. We cannot afford to waste land; it's not being made any more!!!	Comment noted

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
13	Reduces the option of car travel to all. I don't want a 15 min city-based life.	The aim of the LUF is to improve mobility for all modes of transport including motor vehicles
14	The proposal around Walverden school needs cancelling and changing, no consultation has happened with the school or local residents.	<p>We have listened to local residents regarding the issues in the Walverden School area. As a result of this we have amended our proposals. It is hoped our revised plans are a more acceptable proposition for local residents.</p> <p>The school were contacted to help guide the plans as part of the co-discovery, co-design and notification of concept plans.</p> <p>All residents within the Safer Greener and Healthier Streets areas were delivered details of a link to the proposals. Over 10,000 postcards were delivered at the early stage of the engagement phase. In addition to this we held a series of in person events, an extensive social media campaign and press releases aimed to bring the proposals to wider attention.</p>
15	We need more shops and stores not green spaces we never have the weather for it.	Comment noted. Issues raised are outside the scope of the LUF programme/criteria

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
16	Rossendale proposed plans concerning Bank Street will only increase the rat run use of Grange Road which has already worsened due to traffic build up at the crossroads at the end of Newchurch Road and St Mary's way. If Bank Street is to become one way there is a need to protect Grange Road and Grange Crescent. I believe if this were to go ahead there would be a danger to pedestrians on Grange Road / Crescent. There are already vehicles speeding up and traffic build up on the turning onto Newchurch Road as people try and avoid the main roads. Strongly oppose.	Comment noted
17	Not been informed of changes taking place in any capacity whatsoever!	Detailed information has been provided as part of the engagement process in both technical and non-technical format
18	It might be accessible, but I think it will severely impair business, particularly at the bottom end of Bank Street by Longholme Church, i.e. Fitzpatricks, Boots, Santander etc, More, not less car parking is needed, the requirements of visitors are easy car parking so that they can purchase goods which they won't want to carry home on the bus or train	Comment noted
19	No parking available!	Comment noted
20	Businesses are struggling anyway without making bank street inaccessible while the work is underway	Comment noted

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
21	Turning the one way on Kay Street and back lane makes no sense. If you come down Bacup Road you would go up Kay Street and turn right to the shop etc, turn it round would mean going all the way round the roundabout, putting more traffic on an already busy roundabout. Back Lane - where would traffic go when you turn it round? only right? Pointless.	<p>Comment noted.</p> <p>The decision to reverse the one way routing on Kay St is to provide a missing link from the Valley of Stone cycle route into the town centre. This is also helps to reduce traffic on Bank St. Collectively, this provides a better pedestrian environment, increasing footfall and business opportunities</p> <p>The Rawtenstall gyratory is being improved as part of a separate funded scheme</p>
22	It's wrong, people that have designed this do not understand Rawtenstall. Traffic is always backed up going south. Making bank street one way makes sense (it was done 15 years ago) but in the opposite direction. Traffic goes to Asda, to Manchester, people escape the valley that's the direction it needs to go in.	Comment noted
23	It will cause confusion and lead to accident.	Comment noted. Safety has been a key consideration as part of the co-design process
24	If you don't sort out the traffic people won't want to visit the town in the first place	Comment noted
25	If you can't turn right out of Bank St onto Newchurch Road, everyone will use Grange Road as a rat run to Newchurch Road. Utter lunacy.	Comment noted

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
26	<p>I am the sub postmaster at Rawtenstall Post Office, as a consequence I am only really commenting from a position of knowledge on the plans for Kay Street and its immediate area/parking.</p> <p>Rawtenstall post office currently serves approximately 4000 customers per week with these numbers increasing during December. We are a destination outlet; our customers visit us specifically for a service (not usually part of a general shop). We need to be easily accessible and have plenty of free, short stay parking (our visits are usually under 10 mins). To reverse Kay Street flow and reduce traffic by 70% (the plans aim) will be the death knell to our business. We serve 1 or 2 customers per week who arrive on bikes, the majority arriving in cars due to carrying parcels of varying number, weight and size. Because of our massive footfall this supports the customer numbers throughout all of the Kay Street businesses. Please do not place us on the "road out of town". The road to nowhere.</p>	<p>In response to public feedback, we have changed our proposals for Kay St making it one way northbound (from the south car park up to Annie St). This will improve car park accessibility for the Post Office / bus station.</p> <p>As part of the proposals no car parking spaces will be removed on Kay St or car parking in close proximity to the post office. The proposals only change the routing to car parking in close proximity to the post office.</p>
27	<p>As above, this will not help the traffic problems. People will avoid coming into Rawtenstall centre as it will take so long. A journey from my house to Marl Pits is 1.25 miles. It should take no more than 10 minutes. It regularly takes a minimum of 20 minutes.</p> <p>I agree we need more green spaces but at what cost. I approve of making Bank Street one way, but in the other direction. I am not sure how traffic will manage Bank Street. The shops will be inaccessible leading to the town becoming a "ghost town".</p>	<p>The decision to make Bank St one way north bound has the greatest impact in removing rat running traffic, thereby making the street safer for all users.</p>
28	<p>Most of these measures reduce traffic flow and increase congestion making it much more difficult for drivers who simply avoid the town altogether. You might not want people to drive to the town, but they bring money to spend if there's a good range of shops.</p>	<p>Comment noted</p>
29	<p>I believe for the residents around surrounding areas the current issues need to be addressed prior to further plans being implemented. On paper appear very appealing but in reality, this going to cause further problems in the local neighbourhoods</p>	<p>Comment noted</p>
30	<p>Strongly oppose</p> <p>Reasons - Major issues for parking and also affects flow of traffic</p>	<p>Comment noted</p>

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
31	The proposal to make Bank St one way and to prohibit vehicles turning right from Bank St onto Newchurch Rd is ludicrous. If this proposal is passed it would inevitably result in an increased volume of traffic using Grange Crescent/Street/Road as a cut through to Newchurch Road. These roads are already abused as a short cut/rat run by speeding vehicles thereby putting the residents and pedestrians on these roads at risk. Traffic calming measures have been requested on a number of occasions without success. It should also be noted that the condition of these roads is already appalling, particularly at the junction of Bank St/Grange Crescent. Unfortunately, as the consultation meeting at the library was cancelled and no alternative session was arranged it was not possible to discuss the proposals with your officers.	<p>Comment noted.</p> <p>The proposals have been subject to extensive consultation with a variety of stakeholders.</p> <p>The cancelled event at Rawtenstall Library was rescheduled and took place on Thursday 29th August. In addition to this the engagement period was also extended by 14 days</p>
32	Does this include EARBY doesn't look like it does	As part of the LUF criteria, areas in most need have been prioritised
33	Burnley is not vibrant or accessible to disabled as there is insufficient parking for those who have to use a car to get into town	Comment noted
34	<p>I strongly support the 2 documents submitted by Basharat Ali. The documents are labelled:</p> <ol style="list-style-type: none"> 1. Walverden one-way Porta234 2. Reference: Document Porto 234 BB 	Comment noted
35	<p>The town centre is presently vibrant, no thanks to LCC and RBC. It is traders who invest their own money, energy and talent in their various businesses who create a vibrant atmosphere. Business owners have had to deal with the covid epidemic, crippling energy prices and rampant inflation in recent times and the risks this scheme exposes them to is unwanted at this time.</p> <p>The town has insufficient car parking spaces. LCC does not accept this having done a walk around survey one afternoon in November last year. Parking problems have blighted the town for many years largely due to RBC refusing to enforce parking restrictions on council owned off-street car parks. RBC has broken numerous promises to recommence enforcement measures. This scheme is designed to reduce traffic flow dramatically and reduce car parking spaces too. If would-be customers cannot find a car parking space in the town they will cease to visit, and businesses will fail.</p>	<p>There are ongoing discussion with RBC regarding enforcement of their car parks.</p> <p>As part of the evidence base, two parking surveys were carried out. These concluded that there was sufficient available spaces to cater for cars that would be displaced from Banks St.</p>

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
36	Stop wasting taxpayers' money on making things just look nice when there's no decent shops to even visit. Put money into bringing business into the area not needless road works and traffic light everywhere!	The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
37	Do not cripple the road system to add pedal bike infrastructure	The aim of the LUF is to improve mobility for all modes of transport
38	<p>Bank Street is now the centre of a commuter town due to the new housing estates created in recent years. It has numerous charity shops, some cafes, estate agents, offices and hairdressers but lacks the independent shops to attract increased footfall; it will not need the large areas planned for pedestrians. For ten months of the year the climate in this valley is not conducive to outdoor dining etc. so it is pointless trying to emulate the pedestrian areas found in UK cities and on the continent.</p> <p>Motorcycle Parking: The current circular area designated for motorcycle parking at Back Lane car park is equipped with the appropriate anchor points for securing six motorcycles. This was reduced to five spaces when the County Council placed the leg of a large road sign in this parking area which the plans now indicate will be entirely replaced by a tree! Planning guidelines require one motorcycle space with securing devices for every 20 car spaces, but none are shown on the plans.</p>	<p>The proposals aim to increase footfall in the area whilst providing more opportunity for outdoor seating, improved daytime and nighttime economy and making the area both a more desirable place to spend time and more accessible by alternative modes of transport and not just for cars.</p> <p>The area you refer to is owned by Rossendale BC. We will work in collaboration with them going forward. We will seek clarity with the design teams in terms of motorcycle provision in this area.</p>

Table C-13 – Comments from respondents who 'Don't know' their extent of support for the AVTC Project

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
1	Lots of buzz words but no detail.	Detailed information has been provided as part of the engagement process in both technical and non-technical format

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
2	Once again this isn't a priority, the roundabout is a must.	Comment noted. The Rawtenstall gyratory is being improved as part of a separate funded scheme
3	Does EARBY or BARNOLDSWICK get anything?	As part of the LUF criteria, areas in most need have been prioritised

Table C-14 – Additional comments from respondents who did not rate their extent of support for the AVTC Project

S/N	Accessible and Vibrant Town Centre projects - Why you say this about the Accessible and Vibrant Town Centre projects?	Response to comment
1	I have only looked at plans for Colne where I live and that junction by the Leisure Centre is very difficult to navigate, both as pedestrian and driver, so I am very glad to see it is being looked at. Traffic coming from so many different directions at once.	Comment noted
2	Only Nelson is having money spent on the town centre and this has been tried many times and has never been successful.	<p>Comment noted</p> <p>As part of the LUF criteria, areas in most need have been prioritised</p> <p>There are town centre schemes for Burnley and Rawtenstall in addition to Nelson. There are also Safer Greener and Healthier Street proposals across all East Lancashire districts, with 3 in Pendle</p>
3	Didn't read it after I read what a mess you're making in healthier green spaces. Spend some money on railings and grass cutting in bank hall pit so kids are safe to run around going to park. Stop thinking traffic. More to life than roads. Kids aren't safe on there. It's straight into a buy road	Comment noted. The aim of the LUF is to improve mobility for all modes of transport

C.3 Comments on Public Transport Improvements

Of the 290 responses received from the online survey, A total of 152 completed question 6 on the Public Transport Improvement (PTI) project. The full description of comments, classified by the extent of support for the PTI project is provided in Table C-15 to Table C-20 below.

Table C-15 – Comments from respondents who ‘Strongly support’ the PTI Project

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
1	A great idea that would benefit lots of the residents of East Lancashire. Looking at Roads in and out of the towns, speeding up journeys would be a fantastic way of using the money.	Support noted
2	We need better connections between Burnley and Blackburn especially in the mornings to get people to work because if you don't have a car you cannot get to Blackburn from Burnley to 7am most jobs like mine start at 6 and I'm having to get a taxi to work due to no buses and a timetable change on the trains under COVID which hasn't been reinstated	The LUF investment is focused on improving public transport connectivity across East Lancashire
3	Most timetables at bus stops are out of date	Comment noted
4	The more reliable, convenient and accessible public transport is, the more people will use it, assuming it is also affordable. Passengers also need to feel safe on public transport and it, and its infrastructure, should be clean and graffiti free.	Support and comment noted
5	Public transport in Rossendale is terrible. Lack of railway is a real issue, and buses aren't reliable	Comment noted
6	Would be great.	Support noted
7	More bus routes to key areas of Pendle and Burnley. Also, improvements on the hospital bus routes	Comment noted.
8	Again, what's not to like about improving Public Transport	Support noted
9	Because these improvements should benefit everyone including those with varying types of disabilities.	Comment noted. Accessibility has been a key consideration as part of the co-design process

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
10	The Colne to Skipton rail line must be given top priority!! it will connect East Lancs with West Yorks and will be relieve pressure on our already crowded roads and will boost economic investment in East Lancashire, the link will also prove invaluable for freight traffic and relieve stress on our road network	The LUF investment is focused on improving public transport connectivity across East Lancashire Comments relating to Colne – Skipton rail line are outside the scope of the LUF programme
11	We need to have more bus lines to remote location or industrial sites to help young people get access to jobs.	Comment noted
12	The local train services need to be vastly improved in Burnley with more frequent services. Parking in the town centre could also be offered free to encourage more visits between certain times	Improvement of train services is outside the control of LCC. Comments regarding parking are noted
13	My son takes the bus home from Skipton to Colne every day. As he is a teenager, busses are really important to him getting out and about with his friends too at weekends. Or to a Saturday job one day. I very much value the TransDev bus app that allows me to see where all their buses are, (for me it's the M6) and be able to liaise with my son where his bus is so he never misses it and if he does, we know how long the next one will be, so we can make an informed decision as to whether it will be quicker for me to go and get him. (when and if I can). I would VERY VERY much like to see a train line from Colne to Skipton and a faster train link from Colne to Manchester (or Bury tram) too. This would open up city commuting whilst being able to live in beautiful Colne!	The LUF investment is focused on improving public transport connectivity across East Lancashire Comments relating to Colne – Skipton rail line are outside the scope of the LUF programme
14	High quality bus and train services are vital for employment and trade. A big plus for this.	Comment noted
15	I use public transport a lot and it always needs improvement.	Comment noted
16	More information about Buses and Train services should be available. Train from Preston to Colne should be safer and faster.	Comment noted. Comments relating to rail line are outside the scope of the LUF programme
17	Can always do more	Comment noted

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
18	The public transport in this area is modest but very useful, having to rely on Google maps for information more than the real-life services themselves can make you unsure as to whether the information google is giving is up to date or correct.	Comment noted
19	We are behind the rest of the country with real time information at bus stops.	Comment noted
20	In east Lancashire I have to use my car to go everywhere no integrated systems From my location bus does not arrive until 07.30am and ends early which means no possibility of work connections if you work outside the valley and actually have to get to work before 10am We have a train link which whilst a leisure service could be utilised for the trips to BURY to connect with the tram public transport The annoying thing at the moment there is an obsession about resurfacing certain roads which are done over and over i.e. marl pits for example when it is hardly used look at Burnley Road east traffic disaster , heavy traffic vehicles artics lorries tractors , tiny roads feed on to the main road and there has been significant accidents loss of life but no speed management	Comment noted. The LUF investment is focused on improving public transport connectivity across East Lancashire
21	It's in the user's interests to support this.	Support noted
22	We need to see real affordable public transport options and safe routes for e bikes and e scooters in the East of Lancashire. The Leeds Liverpool canal should be used as the trunk road for this, as well as the many disused railway line in the area.	Comment noted.
23	More routes need to be added to estates rather than bypassing them completely. There are no buses to Woodnook now and this means people have to walk to and from shops or the station	Comment noted.
24	The more information the better. Will encourage more people to use public transport if it is more accessible, easier to navigate, better journey times and supported by traffic signal improvements and bus stops.	Support noted
25	483/481 to & from Bury is applauding & needs updating & more frequent service is busy periods The train link should be made available from Rawtenstall to Bury to Manchester to remove heavy congestion from roads	Comment noted. Comments relating to rail are outside the scope of the LUF programme.
26	Anything which can be done to encourage more users of public transport must be a good thing	Support noted

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
27	Just get on with it bring these new upgrades in ASAP. Just ashamed that LCC will be doing the work and how long is that going to take	Comment noted
28	It's so important for all the reasons I've stated above	Comment noted
29	Traffic is a problem in Rossendale, especially through Rawtenstall. The new bus station is a very good amenity, so improving public transport and bus services will encourage more people to use these services and hopefully improve traffic flow through the town.	Comment noted
30	More buses on time needed.	Comment noted
31	Encourage use of public transport and decrease car use- this improves air quality and the general environment.	Comment noted
32	The public transport between Burnley General teaching hospital and Royal Blackburn teaching hospital is terrible. Staff travelling from either site use the Hospital shuttle service however this service will be cut back as it's costing the Trust a ridiculous amount of cash. There needs to be a direct public bus service between both sites for both staff and patients. Not one that takes hours to get from A to B.	Comment noted. Comments relating to bus services are outside the scope of the LUF programme
33	Living in Hyndburn and being aware that people are limited to access town centres due to no transport, particularly the elderly.	Comment noted
34	Real time passenger information is so useful, we need more people to use public transport and for this to happen it needs to be accessible for people with disabilities and it needs to be reliable.	Support noted
35	Public transport should be a viable option when planning a journey. The subsidies have helped with this, and the plans outlined above should make a difference and encourage people to use public transport. Hopefully people will choose to visit our towns for a day out shopping or an evening with friends and feel safe enough to do this utilising public transport. Whilst improving journey times is important, consideration should be given to our elderly residents who are afraid to use buses due to the fear of it setting off prior to being seated, increasing the falls risk.	Support noted
36	Make better connections to other places e.g. better transport links to Todmorden and West Yorkshire as many people commute from there for work and school. There is only one bus service which does this. it would be beneficial for both areas.	Comment noted. Comments relating to bus services are outside the scope of the LUF programme

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
37	Real time passenger information would be amazing! I have tried to use the Transdev app, and I can't get live info, I can't imagine older people succeeding - so if this is how you propose to present this real time information, please think of a better way! What puts myself off public transport is the cleanliness of the vehicles, the time it takes to get anywhere and the cost of tickets. It is just healthier and cheaper to drive. This should not be the case.	Support and comment noted
38	More use of public transport is important. Currently as a result of no parking strategy, people who work in Manchester use the X43 to commute and stay all day. I regularly see the former bus station and former police station car parks virtually full by 7.15 each working day, and the vast majority of those cars remain there all day, resulting in no spaces for shoppers, or people want to use other services like banks, post offices and hair and beauty salons. It is often mentioned that Rawtenstall has a train station. This is a tourist attraction and not a conventional station, - commuters cannot use it, so to cite it as park of the transport infrastructure is somewhat disingenuous.	Comment noted.
39	Brilliant. Need to get people out of their cars a tad more. Keep the fares down, keep the frequency of the buses up. Let's have one to Ramsbottom too, currently both the routes to Bury from Rawtenstall go via Shuttleworth, surely one could go through Ramsbottom?	Support noted
40	Improving public transport can really benefit the local community, also accessibility making it an overall better travel experience I fully support all proposals, Woodnook will benefit greatly	Support noted
41	Any programme to entice people into the Valley more easily will be good. Far better links with ELR must be made to benefit both sides... RBC & ELR.	Comment noted
42	Public transport is important in the fight against climate change	Comment noted
43	Make it easier to leave the car at home, or park on the outskirts of the towns. Accessible for bus routes.	Comment noted
44	The more people that can use these the better. However, I live in a remote place in the hills so still need to drive into Rawtenstall, as do many other residents.	Comment noted

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
45	Improve timetables for some routes. The Rawtenstall to Todmorden route is a prime example. No buses after 5pm. Many residents in Rossendale enjoy visiting Todmorden for shopping, leisure and access to the trains and canal networks. Later and more frequent buses especially at weekends would be supported.	Comments relating to bus services are outside the scope of the LUF programme
46	I live in Todmorden and work in Rawtenstall town centre 9 to 5 and have a hard time getting to and from work because of the lack of buses on this route at suitable times for me in the morning and evening, having a direct bus routes added before and after work would be a massive improvement and make a meaningful difference in my everyday life which is one of these projects aims	Comment noted. Comments relating to bus services are outside the scope of the LUF programme
47	After experiencing public transport in London, I feel we deserve similar here in Lancashire. Reliability, frequency, cost, safety. Keep the £2 price cap to keep people on the buses rather than cars.	Comment noted. Comments relating to bus services are outside the scope of the LUF programme
48	Self-evident	Comment noted
49	There is a need to invest in local communities after years of neglect, austerity and cuts.	Comment noted
50	This an improvement.	Comment noted
51	I would use the trains and buses more if the signage and info was clearer. For people with mobility problems, I think the changes will make a big difference.	Comment noted
52	Not that Rawtenstall needs huge improvement. But more measures mentioned a good way to promote bus services. Millions was spent on a bus station, managed privately and well by Transdev after the council sold Rossendale Transport off! But the bus station is underutilised. More local bus services are required on top of just X43 481 483 services passing through. Lancashire bus stops are a disgrace compared to some other council areas, say North Yorkshire and West Yorkshire only a few miles away. When did Rossendale get new bus shelters in numbers? 1998!	Comment noted. Comments relating to bus services are outside the scope of the LUF programme
53	A train line	Comments relating to rail line are outside the scope of the LUF programme

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
54	Rawtenstall bus station has been a huge improvement. Need more bus services & later in the day. Totally in favour of encouraging people to use buses but think fare subsidy had big impact so hope that stays in place (£2 max)	Support noted. Comments relating to bus services are outside the scope of the LUF programme
55	The transport service has failed the public. The train strikes have encouraged people to buy cars. The quality of the trains is poor and dirty. There needs to be more access out of Nelson on the trains such as direct trains from Nelson to Manchester. Nelson to Leeds. If you want to invest, then invest in the train lines. School bus services need to improve so children don't have to stand up on a bus journey. Schools should have more of their own bus services so children can be safe, and parents can be reassured.	Comments relating to rail line are outside the scope of the LUF programme
56	Roads are shit for public transport	Comment noted. Maintenance is outside the scope of the LUF criteria
57	We primarily use busses so improving this is a great idea.	Support noted
58	Upgraded traffic signals are a must as leaving the Town centre takes too long as there are too many feeder roads and congestion build up for cars going to the retail park particularly from Haslingden rd.	Support noted
59	Making it easier, safer, and more frequent gives the community more involvement and ability to move around town and surrounding areas.	Comment noted. Comments relating to bus services are outside the scope of the LUF programme
60	I will believe it when I see it.	Comment noted
61	There needs to be more schemes to entice people to use the bus service instead of cars.	Comment noted
62	Bus service need improvement. The bus station in Nelson is a waste of time. You can't get a bus to Manchester or to Skipton or other towns from Nelson.	Comments relating to bus services are outside the scope of the LUF programme
63	It is important to ensure it's easier and more accessible for people to use public transport	Comment noted
64	I think train or tram projects connecting Rawtenstall to Manchester would be the real prize, but that doesn't remove the need for local and regional bus connections. Making them more accessible and providing more data is well worth the cost. If not already provided, ideally an API for public transport data would be made available too.	Comment noted. Comments relating to rail line are outside the scope of the LUF programme

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
65	Need better transport. But remember we are a small place and not Preston or Manchester	Comment noted
66	Public transport is good	Comment noted
67	Improvements here would encourage more people to utilise public transport and in turn this would be support for climate change	Support noted
68	I fully support the idea of making public transport more accessible and easier to use. The new bus station at Rawtenstall is a great improvement and the electronic information boards are really helpful. If this were extended to bus stops it would be very welcome. Of course, what we actually need is a better bus service with a more frequent service to towns like Darwen, Bury and Blackburn. Additionally, the potential rail link from Rawtenstall to Bury/Manchester requires serious attention. This would take cars off the road and provide a much-needed commuter service.	Support noted
69	One hopes for the best. Real time info is nice.... but unless the frequency of buses is improved...all one will get is info telling you about delays and cancellations.	Comment noted. Comments relating to bus services are outside the scope of the LUF programme

Table C-16 – Comments from respondents who ‘Tend to support’ the PTI Project

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
1	I rarely use public transport in the area preferring to walk or cycle but many elderly do need it.	Comment noted
2	The real time information has been tried in other towns and has not been a success, yes more buses that are reliable and run later and yes improvements for access for everyone for local transport	Comment noted. Comments relating to bus services are outside the scope of the LUF programme
3	It needs to be maintained and is at risk of being vandalised.	Comment noted
4	I would be more likely to use public transport if this were to happen.	Comment noted

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
5	Re Princess Street crossing for Colne, all be it well intended it's a bit dim when the paving on and around remainder of Princess St, Hendly Court, Brown St, Lord Street, Queen St side streets areas are all badly accessible via missing or inadequate dropped pavements, sunken cobbled side streets tripping hazards, generally blocked by parked cars, trucks, vans or parking on dropped kerbs. Princess Street, Brown St (Queen St Terrace) to Lord Street is more widely used for school run on foot than the Albert Road to Lord St route often cutting through Queen St Carpark dangerous for small children. Junction of Princess St and Hendly Court is more often than not used as a crossing by parents and children for Lord St School again with fast cars and parked traffic blocking views for pedestrians. Princess St also full of potholes. Queen St Carpark rear (back cobbled street) is also used as a rat run by vans & heavy goods vehicles as they cannot access Albert Rd via Queen Street.	Comment noted. Maintenance is outside the scope of the LUF criteria
6	Easier access to transport.	Comment noted
7	Transport to local area villages need improvement. Especially at weekends.	Comment noted
8	It would be useful to have real time information boards.	Support noted
9	Also need more buses in general and rail link to Manchester	Comment noted Comments relating to bus services and rail link are outside the scope of the LUF programme
10	I support this cause because I believe people should have easy access to transport.	Support noted
11	You have provided some detail which sounds good but if a bus is behind three cars how will different signal timing help? DO NOT MAKE A BUS LANE!	Comment noted.
12	Go to Central Manchester on the bus. Less reliable in evenings. Need a car if the journey takes a couple of hours.	Comment noted
13	Please provide better public transport to Clitheroe and Ribble Valley, these have not been included in the levelling up plans.	Comment noted. As part of the LUF criteria, areas in most need have been prioritised.

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
14	At least there is some information here about what you will actually be doing, as a train passenger real-time information is vital (mainly due to cancellations). Reducing bus journey times is a must as often what would be a 15-minute journey in a car can be over an hour on a bus, not sure how traffic signal improvements would help busses only? Whatever is implemented it should not penalise other transport methods such as cars, as this will only increase congestion in the long run and end up making bus journeys longer	Comment noted. The aim of the LUF is to improve mobility for all modes of transport including motor vehicles
15	Every person in Lancashire should have access to great Public Transport	Comment noted
16	Good idea, better public transport improvements and links are welcomed in Hyndburn.	Support noted
17	Yes, bring our transport system into the 21st century & improve accessibility, our community needs it.	Support noted
18	Will make travel a better experience - will it encourage active travel??? Could the signage include times / routes to walk and cycle alongside bus / train information - that would make the approach integrated	Comment noted
19	Bus services need to be more frequent, and I don't think this will achieve it.	Our proposals for public transport aim to make journey times more reliable
20	Bus travel takes far longer than using a car. Anything to close this gap is welcome to me	Comment noted
21	Providing better information at bus stops isn't really improving public transport. We need better, more regular forms of transport across the north. Also, more cycle routes that aren't on roads but use other footpaths, including rights of way routes etc. That would be levelling up.	Comment noted
22	Better to get people onto buses. Saves money and pollution for people so can't be a bad thing.	Comment noted
23	Would also help to improve services to more rural areas. Also, for to not have passengers forced to wait outside in the cold and rain in the evenings.	Comment noted
24	I have to drive to use a bus. Need more parking near to transport hubs. I use the X43 to visit Manchester but have to park in Rawtenstall.	Comment noted
25	Addressing traffic signals at key points in the day is vital to keep the traffic flow moving.	Comment noted

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
26	I don't feel safe going into the town so wouldn't go. More police/security.	Comment noted. Safety has been a key consideration as part of the co-design process
27	Theoretically sound proposals. Has display screen vandalism been factored in?	Comment noted.
28	I support improvements to the bus service, but the trains need much more improvement as does the area around Burnley Central Station.	Comments relating to rail services are outside the scope of the LUF programme
29	Again, the ELC track should be used for metro link as well. The M66 is crazy in rush hour and a link in and out of Rawtenstall would be beneficial.	Comments relating to rail services are outside the scope of the LUF programme
30	I do support any improvement to public transport. However, we need a train or a tram service at least to Rawtenstall. Our current links with Manchester and beyond are laughable. The Beeching cuts in the 1960's maimed Rossendale. The opportunity to reverse some of this damage should not be squandered.	Comments relating to rail line are outside the scope of the LUF programme
31	Please stop the roadworks and allowing utilities to dig up the roads. After one finishes, another starts. This is ludicrous and a local authority you should do something. Get this right and public transport will improve!	Comment noted Lessons have been learned from recent construction projects. As the LUF proposals move into the construction phase, a key aspect will be the consideration of local residents and businesses through continued engagement and communications.
32	Investment needs making at bus stations to feel safe more than this. Preston bus station is really unwelcoming, disconnected from the town centre and not somewhere you want to be alone even during the day	Comment noted
33	To many empty buses	Comment noted
34	Again, the aims are motherhood and apple pie, see comments above. What measures will you use to judge success?	Comment noted
35	Sounds good in theory.	Comment noted

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
36	We can't even get a bus to Ramsbottom, so that's where the improvements need to be made no real time tracking.	Comment noted. Issues relating to bus services are outside the scope of the LUF programme

Table C-17 – Comments from respondents who 'Neither support nor oppose' the PTI Project

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
1	If you provide free park and ride along with delivery services for tradespeople then limit town centre access to only these vehicles you can place single A4 notice at each stop for the timetable because each vehicle will be on a schedule with nothing in its way.	Comment noted
2	Public transport infrastructure is too far from town centres... If I got a bus or train to Accrington or Burnley, I'd then have to get a taxi from said bus & train stations into the town centre as they are both too far walking distance from the town centre shops for a person with mobility issues & disability needs.	Comment noted
3	There isn't a bus that goes from where I live to where I work so I have to take my car.	Comment noted
4	Don't use them. There are not many places in Burnley that is more than a 30-minute walk to the centre. Which is not worth using anyway because of the types and quality of shops. By encouraging some of the bigger, better names would improve it.	Comment noted

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
5	Until the town is safer without Church on the street bringing undesirables into town, people will not feel safe using public transport so an upgrade will waste further money.	Comment noted Aspects relating to mitigating crime, safety and perceptions of safety are important considerations of the design process. These aspects have been considered, both at the engagement phase working with residents and key stakeholders and has the designs have progressed from the preliminary stage through to final designs
6	East Lancashire already has a fabulous public transport service with easy links to Manchester/Yorkshire etc. Yet despite the discounted bus fares, people prefer their own transport - maybe this is due to the covid pandemic or maybe this is how they chose to live their lives. It doesn't matter how much you improve public transport - if they don't want to use it, they won't.	Comment noted
7	Buses trams are ok but slow and, in some cases, expensive. Cramming people onto them for profit not enjoyable.	Comment noted
8	Public transport should be accessible to all	Comment noted
9	More frequent buses are needed on the routes used that service housing estates. If public transport is to be successful, it needs to get to where people need transport to and from	Comment noted. Comments relating to bus services are outside the scope of the LUF programme
10	Increase bus volumes at peak times.	Comments relating to bus services are outside the scope of the LUF programme
11	Don't use public transport.	Comment noted
12	Focus should be on rail link to Manchester	Comments relating to rail line are outside the scope of the LUF programme
13	Don't use public transport	Comment noted

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
14	People will still use cars.	Comment noted
15	Public Transport in Rossendale is unreliable. The roads are too congested and too many road works.	Comment noted
16	I do not use the bus so very limited awareness to comment.	Comment noted
17	Don't in general use public transport. Only occasionally for going to Manchester.	Comment noted
18	<p>Obviously, this is a good thing. But you've seemed to have got it wrong. Again, this seems to be based on the concept of a city or town dwellers, needs. I've been in Nottingham and outlying districts and every bus stop has updates. Fantastic.</p> <p>But East Lancs isn't like that. We're rural in many parts. My route is the X43 from Burnley to Manchester and the planned updating stops are at Rosehill and Crawshawbooth. Both sheltered stops. Where you need this information is on the top of the moors around the Summit, Dunnockshaw, Loveclough where when it's freezing cold, rain or snow, howling gale it would be nice to know when the next bus is coming.</p> <p>Also all these plans are great as long as you have consensus and co-operation from the bus companies. Burnley Bus Company (TrasDev) have unilaterally decided that the incredibly popular and integrated transport X43 will no longer service Manchester city centre after 1 September. Forcing people into cars.</p>	<p>Comment noted</p> <p>We have consulted with Public Transport providers regarding our proposals</p>
19	This is just picking at the edges. We need properly integrated public transport systems starting with reopening and upgrading the railway line from Colne to Skipton.	Comment noted. Comments relating to rail line are outside the scope of the LUF programme
20	I don't find using public transport a problem.	Comment noted
21	It misses out the core fundamental issue that the roads cannot cope with the traffic anywhere in the valley. We are the only one in east Lancashire without a viable train or tram network into central Manchester. This should be at the heart of your transport proposals bidding in for money from the HS2 project. The M66 and centre of Rawtenstall and links in are full every workday and most weekends and will limit economic development and impact on public experience	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process. Comments relating to rail line are outside the scope of the LUF programme

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
22	Why improve times and accessibility when public transport is rarely available?	Research has shown that improvements in reliability and accessibility can contribute to greater adoption of public transport use
23	I do not use public transport so have no opinion on the subject	Comment noted

Table C-18 – Comments from respondents who ‘Tend to oppose’ the PTI Project

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
1	There is no need to 'upgrade' with expensive technology' to improve transport. Just make bus companies be where they say their buses will be, when they say they will be or fine them and/or take their franchises off them! The county council should also stop 'closing roads' for weeks on end when absolutely NO WORK whatsoever is being carried out on them. Insist companies do work on certain days and stop inconveniencing passengers. There is no point whatsoever putting expensive technology at the bus stops saying no bus will be stopping here for 10 days when one is already AT the bus stop! Common sense is NOT common at County level - and even less so at local authority level in Burnley and Pendle!!	Comment noted
2	Bus lanes will impede the flow of other traffic, buses should not get priority.	Comment noted
3	Bus station closed at 8 pm. I had to stand in a place where it said it was dangerous to stand. No toilets at Manchester Road Train station, a digital sign turned off to save money. Buses don't run to areas of Burnley after 7.30pm or before 6.30am. Bus stops just poles stuck in the pavement lol. The list is endless.	Comments noted.
4	There are already at the top end of Manchester Road where the Old Reel Cinema was located (soon to be another Aldi/ Lidl) a new Traffic system in place. The Town to Turf has its own new set of traffic lights and now this Project wants to get in on the act by putting a few more in place. Will they all be synced together to ease the flow, probably not, so no I see no sense in this at all.	No additional traffic signal junctions will be added as part of the Manchester Road LUF scheme.
5	Only just been done, made no difference	Comment noted

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
6	The bus network is fine as it is and in as far as it goes. Put the money to one side and save up for creating a passenger train link. Despite your plans, Rossendale still having no rail link will mean that the roads continue to be congested, worn out, polluted and reduce desirability to live and to work.	Comments relating to rail line are outside the scope of the LUF programme

Table C-19 – Comments from respondents who ‘Strongly oppose’ the PTI Project

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
1	What’s the point	Detailed information including the objectives of the programme have been provided as part of the engagement process in both a technical and non-technical format
2	Bus, bus, bus. Unreliable, dirty and unsafe. Lots of nice electronic signs telling you how late the bus is. Marvellous. Ridiculous bus lanes like the one on Westway which does absolutely nothing other than put the bus at the front of the queue but still at a red light and cause further congestion behind it.	The aim of the LUF is to improve mobility for all modes of transport. Comments relating to bus services are outside the scope of the LUF programme
3	I’m not a bus user but I use the roads. The money would be better spent on reviewing where bus stops are and seeing if they could be relocated where buses can pull in so that traffic can pass by. Buses cause traffic delays on Rossendale roads	Comment noted.
4	Again, where are the Public Transport Improvements projects for West Lancs?	As part of the LUF criteria, areas in most need have been prioritised
5	A vast number of near empty busses running on time clogging the roads will not increase usage.	Comment noted. Research has shown that improvements in reliability and accessibility can contribute to greater adoption of public transport use

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
6	This has been attempted many times and only loses momentum over the years. There are far too many buses in certain areas in Burnley also.	The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
7	Not needed in my opinion.	Comment noted
8	We don't need it	Comment noted
9	What you are proposing won't have any impact on improving journey times or make it more reliable. How on earth does greater information improve reliability and journey times? How does more traffic controls for buses help when other traffic can't move?	Comments relating to bus services are outside the scope of the LUF programme. Research has shown that improvements in accessibility can contribute to greater adoption of public transport use
10	<p>I am a shop owner located on Manchester Road, Burnley, and know all too well that parking is already a huge issue in the town centre, based on 6years of running my shop. The proposed plans to remove the parking spaces along Manchester Road, which the vast majority of our customers, and the surrounding businesses customers use will only exacerbate this issue.</p> <p>Not only will many small business' around Manchester Road suffer in the long term, due to parking spaces near our business' being paved over in favour of a bus lane. But we also have serious concerns over the short term of this project.</p> <p>Residents of Burnley have seen firsthand over the past 2yrs the disruption and amount of time projects like this can cause (i.e. centenary way roundabout taking 2x projected timescale) This new project may cause already struggling businesses to close due to the ongoing work having a huge effect on footfall, which we know for a fact we would not be able to withstand for 2years of construction.</p>	<p>The proposals will remove some parking to provide a pedestrian environment. The intention is to improve the street environment and increase pedestrian footfall which will benefit local businesses.</p> <p>Lessons have been learned from recent construction projects. As the LUF proposals move into the construction phase, a key aspect will be the consideration of local residents and businesses through continued engagement and communications.</p>

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
11	There are no issues with our public transport. We do not need cycle lanes; people do not cycle with the rain down poor, and most people work out of Rawtenstall. Look at putting a train / tram in from Manchester potentially this will reduce the traffic.	Comment noted. Comments relating to rail line are outside the scope of the LUF programme. The aim of the LUF is to improve mobility for all modes of transport
12	Strongly oppose Reasons - Major issues for parking and also affects flow of traffic	Comment noted
13	The proposal to make Bank St one way and to prohibit vehicles turning right from Bank St onto Newchurch Rd is ludicrous. If this proposal is passed it would inevitably result in an increased volume of traffic using Grange Crescent/Street/Road as a cut through to Newchurch Road. These roads are already abused as a short cut/rat run by speeding vehicles thereby putting the residents and pedestrians on these roads at risk. Traffic calming measures have been requested on a number of occasions without success. It should also be noted that the condition of these roads is already appalling, particularly at the junction of Bank St/Grange Crescent. Unfortunately, as the consultation meeting at the library was cancelled and no alternative session was arranged it was not possible to discuss the proposals with your officers.	Comment noted. The proposals have been subject to extensive consultation with a variety of stakeholders. The cancelled event at Rawtenstall Library was rescheduled and took place on Thursday 29th August. In addition to this the engagement period was also extended by 14 days
14	Let maybe get the trains sorted so we can get to Manchester before any more traffic on m66	Comments relating to rail line are outside the scope of the LUF programme
15	I'm not able to use a bus or public transport	Comment noted
16	I strongly support the 2 documents submitted by Basharat Ali. The documents are labelled: 1. Walverden one-way Porto234 2. Reference: Document Porto 234 BB	Comment noted

Table C-20 – Comments from respondents who ‘Don’t know’ their extent of support for the PTI Project

S/N	Public Transport Improvements - Why you say this about the Public Transport Improvement projects?	Response to comment
1	What buses? There are hardly any services in the evening. Real time passenger information for a bus that’s every hour? Get real.	Comment noted. Issues relating to bus services are outside the scope of the LUF programme
2	How on earth can you in Lancashire say you can improve transport when so much of it is run by outside bodies? As long as Andy Burham panders to his richer neighbours in Cheshire and ignores us over the Greater Manchester boundary, we will continue to be badly served and left out in the cold, literally, with X43 outside bus stops in Manchester.	Comment noted. Comments relating to bus services are outside the scope of the LUF programme

C.4 Comments on the Overall Levelling Up East Lancashire Programme

Of the 290 responses received from the online survey, A total of 158 completed question 8 on the Overall Levelling Up East Lancashire programme. The full description of comments, classified by the extent of support for the programme is provided in Table C-21 to Table C-27 below.

Table C-21 – Comments from respondents who ‘Strongly support’ the programme

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
1	East Lancashire urgently requires infrastructure support, also Town Centre assistance. Any support would really help.	Comment noted
2	The areas need regeneration and realigning to the transport hierarchy, with pedestrians as the priority, then active travel, then public transport etc. For too long, our towns have been designed for cars and not people, and that needs to change.	Comment noted
3	Everything needs improvement after years of neglect	Support noted
4	We are like a town that time forgot.	Comment noted
5	Money is spent on the wrong things. The majority have a car, and no money is being spent on improving vehicular access. As usual, money is being spent on a small minority of cyclists.	The aim of the LUF is to improve mobility for all modes of transport. Maintenance is outside the scope of the LUF criteria
6	Burnley has lot to offer. Beautiful countryside and close to Manchester. Better transport links would encourage people to move to Burnley and commute. This is what should be happening. More money needs to be coming into the town. Lots of cheap inadequate housing. People to not have access to good jobs cannot afford to spend the town is getting poorer.	Comment noted
7	Literally no one could be against this, assuming it achieves these ambitious and laudable aims!	Support noted
8	Being from North Lancashire, there's a very evident difference between there and East Lancashire. East Lancashire is seen as the bad part of Lancashire, and is falling behind the times	Comment noted
9	The overall programme Sound perfect	Support noted

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
10	The majority of the budget needs spending on Pendle, more specifically Nelson. With the above reasons	Comment noted
11	"Why do you say..." at least try and use the correct grammar	Comment noted
12	Because this should benefit the entire community, and I feel one of the most important aspects of it should be the wellbeing side of it as I as many others believe that the wellbeing of many Burnley and other surrounding areas is regularly being ignored.	Support noted
13	I support the ethos of levelling up however the plans for Burnley do not to my mind fit with this	Comment noted
14	This can only be a good thing if it is managed properly, and the residents have a say not just the council.	Comment noted. The proposals outlined have been subject to extensive public engagement process
15	I am very pleased to see Colne being considered. We deserve it. All the people of this town do a lot to maintain their own town themselves, so support is well deserved in my opinion.	Support noted
16	Fully in support.	Support noted
17	Everyone should have access to Mental health services in the community and more resources should be allocated to GPS for mental health service	Comment noted. Issues raised are outside the scope of the LUF criteria
18	I was part of the original consultation with council.	Comment noted
19	These areas especially where I live near, that being near St Lukes church, receive little traffic from the outside world and the only foot traffic is of people walking through or going to a corner shop. Having more modern areas would be great for the wealth creation in the area and for making a more relevant space in this part of the town.	Comment noted
20	East Lancs has some significant areas of depression and poor quality towns shops, anti-social behaviour, vandalism, graffiti, police never seen except when speeding en-masse, travel links do not work at all unless you are local and live and work in the valley. The annoying thing at the moment there is an obsession about resurfacing certain roads which are done over and over i.e. marl pits for example when it is hardly used look at Burnley Road east traffic disaster, heavy traffic vehicles artics lorries tractors, tiny roads feed on to the main road and there has been significant accidents loss of life but no speed management	Comment noted. Issues raised are outside the scope of the LUF criteria

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
21	It's either that or furthering climate change.	Comment noted
22	They are all a step in the right direction and look forward in future years to this approach being rolled out wider	Support noted
23	It could be a vast improvement if actual changes are made and not just tokenist gestures. Maintenance of changes is need and I do not see this happening	Comment noted
24	There is nothing here that would not be beneficial to our area.	Support noted
25	Spend the money wisely Who is making the decisions? Taxpayers should be involved in the decision-making process	The proposals outlined have been subject to extensive public engagement process
26	This money is much needed in Pendle	Comment noted. As part of the LUF criteria, areas in most need have been prioritised
27	I support it but our roads and line marking needs sorting first to make the journey comfortable by road.	Maintenance is outside the scope of the LUF criteria
28	I say this because I'd like my local area to be a safe place.	Comment noted
29	It's been needed for a long time Give Nelson back its vavavoom Create a beautiful town like it used to be Make visitors want to visit Give us all our Heritage back	Support noted
30	But will it work.	The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
31	We had a Conservative MP in Rossendale, responsible for levelling. Having a daughter in London, it is really apparent that Lancashire is in a different country. Here much is dependent on volunteers. I litter pick.	Comment noted

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
32	The answer is in the phrase 'levelling up' where neglected and deprived areas and populations deserve to see improvements in their environments.	Comment noted
33	Encourage students to study and live in Burnley Job creation providing opportunities and improving general wellbeing in the long term.	Comment noted
34	Just what Burnley needs	Support noted
35	This is our opportunity to bring our town to life, investment needs to be codesigned with its people. Having a car park in the centre of the town at the side of the town hall is not desirable and healthy.	The proposals outlined have been subject to extensive public engagement and co-design process
36	We need to do all of the above.	Support noted
37	Improving all the areas above can only help improve the popularity of East Lancashire. By making it a good area to both live and work, people will be attracted to the area and will also appreciate the beautiful surroundings which can be overlooked due to the towns not being attractive.	Support noted
38	There is too much anti-social behaviour in Burnley town centre and other areas, which is off-putting for people who want to spend time in town and thus affects economic factors in town like how well businesses do and how many people shop local. Maybe police or PCSO's could organise neighbourhood watch groups between different places affected the most by ASB. Also, more patrols do not mean less ASB, people just get better at hiding it, or like the youths for instance just have increased confidence with it knowing they can't be dealt with. Make it better somehow	Comment noted. Issues raised are outside the scope of the LUF criteria
39	All areas of Lancashire should have equal opportunities the same as the South of England	Comment noted
40	If you can deliver opportunities for better jobs, pay, and living standards this would be ideal, and some of the streets that need renovating to be safer also house the poorest communities - so these improvements should go hand in hand. I would be interested in seeing how you hope to achieve this when minimum wage is set by the government and is still so far removed from a realistic living wage. If we had more shops in Accrington there would be more jobs, and the local economy would be healthier as more people would be spending their money here. Attracting the bigger shops back to the town should be your top priority (not messing around with a perfectly functioning market every few years!)	Comment noted

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
41	Great. Let's see if it happens!	Support noted
42	<p>There are way too many decaying rundown buildings in our community, I feel that owners of these buildings should be challenged & face consequences if they do not improve/renovate/appropriately maintain their building.</p> <p>Owners of dilapidated buildings should be made to sell them if they can't afford to repair & renovate.</p> <p>Rundown buildings impact on the look of our neighbourhood, & I believe on the mood of those who have to look at them every day.</p>	Comment noted. Issues raised are outside the scope of the LUF criteria
43	All of above have to be for the better, hope these ideas all happen for residents of Woodnook, cleaner streets should also be covered as I as a resident have reported dog mess to the council on several occasions	Comment noted. Issues raised are outside the scope of the LUF criteria
44	More people accessing well light, open and accessible town centre spaces, with adequate police and community support can only benefit the area along with discouraging nefarious drug and asb activities in the town.	Comment noted
45	Sounds good	Comment noted
46	As long as the hugely incompetent Rossendale Borough Council don't have access to funding. An outside agency needs to oversee this project otherwise monies will be wasted on drawing up. Plans that eventually get shelved which is a waste of funds	Comment noted
47	Love living in Rossendale and the people in the community take pride in the towns.	Comment noted
48	I most hope improvements can be made specifically to the increase in bus journeys on an important route for me for work and that overall, the project improves the day-to-day life of the region as a whole	Comment noted. Comments relating to bus services are outside the scope of the LUF programme
49	Improves everyday living.	Comment noted
50	Self-evident	Comment noted
51	There is a need to invest in local communities after years of neglect, austerity and cuts.	Support noted

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
52	It's a no-brainer...but too limited in scope. Start with the railway link and get the connections in place before titifying the street furniture.	Comment noted. Comments relating to rail link are outside the scope of the LUF programme
53	A safer Lancashire is needed. Domino effect.	Comment noted
54	Great to see investment in Rossendale!	Support noted
55	The last government and Conservative run LCC yes had a plan. What is going to happen now with Labour in control. Very worrying that transport policy will be left behind. Franchising bus services nationwide is certainly not the solution. Partnership with private experienced operators like Transdev GoAhead Stagecoach and FIRST is the way forwards and is shown to work in many parts of the country.	Comment noted.
56	This funding needs to be directed at Rossendale. Rossendale has the most potential out of any of the East Lancs areas in my opinion because the problems here are solvable.	As part of the LUF criteria, areas in most need have been prioritised
57	Jake Berry worked wonders, please don't mess this up. We are to some degree forgotten in East Lancs. Invest more in street cleaning and repair the pavements. Plant trees on main roads.	Comment noted. Maintenance is outside the scope of the LUF criteria. The LUF investment is focused on improving mobility and public transport connectivity across East Lancashire
58	It's all positive but stop calling it levelling up.... that was just a Tory slogan. Does it level up anything? Main thing is improvements to the town.	Comment noted
59	East Lancashire needs much more investment to start the process of levelling it up	Comment noted
60	The programme will hopefully make the area a safer, healthier place for my daughter to grow up and I hope that it will benefit the young people of the valley especially.	Comment noted
61	Definitely needed for areas jobs are becoming very hard to find and some incentives should be introduced for teenagers to have something to do after leaving school before college some activities	Comment noted
62	All these aims are commendable. Huge problems with litter. Bigger signs 're litter disposals. Liaison with secondary schools is necessary as school children are main contributors to litter.	Comment noted. Issues raised are outside the scope of the LUF criteria

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
63	It will attract more businesses that feel they can be accessed by a wider range of population groups	Comment noted
64	It's badly needed. We are being let down.	Comment noted
65	Nelson is a disadvantage area. Needs help to make things better for everyone especially children.	As part of the LUF criteria, areas in most need have been prioritised
66	I think the bar for building things and getting stuff done is too high in the UK currently. That said, these plans seem obviously to clear that bar. I think this will make the area - and Rawtenstall especially - nicer to live in. That's enough for me to be strongly in favour.	Comment noted
67	Any investment is beneficial just make sure money isn't spent on doing Accrington town centre up again. It won't improve instead make more open and green safe spaces for people to enjoy	Comment noted
68	More people using public transport and reducing carbon emissions More community cohesion, increased physical activity with safer streets Improvement in employment opportunities meaning more money into areas and improving peoples prospects and development People proud to live where they do- more tourists coming to visit meaning better financial gain for areas All of the above areas of the program will contribute to improvements in health and wellbeing of the population- physically, socially and mentally	Support noted
69	I look forward to it.....unless it's cancelled in the next Statement.	Comment noted

Table C-22 – Comments from respondents who 'Tend to support' the programme

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
1	Accrington town centre needs to improve, the current market arrangement is actually an improvement. We have a lovely market hall, and other town centres manage to make the most of such assets, it's about time we did!	Comment noted

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
2	<p>I tend to support the aims of the overall programme and welcome the ambition to present a better and more reliable public transport alternative. However, I feel that there will continue to be a reliance on individual transport (personal car) and that e.g. opportunities for better pay, jobs, living standards and more welcoming high streets will still need to accept that this remains part of the 'deal'. The unintended consequence of the scheme may be that more accessible out of town retail and leisure destinations (with car parking provision) become the destination of choice, putting the overall aims at risk. Clearly, a balance needs to be struck.</p> <p>Passing pedestrians and cyclists etc are more likely to stop to look at a shop or business as they pass by than a car user, so this can boost business in those areas.</p>	Comment noted
3	<p>Only the safer streets idea, they all need more brighter streetlights, my street is very dark even though it has 12 streetlamps. Very disappointed how dim the streetlights are at night.</p>	Comment noted
4	<p>It has to improve the local people in the long term, not enough leisure facilities at affordable prices, it would be nice to see free gym equipment in the local parks better advertised and well-kept cycle paths/routes and somewhere where you can take your bike for a cycle away from traffic.</p> <p>Support for business with horses we have lost two riding schools in the area due to rising costs</p> <p>loss of access to grass root sport for local people access to grants</p> <p>Help towards grass roots sports, women football, cricket and rugby.</p>	Comment noted
5	<p>Needs to include a focus on tackling antisocial behaviour as a minority of people are ruining things for everyone</p>	Comment noted
6	<p>we need more information about the specific programmes this will fund and how it's going to target problems in our communities</p>	Detailed information including the objectives of the programme have been provided as part of the engagement process in both a technical and non-technical format
7	<p>I am not sure why the pavements need to be so wide.</p>	Comment noted
8	<p>Tend to support but the money isn't enough</p>	Comment noted. The proposals outlined have been subject to thorough assurance as part of the business case process ensuring we obtain good value for money while meeting the objectives of the programme

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
9	Lots of good things but needs some amendments required. See above	Comment noted
10	<p>Safer streets? You can only do that by repairing the paths to remove the trip hazards that are everywhere.</p> <p>Faster bus timings? How? Bus lanes? NO.</p> <p>The other ideas are just pretty words until you put definite ideas behind them.</p>	Comment noted. Maintenance is outside the scope of the LUF criteria
11	As long as maintained and monitored after the initial investment I am all for it.	Comment noted
12	Please provide better public transport to Clitheroe and Ribble Valley, these have not been included in the levelling up plans.	Comment noted. Comments relating to bus and rail services are outside the scope of the LUF programme
13	As mentioned earlier this is programme is excellent in many ways but as a Cllr other residents in the Newchurch area of my Ward would benefit greatly from similar programmes	Comment noted
14	They would be excellent projects provided they were well thought out and planned. In relation to Kay Street and Bank Street it appears the aesthetics are more important to LCC than actually resolving traffic management issues. When the bus station was planned a few years ago, concerns were raised about traffic backing up along Bacup Road to Queen Square because of buses emerging and the new traffic lights. Both LCC and RBC insisted very strongly that it wasn't a concern, and this wouldn't happen. Quite regularly traffic wanting to travel through the traffic lights at Queen Square both from St Bank Street and Haslingden Road, cannot do so because of queuing traffic, which we were assured would never happen.	Comment noted
15	<p>Would like to know more about safer and more accessible streets - we believe this needs more consultation and integration with communities and community assets e.g. improve access to Parks through walk / cycle routes. Improved consultation may help identify local solutions e.g. Colne Rd rat run - working with the community could address these issues and improve safety</p> <p>Would like to know more on how the plans are supporting health and wellbeing - this is not clear what the measures are - is this air quality, improved walking - we need activation projects, robust monitoring and effective communications with our target (unhealthy / inactive) communities - otherwise, is this an engineering only solution to a behavioural change challenge ? Could partnerships with Active Lancashire and others like British Cycling support that behavioural change?</p>	<p>Detailed information including the objectives of the programme have been provided as part of the engagement process in both a technical and non-technical format.</p> <p>A supporting Activation Strategy is being developed and this will be discussed and shared with partners in due course.</p>

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
16	I don't understand how you chose the areas in Hyndburn. The Woodnook area has had a lot of money spent on it over the years while areas like Huncoat and Fern Gore tend to be neglected.	As part of the LUF criteria, areas in most need have been prioritised
17	Need more businesses into Rawtenstall and Rossendale.	Comment noted
18	Needs more consultation with the local residents and stall holders to discuss other options. Some plans seem to be biased on certain businesses profiting from locals i.e. the central bar idea in the market.	The proposals outlined have been subject to extensive public engagement and co-design process
19	I support the aims but not what you are proposing.	Comment noted
20	This does not really affect me in any positive way.	Comment noted
21	<p>I support the aims, but we all know that there are things that are much more important to residents than these worthy and pie-in-the-sky ideas which really don't seem that relevant to people who live and work here. Fix the things that REALLY need fixing/levelling up like roads and infrastructure. Just a couple of examples of things that weren't/aren't broken:</p> <p>A huge new bus station in Rawtenstall (also TransDev managed) - which closes, lights off and people stood outside rain or shine well before the last bus has gone. We needed a new bus station but it's not one bigger than Chorlton Street.</p> <p>Ditto the market hall - which it is planned will be a mega food hall. No longer worthy of being given the name Market Hall. Yes, repairs are needed and updating too. But don't through money at another Rossendale Borough Council vanity project.</p>	Comment noted. Comments relating to bus services are outside the scope of the LUF programme. The aim of the LUF is to improve mobility for all modes of transport. The proposals outlined have been subject to extensive public engagement and co-design process
22	<p>Around the Reedley Road area, particularly near to the Walter Street junction, parking has long been an issue- along with speeding cars. If the current plan is implemented near to this junction, then upward of ten vehicles that regularly park there will have to find alternative arrangements or, as I suspect, ignore the double yellow lines. What assurances will there be that traffic rules will be enforced?</p> <p>Secondly, I use Walter Street to avoid the junction at the bottom of Reedley Road when turning right as visibility, combined with speeding vehicles, makes this a risky move. With the changes to Walter Street near to the school this will be made more difficult.</p>	<p>The proposals are the result of engagement with local stakeholders. The feedback at engagement events was in line with your comments and the proposals are intended to improve safety and reduce speeding</p> <p>The measures are to improve safety for all users</p>
23	Support the idea in general, but the specific goals are a missed opportunity for a rail link	Support noted. Comments relating to rail link are outside the scope of the LUF programme

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
24	If all the changes are put in place and the people of the town are taken into consideration it will be great.	Comment noted
25	See above. Motherhood and apple pie again. You may as well say we are going to make life better for everyone, they are so poorly articulated.	Detailed information including the objectives of the programme have been provided as part of the engagement process in both a technical and non-technical format
26	Of course, these are laudable aims - how could anyone not support them? It's how they are to be achieved that's the sticking point.	Support noted
27	<p>I support the aims but not the plan for my local area which aren't practical for the residents. I have copied the reasons why from an answer above ...</p> <p>I have just seen the plans for my street - Ripon Street, Nelson. It's by Marsden School - and the plans are going to cause traffic chaos for the residents. I won't even be able to park in front of my house - no 28 because of yellow lines (I already struggle and can rarely get on the gable end). I have COPD and need to park near the house. To make the streets safer - we need resident parking restrictions, zebra crossings for the school, double yellow lines down backstreets so that people don't block them, and the school needs to have its own parking for families using the afterschool activities building.</p> <p>The school is in the middle of a residential area - and your plans are totally forgetting the residents' needs.</p>	Comment noted. The proposals outlined have been subject to extensive public engagement and a co-design process.

Table C-23 – Comments from respondents who ‘Neither support nor oppose’ the programme

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
1	If this funding was committed in perpetuity, I might support it but one-time grants don't make for actual improvements as there is no maintenance for whatever you put in place.	Comment noted

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
2	Expensive window dressing. LCC projects always seem very expensive and as the workmen and workmanship are there for to watch, I don't see the value in it.	Comment noted. The proposals outlined have been subject to thorough assurance as part of the business case process
3	I am all for improving hell and wellbeing, I suffer from bad anxiety myself. I find that by going out of Burnley and into the countryside around Burnley improves me	Comment noted
4	The intention, though admirable is mired in blinkered political lip service. A sticking plaster will not fix something that has been dismembered over a period of 65 years. What was, What is and What can be! Please focus on the difference.	Comment noted
5	If it drags people out of poverty then good, but doubt it will.	Comment noted
6	I cannot comment on these aims and the information does not provide any actual information on what will be done I am not sure how you can expect people to make meaningful comments when no information is provided on what you will be doing with this money	Detailed information including the objectives of the programme have been provided as part of the engagement process in both a technical and non-technical format
7	In theory, improvements are always welcome. Rawtenstall is at the moment, a healthy thriving market town. However, we are not a leafy suburb of Manchester or indeed, a village. People need to be able to park their cars safely in Rawtenstall Centre, not all journeys (even if you live within walking distance of the town centre) can be taken on foot. For example, taking large parcels to the Post Office or heavy books back to the Library. Weekly shopping requires car/taxi type transport. Please consider the residents of Rawtenstall not just the visitors. Finally, cycling is wonderful but could be potentially fatal in Rawtenstall Town Centre with the way many car drivers behave. The only cyclists to be seen are those Just Eat maniacs who make up their own routes regardless of the law.	Comment noted. Safety has been a key consideration as part of the co-design process
8	Focus should be on rail link to Manchester	Comments relating to rail link are outside the scope of the LUF programme

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
9	<p>Parking along Bacup road is going to go crazy when people park up to walk in rather than drive around.</p> <p>Pavements along Bacup road and very poor.</p> <p>Bacup Road is an eye sore already and is central and now part of the loop. More needs to be done to improve.</p>	Comment noted. Maintenance is outside the scope of the LUF criteria
10	<p>Receiving the Levelling up fund is a positive & well done to RBC & LCC for achieving this funding. If we decided that one of the schemes would not improve what we have already I would rather lose that portion of the funding rather than rush to implement the scheme as the time frame is tight.</p> <p>We are in a conservation area & in the past if a natural stone is missing or road work has been done, it has not always been replaced, by LCC but filled in with tarmac, that would not be allowed in Winkley Square or York! We have lovely heritage which must be maintained.</p>	<p>Comment noted</p> <p>We have been in contact with colleagues in our Asset Management team to make them aware of our proposals who have subsequently informed us of associated protocols in terms of future maintenance works.</p>
11	I don't think you have understood the needs of the residents when planning the designs, as said previously, car parking is a big issue. How will there be better jobs and opportunities? What are you offering for the workers?	The proposals outlined have been subject to extensive public engagement and co-design process
12	Need to review street project plans	Comment noted
13	Stop making it painful for local residents	The aim of the LUF is to improve mobility for all modes of transport within East Lancashire thereby improving accessibility, safety and wellbeing

Table C-24 – Comments from respondents who ‘Tend to oppose’ the programme

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
1	The councils - LCC and district councils, has income to provide for all these things. Recognising specific areas of failings, the levelling up fund should be targeting more on specific things. Without which how do you demonstrate best value of the public pound spent. Safer streets - what are the measures of success - above and beyond doing the day jobs.	The proposals outlined have been subject to thorough assurance as part of the business case process to ensure value for money
2	I will believe it if or when it ever happens. Until then, I continue to watch pigs flying by!!!	Comment noted
3	No improvement in car parking, no improvements in general traffic flow, where is something useful such as Colne bypass.	The proposals aim to make neighbourhoods and town centres more accessible by walking and cycling and more pleasant places for people. Wider aspects such as bypasses are not within the scope of the LCC LUF proposals.
4	Waste of money could be spent better but it won't. The brown envelopes will flourish	The proposals outlined have been subject to thorough assurance as part of the business case process to ensure value for money
5	A waste of money. Spend it either fixing what's broken rather than changing what's not. There was nothing wrong with the "town to turf" area and there's nothing wrong with Manchester Road just fix the roads and invest what's left into the shops and actual town centre area	Maintenance is outside the scope of the LUF criteria
6	I'm not convinced that this is levelling up the area. It doesn't deal with the real issues of unsuitable housing and lack of meaningful jobs to attract people to the area	Issues raised are outside the scope of the LUF criteria
7	You are driving out people shopping in Burnley unless they walk or ride a bike. How can you carry your weekly shop on a bike!	The aim of the LUF is to improve mobility for all modes of transport including motor vehicles
8	better spent elsewhere	As part of the LUF criteria, areas in most need have been prioritised

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
9	I want to support because if it improves the area, but I've seen the mess you caused on Church Street. Plan better and maybe people will have more confidence rather than letting others suffer for politicians can feel better about themselves.	Comment noted Lessons have been learned from recent construction projects. As the LUF proposals move into the construction phase, a key aspect will be the consideration of local residents and businesses through continued engagement and communications.
10	Again. Wrong places. What about Waterfoot, Haslingden, Whitworth.	As part of the LUF criteria, areas in most need have been prioritised
11	Don't use public transport, where's the jobs going to come from	Comment noted
12	I just don't think you've got it right.	Comment noted. The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
13	Unique individual towns like Rawtenstall are what attract people. Making Rawtenstall the same as every other town will ruin the character and attraction. Money should be spent improving what we already have.	Comment noted
14	I can't see any point in what you are planning to do. Planners at Lancashire County Council have no idea of the difficulties facing drivers and pedestrians in Rawtenstall. The additional crossing places will only make the traffic flow worse.	Comment noted. The aim of the LUF is to improve mobility for all modes of transport including motor vehicles. The proposals outlined have been subject to extensive public engagement and co-design process

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
15	<p>The proposals do not address the essential problems the town faces. To wit: no attractive shops or businesses - a mass of empty derelict or rundown housing stock, mostly rental market - householders with no pride in the environment and litter & fly tipping, (furniture, food waste etc.) prevalent on every back street and corner, (this is in no way a criticism of "waste services" who provide an excellent service against unsurmountable odds and who, in my opinion, are more deserving of any extra cash available) - no projects/activities for local children to provide alternatives to roaming the streets</p> <p>I realise the allocated funds have to be invested in specific areas. It is just so frustrating that essential infrastructure (housing, neighbourhoods' businesses) can/may not receive any benefit</p>	Comment noted. Issues raised are outside the scope of the LUF criteria
16	<p>It won't work as most town centres are redundant. People don't use offices like they did so footfall fell. You need to encourage office spaces to be used giving business tax breaks to take up redundant units would help more.</p>	Comment noted. Issues raised are outside the scope of the LUF criteria
17	<p>You're trying to make it look and feel how YOU want (architects). Level up elsewhere that really needs it like Waterfoot</p>	As part of the LUF criteria, areas in most need have been prioritised. The proposals outlined have been subject to extensive public engagement and co-design process
18	<p>Civil servants in London have no experience of small northern mill towns which need to be car friendly if the town centres are to survive. Adequate car parks within easy walking distance of shops and amenities are vital. Rossendale has lots of public footpaths and is recognised nationally as a walker-friendly area.</p> <p>The writer had a practice on Bank Street for over thirty years and not once in that period did a client arrive on a push bike.</p> <p>This scheme and the absence of adequate off-street parking will deter people from shopping on the streets affected. Independent traders will disappear.</p> <p>It is obvious Bank Street is in urgent need of re-surfacing and the pavements need re-laying. That done nothing else is needed to retain the present vibrancy.</p>	Maintenance is outside the scope of the LUF criteria. The aim of the LUF is to improve mobility for all modes of transport including motor vehicles
19	<p>Do not cripple the road system to add pedal bike infrastructure</p>	The aim of the LUF is to improve mobility for all modes of transport including motor vehicles

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
20	I don't really agree with the levelling up in East Lancashire due to the aim of taking up residential parking spaces with more trees instead of using the green spaces around the residential areas to make these more appealing to cause more issues on streets that are already crowded because you'd rather put five trees on the street instead of think about it logically	Comment noted

Table C-25 – Comments from respondents who 'Strongly oppose' the programme

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
1	You have already completely ruined our town! The road works that have been complete over the last 5-10 years is a massive downgrade. Journeys take 4 times along.	Comment noted
2	Because it's a joke. chop down 30 plus trees and then plant half a dozen lol in the pavement that is ready cluttered Put down coloured pavements next to slums as if it means anything lol 50 years of labour and this is the best they can do lol	The proposals outlined have been subject to extensive public engagement and co-design process
3	Why are you repeating the same questions?	Each question on the survey is aimed at getting insight on various parts of the programme
4	The Project does not attempt to be radical in its thinking about what can make Burnley Town Centre something different, something innovative. It just wants to trot out the usual: plants some shrubs, widen the pavement again, make it harder for the motorist by bringing in more traffic lights and don't look at the whole town as a whole. With any luck we could end up with a town centre with the most traffic lights and the widest pavements and no pedestrians or cars in the town.	The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
5	It's only levelling up Rawtenstall in Rossendale. Hardly levelling up Rossendale.	Comment noted

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
6	Your plans are like having putting on a free field day. They have no lasting impact once there done	The proposals outlined have been subject to thorough assurance as part of the business case process to ensure value for money
7	There is nothing here for the council taxpayers in West Lancashire.	As part of the LUF criteria, areas in most need have been prioritised
8	Walverden school proposal needs cancelling	We have met and discussed this proposals with representatives of the community and a separate response has been communicated with them that we hope addresses their concerns.
9	Not been informed of changes taking place in any capacity whatsoever!	Detailed information including the objectives of the programme have been provided as part of the engagement process in both a technical and non-technical format
10	I oppose.	Comment noted
11	Most of the changes proposed are a waste of taxpayer money. To improve the area, we need useful infrastructure like a sports centre, swimming pools, more parking spaces, better connections with other towns through public transportation, and good and interesting events happening to attract both local and outside people. New pavements, 1 way street, or more plants will not help the places to thrive. Please, be wiser and stop wasting our hard-earned money that are paid through the taxes. Our children need true useful places like swimming pools, safe public places to play sports and truly have good quality of life so we all can thrive. I appreciate your attention and pray that the real difference can be done in Rossendale.	The proposals outlined have been subject to thorough assurance as part of the business case process to ensure value for money. Issues raised are outside the scope of the LUF criteria
12	All this money has brought is disruption and impending chaos and uncertainty. It is just being thrown at ill thought-out guess work rather than allowing things to evolve and progress naturally.	The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
13	<p>I say "oppose" because some of the town centre ideas are sill and money-wasting. Look at what they have done outside Rochdale town hall. It is a vast waste of money, a lot of stone and concrete, reduction in car parking and too little green space and trees. I am strongly in favour of better public transport systems, but they are not appropriate for everyone.</p> <p>Money on "levelling up" the north would be better spent on improving our east -west railway systems. For instance, the time taken to get from Leeds to Manchester is ridiculous. Until we can improve communications and infrastructure, we will not achieve the requisite investment in the North so no "levelling up" will take place.</p>	<p>The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process. Comments relating to rail link are outside the scope of the LUF programme</p>
14	<p>Many business' are struggling with the ongoing economic crisis, and cannot afford to lose foot traffic due to a poorly thought out, unnecessary bus lane.</p> <p>On top of all of these concerns, i also worry that this is a huge waste of extremely scarce resources that should be dispersed through the town on much more necessary upgrades, which would actually benefit the struggling economy of our town, or improve some of the many derelict buildings. This funding could also be used to deal with the drug problem in the centre, the rising amount of homeless on our streets, tackling the ever-increasing crime rates in town, or repairing the many roads that have fallen into disrepair.</p> <p>This project is nothing more than a vanity project, not only is it wasting scarce resources desperately needed by the town, it will also put many small businesses at risk in the short term, as well as leaving said businesses with less foot traffic, and more problems with parking, after the project's completion.</p>	<p>The proposals outlined have been subject to thorough assurance as part of the business case process to ensure value for money. Some issues raised are outside the scope of the LUF criteria.</p>
15	<p>Please read all individual comments.</p> <p>Spend money on fixing roads, improving parks, improving places that need it such as Haslingden and Bacup not Rawtenstall.</p> <p>Invest in making Crawshabooth more accessible in the sense of the businesses not last e.g. create a car park potentially.</p> <p>However, stop building on the greenery people love living in the countryside and pay money for that.</p> <p>Focus using money to utilise things that are a necessity rather than a nice to have.</p>	<p>Maintenance is outside the scope of the LUF criteria. The proposals outlined have been subject to extensive public engagement and co-design process</p>

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
16	This is supposed to be about improving the quality of life for East Lancashire residents, but what is proposed is cosmetic. The best thing for the area would be opening the Colne to Skipton railway line and improving the stations to encourage visitors to come to the area and spend.	Comments relating to rail link are outside the scope of the LUF programme
17	No care for residents	The proposals outlined have been subject to extensive public engagement and co-design process
18	Strongly oppose Reasons - Major issues for parking and also affects flow of traffic	Comment noted. The aim of the LUF is to improve mobility for all modes of transport
19	The proposal to make Bank St one way and to prohibit vehicles turning right from Bank St onto Newchurch Rd is ludicrous. If this proposal is passed it would inevitably result in an increased volume of traffic using Grange Crescent/Street/Road as a cut through to Newchurch Road. These roads are already abused as a short cut/rat run by speeding vehicles thereby putting the residents and pedestrians on these roads at risk. Traffic calming measures have been requested on a number of occasions without success. It should also be noted that the condition of these roads is already appalling, particularly at the junction of Bank St/Grange Crescent. Unfortunately, as the consultation meeting at the library was cancelled and no alternative session was arranged it was not possible to discuss the proposals with your officers.	Comment noted. The cancelled event at Rawtenstall Library was rescheduled and took place on Thursday 29 th August. In addition to this the engagement period was also extended by 14 days
20	Let maybe get the trains sorted so we can get to Manchester before any more traffic on m66	Comments relating to rail link are outside the scope of the LUF programme
21	As I don't see any benefits for Earby or Barnoldswick getting any benefits from levelling up seem to at Colne and go from there to Nelson. Then Burnley etc but not for Earby or Barnoldswick	As part of the LUF criteria, areas in most need have been prioritised
22	If this programme included EARBY I would change my opinion!	As part of the LUF criteria, areas in most need have been prioritised
23	More years of miseries in the town	Comment noted
24	You have not mentioned the double yellow lines around the homes of residents. These are small homes, multiple people working with cars.	Comment noted

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
25	I strongly support the 2 documents submitted by Basharat Ali. The documents are labelled: 1. Walverden one-way Porto234 2. Reference: Document Porto 234 BB	Comment noted
26	As previously mentioned, stop wasting our money without consulting us!!	The proposals outlined have been subject to extensive public engagement and thorough assurance as part of the business case process
27	It's a ridiculous amount of money to spend on what are mainly cosmetic changes that will not improve the quality of life in the area but will instead cause numerous problems with parking and slow the flow of traffic resulting in increased emissions by vehicles. At the public consultation in Rawtenstall library the planners answered almost every question by saying "We hope" It was evident from their responses that the entire plan for Rawtenstall centre is based upon untested computer modelling combined with a desire to create an unrealistic landscape that is not relevant to the requirements of the residents of the town. The official that I spoke to at the meeting conceded that it would need considerable traffic and parking enforcement to make the new Bank Street plans work. How much money is being set aside to employ the army of traffic wardens and additional dedicated police officers that will be required? Fix the potholes & pavements elsewhere before wasting money on Bank St.	The proposals outlined have been subject to thorough assurance as part of the business case process to ensure value for money

Table C-26 – Comments from respondents who 'Don't know' their extent of support for the programme

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
1	Stupid question. There is too much nuance to answer in such a simple way.	Comment noted. Detailed information has been provided as part of the engagement process in both a technical and non-technical format

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
2	<p>If such programs were to go ahead, more money will be spent on advertising campaigns rather than for the benefit of the actual people.</p> <p>Nelson has just seen a new project for a police station at a cost of £75M. Is this something that was needed. How many police officers could have been added to protect our streets with the same money?</p>	<p>Comment noted. The proposals outlined have been subject to thorough assurance as part of the business case process</p>

Table C-27 – Additional comments from respondents who did not rate their extent of support for the programme

S/N	Overall programme - Levelling Up East Lancashire - Why you say this about the overall programme?	Response to comment
1	<p>Not seen any improvement plans for transport via Bus, train or car for Colne?</p>	<p>As part of the LUF criteria, areas in most need have been prioritised</p>

Appendix D. Summary of Comments from In-Person Events

There were a number of comments received at the in-person events. A summary of these comments is provided below.

Comments received **29th July 2024 Burnley Library**

- The majority of the Colne Road / Queensgate plans are great and reflect the concerns of the community and residents
- Potential to remove the proposed crossing near St Andrews church/Briercliffe Road as it serves little purpose as there are two other crossings in close proximity.
- Comment raised on the need to focus any investment on the Colne Road corridor as this area is seen as more problematic when it comes to pedestrian and cyclist safety.
- Concerns raised over the commercial properties on Colne Road whereby there are motorists mounting the kerb and parking the vehicles on the footpath in particular in the late afternoon/evening time. These dangerous manoeuvres leave very little room for pedestrians, cyclists and elderly people with mobility issues and parents with prams.

Comments received **28th August 2024 Nelson Library**

- Concerns expressed from community representative of the SGHS proposals in Nelson
- Support given for the Accessible Nelson proposals
- Additional suggested interventions given in relation to area around Walverden Primary School
- Discussion held and suggestions of tweaks to suggested proposals for the Brierfield SGHS

Comments received **29th August 2024 Rawtenstall Library**

- Comment raised on making Bank Street one way. Suggestion to leave as two way but widen walkway
- Concerns raised over reversing flow on Kay Street and its effect on the Rawtenstall gyratory.
- Concerns raised on possible rat running along Grange Road and Grange Crescent due to proposed changes.
- Potential safety issue raised regarding loading bays for deliveries to carpet shop on Daisy Hill due to drivers now being expected to cross the road carrying the delivery materials.
- Comment over demolishing two existing raised beds which are a part of Civic Pride Rossendale's Britain in Bloom Gold-award winning areas in Rawtenstall at the north end of Bank Street. New proposed pavement level beds may be walked over.
- Potential to include a drop-off point for people travelling by bus at southern end of Bank Street.
- Parking provision along Bank Street and Kay Street raised, and its potential negative effect on businesses

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