Hyndburn & Rossendale
Local Cycling & Walking Infrastructure Plan (LCWIP)
Stage 1 - 4 Report (V2)

LANCASHIRE COUNTY COUNCIL - 16 APRIL 2024

Lancashire County Council

AtkinsRéalis Job Number: 5224595	Document Reference: Hyndburn & Rossendale Local Cycling and Walking Infrastructure Plan LCWIP

Printing	A4 Double Sided

Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date
01	Draft for client review	IA / AC / CA	GC	BC / AR	SJ	22 March 2024
02	Updated based on client review	IA / AC	BC	RS	SJ	16 April 2024
03	Updated photos based on client review (V2)	IA / AC	BC	RS	SJ	16 April 2024
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1. Introduction

1.1 Introduction

AtkinsRéalis has been commissioned by Lancashire County Council (LCC), in partnership with Hyndburn Borough Council (HBC) and Rossendale Borough Council (RBC), to develop stages 1 to 4 of a Local Cycling and Walking Infrastructure Plan (LCWIP) for the region.

An LCWIP is a key transport planning document that has been defined by the Department for Transport (DfT), which aims to provide a foundation for an uptake in the number of people wheeling, walking and cycling. It is intended to support a strategic approach to identifying cycling and walking improvements needed at the local level.

The primary objective for the LCWIP is to increase the number of people wheeling, walking and cycling in Hyndburn and Rossendale, particularly for short utilitarian journeys. This includes aims to:

- Make wheeling, walking and cycling safe, attractive and convenient modes of transport for everyone, regardless of age, gender and ability.
- Expand the existing cycle network and establish an extensive, continuous active travel network.
- Enhance mobility with improved access and connectivity in the areas around railway stations, local high streets and commercial areas, schools, employment areas, and other key destinations.
- Foster a high quality of life in Hyndburn and Rossendale for its residents, visitors, and workers by supporting a wide range of social, economic, health, and environmental aspirations.

The Hyndburn and Rossendale LCWIP outlines a long-term plan (10+ years) to enhance active travel in the two Boroughs. It has considered the full and contiguous extents of Hyndburn and Rossendale, with an emphasis on links to key trip attractors and destinations that will help encourage a greater mode share for wheeling, walking and cycling.

The main outputs at this stage of the LCWIP are:

- Network plans to identify key cycling and walking corridors.
- Initial classification of the networks.
- Identification of potential, high-level interventions as to the type of infrastructure improvements which may be considered in the higher priority areas.

This LCWIP report documents the development of these key outputs.

This LCWIP report is the first step in the process for identifying priorities for future active travel investment. Future stages will examine potential routes and schemes in more detail, prioritise potential schemes, and, if appropriate, advance them through subsequent design and delivery stages as funding becomes available.

1.2 Methodology

The study approach follows DfT guidance for an LCWIP.[1] This study focuses on the first four stages of an LCWIP, as outlined in Table 1. Additional elements of the LCWIP will be developed in future stages.

This report is structured around the stages of the LCWIP process:

- Section 2: Determining the Scope (stage 1) - summary of the geographic extent and stakeholder input during the course of the study.
- Section 3: Policy Review (stage 2) - summary of previous studies and policies relevant to active travel and development of the LCWIP.
- Section 4: Data Gathering (stage 2) - summary of the spatial data reviewed to support the network planning stages.
- Section 5: Network Planning for Cycling (stage 3) - summary of the process to identify a priority network for cycling and potential types of improvements along the higher priority corridors.
- Section 6: Network Planning for Walking (stage 4) - summary of the process to identify a priority network for walking and potential types of improvements within the higher priority core walking zones.
- Section 7: Next Steps - summary of the anticipated next steps in the development of the Hyndburn and Rossendale LCWIP.

Table 1. LCWIP Process

Stage	Name	Description
1	Determining the Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision* and determine the type of improvements required.
5 *(Future Stage)*	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6 *(Future Stage)*	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

Source: Local Cycling and Walking Infrastructure plan, Technical guidance for local authorities, DfT (2017).

[1] Local Cycling and Walking Infrastructure plan, Technical guidance for local authorities, DfT (2017).

* Detailed audits (e.g., walking route assessment tool) were not undertaken during this phase of LCWIP development

Photo credit: Lancashire County Council

2. Determining the Scope (Stage 1)

2.1 Introduction

This section summarises the scope of the Hyndburn and Rossendale LCWIP, including the geographic scope and stakeholder input into the LCWIP development process.

2.2 Geographic Scope

The geographic scope of the LCWIP is the Hyndburn and Rossendale LCWIP study area (shown in Figure 11). Lancashire County Council is the highway authority for the Boroughs of Hyndburn and Rossendale.

While there is naturally an emphasis on the potential for active travel in more urbanised and densely populated areas (e.g., the western portion of the study area), development of the Hyndburn and Rossendale LCWIP considered the full extent of the region as part of the study process.

2.3 Stakeholder Engagement

2.3.1. Project Steering Group

Throughout the development of the LCWIP, fortnightly meetings took place with officers from LCC, Hyndburn and Rossendale Boroughs and the AtkinsRéalis project team to review, discuss, and provide feedback on the direction of the study and development of the cycle and walking network proposals. This provided frequent opportunities to obtain local knowledge as the study progressed.

2.3.2. Internal Workshop

In addition to the regular progress meetings, one workshop was held on 30 November 23 with a wider group of local officers to get feedback on development of the draft networks. Sixteen officers attended, representing a variety of disciplines including transport planning, transport policy, planning policy, active travel, transport projects, and highways development control from both Hyndburn and Rossendale Boroughs. A representative from Sustrans, Active Travel England and Costain also attended the session.

The workshop was divided into three main parts. The first included a presentation of the project and work so far (data and information gathering), the second part a presentation of the proposed cycle network, and the third part included a presentation of the identified core walking zones (CWZs). After the presentation of the cycle and walking networks, there was an interactive session where participants' comments were added to the draft network maps. The proposed cycle and walking networks were refined based on feedback received during this session.

Public Engagement

Two-rounds of early public engagement and input was carried out prior to the start of the LCWIP via a web-based survey conducted by LCC.

Stage 1 engagement was conducted in Spring 2022. The survey gathered information from the general public on county-wide issues related to active travel and suggested improvements. The interactive site allowed the public to leave geo-located comments about deficiencies and desired improvements related to walking and cycle routes. The information was used to help identify the proposed walking and cycling networks and is summarised in Section 4.9 on page 68.

Stage 2 engagement was conducted in September/October 2023. During this round of engagement, the public provided feedback on a draft cycle network for Hyndburn and Rossendale via an interactive online map. People could indicate agreement or disagreement with a suggested route, or draw additional routes they felt should be considered. The information was used to help refine the development of the draft cycle network. The Stage 2 Engagement is summarised in Section 4.10 on page 70.

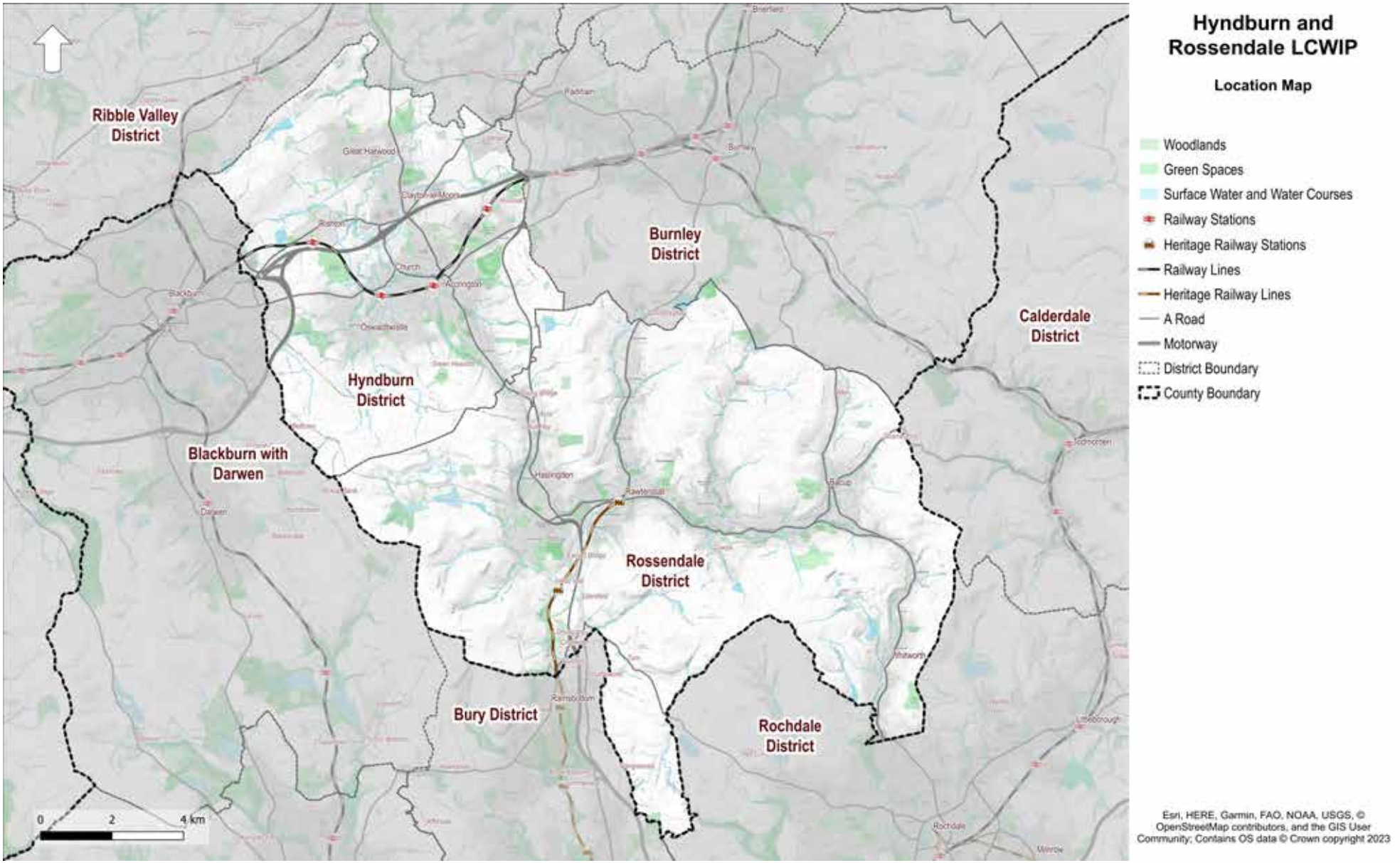

Figure 1. Hyndburn and Rossendale LCWIP study area

Photo credit: Lancashire County Council

3. Policy & Previous Study Context (Stage 2)

3.1 Introduction

The Hyndburn and Rossendale Local Cycling and Walking Infrastructure Plan (LCWIP) is supported and informed by existing and emerging policies, previous and on-going studies, and existing scheme proposals. Where appropriate, it is expected that the LCWIP will incorporate existing proposals and studies and build upon their findings and recommendations.

This chapter reviews previous work relevant to the LCWIP to inform the:

- Policy context of the LCWIP.
- Understanding and identification of key trip attractors and destinations.
- Identification of preferred cycling and walking routes, existing issues, deficiencies and opportunities.
- Development of a programme of infrastructure improvements.

3.2 National Policy Context

3.2.1. DfT and ATE's Cycling and Walking Investment Strategy 2 (2022)

The Cycling and Walking Investment Strategy (CWIS1, 2017) has been updated, with the Cycling and Walking Investment Strategy 2 (CWIS2), setting out updated objectives and investments for active travel in England between April 2021 and March 2025. CWIS2 sets out the following ambition, which maintains the aim put forward in CWIS1:

'To make walking and cycling the natural choices for shorter journeys, or as part of a longer journey by 2040'.

Building on CWIS1 and Gear Change (refer to 3.2.3. and Figure 2), CWIS2 sets out updated objectives up to 2025, to:

- Increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 - 2019 to 46% in 2025.
- Increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025.
- Double cycling, where cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025.
- Increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025.

CWIS2 also promotes two longer-term objectives, aligning with the DfT's Gear Change and Transport Decarbonisation Plans and HM Government's Net Zero Strategy, to:

- Increase the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030 and to 55% in 2035.
- Deliver a world-class cycling and walking network in England by 2040.

CWIS2 outlines investment principles to achieve the objectives and enable everyone to walk, wheel and cycle. Central to this is a long-term investment approach to deliver high-quality infrastructure, supported by the development and delivery of LCWIPs, adherence to DfT's Cycle Infrastructure Design Guidance (LTN 1/20), and a revised Manual for Streets (anticipated in late 2022). The development of the Hyndburn and Rossendale LCWIP will support the achievement of the CWIS2 objectives and targets locally.

3.2.2. DfT's Decarbonising Transport: A Better, Greener Britain (2021)

The Transport Decarbonisation Plan (TDP) sets out a series of actions to decarbonise transport by 2050 and deliver against the UK Government's carbon budgets, focusing on 'in use' greenhouse gas (GHG) emissions from transport (Figure 3).

Figure 2. Cover images for DfT's Gear Change (left) and LTN 1/20 (right)

Figure 3. Cover images for DfT's Decarbonising Transport Setting the Challenge (left) and A Better Greener Britain (left) and LTN 1/20 (right)

The TDP retains the six strategic priorities identified in 'Decarbonising Transport: Setting the Challenge', and outlines a range of measures to support these priorities. Related to active travel, these reiterate many of the actions and commitments of the CWIS and Gear Change, including:

- Investing £2 billion on walking and cycling over five years with the aim that half of all journeys in towns and cities will be cycled or walked by 2030.
- Delivering a world class cycling and walking network in England by 2040.
- Creation of Active Travel England (ATE) to promote walking and cycling and act as statutory consultee in the planning process.
- Funding for electric cycle trials.

The LCWIP is a fundamental element of the national policy strategy, and identifying walking and cycling network improvements at the local level.

3.2.3. DfT's Gear Change & Cycle Infrastructure Design (LTN 1/20) (2020)

In 2020, the DfT published Gear Change and its updated Cycle Infrastructure Design (Local Transport Note 1/20). Both publications advance DfT's ambitions for a step-change in the provision of cycle infrastructure, a modal shift to cycling nationally, and establishing cycling as a form of mass transit. This supports issues related to public health, well-being, the economy and local business, climate change, the environment and air quality, and congestion.

Gear Change outlines four key themes to achieve a step-change in cycling:

- Better streets for cycle and people.
- Cycling at the heart of decision making.
- Empowering and encouraging Local Authorities.
- Enabling people to cycle and protecting them when they do.

LTN 1/20 provides a refresh of national cycle infrastructure design guidance (previously LTN 2/08), reflective of latest best practices. It is intended to support the delivery of the high-quality infrastructure necessary to achieve the ambitions of the CWIS and Gear Change. Inclusive cycling is an underlying theme, so that people of all ages and abilities are considered and empowered to take up cycling.

As with the CWIS, development of the Hyndburn and Rossendale LCWIP is central to achieving the ambitions of Gear Change locally. LTN 1/20 will be integrated into the LCWIP process, establishing the design aspirations of schemes identified as part of the LCWIP.

3.2.4. DfT's Decarbonising Transport: Setting the Challenge (2020)

The strategy sets out the evidence and DfT's vision for the decarbonisation of the transport system. Transport is the largest contributor to UK domestic greenhouse gas emissions, contributing around 34% of all carbon dioxide emissions in 2019.

The strategy identifies six strategic priorities:

- Accelerating modal shift to public and active transport.
- Decarbonisation of road vehicles.
- Decarbonising how we get our goods.
- Place-based solutions.
- UK as a hub for green transport technology and innovation.
- Reducing carbon in a global economy.

Development of the LCWIP is aligned with accelerating the shift to active modes and supports place-based solutions.

3.2.5. Inclusive Transport Strategy: Achieving equal access for disabled people (2018)

The Inclusive Transport Strategy was published in 2018 with an ambition to deliver a transport system that enables disabled people to access and use it confidently. This report highlights a need to consider the requirements of all kinds of disabilities, such as cognitive or sensory impairments, permanent nerve damage, back conditions, and visual impairment, amongst others.

Beyond improving public transport access to better accommodate disabled passengers, it aims to promote developments of a wide range of inclusive physical transport structures, including:

- Development of an inclusive pedestrian environment to enable disabled people to move around freely.
- Pedestrian infrastructure should support access to other modes of transport, such as railways and buses.
- If using a cycle, whether as a mobility aid or not, disabled people should be able to use inclusive cycle infrastructure to support their journey.
- If travelling to a hospital, a disabled person should have a route from their home to the hospital that is accessible without needing a car.

Inclusive design principles are integral to active travel and should be incorporated into design development in future, as key walking and cycling routes identified in the LCWIP are advanced for infrastructure improvements.

3.2.6. DfT's LCWIP Technical Guidance (2017)

To assist local authorities, the DfT published guidance which broadly outlines the core elements and tasks that should be considered when developing an LCWIP. The methodology is intended to be flexible and adaptable to a given local authority's context, geographic scope, and resources. The study approach used for the Hyndburn and Rossendale LCWIP reflects the DfT guidance.

3.2.7. DfT's Manual for Streets (2010 & 2007).

Manual for Streets (MfS) is the UK Government guidance for street design practitioners. It is comprised of MfS1 (2007) which explains how to design, construct, adopt and maintain new and existing residential streets, and MfS2 (2010) which expands on the design advice in MfS1 to include how to plan and improve busy urban and rural streets. Both documents provide useful information on designing less motor traffic-centric streets and their aim is to promote designs that meet the needs of pedestrians and cyclists.

3.3 Regional and County Policy Context

3.3.1. Transport for North Strategic Transport Plan 2 (2024)

The strategy establishes a vision of the North of England as "thriving, socially inclusive region", where "communities, businesses and places will all benefit from sustainable economic growth, improved wellbeing and access to opportunities for all".

There are three pan-Northern transport objectives:

- Transforming economic performance.
- Rapid decarbonisation of surface transport.
- Reducing transport related social exclusion.

The strategy identifies a need to explore possible transport investments which would have positive impacts on public health. The Transport for the North Strategic Transport Plan also highlights a need to decarbonise the transport network and encourage a shift towards a low carbon economy. The LCWIP will contribute towards highways solutions that encourage a modal shift towards active mobility and lower carbon emissions on the Hyndburn and Rossendale road network.

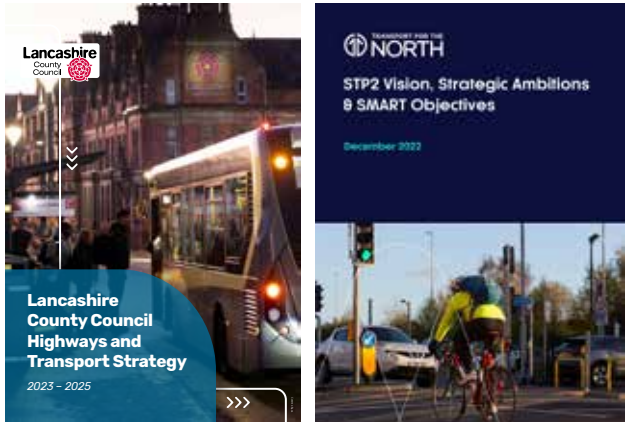

Figure 4. Cover images for LCC's Highways and Transport Strategy (left) and STP2 Vision, Strategy Ambitions & SMART Objectives (right)

3.3.2. Lancashire County Council Highways and Transport Strategy (2023)

The Lancashire CC Highways and Transport strategy seeks to "drive a step change in attitudes and behaviour, establishing safe, inclusive, affordable and low carbon travel choices" (Figure 4).

The strategy focuses on the following four objective targets:

- Highways asset management.
- Network management and safety.
- Public transport and active travel.
- Strategic partnerships.

Of particular relevance to the Hyndburn and Rossendale LCWIP, the public transport and active travel strategic objective outlines the impacts of lower walking and cycling rates in Lancashire (compared to national averages), namely peoples' travel horizons, health, and environmental quality. By seeking to improve the availability, quality and accessibility of Hyndburn and Rossendale active travel infrastructure, the LCWIP presents an opportunity to remediate these issues.

3.3.3. Emerging Lancashire Climate Change Strategy (2023)

The Environment and Climate Strategy presents a high-level view of how Lancashire CC will deliver their corporate priority of protecting the environment. These are organised under three areas of activity:

- Reducing waste and pollution.
- Climate change.
- Natural and historic environment.

The prioritisation of walking and cycling as an alternative to the private car forms an important part the 'Climate Change' area of the strategy. The Hyndburn and Rossendale LCWIP will support this shift to active modes by increasing the provision of safe walking and cycling routes.

3.3.4. Lancashire Net Zero Pathways Options (2022)

Lancashire County Council alongside Blackburn with Darwen Council, Blackpool Council and the Lancashire Economic Partnership published an assessment of Lancashire's current carbon footprint and considered measures for pathways to three target options:

» Net Zero (100% reduction relative to 1990) emissions by 2030.
» 68% reduction of emissions by 2030 (relative to 1990).
» 78% reduction of emissions by 2035 (relative to 1990).

The assessment provides the following options:

"Support increased active travel / micro mobility use through measures to improve the range and quality of provision for walking, cycling and scooting and measures to encourage behaviour change, with the aim of achieving a 300% increase in cycling relative to reference levels by 2030."

The Hyndburn and Rossendale LCWIP will support this shift to active modes by increasing the provision of safe walking and cycling routes.

Figure 5. Cover image for LCC's Actively Moving Forward

3.3.5. Lancashire 2050 (2022)

The Lancashire 2050 strategic framework sets out a vision for Lancashire and is organised around eight priority areas. The 'Transport and infrastructure' priority area sets out the following vision:

"*Become better-connected and accessible, with infrastructure that links opportunities to need, and travel choices that are safe, inclusive, affordable and low carbon.*"

To achieve this, the strategy calls for less reliance on carbon-based modes of transport, with significant reductions in carbon and other vehicle emissions. The Hyndburn and Rossendale LCWIP will encourage a modal shift towards active mobility and lower carbon.

Figure 6. Cover image for LCC's Rights of Way Improvement Plan (left) and Local Transport Plan 3 (right)

3.3.6. The Pennine Lancashire Linear Park (2021)

The Pennine Lancashire Linear Park project seeks to re-imagine the section of the Leeds - Liverpool canal between Eanam Wharf (Blackburn) and Barrowford Lock (Colne). The ambition concerns the marriage of physical improvements to landscape, infrastructure and buildings, to expansive programmes of environmental, cultural, leisure, educational and economic activity.

Three interconnected pathways are identified which will underpin the development of the linear park:

» Creating a Green Movement Corridor.
» Providing for Culture, Leisure and Tourism.
» Stimulating Resilient Local Economies.

The paper advocates for the creation of a linear park encompassing a 37km section of the canal. In addition, 18 "Opportunity sites" are identified within this section, which are either undergoing development or recommended for development.

The following opportunity sites are located in the Borough of Hyndburn:

» Remains of Aspen Colliery - Coking Bee Hives and Canal Basin.
» Hargreaves Warehouse.
» St James' Church.
» Enfield Wharf and canal side buildings.

The towpath improvements are identified in the plan to provide 'missing links in local cycling and walking infrastructure'. The Hyndburn and Rossendale LCWIP has the potential to support this ambition, particularly with regard to the walking and cycling proposals along, adjacent, or connecting to the Leeds - Liverpool canal, connecting the proposed linear park, and trip attractors to other key origin and destination points.

3.3.7. Actively Moving Forward: A Ten-Year Strategy for Cycling and Walking (2018)

The strategy (Figure 5) sets three targets.

To double the number of people cycling at least once a week by 2028 to 268,000 adults Lancashire.

» To increase the number of people walking by 10% by 2028, with 873,000 adults walking at least once a week and 67,000 primary school aged children usually walking to school.
» To bring levels of physical inactivity in every Borough below the national average by 2028, with 10,500 less adults being active for less than 30 minutes a week.

The foundation of the delivery programme is based on themes of place, people and promotion. The targets will be achieved by developing a high-quality walking and cycling network and promoting walking and cycling routes in Lancashire to encourage a modal shift. The Hyndburn and Rossendale LCWIP will be an opportunity to support the delivery on these targets for walking and cycling.

3.3.8. Lancashire Rights of Way Improvements Plan (2015)

The Rights of Way Improvement Plan (RoWIP) recognises the role of public rights of way (PROWs) in providing opportunities to access parks, the countryside and trip attractors such as Fox Hill Bank (Hyndburn) and Lee Quarry (Rossendale). The RoWIP also acknowledges the importance of urban PROWs in linking residential areas with education and employment hubs away from the road network Figure 6).

The RoWIP highlights the following as focal points of the Plan:

» Access to and within attractive areas of countryside.
» Attractive routes to support local tourism and economic regeneration.
» Opportunities for cycling, horse riding, wheeling, walking, other than roads used mainly by motor vehicles.
» Routes from centres of population.
» Links which create circular routes and better facilities for users.
» Improving routes that provide utilitarian functions.

The principles adopted in these improvements will consider:

» The needs of reduced mobility, dexterity and sight impaired.
» Integrating communities and volunteers in the design and delivery.
» Affecting the greatest positive health outcomes to address social inequalities (e.g. deprived and vulnerable communities).

The public rights of way network may provide opportunities for off-road routes which can be incorporated into development of a cohesive active travel network as part of the Hyndburn and Rossendale LCWIP.

3.3.9. East Lancashire Highways and Transport Masterplan (2014)

The East Lancashire Highways and Transport Masterplan is produced jointly by Lancashire County Council and Blackburn with Darwen Council and covers the period 2014-2023. It covers the area of Blackburn with Darwen, Burnley, Hyndburn, Pendle, Rossendale and Ribble Valley.

Four principles have guided the development of this masterplan:

» Work to address deprivation.
» Promote community resilience.
» Increase healthy behaviour.
» Reduce carbon footprint.

From these principles, a number of priorities relevant to walking and cycling have emerged:

» Sustainable travel to become the choice wherever possible, even in rural areas.
» Our strategic employment sites flourish and be well connected nationally and internationally.
» Local developments and business to be supported and have the strategic and local connections that they need to succeed.
» People from all communities to be able to access the employment and education opportunities that are available both in East Lancashire and further afield.
» Active travel to be encouraged and supported, making walking and cycling safe and easy choices for local journeys.
» Public realm improvements that support both new development and existing communities and enhance the appearance and safety of sustainable travel routes.
» Visitors to find the area attractive and easy to travel around without a car.

Most schemes identified have reached completion since the publication of the masterplan in 2014.

Local Transport Plan 3 2011–2021: A Strategy for Lancashire (2011)

The Local Transport Plan (LTP3) highlights the following issues in Lancashire:

» Reliance on private transport for longer journey distances.
» Steady increases in congestion and carbon emissions.
» Public health.
» Poor quality of public spaces.
» Air quality.
» Deprivations.

To address the issues, LTP3 identifies the following priorities through 2021:

» Improve access into areas of economic growth and regeneration.
» Provide better access to education and employment.
» Improve people's quality of life and well-being.
» Improve the safety of the streets for the most vulnerable residents.
» Provide safe, reliable, convenient and affordable transport alternatives to the car.
» Maintain the assets.
» Reduce carbon emissions and their effects.

The LCWIP will identify key corridors for active travel routes linking residential areas with education and employment hubs in the Hyndburn and Rossendale area. Proposals for improved walking and cycling infrastructure will improve safety for pedestrians and cyclists, encouraging a modal shift away from the private car.

As the original time horizon for LTP3 has now elapsed, a new LCC Local Transport Plan (LTP4) is in development.

3.4 Local Policy Context

3.4.1. Bus Service Improvement Plan (2021)

This Bus Service Improvement Plan (BSIP) has been developed by Lancashire County Council, Hyndburn and Rossendale Borough Councils and local bus operators and sets out the shared ambition to improve the bus network.

In addition to proposed county-wide improvements to bus provision, the BSIP proposes a two-way sustainable transport corridor and improved cycling and walking infrastructure in Accrington. Delivery of this scheme is expected in 2024/2025. This proposal is to be delivered alongside public realm and Market Hall regeneration as part of Rossendale's Levelling Up Fund allocation.

The improvements in active travel provision identified in the BSIP should be considered in the LCWIP. This is in addition to improving the provision of active travel routes to bus infrastructure, to address the shared aspiration of modal shift away from the private car.

Hyndburn

3.4.2. Hyndburn Local Plan (2022)

The Hyndburn local plan seeks to establish the borough as a "vibrant, distinctive, and prosperous area of Pennine Lancashire" by 2037. The local plan seeks to promote the collective quality and attractiveness of its market towns, its diverse communities, its landscape setting, environmental credentials, and the special qualities of Huncoat Garden Village.

The Local Plan outlines five strategic objectives to achieve this vision:

- To create greater opportunities for all, to access improved economic opportunities and to provide support for the local economy and a higher wage employment.
- To provide for a greater choice and quality of housing (designed and built to enable people to lead active lives) including transformational change at Huncoat Garden Village.
- To improve and sustain quality of health and wellbeing and enable the residents of Hyndburn to lead active lifestyles.
- To conserve and, where appropriate, enhance a valued urban and rural environment that is ready to address the causes and effects of climate change.
- To provide easy access for all to good quality services and facilities.

The Hyndburn and Rossendale LCWIP will support these objectives through the delivery of a green infrastructure network that improves the transport links between employment, services, and recreation hubs - both existing and proposed. Notably, the LCWIP supports strategic objective three through the promotion of safer walking and cycling infrastructure, thus encouraging a modal shift towards active travel and consequentially improving the health and well-being of Hyndburn residents. Development areas from the Local Plan will also help inform the LCWIP in identifying active travel networks and areas of potential future growth and demand.

Figure 7. Huncoat Garden Village masterplan

3.4.3. Huncoat Garden Village Masterplan (2021)

The Huncoat Garden Village Masterplan outlines the delivery strategy and infrastructure requirements necessary for the delivery of the masterplan. Huncoat Garden Village is a proposed development site surrounding the village of Huncoat, which is expected to deliver circa 1,500 homes or dwheelings, a new local centre, extended school provision, expanded station parking and green space (Figure 7).

Of particular relevance to the Hyndburn and Rossendale LCWIP, the masterplan identifies several essential infrastructure requirements for the delivery of the development site, the following are identified as on site pedestrian and cycle routes to be funded by the developer:

- Formal footpaths.
- Segregated footpaths and cycleways (including the Huncoat Wheel).
- Reinstatement of existing bridges as Pedestrian / Cycle links (Altham Lane Leeds Liverpool Canal Crossing).
- Strengthening existing public rights of way.

By developing new and/or enhanced active travel routes between centres and key destinations, the LCWIP will integrate the proposed walking and cycling infrastructure outlined in the Huncoat Garden Village Masterplan into the wider Hyndburn - Rossendale active travel network.

Rossendale

3.4.4. Bacup 2040 Vision and Masterplan (2023)

The Bacup 2040 Vision outlines the opportunities that will allow the historic mill town to establish itself as ''a hub for socialising, cultural experiences, work opportunities, leisure and living''. The paper presents a series of public realm improvements to Bacup's centre as a means of unlocking the town's potential, and solidifying the town's status as an attractive destination for groups such as commuters and entrepreneurs. Four key improvement areas are identified:

» Enterprise: (A growth in the food, drink and creative scene, alongside a thriving range of unique shops).
» Place: (Public Realm and street design improvements).
» People: (Improved safety, health and well-being
» Vibrancy: (A town accommodating for all ages).

Improvements to active travel infrastructure in Bacup Centre are identified as one of the methods of delivering in the above mentioned improvement areas. This includes the creation of a pedestrian promenade between Morrisons and New Market Square, and the provision of cycle facilities in the town centre. External pedestrian and cycle connections between the town centre and the surrounding countryside are also identified as a key catalysts improving the sense of place in Bacup. The aspirations and proposals for Bacup town centre are to be considered in the development of the Hyndburn and Rossendale LCWIP.

3.4.5. Haslingden 2040 Vision and Masterplan (2023)

The Haslingden 2040 Vision and Masterplan (Figure 8) outlines key improvements to Haslingden Town Centre, with an ambition to transform the town centre into "a hub for community activity and heritage renaissance which captures the fusion of cultural and historic experiences it has to offer". The paper envisions a Haslingden town centre which is:

» Complete with seating, gardens and green spaces
» A family friendly place with a suitable housing offer for everyone.
» A thriving centre with a functional events space.
» An attractive place, connected by pleasing street design and developments that complement its heritage.

The Masterplan of suggested improvements and interventions includes the pedestrianisation of the northern end of Deardengate and the provision of cycle parking facilities. Regarding external connections, new and improved pedestrian routes to the countryside and Haslingden Halo (A local trip attractor) are suggested along Church Street and Chapel Street. The paper's vision for Haslingden town centre will be considered in the development of the Hyndburn and Rossendale LCWIP.

Figure 8. Extract from Haslingden 2040 Vision and Masterplan

3.4.6. Rossendale Compensation Measures for Green Belt Release (2023)

Rossendale Borough Council's 2023 paper ''Compensation measures for green belt release'' outlines the ''compensatory improvements to the environmental quality and accessibility of the remaining Green Belt'' required for land to be released for development. Of relevance to the LCWIP, examples provided of compensatory improvements include the building of, or enhancements to; green infrastructure, walking routes, and cycling routes. The document identifies seven development sites for which compensatory measures entailing improvements to cycling and PROWs are advised:

- Irwell Vale Mill (H64)
- Land East of Market Street, Edenfield (H65)
- Land West of Market Street, Edenfield (H66)
- Edenwood Mill (H67)
- Extension to Mayfield Chicks (NE1)
- Land North of Hud Hey (NE2)
- Extension of New Hall Hey (NE4)

The Hyndburn and Rossendale LCWIP shares the ambition of the compensatory measures for green belt release with regard to the provision of an improved active travel infrastructure, which integrates both proposed and existing developments.

3.4.7. Rossendale Edenfield Masterplan (2022)

The masterplan outlines the issues, opportunities and constraints for the proposed development on land west of Market Street in Edenfield, Rossendale. The masterplan sets out the following objectives:

- Create a vibrant residential area which architecturally reflects and complements the positive characteristics of Edenfield.
- Retain and enhance the existing public footpath network to enable local people to conveniently access existing local facilities, amenities and countryside, and to enable the appreciation of locally valued buildings.
- Enhance character and sense of journey throughout residential areas through the creation of a network of safe and attractive public green space, serving functions such as improving pedestrian and cycle movement.

The masterplan includes a new north –south pedestrian and cycle route, and, where viable and permissible, will seek to enable pedestrian links to the northern and southern boundaries of the central land parcel. The development site also includes a number of proposed and retained cycleways, pedestrian routes and PROWs (Figure 9).

The masterplan recognises the importance of providing connected and suitable active travel infrastructure to improve connectivity both to and within the site. The existing concepts and ambitions of the Edenfield masterplan will help inform the development of a broader active travel network in the Hyndburn and Rossendale LCWIP.

The masterplan recognises that providing attractive walking and cycling routes in and to these areas will encourage a modal shift away from the private car. The existing concepts The existing concepts from the masterplan will help inform the development of a broader active travel network as part of the LCWIP.

Figure 9. Concept from the Rossendale Edenfield Masterplan of cycleways and public rights of way within the site allocation

3.4.8. Rossendale Local Plan 2019 to 2036 (2021)

The Rossendale Local Plan envisions the borough as ''a place where people want to live, visit, work and invest''. The local plan outlines a series of objectives relating to people, the economy and the environment. Of particular relevance to the Hyndburn and Rossendale LCWIP, these include:

» Improvements to health and well-being, with access to health and leisure facilities(People).
» Improvements to highways and public transport routes, and enhancements to the existing network of walking and cycling routes (People).
» Encouraging travel by modes other than the car (Environment).

The LCWIP will support the above local plan objectives through an increased availability and accessibility of active travel infrastructure in Rossendale, in turn promoting modal shift and improvements to health, wellbeing and connectivity in the area.

In addition ''Developing the strategic cycle network, linking the Borough's towns and improving access to the countryside'' is listed as one of the strategic priorities of the Rossendale Local Plan.

Furthermore, the LCWIP will support the following identified strategic cycle routes in Rossendale through proposed enhancements of and connectivity to these cycleways:

» The "Valley of Stone Greenway" (Rawtenstall to Rochdale).
» National Cycle Route 6 (Bury-Accrington).
» Rawtenstall to Clowbridge Reservoir.
» Irwell Sculpture Trail/ Rossendale Way.
» Pennine Bridleway (Mary Townley Loop).

3.4.9. Rossendale Corporate Plan 2021 - 2025 (2021)

The Rossendale Corporate Plan (RCP) aims to achieve a thriving local economy, built around Rossendale's changing town centres, creating a quality environment for all and improving the life chances of all those living and working in the borough". The strategic objectives most relevant to the LCWIP include:

» A thriving local economy.
» A high quality environment.
» Healthy and proud communities.
» An effective and efficient council.

Through the development of the LCWIP each of the four categories has a series of strategic priorities required to deliver the strategic vision. The strategic priorities most relevant to the Hyndburn and Rossendale LCWIP are as follows:

» Reducing Rossendale's carbon footprint through enhancements to walking and cycling... influencing residents' behaviour change (High Quality Environment).
» Better access to health and wellbeing activities including improved leisure facilities (Healthy and Proud Communities).
» Engaging more local people and visitors to make better use of our excellent outdoor environment to improve their health (Healthy and Proud Communities).

3.4.10. Rossendale Economic Development Strategy 2018 -2033 (2018)

The 2018 Rossendale Economic Development Strategy envisions "A connected and successful Rossendale that welcomes sustainable growth". The strategy seeks to both develop Rossendale as a bridge into Lancashire from Greater Manchester and West Yorkshire, and to establish the borough itself as a hub for leisure and business. The Rossendale Economic Development strategy identifies five priorities, two of which are of particular relevance for the Hyndburn and Rossendale LCWIP:

» To establish thriving Town Centres of Rawtenstall, Bacup and Haslingden: The LCWIP will support with the identified success measure of increasing footfall through the identification of key walking and cycling routes in Rossendale, making journeys to/between Town Centres in the borough more attractive and accessible, particularly for individuals or households without access to a motorised vehicle.
» Developing Rossendale visitor economy, active leisure and Adrenaline Valley brand and cultural offer: The LCWIP will consider the presence of, and connections to, key trip attractors in Rossendale, thus improving ease of access to key recreational sites.

3.4.11. Rossendale Air Quality Action Plan (2016)

The Rossendale Air Quality Action Plan (AQAP) outlines exceedences and causes of, and mitigations for, air pollutant levels in the borough. The AQAP identified exceedences of NO2 on Bacup Road, Rawtenstall and Manchester Road, Haslingden. Of particular relevance to the LCWIP, an uptake in ''walking to school or work'' was identified as a catalyst for improving both individual health and air quality. Through the promotion of a modal shift towards active travel the Hyndburn and Rossendale LCWIP will support Rossendale Borough Council's ambitions in the reduction of private vehicle usage, and therefore emissions.

3.5 Other Schemes / Proposals

In addition to the policies summarised in the previous section, several additional schemes related to active travel and/or the road network were noted during the policy review. These include:

Lancashire Levelling Up Fund: Safer, Greener Healthier Streets

The Safer, Greener, Healthier Streets (SGHS) scheme involves public realm improvements to identified local neighbourhoods in East Lancashire. The objectives of this scheme, namely improving safety, walking and cycling convenience, and fostering a sense of place, mirror the wider objectives of the LCWIP.

Therefore, where possible, the LCWIP will be to support and supplement the public realm improvements, connecting the SGHS neighbourhoods to the wider active travel network. There are three areas in Hyndburn and Rossendale taken forward for this scheme, which are as follows (Figure 10, next page):

- Countess Street (Hyndburn)
- Woodnook (Hyndburn)
- Hall Carr Estate (Rossendale)

Lancashire Levelling Up Fund: Public Transport Improvements

These include measures such as Real Time Passenger Information, bus priority improvements and mobility hubs. Improved public transport services could increase potential demand for walking and cycling access to the stations as 'first/last mile' connections.

Hyndburn Levelling Up Fund

Hyndburn LUF application focuses on the redevelopment of Accrington town centre, with the expectation that these improvements will help to solidify Accrington status as a ''vibrant, bustling and proud market town''. In addition to a redevelopment of the town square, the bid centres on the refurbishment and re-purposing of three heritage buildings in Accrington town centre; Accrington Market Hall, Market Chambers and Burton's Chambers. The LUF bid's stated objective is to make Accrington ''a destination once again''. Through the development of a walking and cycling network connecting places of residence, work and leisure, the Hyndburn and Rossendale LCWIP will support with the realisation of the LUF's objectives.

Hyndburn Wheel

Concept for a circular cycle and walking facility connecting Accrington, Great Harwood, Rishton and Church. It would include a mix of on-road and off-road sections and serve both leisure and utility trips.

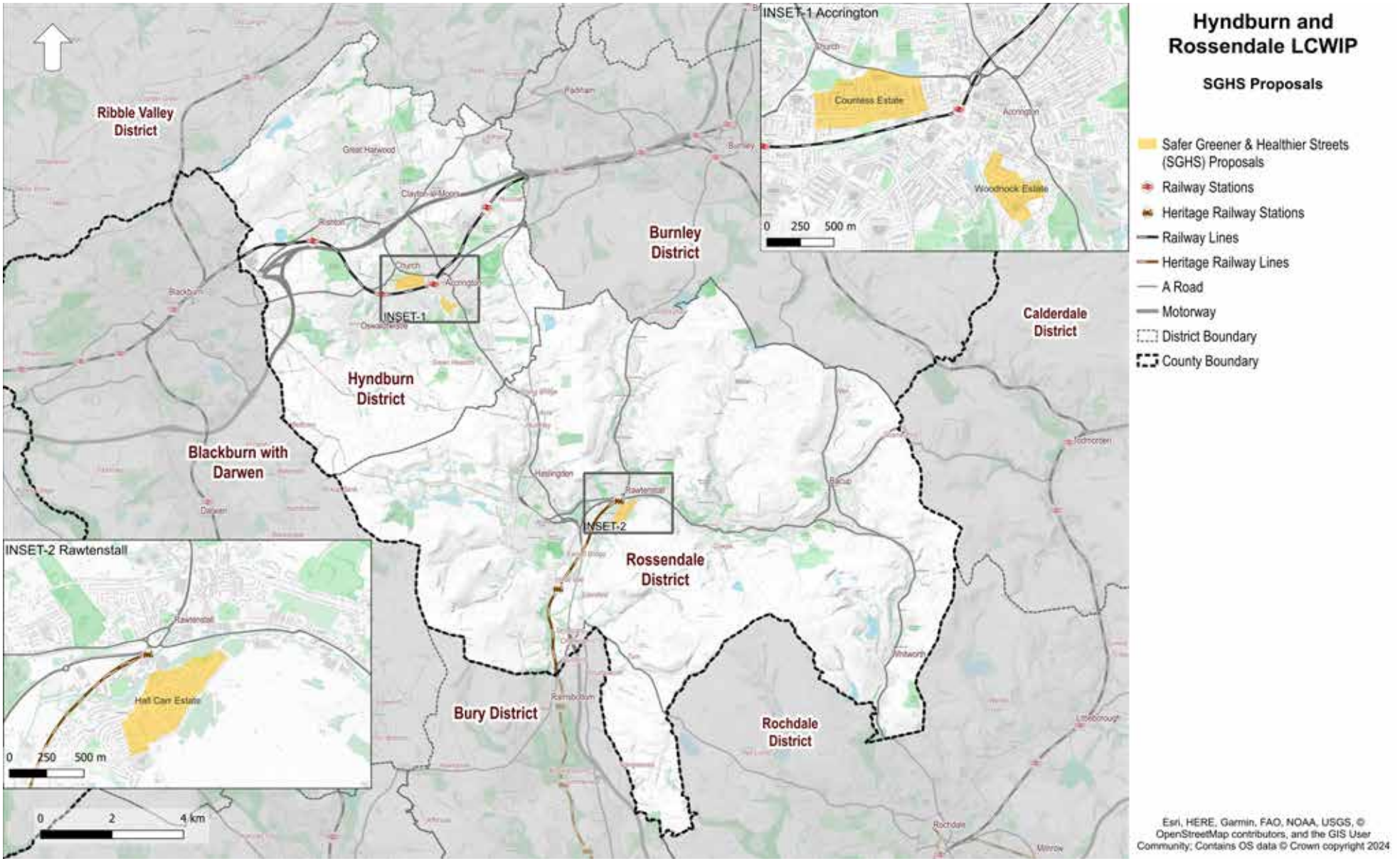

Figure 10. SGHS Proposals of Hyndburn and Rossendale

Rossendale Levelling Up Fund

In August 2022 Rossendale Council submitted an application to the Government's Levelling Up Fund. The bid focuses on the following two project themes, town centres and transport, which match the aim of the Levelling Up Bid. These two project themes are as follows:

» Rossendale Accessible and Vibrant Town Centres, focusing on the market, public realm improvements and skills development.
» Rawtenstall gyratory improvements to ease traffic flow and reduce congestion.

Through the development of a more accessible and comprehensive active travel network for Hyndburn and Rossendale, thus promoting journeys to key destinations and mode shift, the LCWIP supplements both project themes of the LUF.

Neighbouring LCWIPs

LCWIPs have been developed for neighbouring Ribble Valley, Blackburn with Darwen and Burnley Districts. Connectivity with these LCWIPs should be considered when developing the Hyndburn and Rossendale LCWIP to provide cross-boundary continuity.

East Lancashire Strategic Cycleway

The East Lancashire Strategic Cycleway project aims to provide 23km of new and 95km of improved routes in Hyndburn, Rossendale and Blackburn. The ambition is to create a joined-up network that provides access to workplaces, schools, colleges, shops and other services, as well as providing tourism and recreation opportunities. The routes will be largely based on old disused railway lines and will mainly be off road 'greenways' and include enhanced links to key employment sites at Huncoat, Whitebirk, Blackburn Town Centre, Rising Bridge, Haslingden, Waterfoot, Bacup and along the Rossendale Valley.

There are four proposed routes identified within the first phase of the East Lancashire Strategic Cycleway project:

» The Valley of Stone is 16.5km long, largely off-road route following a former railway line and connecting Rawtenstall, Waterfoot, Bacup and Whitworth to the Lancashire border with Rochdale at Healey Dell, as well as providing access to many employment sites along the Rossendale Valley and the re-opened railway tunnels at Waterfoot.
» National Cycle Route 6 - (Hyndburn and Rossendale) is mostly off-road and runs in a roughly north-south direction from Accrington in the north to the Lancashire border at Stubbins near Ramsbottom in the south. It is 12km in length and also follows the line of a former railway crossing several large structures including Helmshore, Lumb and Alderbottom High viaducts. It is part of the longer NCN6 route that connects Watford to Keswick via Manchester and Preston.
» The Huncoat Greenway will create an off-road cycle route between Huncoat Village and Accrington when completed. It will provide pedestrians and cyclists with a continuous, safe, off-road route just under 2km in length avoiding the busy A679 Burnley Road connecting housing areas to Huncoat Industrial Estate, other employment sites and nearby schools.
» The Weavers Wheel is a 26km route encircling Blackburn town centre and is based on a similar concept to the Preston Guild but also has spokes with connecting routes into Blackburn town centre. The route was finished and formally opened in 2018.

The East Lancashire Strategic Cycleway has been funded through the Growth Deal, Local Transport Plan, Active Travel Fund Tranche 4 and the National Highways RIS01 programme (Haslingden section of NCN6) and is due to be completed by the end of 2025.

3.6 Summary of Policy and Previous Proposals Review

Figure 11, on the following page, shows the planned or proposed schemes shown in map form identified in the policy and previous study review which are most relevant to the Hyndburn and Rossendale LCWIP. These will help inform development of the active travel networks to consider consistency and connectivity with existing plans and proposals.

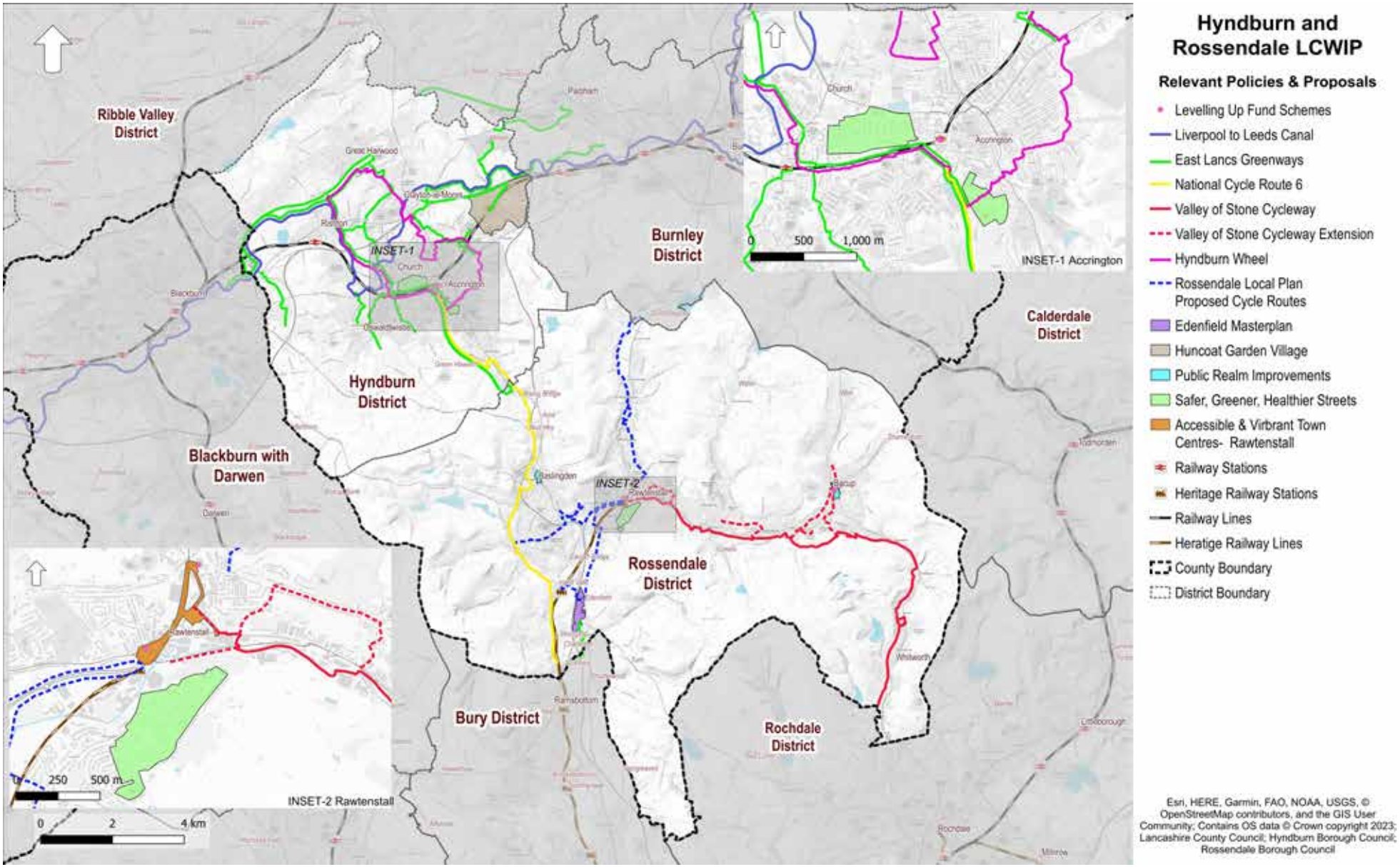

Figure 11. Illustration of the location of previous studies and proposals relevant to active travel and the Hyndburn and Rossendale LCWIP

Photo credit: Lancashire County Council

4. Gathering Information (Stage 2)

4.1 Introduction

To support development of the Hyndburn and Rossendale LCWIP, a range of existing spatial data was compiled and reviewed. This data helped to provide an understanding of existing and potential demand, issues, opportunities, and barriers for active travel. Where appropriate, the data was mapped to overlay different pieces of information. This background data informed the identification of key cycling corridors and core walking zones, which are discussed in following chapters.

The analysis included the following data sets[1]:

- Population and demographics, such as resident and workplace population, car ownership, and indices of multiple deprivation
- Key destinations, employment sites and development areas
- Existing active travel networks and infrastructure
- Railway, bus and road networks
- Journey to work data
- Propensity to Cycle Tool (PCT) data
- Strava Metro data
- Collision data involving people walking and/or cycling
- Early engagement survey data
- Barriers and topography

Mapping and summaries for each of the datasets is provided in the following sections.

Figure 12. Illustration of local cyclists in Hyndburn

1 Please note that some of the information was based on the 2021 census, which took place during a COVID lockdown, not necessarily representative of normal journey to work patterns.

4.2 Population and Demographics

4.2.1. Population

The total population of the Hyndburn - Rossendale study area was approximately 153,106 residents in 2021 . As shown in Figure 5, there are broadly two centres of high population density in the area; the Accrington built up area in central Hyndburn, and the Rossendale Valley Area encompassing the settlements along the Irwell Valley between Haslingden and Bacup (Table 2).

4.2.2. Age Structure

As of the 2021 Census, the median age for residents across the Hyndburn Rossendale study area is approximately 40, which is consistent with the regional and national average (see Table 3). Overall, approximately 22.1% were under 18, 59.1% of working age (18 to 65), and 18.7% were over 65 years of age (Table 3).

Table 2. Population data for the Hyndburn Rossendale study area (Office of National Statistics)

Area name	2011 Census	2021 Census	% Change	Population Density, 2020 (usual residents per km^2)
Hyndburn	80,700	82,235	1.9%	1127
Rossendale	68,000	70,872	4.2%	513
Hyndburn Rossendale Total	**148,716**	**153,106**	**3.0%**	**726**
Lancashire	1,171,558	1,235,354	5.4%	427
North West	7,055,961	7,417,397	5.1%	526
England	53,107,169	56,490,048	6.4%	434

Source: Office of National Statistics

Table 3. Age structure for the Hyndburn Rossendale study area (2021 Census)

Area name	Median age	% < 18 years old	% 18 to 65 years old	% over 65 years old
Hyndburn	39	22.8%	59%	18.2%
Rossendale	42	21.2%	59.3%	19.3%
Hyndburn Rossendale Total	**40**	**22.1%**	**59.1%**	**18.7%**
Lancashire	42.8	20.3%	60.1%	19.6%
North West	40	21.1%	61.3%	17.6%
England	40	20.8%	61.8%	17.4%

Source: Office of National Statistics

4.2.3. Population Density

Figure 13 shows the distribution of population within the Hyndburn and Rossendale Boroughs from the 2021 Census, which can give an idea of the potential demand for cycling and walking trips. Many trips begin or end at home, therefore higher population densities can indicate a higher propensity for walking or cycling trips. The higher density can also indicate a more urban built environment, where there may be more opportunity for short trips to local shops, schools, etc.

It is apparent that the most densely populated areas are located in the Accrington - Rossendale built up area, including the town centres of Accrington, Clayton-le-Moors, Oswaldtwistle, Great Harwood and Rishton in Hyndburn, and Haslingden, Rawtenstall, Waterfoot and Bacup in Rossendale. The urban area of Accrington town centre records the highest population density.

Conversely, the least populated areas are in the more rural northwestern and southwestern areas of Hyndburn, and southern, western and northern areas of Rossendale. It is in these less-densely populated areas where reliance on cars will be greatest, due to greater distances to trip attractors, and where service frequency and access to public transport will typically be lower. There is an opportunity to improve accessibility in rural areas through active travel schemes which help link settlements and improve transport options.

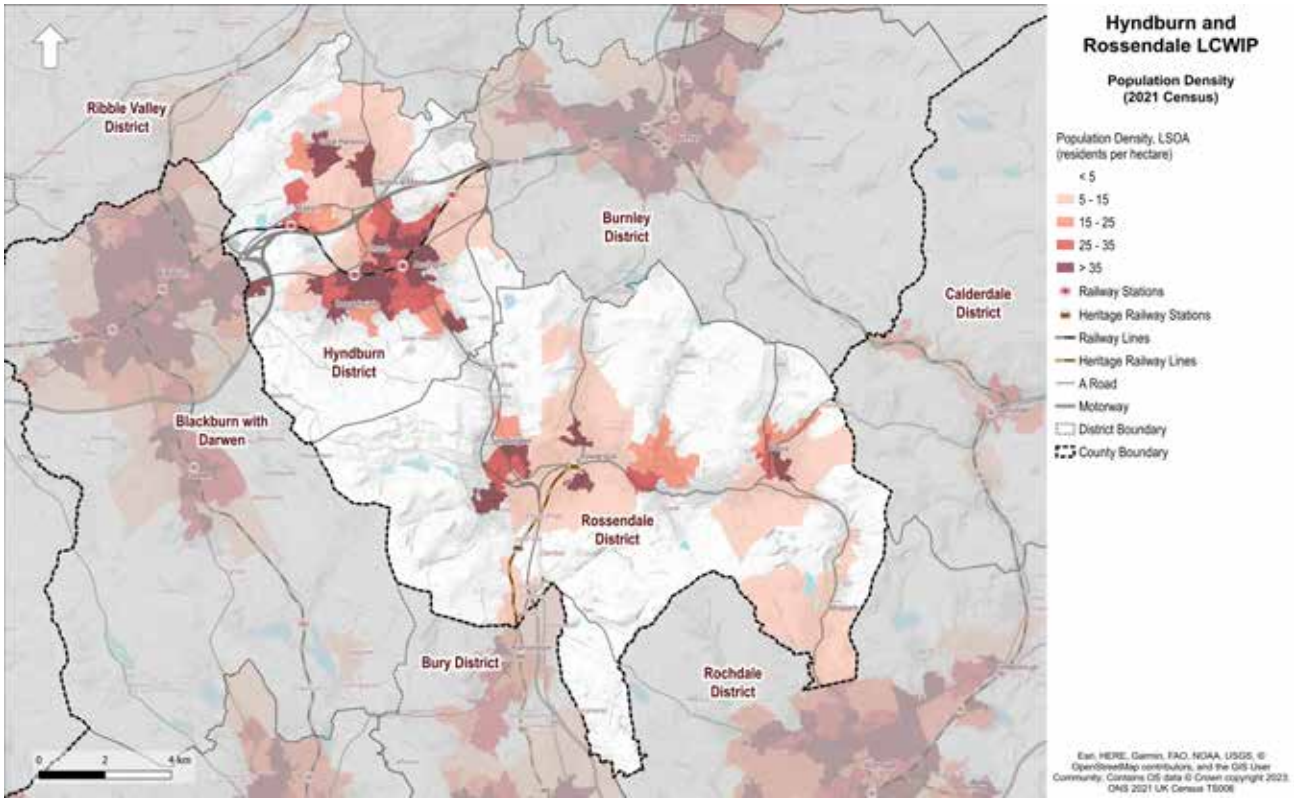

Figure 13. Population density in the Hyndburn and Rossendale study areas (*source: Office for National Statistics, 2021 Census)*

4.2.4. Workplace Population Density

Figure 14 shows the distribution of workplace population within the Hyndburn and Rossendale boroughs from the 2011 Census Year. This can give an idea of the potential demand or cycling and walking trips for commuting purposes. Many trips begin or end from a workplace therefore higher workplace population densities can indicate a higher propensity for walking or cycling trips. Higher densities indicate the workplace population per hectare.

Workplace population hotspots of 25-250 residents per hectare include Altham Industrial Estate, the town centres of Great Harwood, Church and Oswaldtwistle in Hyndburn, and the towns of Haslingden, and Rawtenstall in Rossendale. The highest workplace population density across the two Boroughs is the town of Accrington, with two hotspots of 250-500 workplace residents per hectare in the Town Centre. Workplace population density can be summarised as highest in the town centres, and employment centres (e.g. Industrial Estates) within the study area.

Workplace population density is lower in the more rural areas of the study area. Notwithstanding, workplace population density is also lower in settlements such as Rishton, Bacup and Waterfoot.

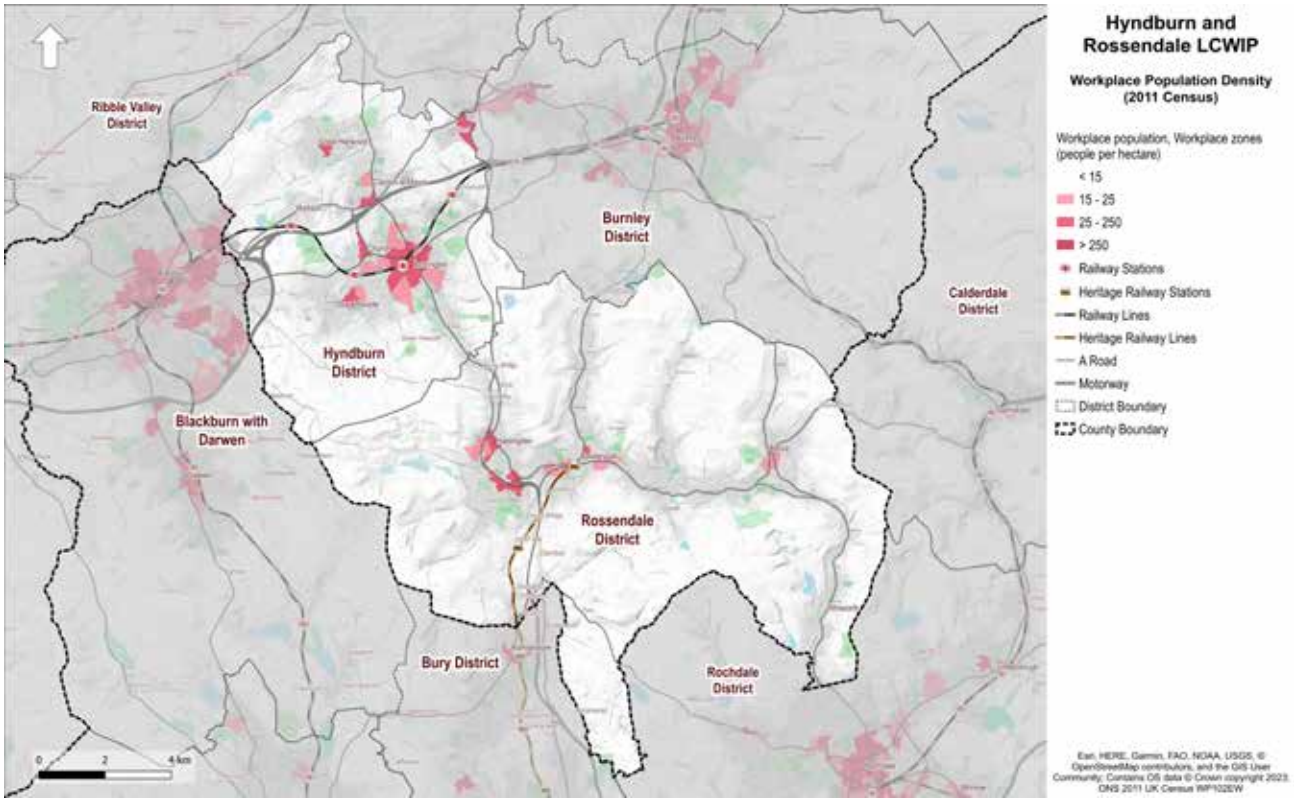

Figure 14. Workplace population density in the Hyndburn and Rossendale study areas (*source: Office for National Statistics, 2011 Census)*

4.2.5. Car Availability

Figure 15 shows the proportion of households in the Hyndburn and Rossendale areas with no access to a car or van in the 2021 census year. This indicates the areas where access to a car or van is lower and where there might also be greater reliance on walking, cycling or public transport. These areas may have a higher benefit from improved active travel infrastructure and should be considered as part of the LCWIP network development. Overall, 25% of households in Hyndburn and 18% of households in Rossendale do not have access to a car or van. This put Hyndburn roughly in line with the national and regional averages, and Rossendale below.

As detailed in Table 4 Rossendale has both a higher percentage of households with access to a car or van, and a higher number of privately registered vehicles per person. Combined, Hyndburn and Rossendale have a total of 0.51 cars per person, which is relatively consistent with the averages for Lancashire (0.54), the North West (0.48) and England (0.50).

As evidenced in Figure 7, car and van availability is lowest in Accrington and Church, with upwards of 40% of households having no access to a car or van. Car and van ownership is between 20% - 40% for households in the areas of Rishton, Oswaldtwistle, Haslingden, Bacup and Whitworth. Conversely, households located in the more rural areas of the Boroughs, such as south and north Rossendale have a car and van availability of over 80%.

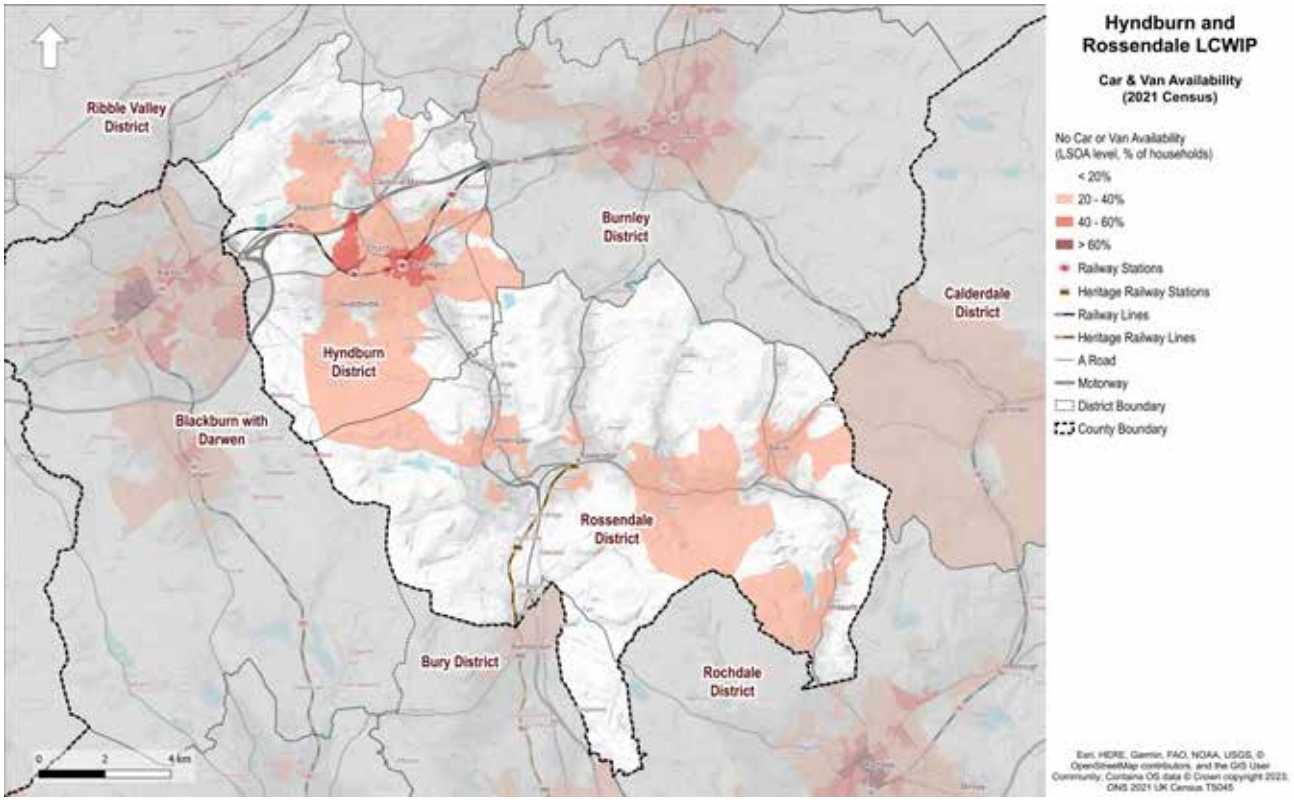

Figure 15. Households with no car/van availability in the Hyndburn and Rossendale study areas (*source: Office for National Statistics, 2021 Census*)

Table 4. No car/van availability (2021 Census) and privately registered vehicles (DfT and DVLA)

Area name	Hyndburn	Rossendale	Hyndburn and Rossendale	Lancashire	North West	England
% Households with no car/van availability	25%	18%	22%	23%	28%	26%
Privately registered vehicles/person (2022 Q2)	0.48	0.55	0.51	0.54	0.48	0.50

Source: Office of National Statistics; Department for Transport (DfT) and Driver and Vehicle Licensing Agency (DVLA)

4.2.6. Indices of Multiple Deprivation

Figure 16 shows the 2019 indices of multiple deprivation (IMD). The IMD is a measure of relative deprivation for small areas/ neighbourhoods in England (lower super output area (LSOA) census boundaries). It measures income, employment, health, education, crime, living environment and barriers to housing and services. Areas in the first decile represent the most deprived areas, whereas the 10th decile represents least deprived areas. The information was used for the identification of under-served areas and therefore what areas may most benefit from walking and cycle improvements.

The IMD indicates relatively high levels of deprivation in both the Hyndburn and Rossendale Boroughs. A total of 20 lower super output areas (LSOAs) in the boroughs of Hyndburn and Rossendale are within the top 10% most deprived nationally (14 in Hyndburn and 6 in Rossendale respectively). An additional 15 LSOAs in Hyndburn and Rossendale are in the top 20% (11 in Hyndburn and 4 in Rossendale). These areas are also in the bottom two deciles of health deprivation. Clusters of deprivation are concentrated in the Accrington/ Rossendale built-up area, and settlements in the Rossendale Valley, such as Bacup. There is a particularly high concentration of deprivation in Accrington.

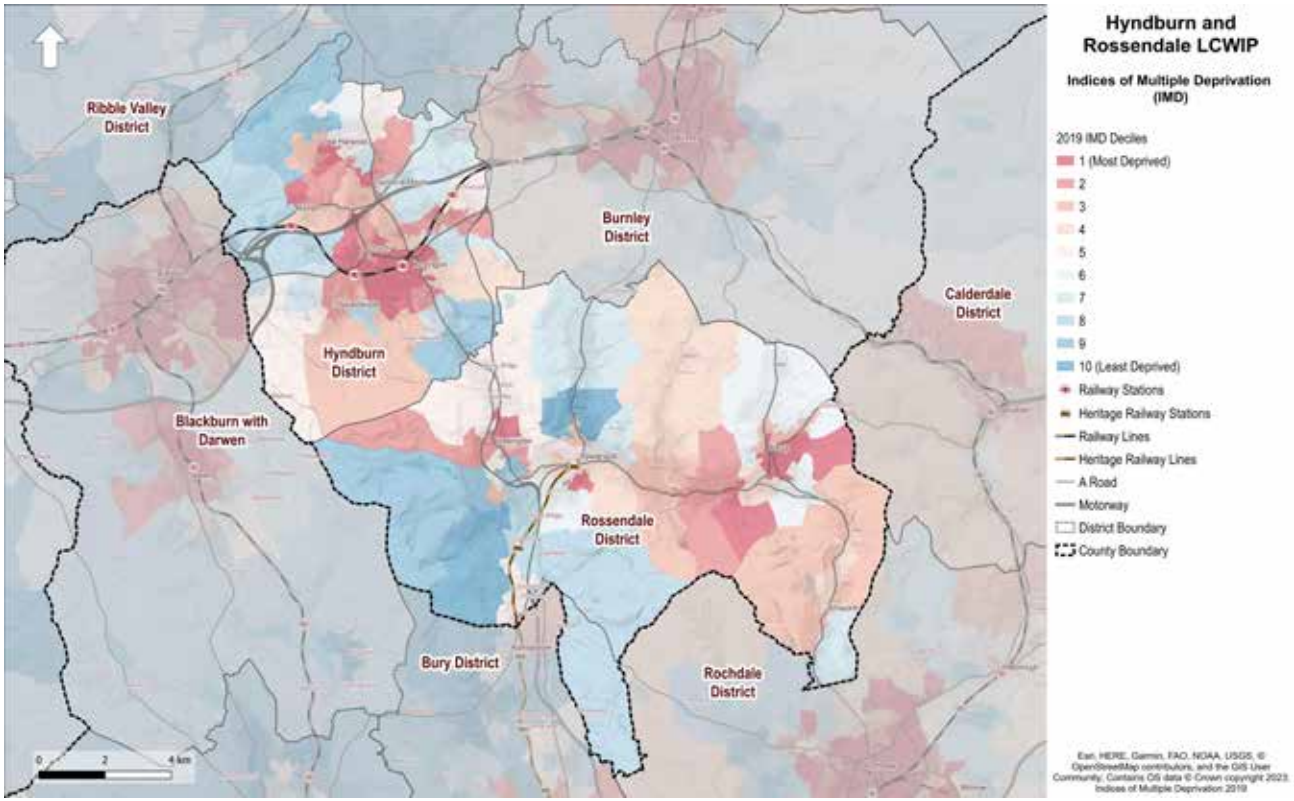

Figure 16. Indices of Multiple Deprivation in the Hyndburn and Rossendale study areas (*source: Office for National Statistics, 2019*)

The areas of deprivation indicate that residents may experience issues related to poor health, physical inactivity, travel affordability, and access to employment and education. Active travel improvements in these areas would support benefits to public health, travel affordability, and access to employment and opportunity.

4.2.7. Future Growth and Development Opportunities

Based on the Local Plan, information regarding planned development and site allocations was reviewed to identify areas of planned growth and potential future demand for cycle and walking infrastructure to provide linkages between growing residential areas to key destinations. The locations of larger development sites are shown in Figure 17 on the following page and summarised below.

4.2.7.1. Hyndburn Council

Accrington Town Centre is the main retail and service centre in the Borough of Hyndburn and is a key focus for economic growth, development and investment. There are nine strategic housing development sites located in the town centre area, the largest being Ribbledsale Avenue, with a proposed number of 100 dwellings.

A notable proposed development scheme, as outlined in the Hyndburn Local Plan, is Huncoat Garden Village. This is a mixed use development with a planned delivery of 1,553 housing units. This proposed development site, located to the north and east of the village of Huncoat, is the largest of the proposed housing allocations in the study area. Other notable housing allocations include Lyndon playing Fields in Great Harwood (250 units) and Cut Lane in Rishton (188 units).

Employment site allocations include proposed expansions to Altham Industrial Estate, and an employment site located to the west of Rishton, adjacent to the Blackburn with Darwen borough boundary.

4.2.7.2. Rossendale Council

There are several large residential development sites planned in Rossendale . The largest site is the Land West of Market Street housing allocation in Edenfield, southern Rossendale. Other large residential sites include:

- Grane Village, Helmshore (171 units).
- Land Off Cowtoot Lane (151 units).
- Former Spring Mill (111 Units).
- Reedsholme Works, Rawtenstall (110 units).
- Loveclough Working Men's Club (95 units).
- Land Off Pennine Road, Bacup (84 units).

In addition, there are several employment and mixed development sites within the Borough of Rossendale. The largest employment and mixed use allocations are as follows:

- Extension of New Hall Hey, Rawtenstall (Employment).
- Carrs Industrial Estate North Extension, Haslingden (Employment).
- Baxenden Chemicals Ltd, Rising Bridge (Employment).
- Spinning Point (Mixed Use).
- Futures Park, Bacup (Mixed Use).

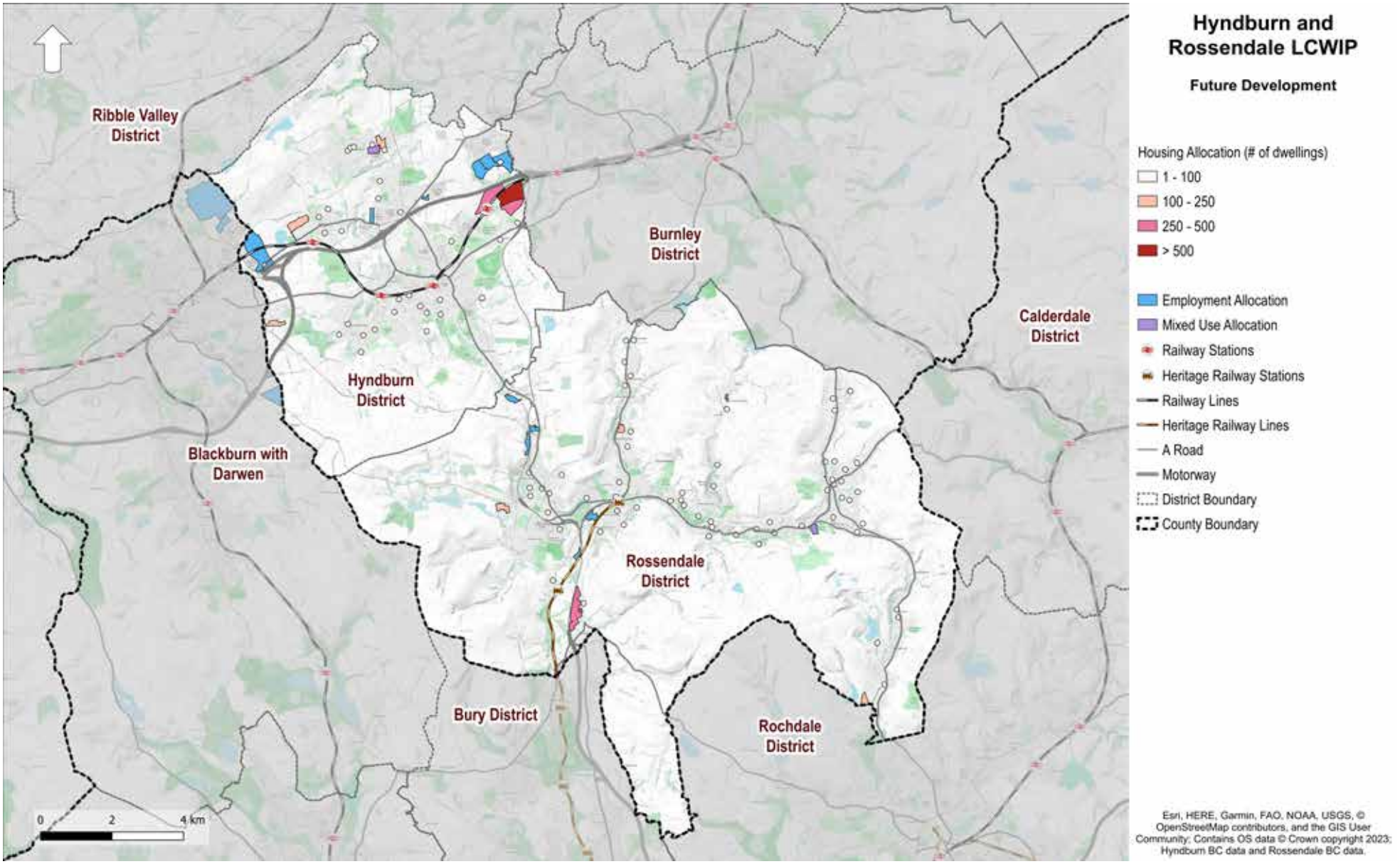

Figure 17. Development areas in the Hyndburn and Rossendale study areas (*source: Hyndburn Borough Council and Rossendale Borough Council)*

4.3 Barriers to Mobility

Severance can be a barrier to mobility, particularly for wheeling, walking and cycling. Severance issues can create longer journeys, making them less attractive to be made by foot or by cycle. Issues in the Hyndburn and Rossendale study area that contribute to severance are illustrated in Figure 18 including:

- Hyndburn: The East Lancashire Line traverses east to west through the Borough, passing through Accrington town centre. This railway severs the local road network and funnels traffic for all modes to a limited number of crossing points.
- Similarly, the Liverpool - Leeds Canal meanders through Hyndburn from east to west, thus leading to a limited number of north/south crossings between settlements such as Great Harwood and other towns in Hyndburn. Notably, the canal disconnects Clayton-le-Moors, resulting in limited connectivity between the south-east of the town and Moorfield Industrial Estate with the town centre.
- The M65 also passes east to west through Hyndburn, providing a further obstacle to north-south connectivity.
- Major A roads can sever local street networks and create barriers to active travel due to high traffic flows and speeds and wide lanes, which are unattractive and hostile environments for wheeling, walking and cycling. Examples include the A56, A680, A679/ Burnley Road, and A682 (Rossendale).
- In addition to the major roads, high traffic flows and speeds throughout the network can be a barrier and deterrent to wheeling, walking and cycling. Fast moving traffic negatively impact the perceived safety, comfort, and attractiveness of a route. LTN 1/20, for example, advises that traffic flows should be less than 4,000 vehicles/ day with speeds 20mph or less to be suitable for most people to comfortably cycle with motor vehicle traffic and without segregation[1].
- Topography and population distribution are highly correlated in both Hyndburn and Rossendale Boroughs, with population distribution located in the flatter areas of both Boroughs. This includes the area around central Hyndburn Borough, in which the settlements of Accrington, Clayton-le-Moors, Oswaldtwistle and Great Harwood are located. Urban areas in Rossendale, such as Haslingden, Rawtenstall and Crawshawbooth are primarily located within the valley floors of the Rossendale Hills. This creates topographical constraints with regard to designing cycling and walking infrastructure, as the majority of land which is not settled is steep terrain, and conversely, a significant proportion of the flat terrain is built on. In addition, the topography forces all connections between the built up areas to be main along the main road network, which is constrained and may not accommodate safe segregated walking and cycle facilities.
- Within the built urban environment, there are many common constraints which affect current levels of wheeling, walking and cycling and the potential to provide quality infrastructure for active travel. Narrow streets within built-up areas often have limited existing provision and limited scope to widen footways or provide dedicated cycle facilities without significant change to motor vehicle circulation. Competing needs for public highway space also affect the quality of the environment for walking and cycling.
- For example, footway parking can impede pedestrian access for some users. Management of kerbside activity (e.g., servicing requirements, on-street parking), particularly in high street areas, can also impact pedestrian comfort and the attractiveness of the area.

1 DfT, LTN 1/20, Figure 4.1

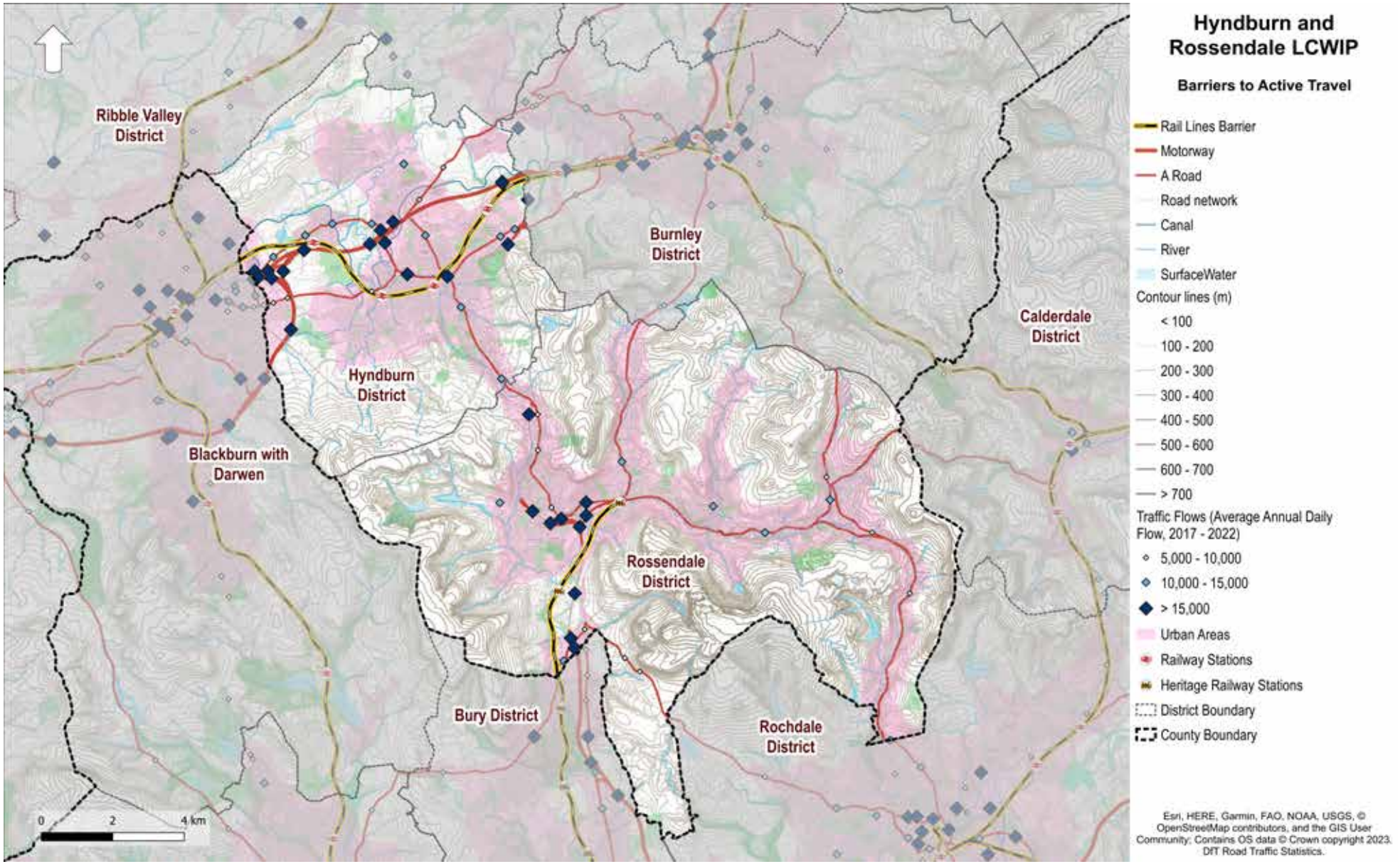

Figure 18. Barriers and constraints to wheeling, walking and cycling in the Hyndburn and Rossendale study areas (*source: Department for Transport*)

4.4 Key Destinations

Key destinations (see Figure 19), following page) were mapped to illustrate clusters of trip attractors, which would indicate likely greater potential for journeys to be made by active travel and help to identify potential desire lines as part of the LCWIP development. Types of destinations captured include:

- Educational facilities (primary schools, secondary schools and higher education facilities).
- Hospitals.
- Doctor surgeries.
- Leisure centres.
- Tourist attractions .
- Railway stations.
- Retail areas.
- Employment sites / enterprise zones.

Key destinations tend to be concentrated around the more densely populated area along towns such as Accrington, Clayton-le-Moors and Rishton in Hyndburn, and along the Rossendale Valley in Rossendale. Towns such as Accrington and Great Harwood in Hyndburn, and Haslingden, Rawtenstall and Bacup in Rossendale have sizeable retail areas, which serve both as trip attractors and centres of employment.

Clusters of primary schools in towns such as Accrington, Clayton-le-Moors, Great Harwood, Haslingden and Rawtenstall indicate a greater potential to increase walking journeys. Primary schools tend to have smaller catchment areas and have potential for school trips to be made on foot or by cycle, likely with children accompanied by a parent.

Meanwhile, areas with secondary, further and higher education facilities provide a greater potential to increase active travel journeys among young people who are more confident and able to walk or cycle independently. Secondary and higher education facilities also tend to have larger catchment areas, which may make cycling a more attractive mode than walking.

There are key employment sites and enterprise zones throughout the study area and are generally located adjacent to major transport links such as major roads or rail links. Larger sites or clusters of sites include:

- Huncoat Business Park (Huncoat, Hyndburn).
- Altham Industrial Estate (Altham, Hyndburn).
- Knowsley Road Industrial Estate (Haslingden, Rossendale).
- Carrs Industrial Estate (Haslingden, Rossendale).
- Parkside Road Industrial Estate (Bacup, Rossendale).
- Accrington Town Centre (Accrington, Hyndburn).

Several of the barriers and constraints referenced in the previous section (Figure 10) are also overlaid in Figure 11 to illustrate potential severance issues near key destinations.

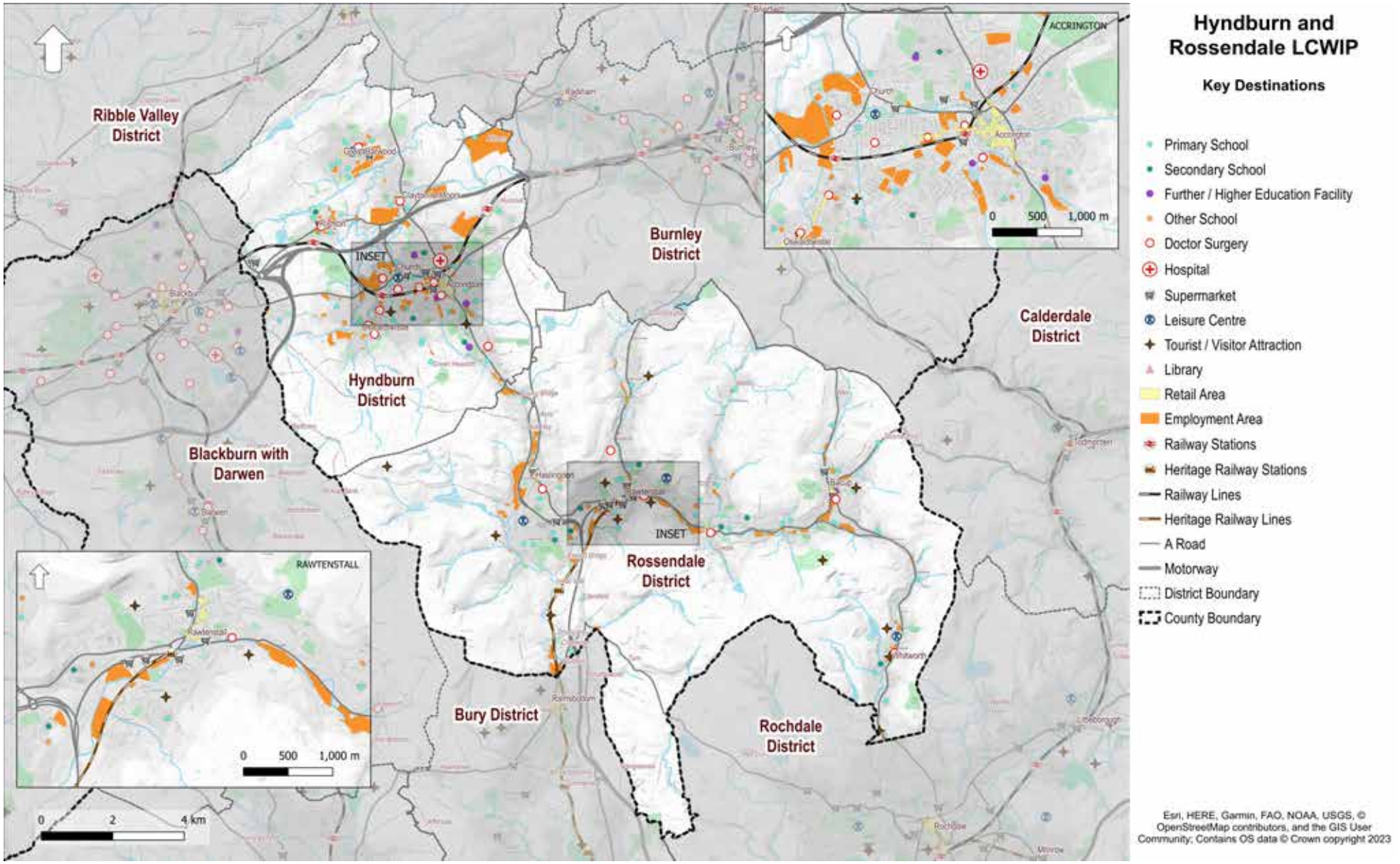

Figure 19. Key destinations within the Hyndburn and Rossendale study areas (*source: CDRC, Lancashire County Council, Hyndburn Borough Council, Rossendale Borough Council)*

4.5 Centres

Similar to the key destinations mapping, the classification of designated centres from the Hyndburn and Rossendale Local Plans indicates concentrations of shopping and community services and facilities. The hierarchy of centres identifies the key hubs of activity within the study area and potential demand for short trips which can be made by foot or by cycle. Development of the LCWIP network should consider linking nearby town centres and improving access to other centres (Figure 20, next page).

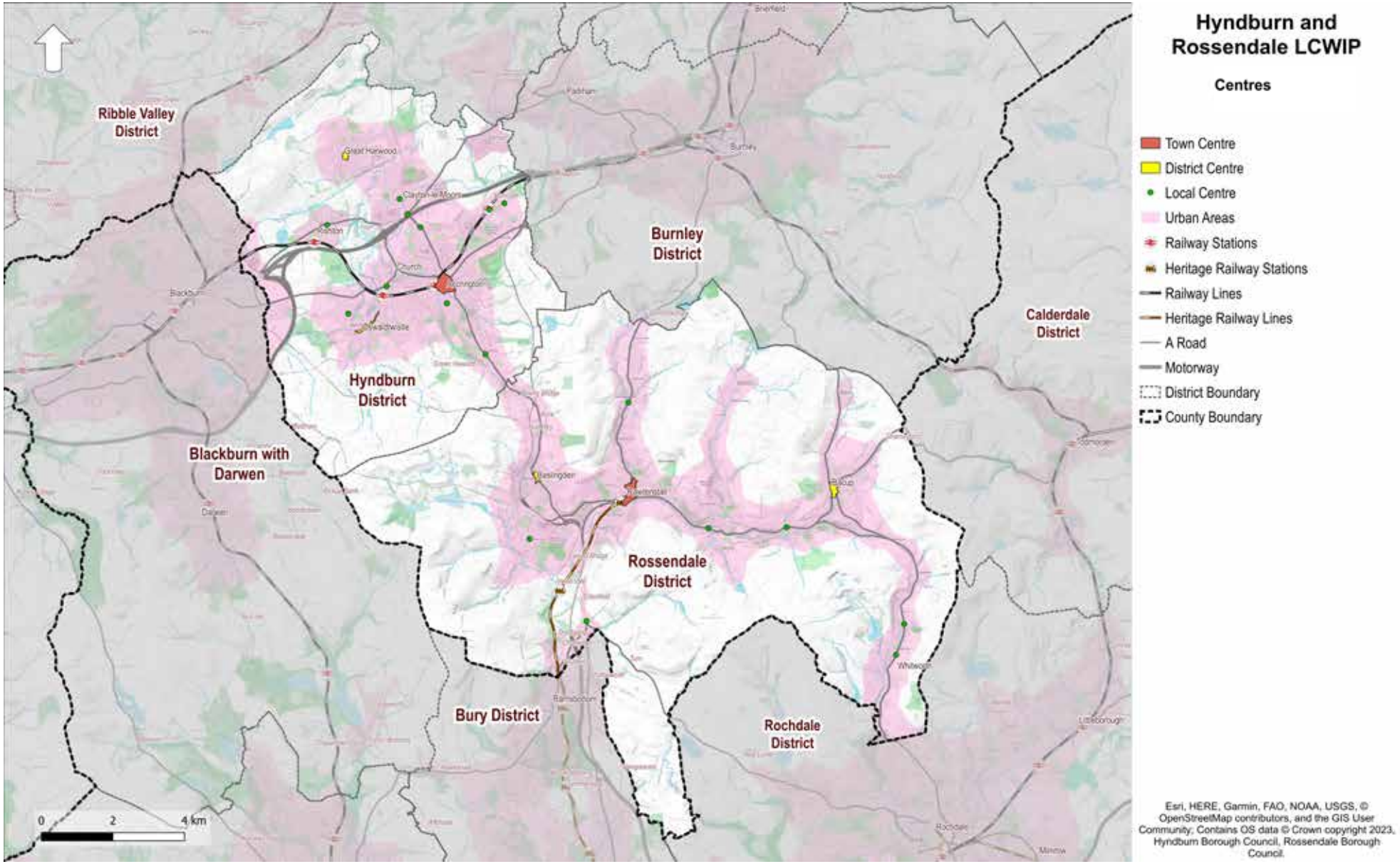

Figure 20. Centres within the Hyndburn and Rossendale study areas (*source: Hyndburn Borough Council, Rossendale Borough Council)*

4.6 Transport Infrastructure

4.6.1. Existing Cycle Network

There are several regionally significant existing cycle facilities in the study areas, as shown in Figure 21. These include:

- National Cycle Network (NCN) route 6: This route is the only current cross Borough active travel connection, travelling from the border with Greater Manchester in Stubbins to Accrington and central Hyndburn via Haslingden. Note that in Rossendale approximately half of this route is on road.
- Valley of Stone (VoS) Cycleway: The Valley of Stone cycleway connects the Rossendale settlements of Rawtenstall, Waterfoot, Bacup and Whitworth. The route traverses through the Rossendale and Whitworth valley floors before connecting with the Rochdale Borough boundary south of Whitworth.
- Regional cycle route 91 connects the settlements located in the Whitewell Brook Valley to Haslingden and Rawtenstall. At the northern end, the route connects Rossendale to Burnley Borough.

There are other sections of off-road facilities available throughout the study area, such as sections of Public Right of Way and the Leeds Liverpool Canal Towpath.

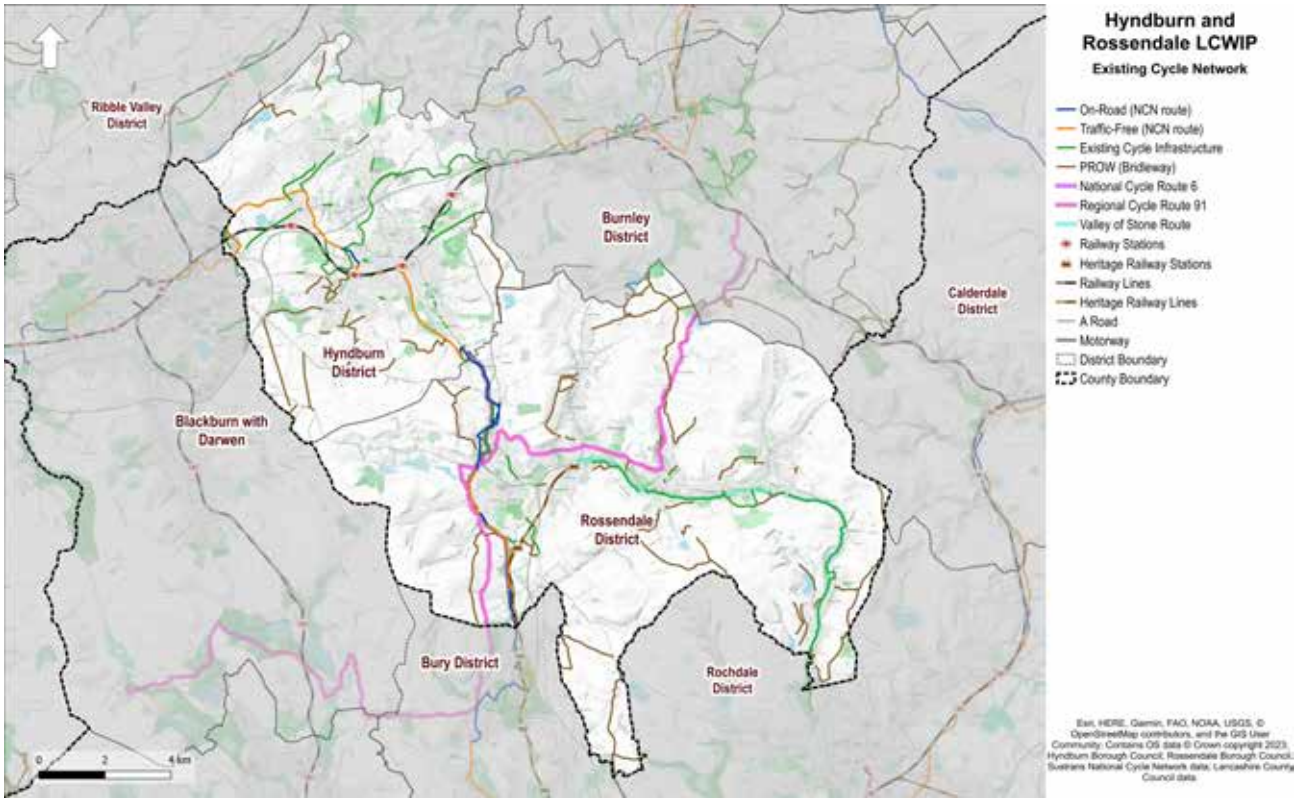

Figure 21. Existing cycle network within the Hyndburn and Rossendale study areas (*source: Hyndburn Borough Council, Rossendale Borough Council, Lancashire County Council, Sustrans, Blackburn and Darwen LCWIP, Ribble Valley LCWIP)*

4.6.2. Proposed Cycle Network

There are several proposed schemes to expand or improve the cycle network, as referenced in section 3.5. Proposed cycle routes and schemes are shown in Figure 22.

There are aspirations to connect Hyndburn with the neighbouring boroughs of Blackburn with Darwen and Burnley via the Hyndburn canal towpath scheme. These also align with proposals for the public realm enhancements to the Liverpool - Leeds Canal outlined in the Pennine Lancashire Linear Park plan (see section 3.3.3). In addition, the Hyndburn Wheel is a proposed orbital cycle route that would connect the outer core of Accrington with Church, Rishton, Great Harwood and Clayton-le-Moors.

The Rossendale Local Plan identifies several new cycle route proposals including routes to the south of Rawtenstall and between Rawtenstall and Dunnockshaw (Burnley Borough). Other proposals in Rossendale include the Edenfield Greenway, and several spurs connecting Bacup, Stacksteads and Rawtenstall with the Valley of Stone Cycleway.

Cross borough active travel connectivity is proposed as part of the East Lancashire Cycleway Scheme, which includes a realignment of NCN6.

Connectivity to the existing and proposed facilities, and/or improvements to these facilities, should be considered as part of the LCWIP network development.

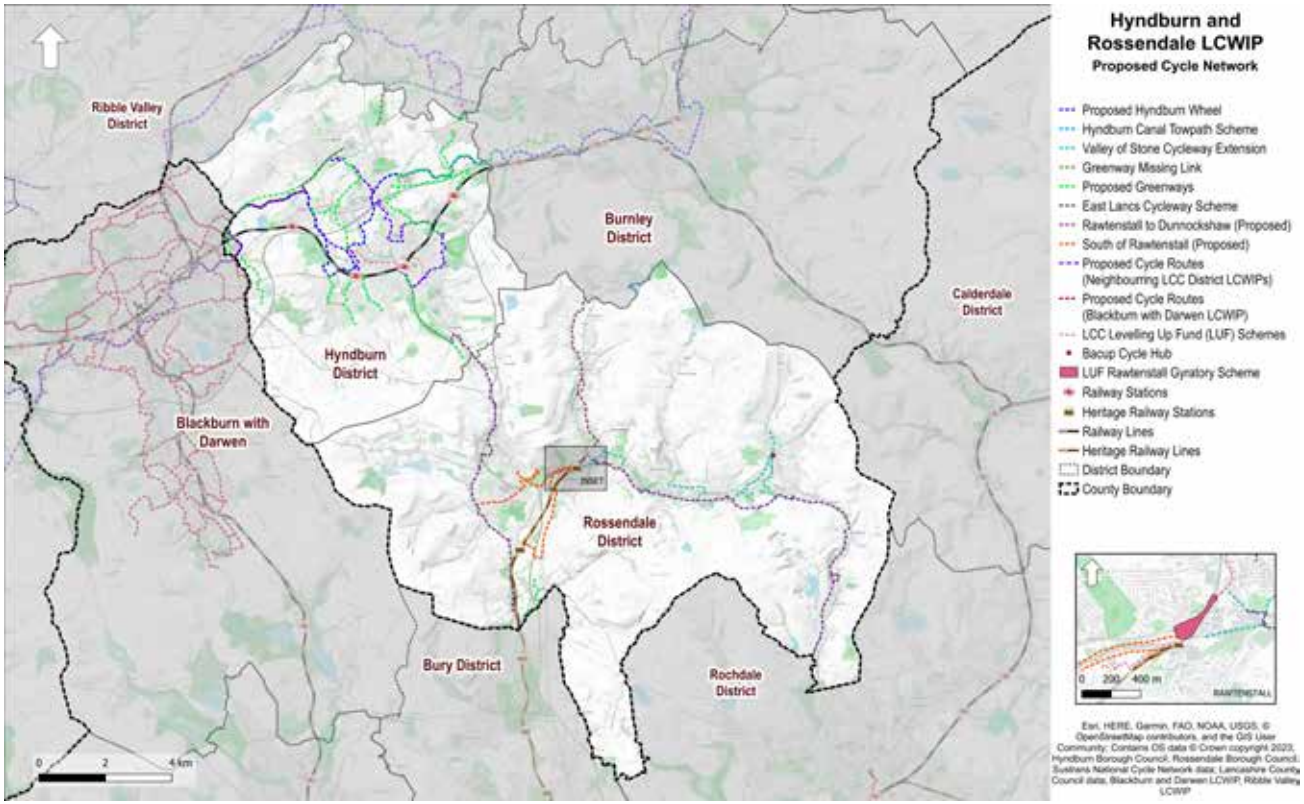

Figure 22. Proposed cycle network within the Hyndburn and Rossendale study areas (*source: Hyndburn Borough Council, Rossendale Borough Council, Lancashire County Council, Sustrans, Blackburn and Darwen LCWIP, Ribble Valley LCWIP)*

4.6.3. Public Transport

Several public transport services operate in Hyndburn and Rossendale including one railway line, and an extensive bus network, see Figure 23.

Walking and cycling are important first/last mile travel options to/from railway stations, and so connections to stations should be a consideration in development of the LCWIP network. High-quality long-term cycle parking should also be provided at the stations. Furthermore, there is no national rail service in Rossendale so public transport is limited and encouraging cycling is particularly important.

The station with the highest patronage is Accrington Railway Station, with 459,616 passengers in 2022/2023. The stations at Church and Oswaldtwistle, Rishton, and Huncoat have moderate patronage. Hyndburn Railway stations are served by two lines:

» The Calder Valley Line: Hourly train service to Blackpool North (westbound) and York via Leeds (eastbound), Hourly train service to Blackburn (westbound) and Wigan Wallgate via Manchester (eastbound).
» The East Lancashire Line: Hourly train service to Preston (westbound) and Colne (eastbound).

The East Lancashire Railway also operates a heritage service in Rossendale. This line has stations in Rawtenstall and Irwell Vale, and connects Rossendale with Ramsbottom, Bury and Heywood in Greater Manchester.

Hyndburn and Rossendale are served by an extensive bus network, which provides the only public transportation connection between the two boroughs. The bus network serves the majority of towns and villages in Hyndburn and Rossendale, and provides regular services to settlements such as Burnley, Blackburn and Manchester. The two major bus hubs are Accrington bus station in Hyndburn and Rawtenstall bus station in Rossendale.

Bus services do not allow unfolded cycles on-board. There also tends to be a higher frequency of stop, generally making walking a suitable option to access the stops. The bus stop locations indicate areas of demand for short walking trips, linking bus passengers with surrounding residential areas or trip attractors. There is a relatively high density of stops (and hence short walking trips) around the built-up areas surrounding Accrington, Haslingden and Bacup.

The LCWIP recognises the need to establish and promote robust walking and cycling connections between public transit nodes (such as rail and bus stops) and both key destinations and places of residence is critical for the promotion of mode shift and active travel as a first/last mile transport option.

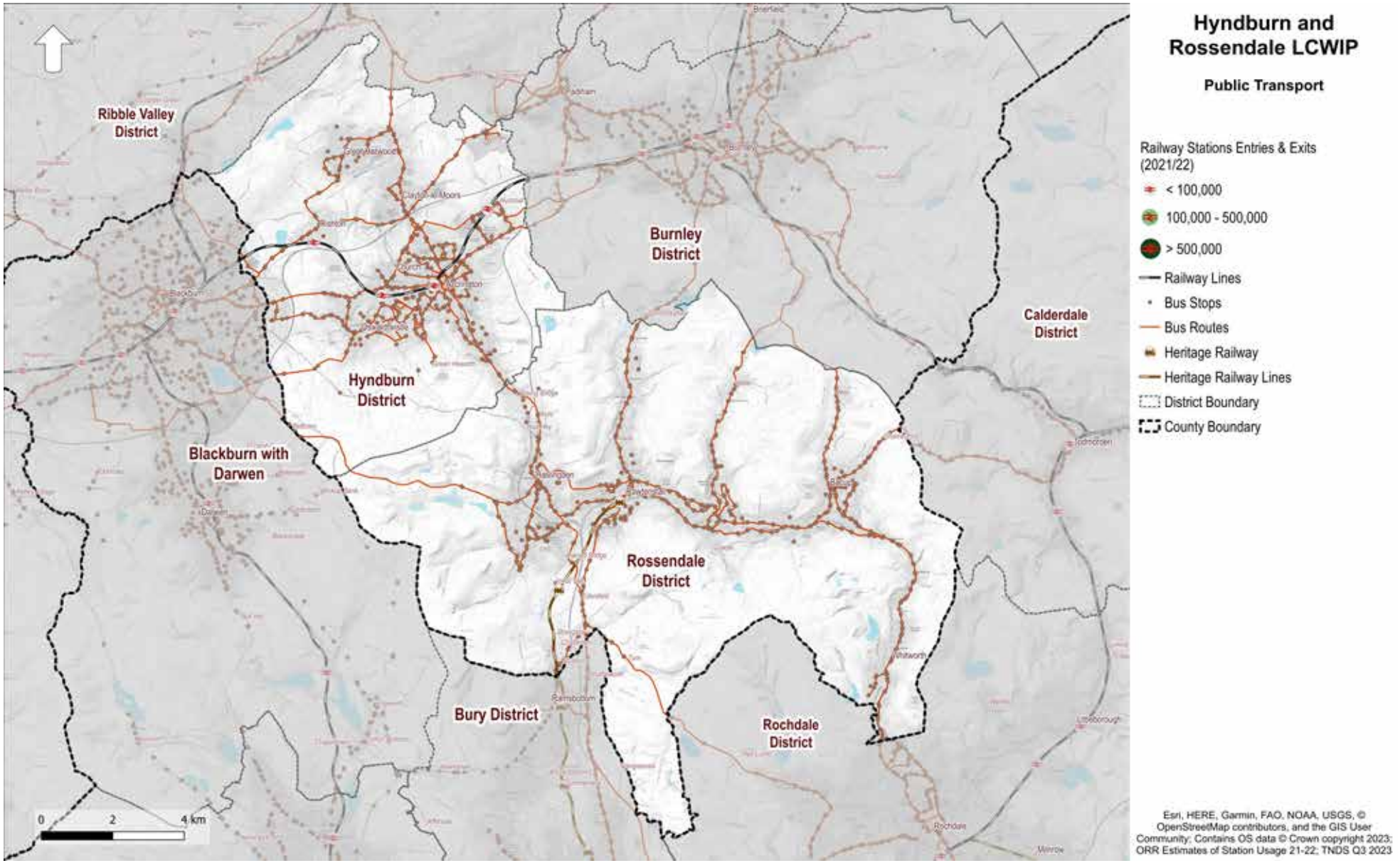

Figure 23. Public transport services in the Hyndburn and Rossendale study areas (*source: Office of Rail Regulation, Traveline National Dataset Q3 2023)*

4.6.4. Air Quality Management Areas

There is one air quality management area (AQMA) within the Hyndburn and Rossendale study areas, located in Haslingden in Rossendale Borough, see Figure 24.

» Rossendale AQMA: An area which incorporates 13 residential properties between Gas Street and Holden Place in Haslingden.

The AQMAs are areas which are unlikely to meet national air quality objectives and therefore where there is a need to improve the air quality in future. Encouraging a shift to active travel modes in these areas through walking and cycling infrastructure improvements could support the objectives of the AQMAs.

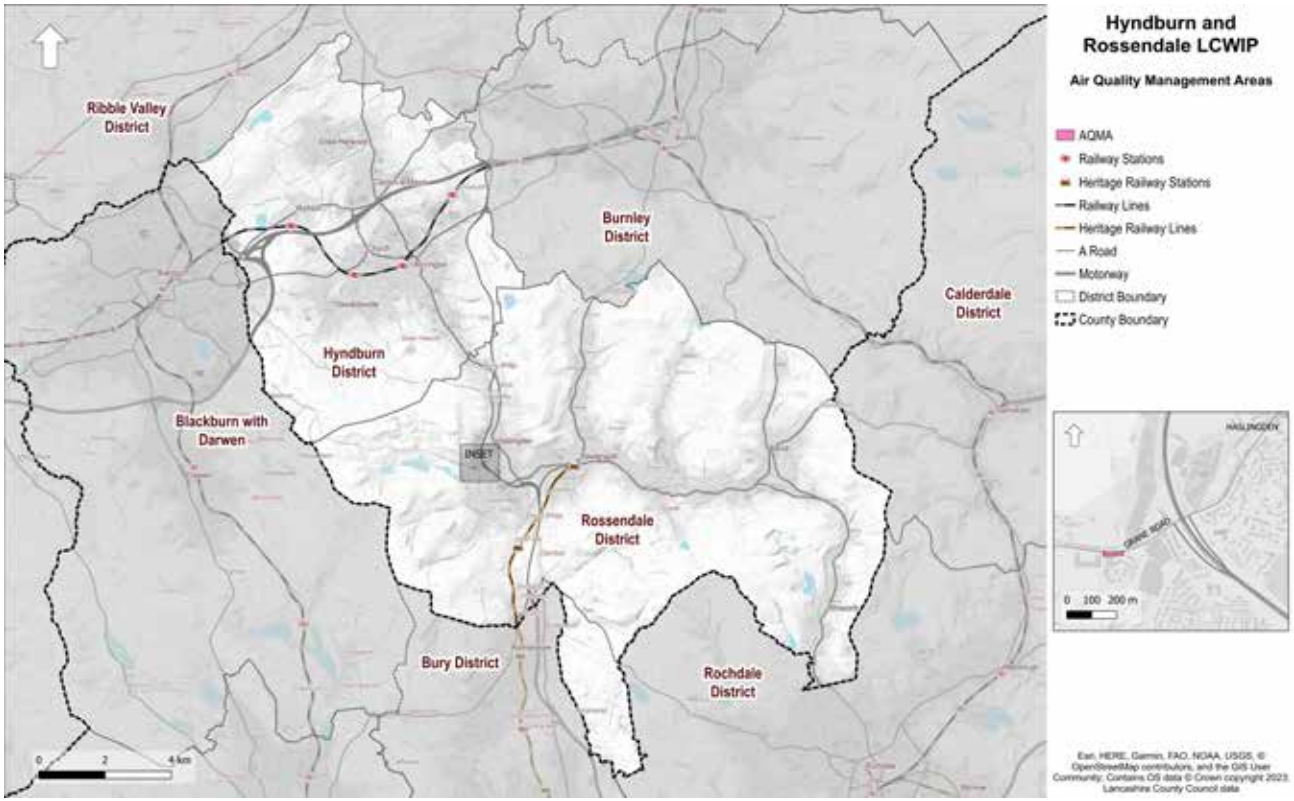

Figure 24. Air Quality Management Areas in the Hyndburn and Rossendale study areas (*source: Lancashire County Council)*

4.7 Travel Patterns

4.7.1. Journey to Work Mode and Trip Distance

Table 5 summarises the mode share and trip distance for commuter trips based on the 2021 Census[1], providing a snapshot of travel patterns in the region.

Of those in employment, driving a private car remains the primary mode of transport in the region at 59.3% of all commuter trips. Active travel comprises 8% of all commuter trips - 7.4% by walking and 0.6% by cycle. Walking and driving mode share are comparable to Lancashire as a whole, as well as the North West and national averages. However, cycling mode share is less than half of regional and national averages.

Journey to work trip distances indicate the potential for growth in walking and cycling as viable modes of travel. Across Hyndburn and Rossendale, 25.6% of commuter journeys are less than 5km, a distance which can be easily walked or cycled. An additional 15.5% are 5 - 10km, which is also within a reasonable cycle distance. This suggests an even higher potential for a modal shift to active travel and supports the existing relatively high mode share for walking.

Hyndburn and Rossendale have a comparable mode shares of driving and cycling, although

Table 5. Travel to work mode share and trip distance (2021 Census)

Area Name	Residents in Employment	Mode Share			Trip Distance		
		% walk	% cycle	% driving car or van	< 2km	2- 5km	5-10 km
Hyndburn	35,627	8.4%	0.7%	59.5%	13.6%	16.8%	18.5%
Rossendale	33,116	6.2%	0.5%	59.1%	10.2%	9.8%	12.2%
Hyndburn Rossendale Total	**68,743**	**7.4%**	**0.6%**	**59.3%**	**12.0%**	**13.3%**	**15.5%**
Lancashire	556,874	8.1%	1.4%	54.5%	15.2%	16.4%	15.3%
North West	3,237,983	8.0%	1.7%	49.7%	18%	21%	19%
England	27,862,721	7.6%	2.1%	44.5%	11%	12.6%	11.8%

Source: Office of National Statistics

Hyndburn has a higher walking mode share (8.4% compared to 6.2% for Rossendale). [1]

1 2021 Census took place during COVID -19 lockdown restrictions and the data are not necessarily representative of normal journey to work patterns and the location of work for residents in the UK.

4.7.2. Commuter Trip Patterns

4.7.2.1. MSOA Origin/Destination Pairs

Journey to work data at the middle super output area[1] (MSOA) level was reviewed to broadly illustrate commuter flows and key commuter pairs across the Hyndburn and Rossendale study areas. Commuter trips (MSOA to MSOA) with origins/destinations less than 10km apart are illustrated in Figure 25. This indicates desire lines with concentrations of short trips with the potential to be undertaken by walking or cycling. The MSOA destination pairs indicate that there are:

- A high density of short commuter trips within the urban area of Accrington, and between Accrington and nearby settlements such as Great Harwood, Oswaldtwistle and Clayton-le-Moors in Hyndburn.
- A corridor in the Rossendale Valley linking Haslingden, Rawtenstall, Bacup and Waterfoot.
- Relatively low cross-borough flows between Accrington and nearby towns in Rossendale, such as Haslingden, Helmshore and Rawtenstall.

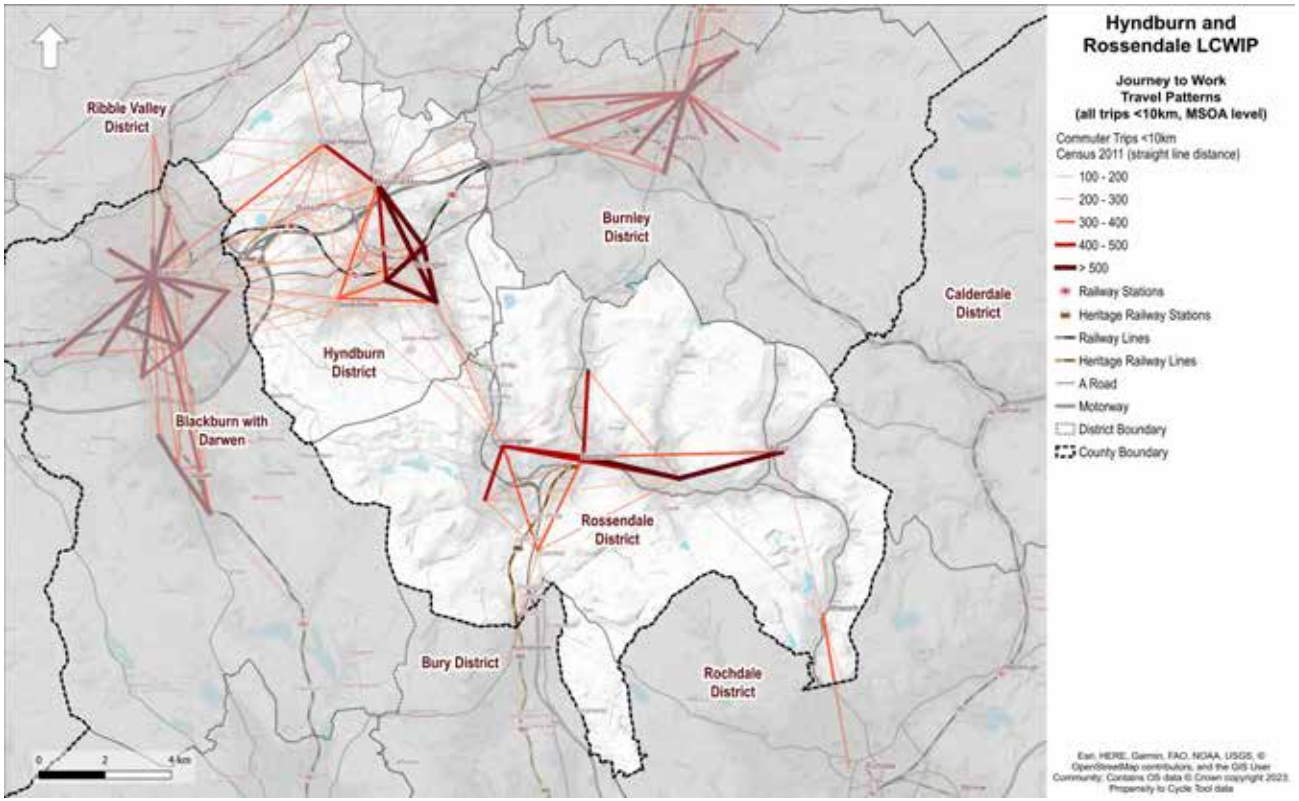

Figure 25. Origin-destination pairs for journeys to work at the middle super output area (MSOA) level for trips less than 10km in the Hyndburn and Rossendale study areas (*source: Propensity to Cycle Tool, Office for National Statistics, 2011 Census)*

1 MSOAs are part of the Census' Neighbourhood Statistics Geography, which have a 3-level hierarchy (output area, lower super output area, middle super output area). MSOAs have an average population of approximately 7,200 people.

4.7.2.2. LSOA Origin/Destination Pairs

Commuter data was also available at the lower super output (LSOA) level, providing some additional granularity in reviewing origin-destination pairs (LSOA to LSOA), particularly where MSOAs are very large in the more rural areas[1]. All short commuter trips (less than 10km) between LSOAs which start and/or end in the study areas are illustrated in Figure 26. This indicates areas with concentrations of short trips with the potential to be undertaken by walking or cycling.

The commuting pattern is similar to those seen in Figure 17 at the MSOA level, but reflecting more local trips in the area. The additional granularity in origin/destination pairs also illustrates:

» Relatively high commuter trips within the town of Whitworth.
» Moderate flows between towns such as Rawtenstall, Bacup and Waterfoot and settlements in the respective valleys to the north of these towns.
» A relatively high density of short commuter trips within the town of Accrington.

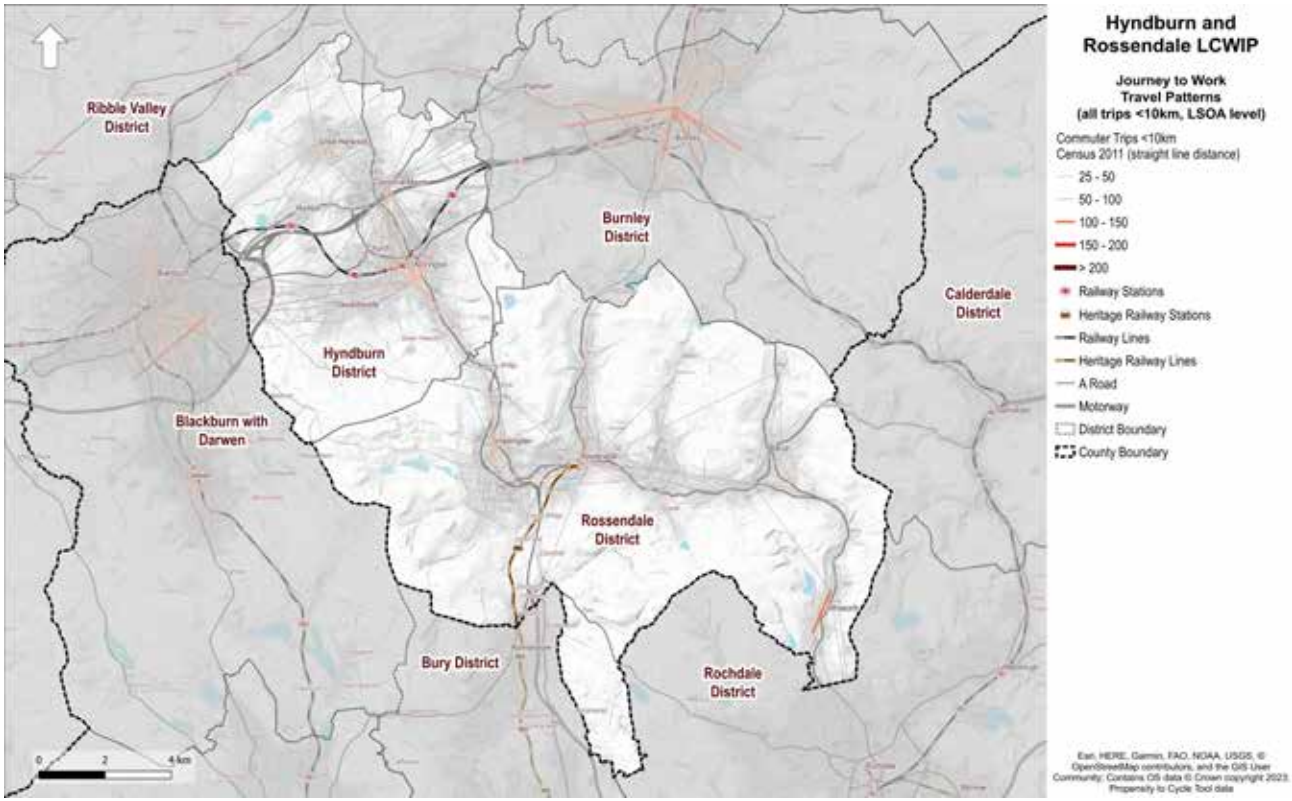

Figure 26. Origin-destination pairs for journeys to work at the lower super output area (LSOA) level for trips less than 10km in the Hyndburn and Rossendale study areas (*source: Propensity to Cycle Tool)*

1 LSOAs typically consist of 4 to 6 output areas, and have an average total population of approximately 1,500 people.

4.7.3. Historic Cycle Count Data

A limited number of locations with cycle count data is available through the Department of Transport Road Traffic Statistics data portal[1]. Available count data within the study area from 2017 through 2022 is shown in Figure 28.

The spot count locations indicate low existing cycle flows (50 - 100/day) along the A680 corridor between Great Harwood, Accrington and Haslingden. There are also low cycling flows (50-100/day) around Bacup, Millgate and Reedsholme in Rossendale. Low cycling flows were also detected on the A679/ Blackburn Road, which links Accrington to Blackburn. Moderate cycling flows (100- 150/day) were detected in Haslingden and Edenfield in Rossendale, and in Huncoat to the east of Hyndburn Borough.

These indicate areas with existing cycle demand which may benefit from high-quality cycle facilities. Although the traffic counts suggest a low number of cyclists across the study area, several potential cycle corridors are identified:

- An east - west cycle corridor between Blackburn and Burnley through the towns of Church, Accrington and Huncoat.
- A cross borough north - south corridor between Clayton-le-Moors and Edenfield via Accrington, Baxenden and Haslingden.
- An east - west cycle corridor between Haslingden and Whitworth via Rawtenstall and Stacksteads.

Historically, recorded cycle trips in both boroughs (i.e., Hyndburn and Rossendale) show a positive trend. Comparing the cycling counts within available count sites, cycling has increased by 18% in the year 2022 as compared to year 2017 (baseline). The peak year for cycling in the analysed period was 2020, where an increase of 45% recorded against 2017, equivalent to an additional 730 cycle trips being recorded at DfT count locations across Hyndburn and Rossendale

However, since 2020, cycling figures have experienced a slight reduction, though above 2017 levels. This is likely due to behaviour changes influenced by the COVID-19 pandemic and national lockdown restrictions and so far (based on 2022 data) numbers of trips have not reached the 2020 levels (Figure 27).

Year	2017	2018	2019	2020	2021	2022
Total cycle count	1623	1724	1879	2352	1979	1911
% change to 2017	N/A	6%	16%	45%	22%	18%

Figure 27. Number of cycle trips from 2017 to 2022 (top image) and average cycle count by year (bottom image) (Hyndburn and Rossendale combined)

1 https://roadtraffic.dft.gov.uk/#6/55.254/-6.053/basemap-regions-countpoints

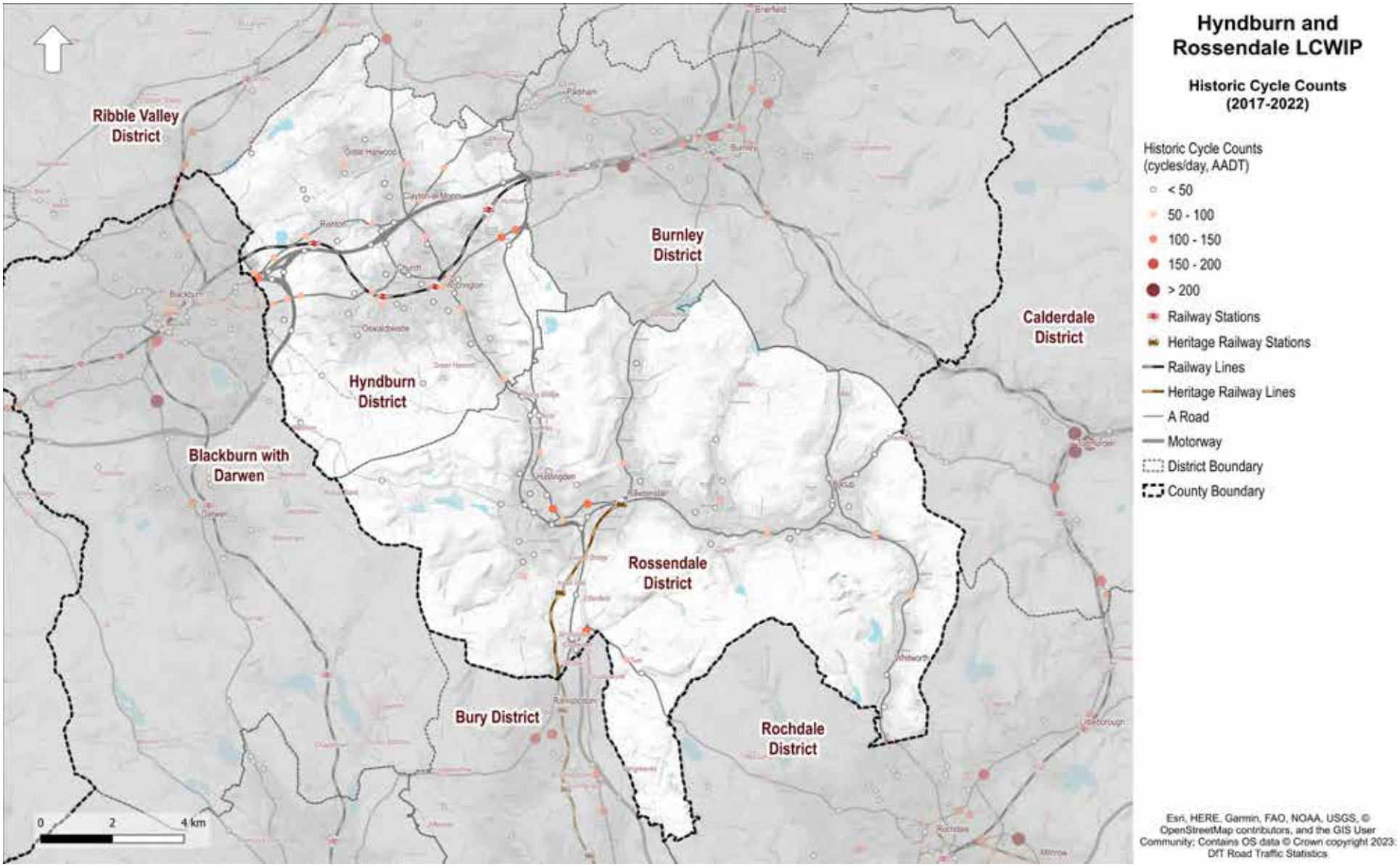

Figure 28. DfT cycle count data (*source: Department for Transport, Road Traffic Statistics)*

4.7.4. Propensity to Cycle Tool

The Propensity to Cycle Tool (PCT)[1] is an online tool and dataset designed to assist with strategic planning of cycling networks. It illustrates an indicative current and potential future distribution of cycle trips to work and to school based on different growth scenarios. The model identifies preferred 'fast' and 'quieter' cycle routes between origin and destinations pairs, and assigns trips to these routes. 'Fast' routes are based primarily on the shortest distance (i.e., most direct route), while 'quieter' routes also consider motor vehicle traffic volumes. The hilliness of a route is also a key factor considered within the model when estimating the propensity for cycling.

The Hyndburn and Rossendale LCWIP PCT analysis was conducted using PCT data, which was based on the 2011 Census. The following data categories were utilised for the analysis:

- Geography: Lower Super Output Area (LSOA) geography was selected because it provides greater granularity of origin/destination pairs within the study area.
- Growth Scenario: 'Go Dutch' was selected to reflect the high aspirations of the LCWIP for a step-change in levels of cycling. The 'Go Dutch' scenario models the potential for growth in cycling as a function of trip distance and hilliness, plus a number of socio-demographic and geographical characteristics, to reflect the proportion of commuters that would be expected to cycle if all areas of England and Wales had the same infrastructure and cycling culture as the Netherlands, where approximately 28% of trips are made by cycle.[2]
- Direct Desire Lines: Direct point-to-point desire lines in the PCT (desire lines between LSOAs) were reviewed to identify desire lines with higher levels of potential demand. The PCT model then applied these desire lines to the actual network, and the outputs were analysed as described below.
- Cycling Flows: 'Fast' routes were the primary output as they represent the most direct desire lines for cycling, which are more likely to attract new cyclists and support growth in cycling. The top 50 'quieter' routes (in terms of highest cycle flows) were also reviewed during network refinement for potential alternative route options with minimal detour.
- Most Cycled Network Links: The PCT aggregates all 'fast' route trips to provide a total of cycle flows along each link in the network. Commuter and school flows, however, are disaggregated and viewed independently. Cycle flows were categorised as high, medium, and low to illustrate the preferred routes (i.e., highest flows) and identify an initial cycle network with coverage across Hyndburn and Rossendale. This is the key output of the PCT utilised from the PCT analysis.

The following sections summarise the analysis of the journey to work and journey to school PCT data. It is important to note that commuting and education only account for 28% of all trips.[3]

1 https://www.pct.bike/

2 PCT User Manual C1: PCT methods for the commuting layer, https://npct.github.io/pct-shiny/regions_www/www/static/03a_manual/pct-bike-eng-user-manual-c1.pdf

3 2019 National Travel Survey, Table NTS0409a. Commuting accounts for 15% of all trips, education/escort to education 13% of all trips.

4.7.4.1. PCT Commuter Baseline

Based on the 2011 Census, cycle mode share for commuting was low across the Hyndburn and Rossendale study area. As illustrated in Figure 29, every LSOA in both Boroughs has a cycle mode share of fewer than 5%. Cycle flows are also limited to fewer than 100 trips per day per direction. Notwithstanding, limited cycle flows were detected in the following areas, which may indicate a potential for future cycle corridor development:

- Between Altham and Accrington via Clayton-le-Moors (A680/ Whalley Road, A678).
- Rossendale Valley (A680/A681).
- Between Rishton and Blackburn (A678).

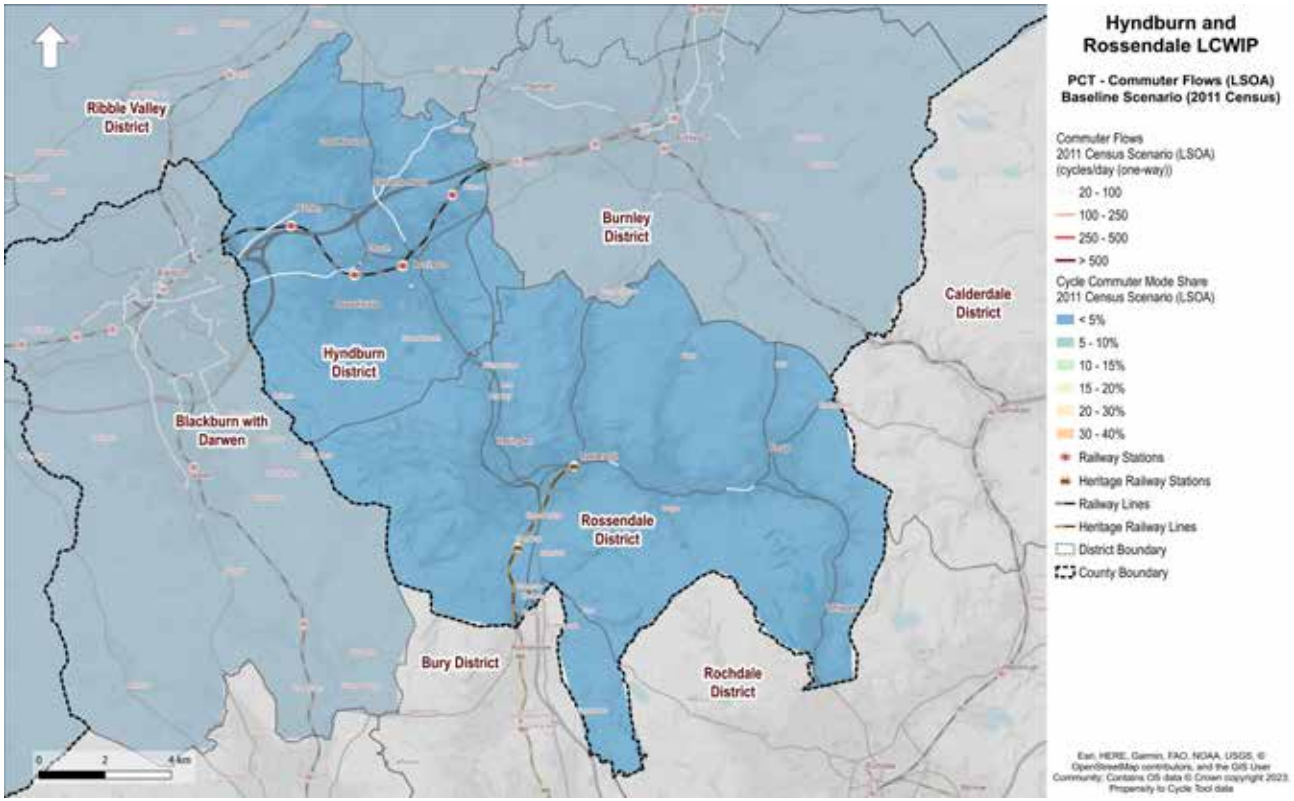

Figure 29. PCT daily commuter cycle flows and journey to work cycling mode share based on the PCT '2011 Census' scenario (*source: Propensity to Cycle Tool data)*

4.7.4.3. PCT Commuter 'Go Dutch'

Estimated daily commuter cycle flows and mode share from the PCT Go Dutch scenario are illustrated in Figure 30 (page 60).

This indicates the routes and areas with the highest relative propensity for cycling in Hyndburn and Rossendale based on journey to work data.1 As would be expected, the highest propensity for cycle flows are forecast within and linking the more flat and densely populated areas in the study areas, namely Accrington (and surrounding towns), and between towns in the Rossendale Valley such as Haslingden, Bacup and Rawtenstall.

The PCT illustrates strong potential for growth in cycling. Under the 'Go Dutch' scenario, the urban area of Accrington, and surrounding towns such as Rishton, Church and Oswaldtwistle have a potential cycle mode share of 15-20%. This reflects the comparatively high proportion of short commuter trips and flat terrain of the area.

Indicative key corridors and links with relatively high flows include:

- East/West flows between Haslingden and Bacup, intersected by north-south flows from Loveclough and Rising Bridge to the Rossendale Valley.
- East/West Route from Blackburn to Clayton-le Moors and Accrington.
- Relatively high flows within the Accrington area, and adjacent towns.

4.7.4.2. PCT School Baseline

Based on the 2011 PCT baseline, cycle mode share for trips to school is consistently less than 5% across the Borough, including in areas with a high population density and high density of schools, such as Accrington, Haslingden and Rawtenstall. Mode share and existing flows are illustrated in Figure 31 (page 60).

Indicative corridors with school flows of between 5-50 school journeys undertaken on a cycle are:

- From south-west Clayton-le-Moors and Great Harwood to Rishton.
- Between central and north Accrington.
- Between Haslingden and Helmshore.

1 To approximate the number of cycle trips on a link for all trip purposes, the PCT commuter flows can be multiplied by 6 (based on National Travel Survey data for the share of cycle trips which are for commuting purposes and doubling the journey to work flows to account for round-trip commuting).

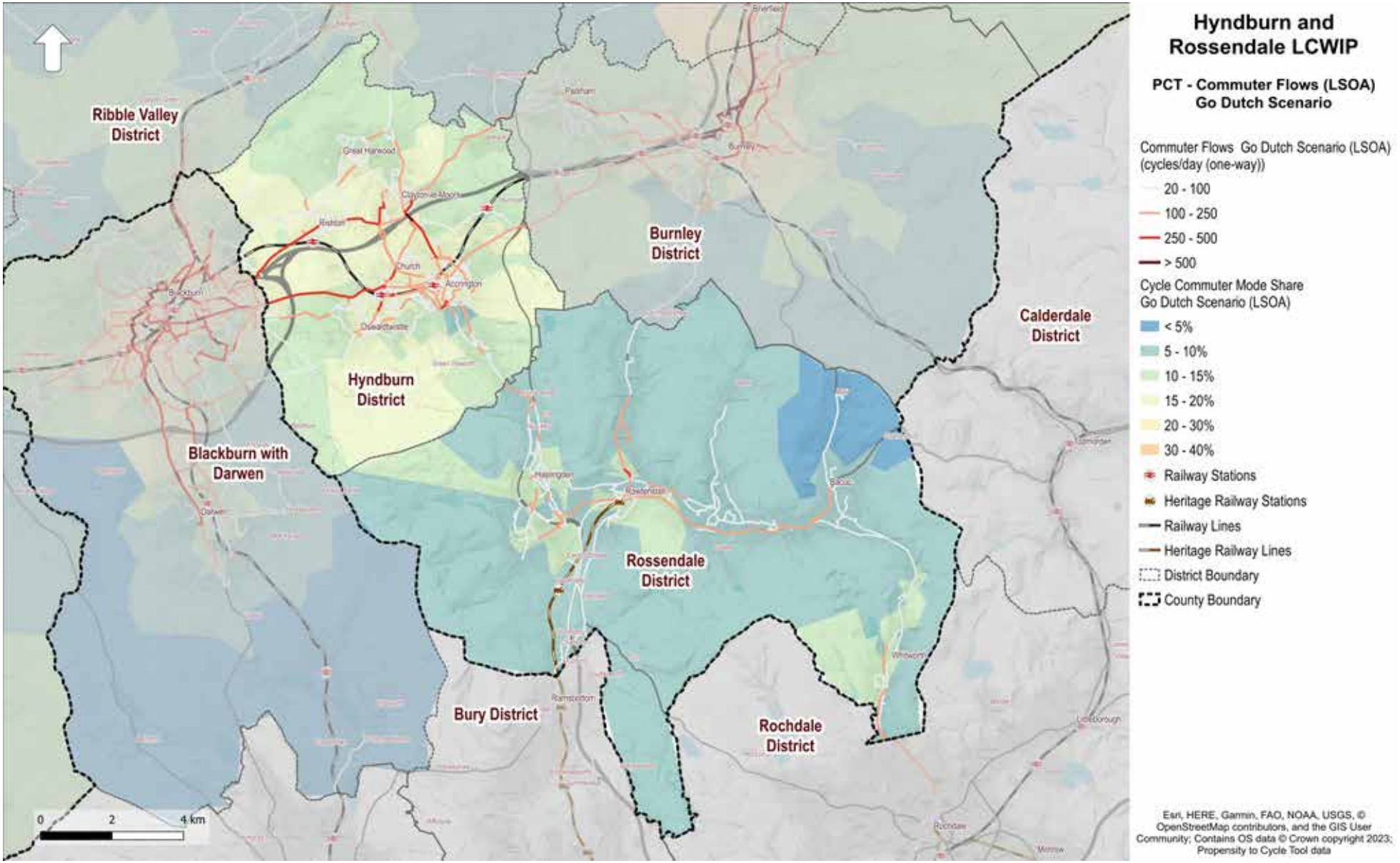

Figure 30. PCT daily commuter cycle flows and journey to work cycling mode share based on the PCT 'Go Dutch' scenario (*source: Propensity to Cycle Tool data)*

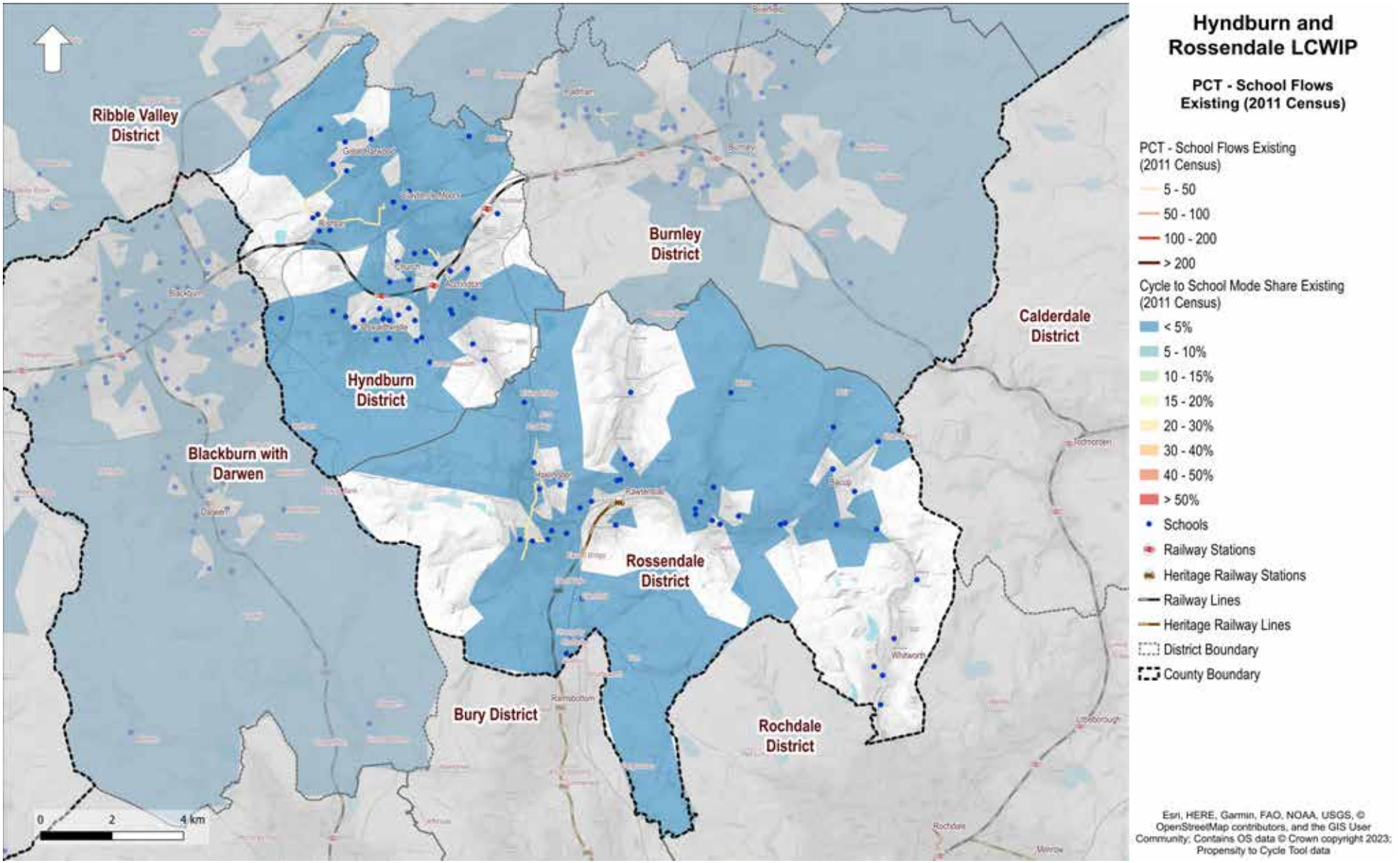

Figure 31. PCT journey to school cycle flows and cycling mode share based on the PCT '2011 Census' scenario (*source: Propensity to Cycle Tool data)*

4.7.4.4. PCT School 'Go Dutch'

Estimated daily journey to school cycle flows and mode share from the PCT Go Dutch scenario are illustrated in Figure 32. This indicates the areas and routes with the highest relative propensity for cycling based on journey to school data. There is a higher propensity for routes within and between more flat and densely populated areas, and areas with a higher density of schools.

As with the commuter data, the PCT school data indicates a high propensity for cycling to school in Hyndburn and Rossendale. In the Go Dutch scenario, (Figure 32) cycling to school could be a preferred option for over 40% of children across much of the more densely populated areas such as central and south Haslingden in Rossendale, and east Great Harwood and south Clayton-le-Moors in Rossendale. Additionally, several corridors of school flows >200 were identified:

- Between Accrington and Clayton-le-Moors (e.g., A680/Whalley Road, B6231).
- B6535 between Rishton and Great Harwood.
- Between Baxenden and Accrington (e.g. Royds Ave, Hollins Ln).

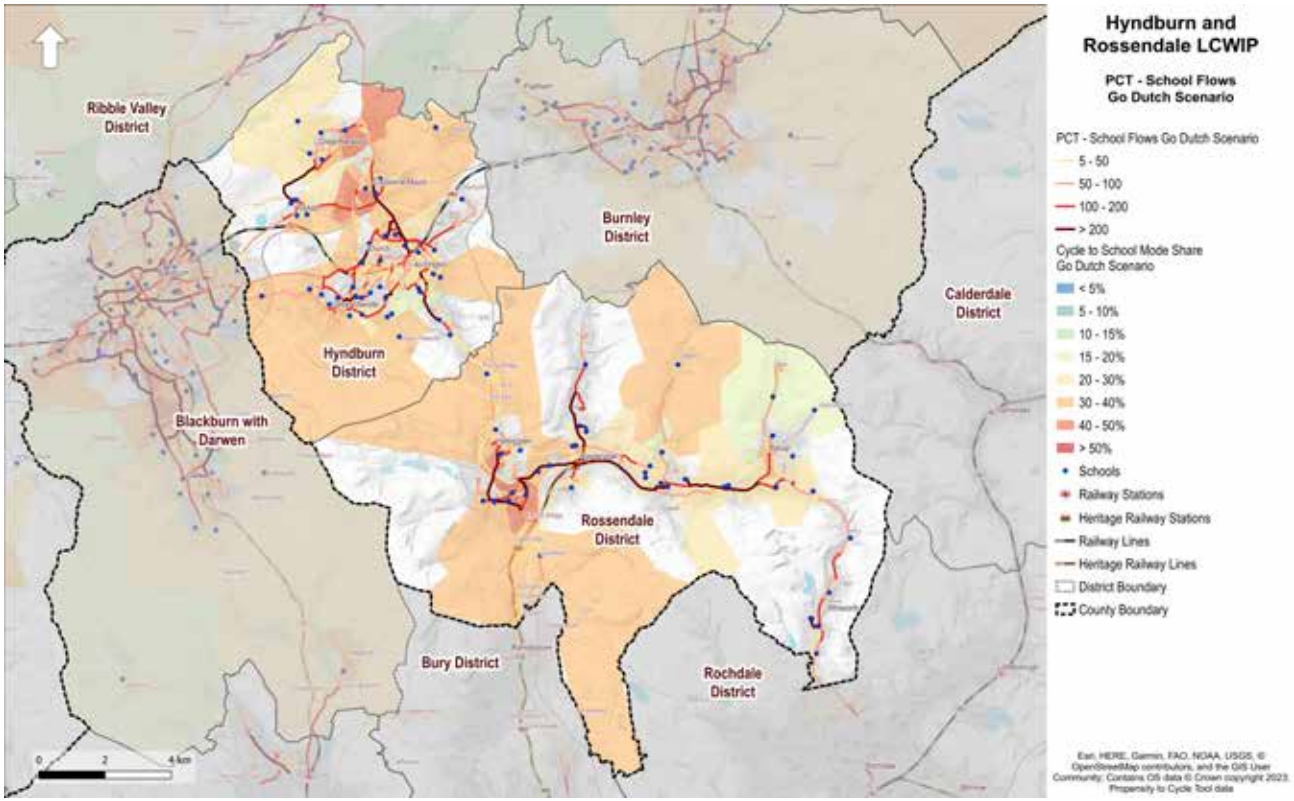

Figure 32. PCT journey to school cycle flows and cycling mode share based on the PCT 'Go Dutch' scenario (*source: Propensity to Cycle Tool data)*

4.7.5. Strava Data

Strava Metro data for Hyndburn and Rossendale was available for 2022. Strava is a mobile and internet-based application for tracking various activities (i.e., cycling, running, etc.). The data represents trips recorded by users of Strava app. Although the data tends to be skewed more heavily towards leisure/recreational trips rather than utility trips, it provides a snapshot of preferred routes that supplement the commuter trips provided in the PCT analysis.

4.7.5.1. Strava Cycle Data

Strava data for cycle trips is shown in Figure 33. The Strava data highlights high use of the Rossendale Valley paths from the southern boundary with Bury Borough to Stacksteads. Cycle flows are high on roads leading north from the Rossendale Valley through to the south Pennine Hills. Routes along country lanes through the more rural central sections of the study area are apparent, suggesting potential longer distance leisure/sport cycling activity, including:

» A681 between Rawtenstall and Bacup
» Bury Rd.
» A682 between Rawtenstall and Goodshaw.

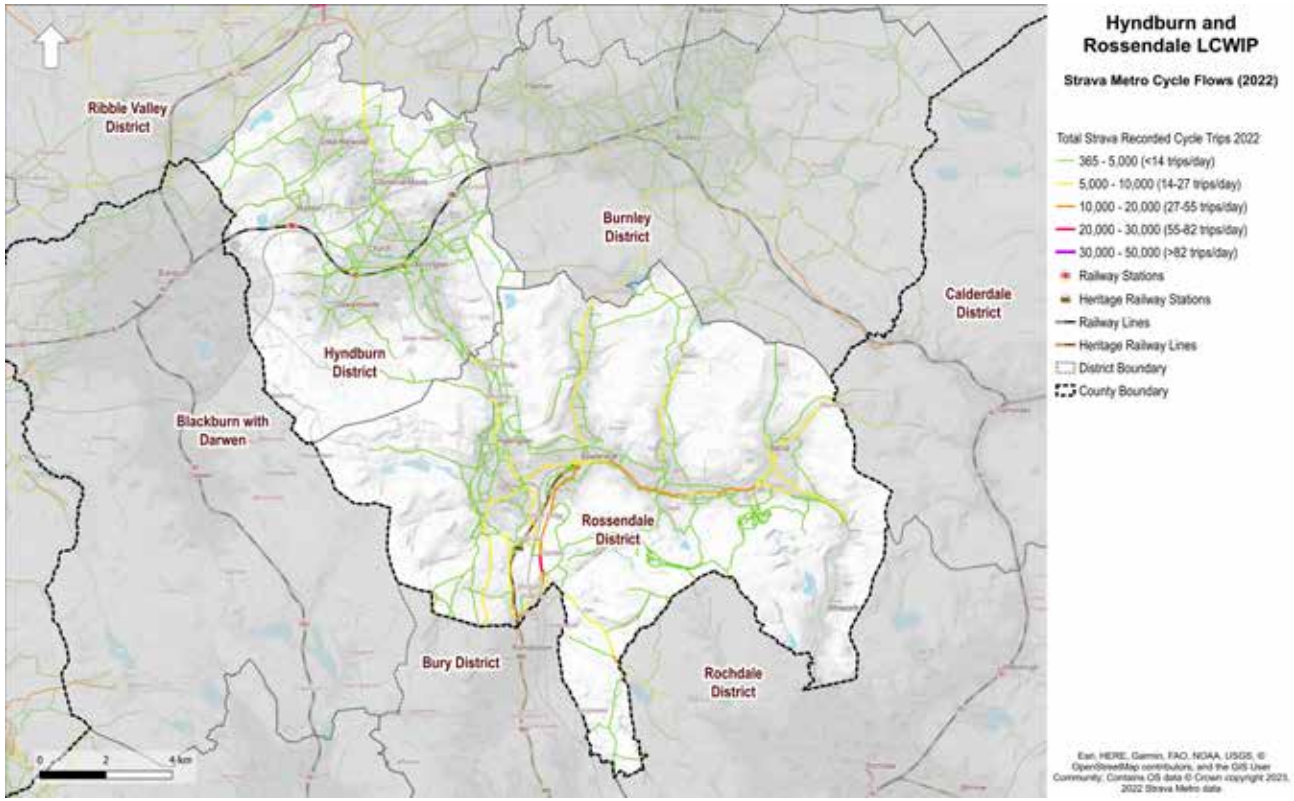

Figure 33. Cycle journeys recorded via Strava in 2022 (*source: Strava Metro data)*

4.7.5.2. Strava Walking Data

Strava data for walking trips is shown in Figure 34. Strava data for trips made by walking are likely even more skewed to leisure trips, as these would typically include activities such as running or hiking.

Similarly to the cycle data, the Irwell Valley corridor is clearly apparent as the most heavily utilised area in Hyndburn and Rossendale for walking/running.

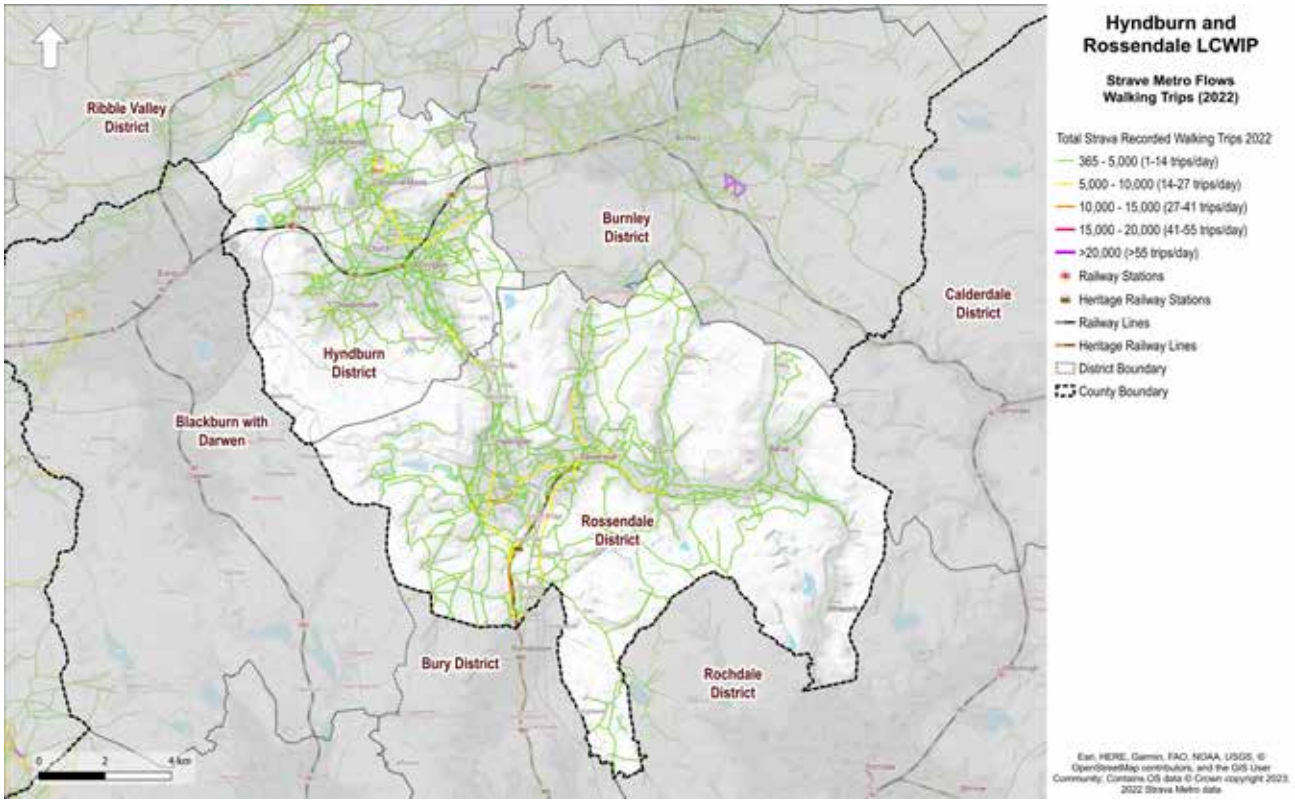

Figure 34. Walking trips recorded via Strava in 2022 (*source: Strava Metro data)*

4.8 Collision Data

As part of the LCWIP, a high-level review of collision data involving pedestrians and people cycling within the last five years was undertaken. This provided an understanding of where collisions are occurring and routes which could benefit from safety improvements as part of an LCWIP scheme. Data was available for areas within LCC highway authorities (Hyndburn and Rossendale) for January 2018 through to July 2023.

During the assessment period, there were 304 collisions involving pedestrians and 132 involving people cycling in Hyndburn and Rossendale. The collisions are tabulated by year and severity in Table 6 (cyclist) and Table 7 (pedestrian), and the locations illustrated in Figure 35 (cyclist) and Figure 36 (pedestrian) on the following pages.

Within the boroughs of Hyndburn and Rossendale, collisions are generally concentrated in the Accrington/ Rossendale built-up area, where there is a higher potential for short trips to be made by foot or by cycle.

Examining the more severe incidents involving people cycling (killed or seriously injured (KSI) incidents), there were 15 in Hyndburn Borough and 20 in Rossendale Borough. Corridors with multiple KSIs include:

- A680 between Accrington and Haslingden (Hyndburn).
- A681 between Haslingden and Bacup (Rossendale).

For pedestrian collisions, there were seven fatalities across the study area. High concentrations of KSI incidents are evident in areas such as:

- Accrington town centre area (Hyndburn).
- Great Harwood town centre area (Hyndburn).
- Clayton-le-Moors town centre area (Hyndburn).
- B6231 between south-west Oswaldtwistle and Church & Oswaldtwistle Railway Station (Hyndburn).
- A681 between Haslingden and Bacup (Rossendale).
- A671 between Broadley (Whitworth) and Bacup (Rossendale).
- Bacup Town Centre (Rossendale).

Comparing with other Boroughs, such as Lancaster, Preston or Liverpool, it is clear that the majority of collisions take place in more densely populated urban areas, as expected.

LCC are aware that many 'near misses' and possibly minor collisions, are not reported. Although it may be difficult to draw conclusions from the relatively low numbers of reported collisions, this provided an understanding of where collisions are occurring and routes that could benefit from safety improvements as part of an LCWIP scheme.

Further, it should be noted that a lack of collision data does not confirm a route is safe as it could also indicate the route is currently unused.

Severity	2018	2019	2020	2021	2022	2023	Total
Hyndburn							
fatal	0	0	0	0	0	0	**0**
serious	2	0	6	1	2	2	**15**
slight	12	4	9	7	6	4	**42**
Total	**14**	**4**	**15**	**8**	**8**	**7**	**57**
Rossendale							
fatal	0	0	0	0	0	0	**0**
serious	4	1	8	4	7	2	**21**
slight	11	9	6	15	10	3	**54**
Total	**15**	**10**	**14**	**19**	**17**	**5**	**75**

Table 6. Cyclist casualties, by severity

Severity	2018	2019	2020	2021	2022	2023	Total
Hyndburn							
fatal	1	1	2	1	0	1	**6**
serious	10	20	8	8	4	7	**57**
slight	23	27	18	22	23	7	**120**
Total	**34**	**48**	**28**	**31**	**27**	**15**	**183**
Rossendale							
fatal	1	1	0	0	0	1	**3**
serious	3	5	12	9	7	5	**41**
slight	20	17	10	13	12	5	**77**
Total	**24**	**23**	**22**	**22**	**19**	**11**	**138**

Table 7. Pedestrian casualties, by severity

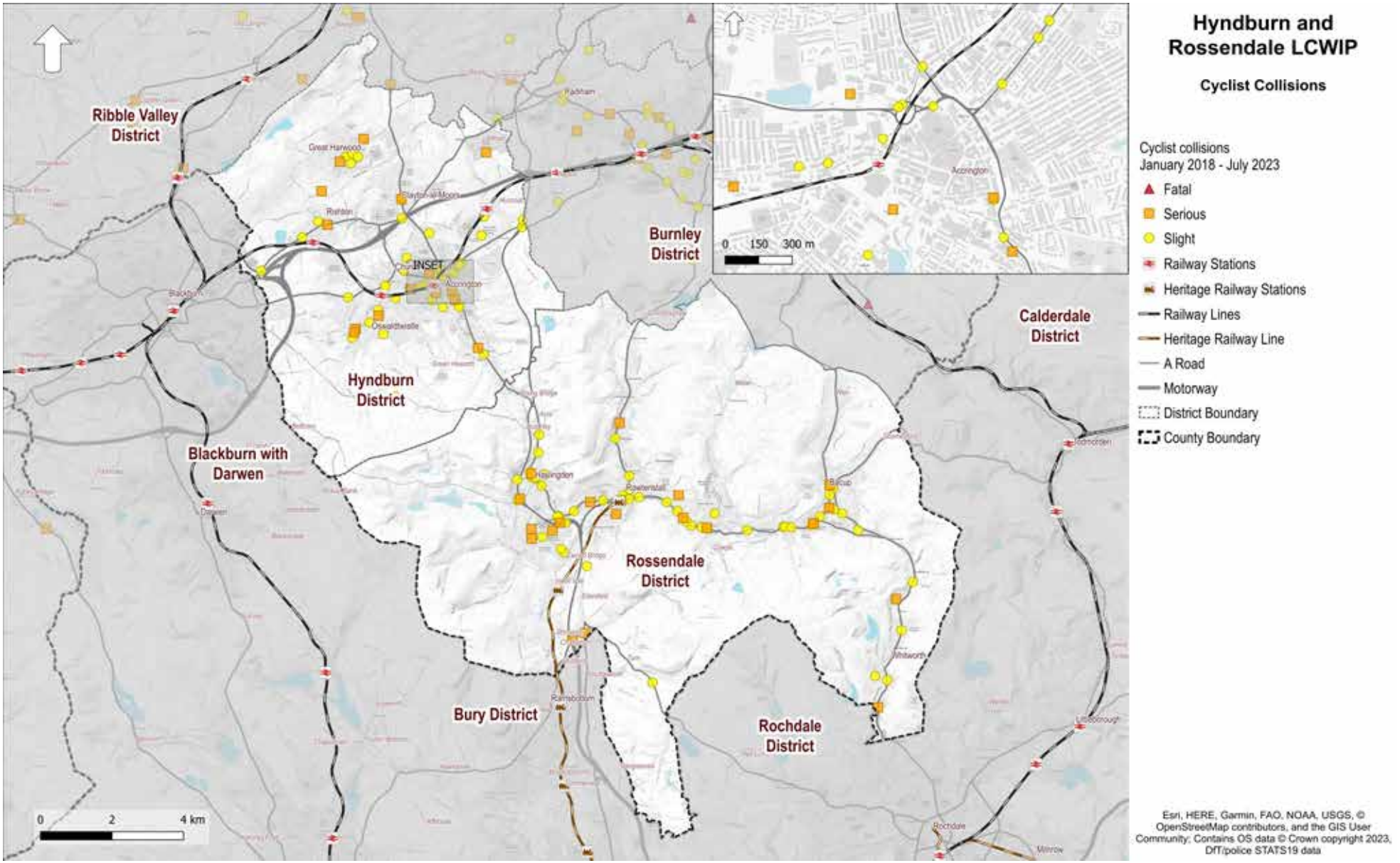

Figure 35. Collisions involving people cycling, by severity (*source: Department for Transport, Police STATS19 data)*

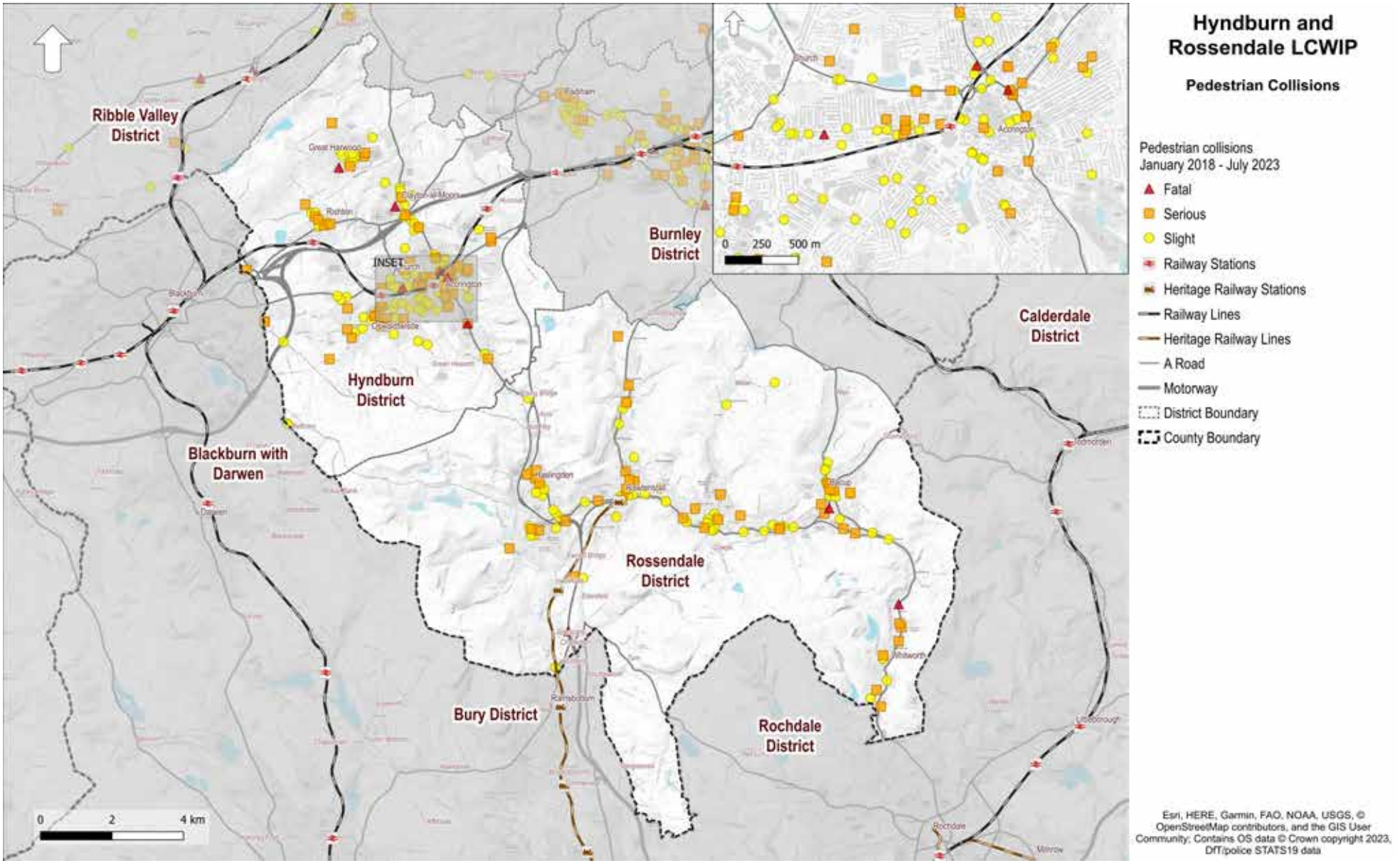

Figure 36. Collisions involving pedestrians, by severity (*source: Department for Transport, Police STATS19 data)*

4.9 Stage 1 Engagement Survey

In spring 2022, LCC undertook an engagement survey to obtain input from the general public on existing issues and desired improvements related to active travel county-wide. The survey included an interactive online map, which allowed participants to identify specific locations for issues/requests.

There were 356 responses or 'pins' placed within the Hyndburn and Rossendale study area. These are summarised by Borough and mode(s) in Table 8. Combined, there was a similar number of responses concerning cycling (122) and walking (143). Individually, however, Hyndburn had almost double the number of walking specific responses (67) compared to cycling responses (34), while Rossendale received slightly more cycling responses (88) than walking (76).

Figure 37 illustrates the comment locations. Of particular relevance to the development of the LCWIP are potential active travel corridors emerging from clusters of survey responses. These included potential corridors in:

- Central Hyndburn between the towns of Oswaldtwistle, Church, Accrington and Huncoat.
- Northern Hyndburn around the town of Clayton-le-Moors.
- A cluster in the area surrounding the Martholme Viaduct, indicating a desire to re-open the route for public access.
- The Rossendale Valley area, with significant clusters in Rawtenstall, Waterfoot and Bacup.
- Cluster between Edenfield and the south of Rawtenstall.
- Concentration points in Loveclough and Crawshawbooth.

Table 8. Stage 1 Engagement Responses, summarised by active travel mode(s) and Borough

Comment related to:	Hyndburn	Rossendale	Total
Cycling	34	88	122
Walking	67	76	143
Cycling & Walking	35	42	77
Not Stated	7	7	14
Total	143	213	356

Source: LCC Stage 1 engagement survey

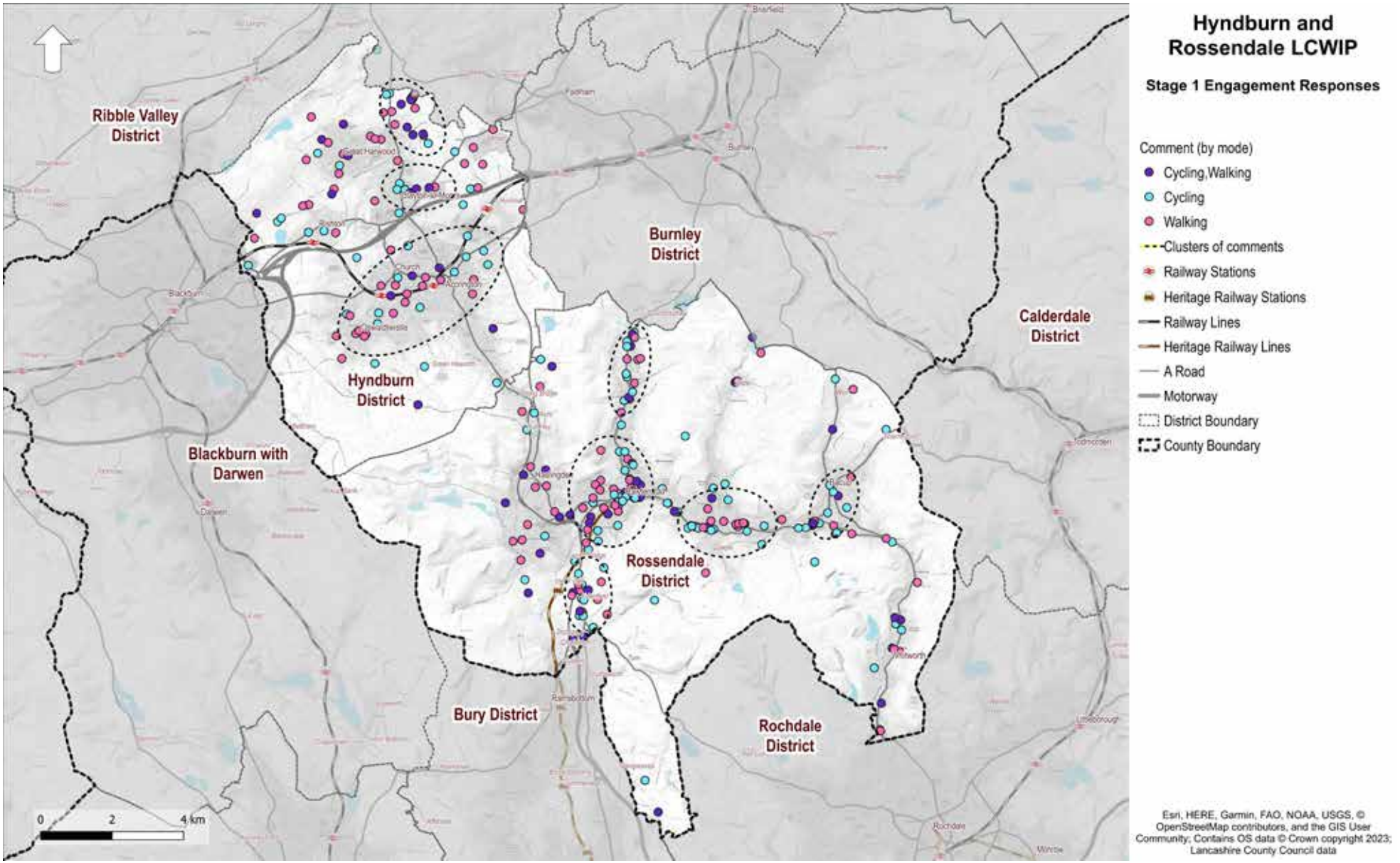

Figure 37. Stage 1 Engagement responses, with indicative clusters of comments highlighted with the dashed lines *(source: Lancashire County Council data)*

4.10 Stage 2 Engagement Survey

In autumn 2023, LCC undertook the second stage of the engagement survey, which entailed an appraisal of a series of proposed active travel routes in Hyndburn and Rossendale. The survey included an interactive map through which participants could identify routes for appraisal, with an option to vote in favour of or opposition for the respective route. There were 218 responses in total, 98 for proposed routes in Hyndburn and 120 for Rossendale. In addition, the Stage 2 engagement survey also allowed participants to draw desired active travel routes, shown as drawn in Figure 38[1]. The six drawn routes were as follows:

- Burnley to Chorley Canal towpath upgrades.
- The addition of a cycle lane on Whalley Road between Great Harwood and Reed.
- A cycle route from Clayton - le - Moors to Wilson's Playing Fields, Great Harwood.
- Active travel route from Loveclough to Burnley
- Cycleway from Castle Hill Road to White Carr Lane in Nangreaves.
- Loveclough development site route (off Commercial Street).
- Blackwood Road to Wardle Street via Stackstead Football Ground.

The most popular routes are shown in Table 9, page 72). Table 9 summarises the six most popular routes from the Stage 2 Engagement Survey, in order of net support ('Support' votes - 'Oppose' votes), and with key support themes identified, which were collected from the least popular routes, generally safety, or the presence of better options were the primary concern. Two routes received more than a net -1 of votes; these were the Tinker Brook Greenway (-4) and the White Ash Brook Greenway (-2), which were unpopular as they passed through Fox Hill Nature Reserve.

The Stage 2 engagement survey also included an option to identify proposed interventions in Hyndburn and Rossendale. Table 10 identifies the full list of interventions. The three most popular of these in descending order were as follows:

- New off-road paths, such as Greenways (166 Votes).
- Better maintenance of paths and highways (122 Votes).
- Segregated cycle lanes (112 Votes).

There were several overlapping themes between the Stage 1 and Stage 2 engagement surveys, as listed below:

- The most popular intervention for Stages 1 and 2 was cycle segregation. 229 respondents in Stage 1 stated that separate cycle routes would encourage them to cycle, and 'New off Road Paths' were selected as a chosen intervention by 166 for Stage 2.
- 73 Respondents wanted to encourage low traffic neighbourhoods in Stage 1.
- For both Stages, the Martholme Viaduct attracted a high number of responses – It was the most popular route in Stage 2. Aside from the Martholme Viaduct, routes to/from/between settlements in the Rossendale Valley (Rawtenstall, Haslingden, Bacup) attracted the highest number of responses, mentioned 35 times in the Stage 1 Engagement.
- The improved maintenance of paths was the second most popular proposed intervention in Stage 2, with 122 counts between Hyndburn and Rossendale. 37 Stage 1 engagement respondents also identified 'Path Conditions' as a key concern.
- There were a limited but consistent mentions of improving access for equestrians in Stages 1 and 2, with 57 mentions of the need to improve equestrian access in Stage 2, and 20 in Stage 1.

1 Overall responses = number of 'yes' responses minus number of 'no' responses.

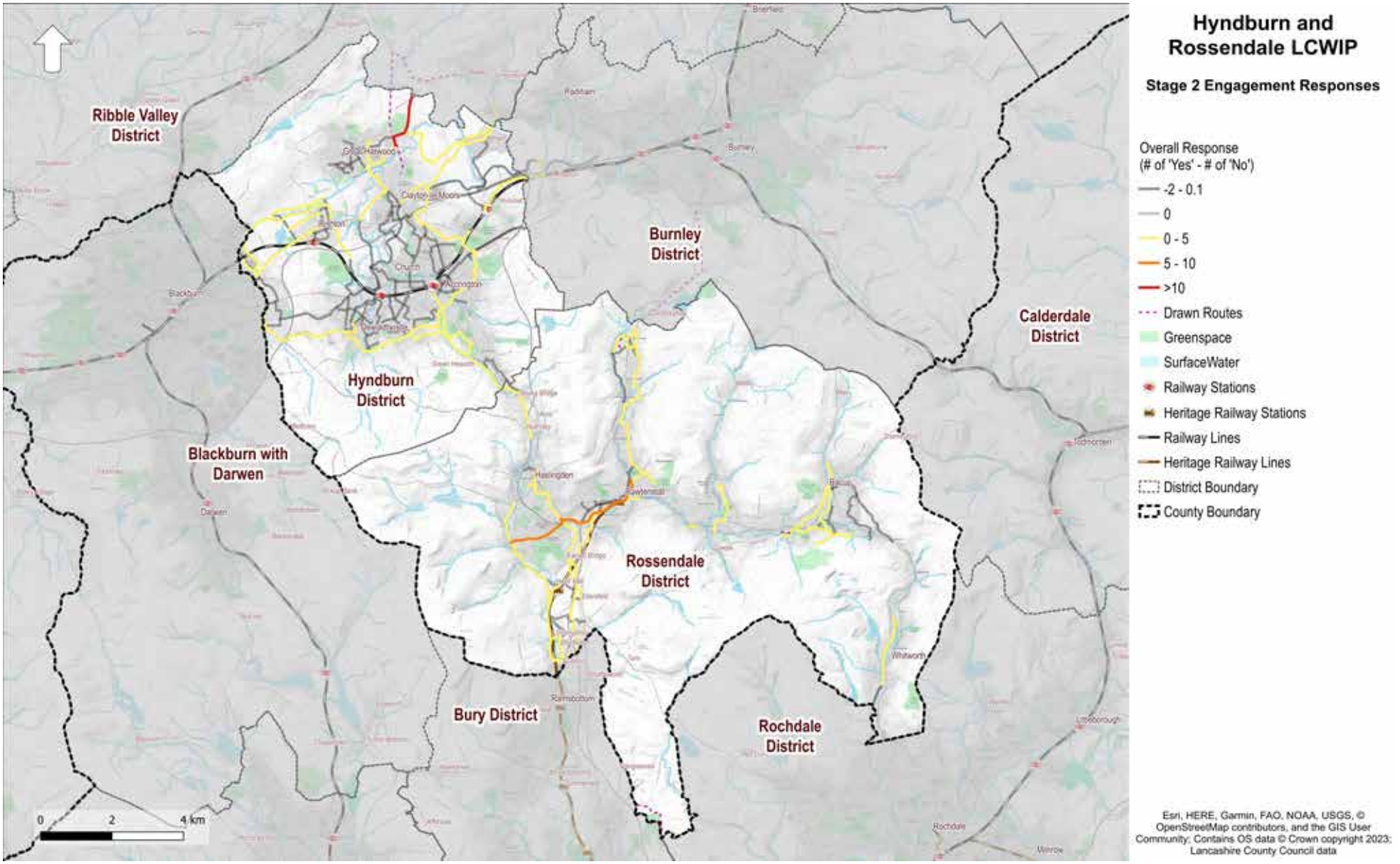

Figure 38. Stage 2 Engagement responses, with indicative clusters of comments highlighted with the dashed lines (*source: Lancashire County Council data)*

Table 9. Stage 2 Engagement Routes, summarised by active travel mode(s) and Borough

Route:	Borough	Net Support	Support Themes
(1) Martholme Greenway	Hyndburn	+21	Leisure, Employment, External Connectivity
(2) Helmshore - Rawtenstall	Rossendale	+6	Internal Connectivity
(3) Rawtenstall - Haslingden	Rossendale	+5	Internal Connectivity, Safety
(4) Great Harwood - Altham	Hyndburn	+5	Employment, Safety
(5) VoS to Bacup	Rossendale	+5	Safety, Internal Connectivity
(6) VoS New Line Link	Rossendale	+5	External Connectivity, Leisure

Source: LCC Stage 2 engagement survey

Table 10. Stage 2 Interventions

Stage 2 Interventions			
Intervention	**Hyndburn**	**Rossendale**	**Total**
New off-road paths, such as Greenways	77	89	166
Better maintenance of paths and highways	55	67	122
Segregated cycle lanes	51	61	112
Streets with less vehicle traffic and lower speeds	43	58	101
Safer, greener, and healthier streets	34	48	82
Better Surface Condition of Roads	0	75	75
Improvements to public transport	28	44	72
Wider footways	26	42	68
Improvements to signage / route information	21	45	66
New, or improved street / path lighting	23	32	55
Secure cycle storage and maintenance facilities	23	30	53
Accessibility improvements	17	33	50
New, or improved crossings (toucan crossings, bridges, etc)	15	31	46
If "other", please specify below.	16	29	45
More dropped kerbs	18	23	41
Access to cycle hire or e-cycle hire schemes	7	18	25
Other	8	17	25
None of the above	1	3	4

4.11 Summary of Key Findings

The information gathering provided a wealth of data and information related to walking and cycling in Hyndburn and Rossendale, which were used to help inform the identification of key cycle corridors and walking areas in the following sections (Stages 3 and 4). Some of the key themes included:

- Settlement patterns are heavily concentrated in two population clusters. The first cluster is located in central Hyndburn, where Accrington and other major towns such as Oswaldtwistle, Clayton-le-Moors and Church are located. The second notable population cluster is the Rossendale Valley area, where Rossendale largest towns, namely Haslingden, Rawtenstall, Waterfoot and Bacup are located. Particularly in Rossendale, population density and topography are highly correlated, providing indicative corridors for active travel network development. The settlement patterns were illustrated in the population data and locations of town centres and other key destinations. The higher density and proximity of trip attractors leads to a higher propensity for walking and cycling in these areas, as demonstrated by the PCT data.
- Commuting data highlights a high number of short commuter trips (via car, cycle, or public transport and less than 10km) in the aforementioned areas of Central Hyndburn and the Rossendale Valley. The highest density of short trips within or between Accrington, Clayton-le-Moors and Oswaldtwistle were observed in Hyndburn, and between Haslingden, Rawtenstall and Bacup in Rossendale. Cross borough commuting between Hyndburn and Rossendale appears to be limited.
- Strava data illustrates higher existing leisure cycle flows in Rossendale. Within Rossendale, strava flows are highest in the Irwell Valley, although there are notable Strava flows along the A682 and B6238 corridors connecting Rossendale with Burnley. Other high Strava flows are in the interior, elevated areas of the study area, likely indicative of longer distance leisure/fitness rides.
- Severance issues in Hyndburn and Rossendale primarily relate to the north/south severance caused by the M62, Leeds Liverpool Canal and railway in Hyndburn. Notwithstanding, severance in Rossendale from the East Lancashire Heritage railway and A56 also merit consideration for the development of the LCWIP.
- Other causes of severance in the local road network include major roads with high speeds and volumes which are hostile to cycling (e.g., A56, A680, A679/ Burnley Road, and A682).
- The collision history data indicate that the highest occurrences of cycle and pedestrian collisions are in central Hyndburn and the Rossendale Valley, again reflective of settlement patterns. Areas with relatively higher concentrations of KSI collisions include Accrington, Oswaldtwistle, Haslingden, Rawtenstall and Bacup.
- Stage 1 online public engagement responses captured existing public input on active travel issues and suggestions. Mapping of this data highlights perceived local priorities amongst the general public.
- The PCT indicates a relatively high propensity for cycling in Hyndburn and Rossendale, both for commuter and school trips. Propensity is again highest in the areas with higher settlement patterns; central Hyndburn and the Rossendale Valley. The flat terrain of Central Hyndburn, and Rossendale Valley Floors (where the majority of Rossendale population reside and work), also supports a high propensity for cycling.

Photo credit: Lancashire County Council

5. Network Planning for Cycling (Stage 3)

5.1 Introduction

This chapter summarises the identification of the cycle network for the Hyndburn and Rossendale LCWIP. The primary aim of the proposed network is to identify strategic cycle corridors, connecting settlements both to each other and to clusters of key destinations (e.g. town centres, schools, railway stations, etc.).

Additionally, local links were identified to connect the strategic corridors to residential areas (origins) and key destinations and enhance cycle network connectivity. This is illustrated in Figure 39.

Development of the cycle network included:

- Identification of key trip generators, representing areas with potential higher demand for active travel connections.
- Identification of the key desire lines that have a higher potential for mode shift.
- Development of the 'aspirational cycle network', which identified key cycle corridors in the study area, providing links in the borough and to neighbouring Boroughs.
- Selection of the strategic and primary corridors within the study area for initial concept development as part of the LCWIP.

5.2 Cycle Network Development

Hyndburn and Rossendale boroughs have a high potential for growth in levels of cycling. The urban areas, and the relatively close proximity between towns and to key destinations allow many types of short trips (e.g., commuting, school, shopping, leisure, etc.) to be easily made on a cycle. However, existing Hyndburn and Rossendale cycling infrastructure generally does not offer enough protection to support new or less confident cyclists. Additionally, the difficult topography along with the rural character of the area (primarily in Rossendale Borough) could act as barriers to some cycle trips. Consequently, short trips into town centres, railway stations, leisure assets, schools and neighbouring areas are overwhelmingly made by private car.

A key barrier to cycling at present is the inconsistent quality, accessibility, and continuity of the cycling network. In order to identify and close the gaps, a network of preferred corridors has been defined drawing on the analysis from the existing data (Section 4). The background information included mapping trip origins and destinations, identifying desire lines for cycle movement, and review of PCT flows and key movement patterns.

The development of the cycling aspect of the Hyndburn and Rossendale LCWIP focused on identification of a Cycle Network Map detailing key corridors for further development, as per the DfT's LCWIP Technical Guidance.

Development of the cycle network considers potential usage by both conventional pedal cycles and e-bikes, the latter of which would extend the range of cycle trips. The proposed network considers the existing road network, off-road paths and towpaths, and potential new connections, reflecting opportunities to link off-road assets with urban areas and provide cycle facilities away from motorised traffic as a more attractive cycle facility.

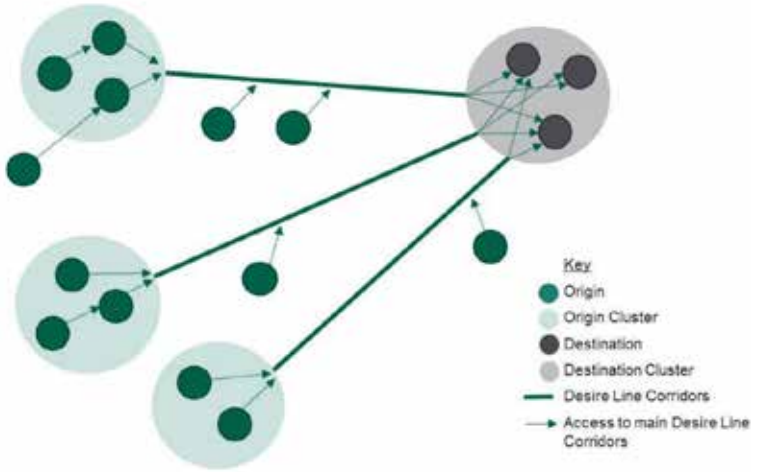

Figure 39. Clusters of trip origins and destinations and desire lines connecting them (DfT LCWIP Technical Guidance)

5.2.1. Identification of Cycle Corridors

A wealth of background information was available which can inform cycling patterns and highlight areas in need of improvement. The aim of this analysis is to meet the goal of significant mode shift to more sustainable travel, targeting short trips and utility trips such as school travel and commuting, as well as access to town centres and leisure areas, which can make active and sustainable travel attractive to area residents.

5.2.1.1. Clusters of Key Destinations

The first step for the cycle network development was to identify the key trip origins and destinations in the study area. The data gathered in the background analysis identified and mapped key trip attractors, including:

- Town, district and local centres.
- Educational facilities (primary schools, secondary schools and higher education facilities).
- Hospitals.
- Doctor surgeries.
- Leisure centres.
- Tourist attractions .
- Railway stations.
- Retail areas.
- Employment sites / enterprise zones.
- Development sites.
- Areas with high population density.
- Areas with high workplace population density.

The mapping of trip attractors indicated the locations of key clusters across the study area, which represent groups of trip attractors within close proximity to each other. The clusters were categorised based on the relative concentration or number of trip attractors and/or the classification of the centre in the area (e.g., town centre, district centre, etc.).

The output of this process is shown in Figure 40 (page 78).

5.2.1.2. Key Desire Lines

Following the mapping of the clusters of origins and destinations within the study area, the main desire lines for all trips between those clusters were identified. These indicate the key movement patterns which corridors in the cycle network should aim to support.

The data gathered in the previous steps and local knowledge from officers from LCC and the two boroughs informed the development of the desire lines.

The Propensity to Cycle Tool was utilised to obtain data for 2011 Census travel to work trips. Straight lines between the Middle Super Output Areas (MSOAs) were mapped for all methods of travel, indicating the number of commuters between each MSOA pair. Trip distance was limited to 10km to capture a large sample size of origin/destination pairs, while also keeping the LSOA pairs within a reasonable cyclable distance[1]. Trips were categorised based on the commuter flows.

Additionally, links between each of the clusters were mapped to help identify potential desire lines between the key cluster areas. These links were categorised based on the distance between destinations as shorter trips will have higher propensity for mode shift. Trip distance was limited to 10km.

Figure 41 (page 79) illustrates the output from mapping desire lines for connections between clusters and existing commuter patterns.

Based on the clusters and commuter flow patterns, the information was distilled to identify the key desire lines across the study area, as shown in Figure 42 (page 78). The desire lines were classified based on the concentration of commuter flows across the area, the type of clusters/destinations they serve, local officer input, and observations from other components of the data gathering analysis. Trip distance and steep gradients were also considered, as longer distances are likely to have less potential for mode shift to cycling for every day utility trips and steep gradients are limited to only e-bike use.

The classification is discussed in further detail in section 5.2.1.4 on page 80.

1 10km is equivalent to approximately 37 minutes cycling at 10mph (16kph)

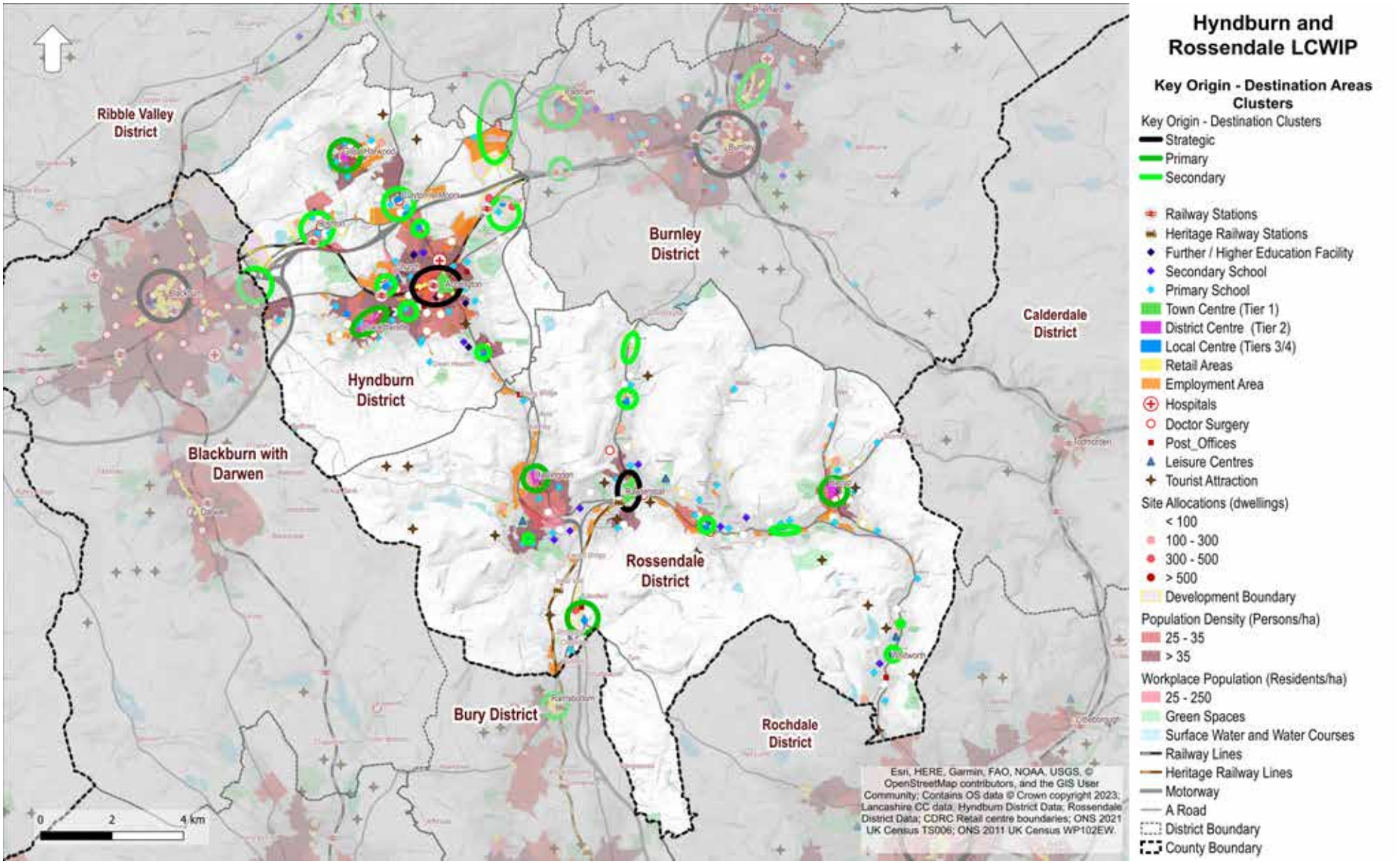

Figure 40. Identification and classification of trip attractor clusters

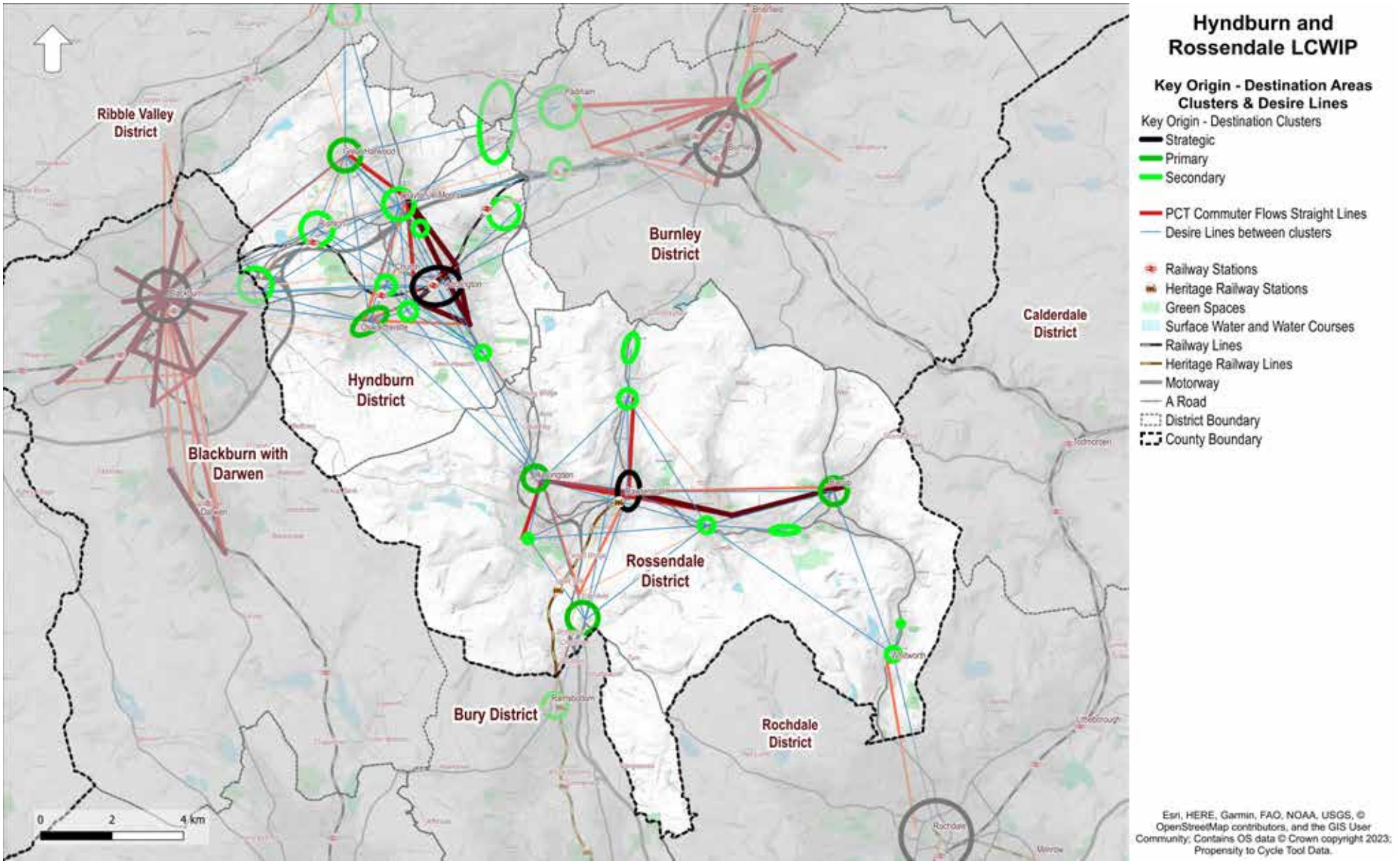

Figure 41. Straight lines between MSOAs and between the clusters to inform the desire lines for the cycle network. The width and colour intensity of the desire lines indicate potential higher demand.

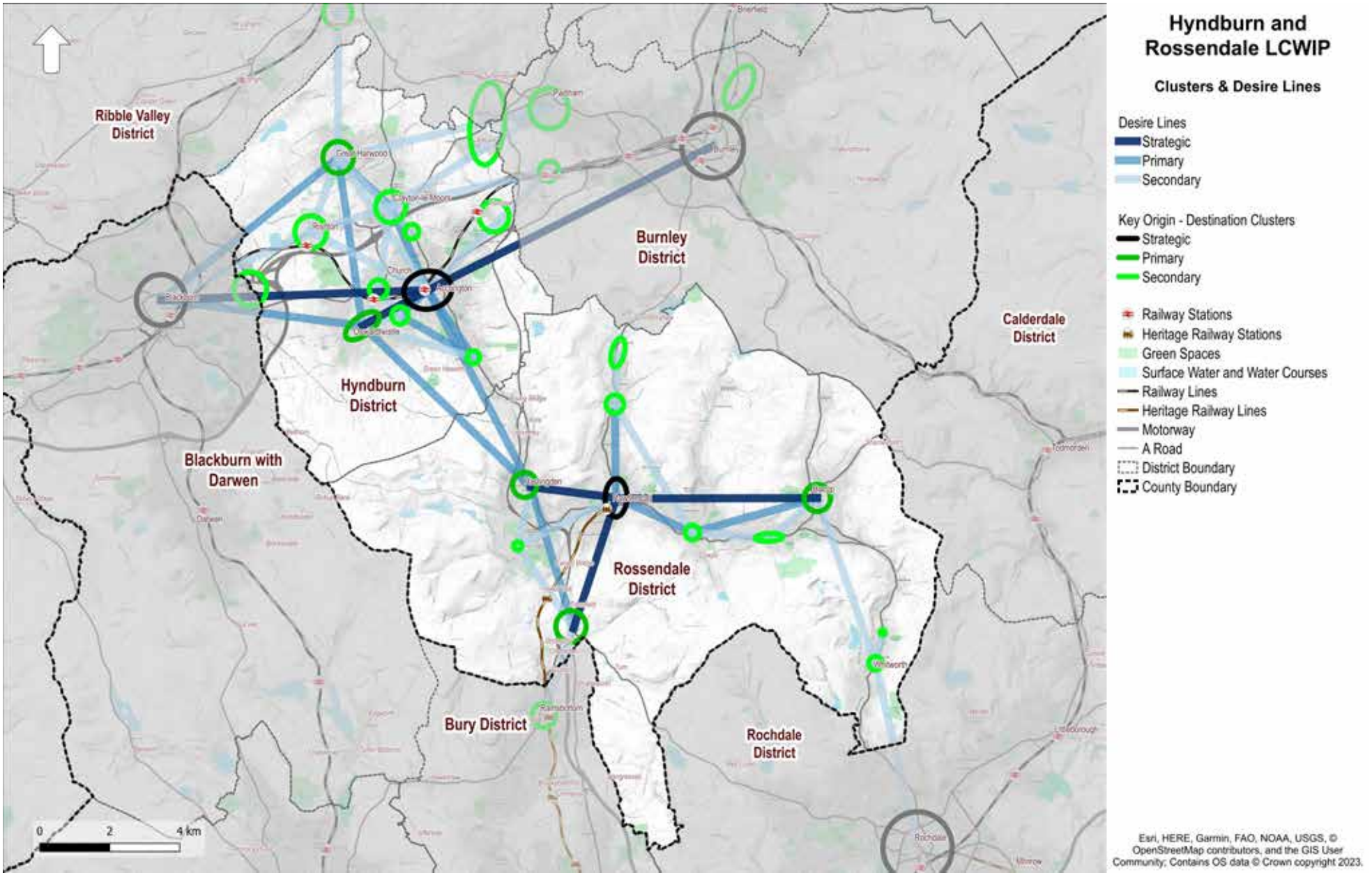

Figure 42. Key desire lines between the selected clusters

5.2.1.3. Identification of the Cycle Network

The methodology used to identify key links in the study area involved the gradual overlaying of the following information to create a qualitative 'Heat Map' where the overlap of relevant criteria suggests locations where infrastructure improvements could provide the greatest level of service, connectivity, and safety benefits.

The following data was considered for the identification of the preliminary cycle network:

- Key trip attractors: railway stations, retail centres and high streets, schools, employment areas, parks, and District/Town/Local/ Neighbourhood centres.
- Key trip origins: such as denser residential areas and planned developments.
- Indices of Multiple Deprivation and areas of low car-ownership (targeting areas of higher deprivation and lower car ownership, which would benefit from cycle improvements).
- Propensity to Cycle Tool: highlighting areas with potential for higher cycle commuter and school flows (Go Dutch scenario).
- Origin-Destination data: highlighting the routes, origins, and destinations of short motor vehicle commuter trips (<5km) which could reasonably be replaced by cycling trips.
- Strava Metro data: mainly leisure/sport trips by pedal cycle recorded by Strava users.
- Cycle collisions: locations of incidents during the latest five years of available data.
- Existing cycle facilities and recently proposed facilities.
- LCC's identified cycle corridors for the LCWIP and the stage 2 engagement results for these corridors.
- Geolocated public suggestions for active travel improvements from LCC's early engagement survey.

Overlaying these datasets, areas in higher intensity colour indicates a potential higher demand for utility cycling trips or where there is higher potential for mode shift or new users (Figure 43). Corridors that form the proposed cycle network were selected along the road network to align with these areas, forming an initial draft cycle network (see Figure 44 on the following page).

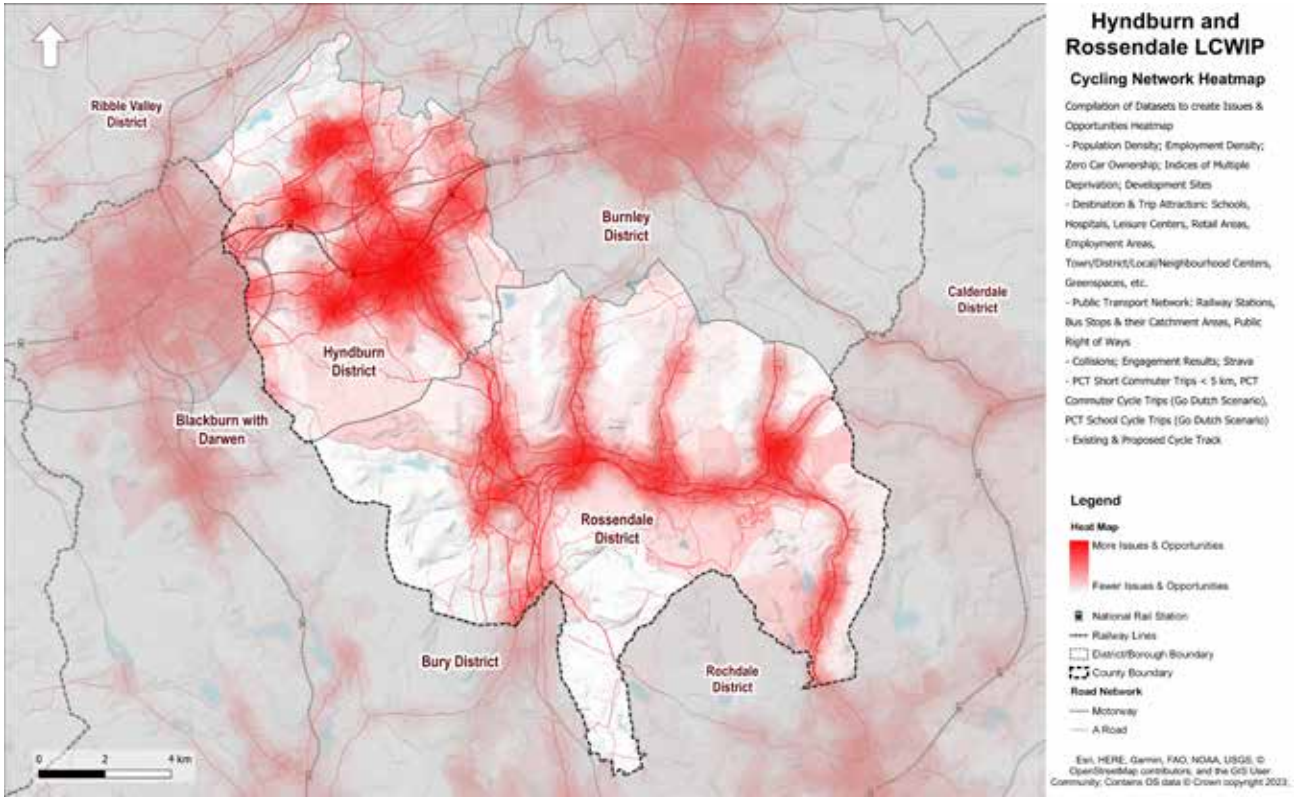

Figure 43. Qualitative 'heatmap' of data related to the potential for cycle trips

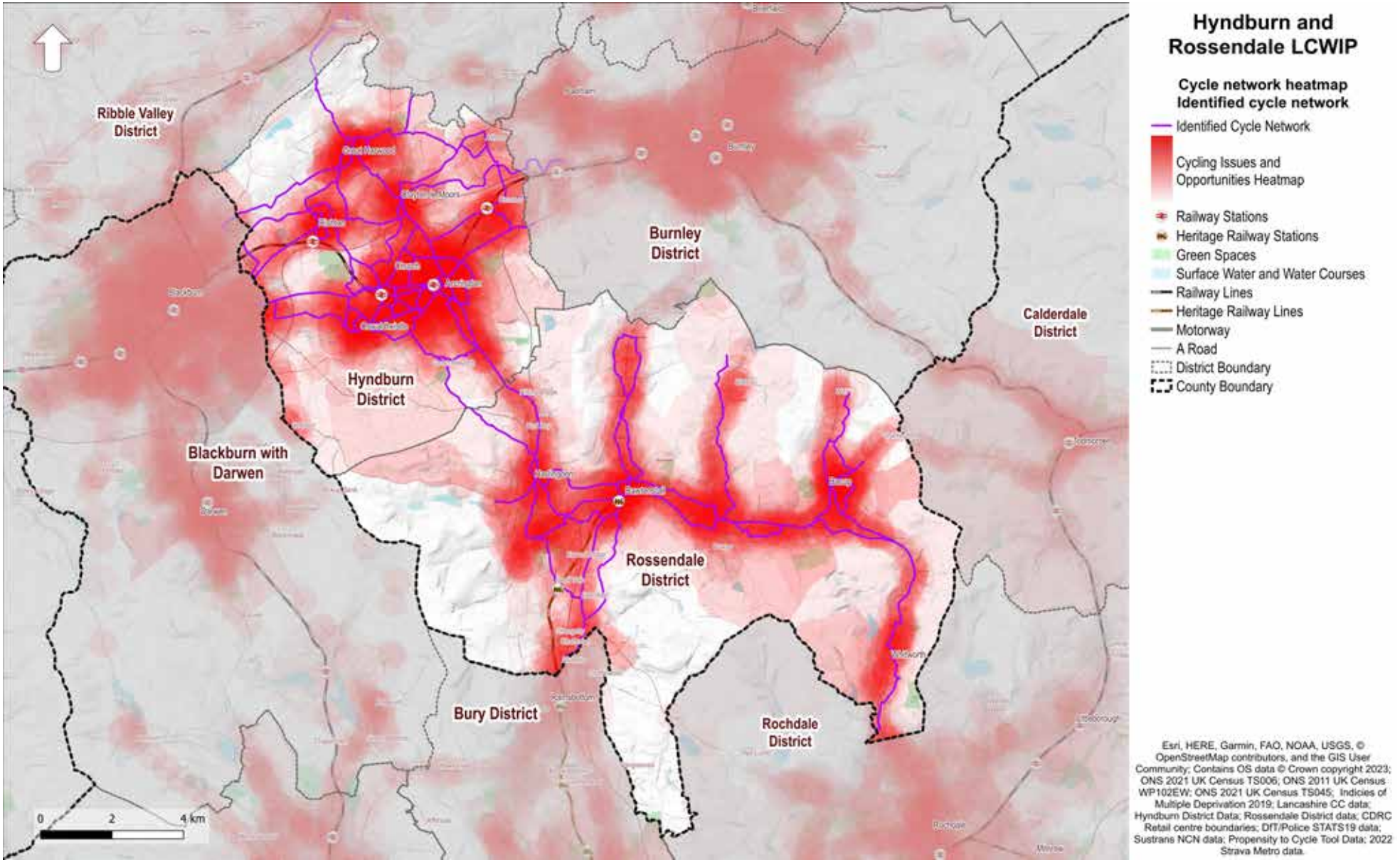

Figure 44. Qualitative 'heatmap' of data related to the potential for cycle trips

5.2.1.4. Classification of the Cycle Network

The selected cycle network was classified following the identified desire lines, as follows:

- Strategic: Sections of the network connecting the different town centres (Accrington and Rawtenstall), as well as connections to Blackburn and Burnley.
- Primary: Sections of the network feeding the strategic network and providing connections to town and large village centres, serving all the clusters, following the identified desire lines Additionally, local connections with high demand for utility trips, are proposed as primary in the aspirational cycle network and connections between the two boroughs.
- Secondary: Sections of the network providing connections between the strategic, primary and secondary corridors to/from local destinations and neighbourhoods to enhance local network connectivity. Additionally, longer distance connections between urban centres and neighbouring areas and large village centres, and leisure routes are identified within the network and proposed as Secondary corridors.
- Local: Short sections of the network providing connections between the strategic, primary and secondary corridors to/from local destinations and neighbourhoods to enhance local network connectivity.

The proposed cycle network was translated into different corridors/sections of the proposed network. Each corridor was selected to be clipped to approximately 5-8km in length , which corresponds to a relatively easily cyclable distance. It was also intended to facilitate more manageable design and implementation in future, in a way that each corridor/section could be developed independently (Figure 45, page 84).

Based on this process, the first draft of the aspirational cycle network (Figure 46 on page 85) was developed to be discussed with the project steering group, additional officers from LCC, HBC and RBC as well as neighbouring authorities in an early engagement workshop.

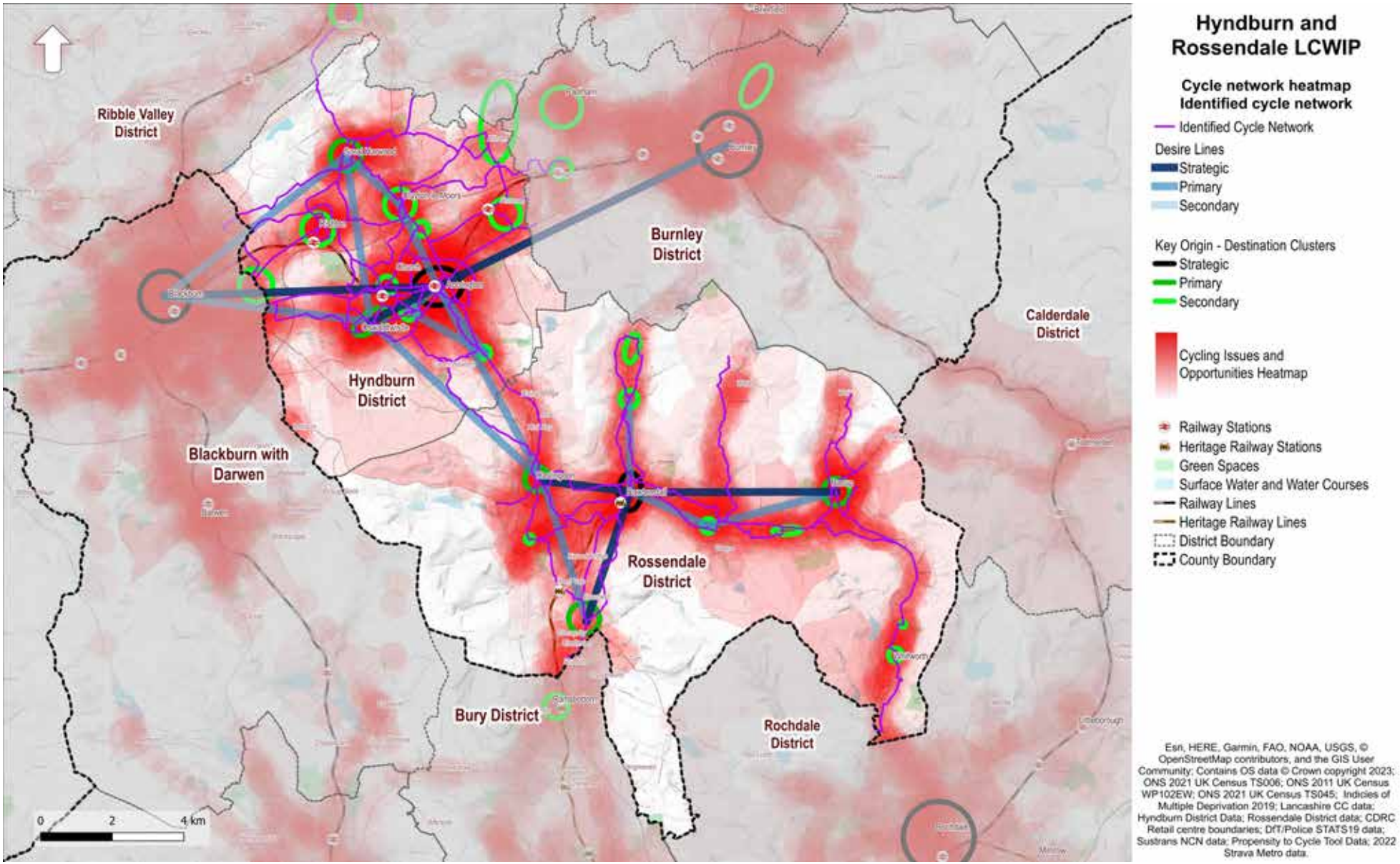

Figure 45. Identified cycle network map overlaid with the desire lines and the clusters

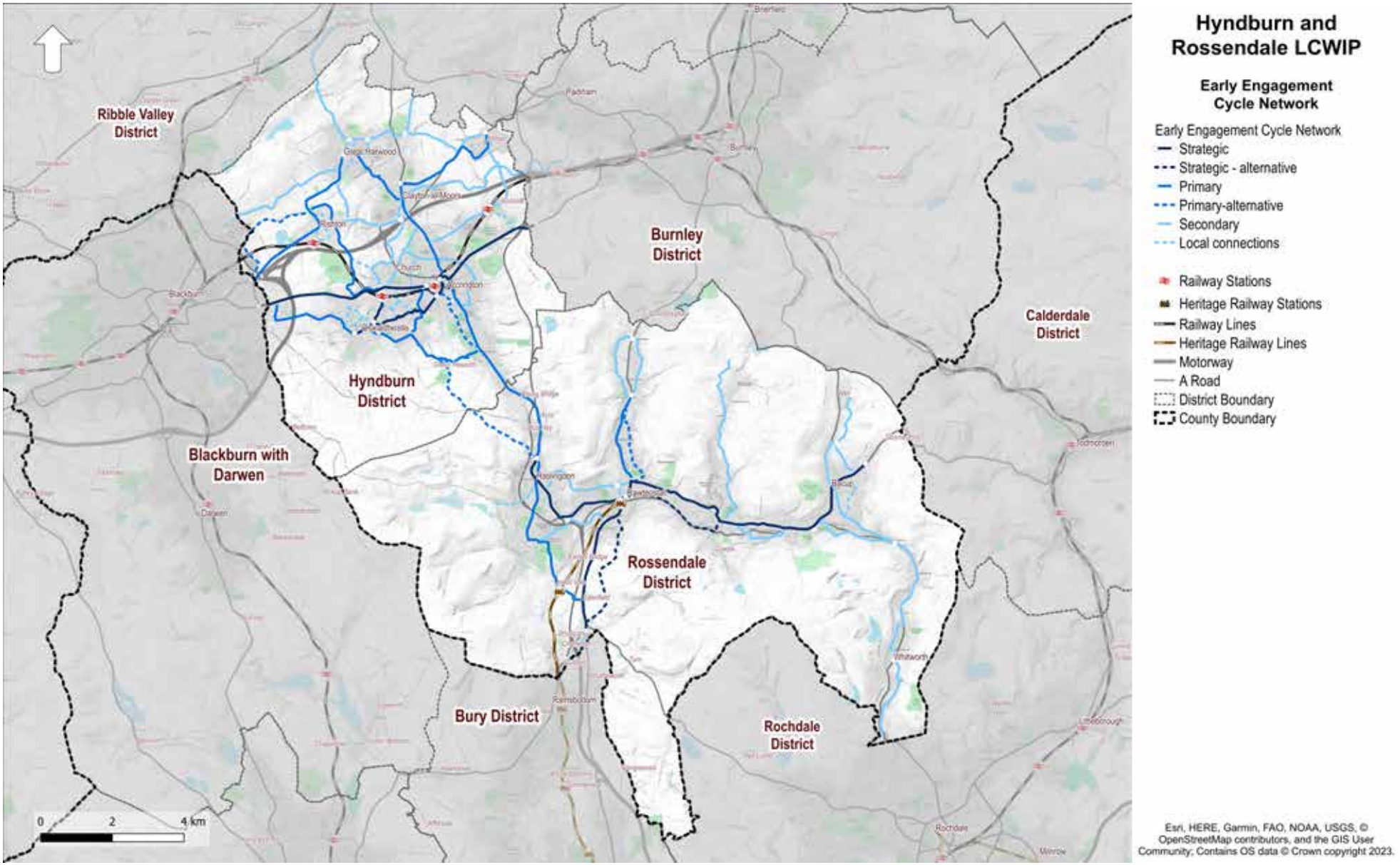

Figure 46. Early engagement cycle network

5.2.2. Early Engagement

Stakeholder engagement is a key element of the LCWIP as it ensures that the views and knowledge of local people are taken into account. During the project, three early engagement activities were undertaken (see section 2.3 Stakeholder Engagement on page 10 for more information):

- Public engagement via online surveys.
- Stakeholder workshop to discuss the draft cycle network.
- Regular project meetings with the project steering group to discuss the cycle network development.

Early engagement was carried out by LCC via two web-based surveys. The first survey included an interactive online map, which allowed participants to identify specific locations for issues and desired improvements related to active travel county-wide (see section 4.9 Stage 1 Engagement Survey on page 68). The second survey allowed participants to provide feedback on a draft active travel network for Hyndburn and for Rossendale (see section 4.10 Stage 2 Engagement Survey on page 68). The results of the surveys informed the identification of the cycle network.

A stakeholder workshop was held in November 2023 for representatives from LCC, HBC, RBC and neighbouring authorities. The purpose of the workshop was to present the objectives of the study, the work so far (data collected) and the methodology followed for the identification of the active travel networks, as well as to obtain input from the stakeholders on the draft cycling and walking networks.

Participants were generally in agreement with the identified network for cycling. Comments received included:

- Reclassification of the key desire lines to ensure key connections reflect the local demand (e.g. the connection between Accrington and Haslingden was proposed as a strategic connection and the connection between Rawtenstall and Whitworth was proposed as primary).
- Concerns on the feasibility of some of the routes along the A roads (e.g., A680 Manchester Road and Whalley Road, A681 Bacup Road) as well as some of the off-road routes. They are perceived as important corridors but they are constrained with high traffic flows.
- Suggestions for additional links via existing public rights of way or towpaths.
- Suggestions for additional connections to the neighbouring areas and links with the aspirational networks.
- Suggestions to upgrade the towpaths in Great Harwood to the strategic network as it is an important local priority.

Following the stakeholder workshop, the project steering group had several meetings and discussions on the draft cycle network. Officers from LCC, HBC, and RBC provided further feedback on the classification of the network, proposing amendments to the classification of the corridors reflecting their local knowledge of the area, perceived potential demand and local priorities. The initial draft LCWIP network was also compared to the Stage 2 Engagement network. Where similar routes were identified, but with slightly different alignments, input from the project steering group helped determine the preferred alignment option.

Proposals for additional routes and alternative alignments to the identified corridors were also discussed and added to the final cycle network.

The key priority for the cycle network is to provide a coherent, direct, safe, comfortable and attractive environment for cyclists. The stakeholder feedback focused on ensuring (early on) that the proposed corridors will achieve these criteria. Therefore, LCC HBC, and RBC officers provided early comments on the potential feasibility of some corridors and promoted alignments away from high vehicular traffic flows and speeds (e.g., off-road options or via quieter routes), as a more attractive option for less confident cyclists. Discussions considered the directness of some of the links, the existing use (deriving information from Strava data), and potential for future change.

Where applicable, corridors along the main road network were retained in the aspirational network to ensure that, in the future, direct links between key areas will be future proofed when considered as opportunities arise.

Additional recommendations were proposed through development sites to future proof opportunities for inclusion of cycle schemes and connections to these areas.

5.2.2.1. Updated Desire Lines

Following comments from the stakeholder feedback, several modifications were made to the overarching desire lines (Figure 47):

- Desire lines between Accrington and Haslingden and between Great Harwood and Rishton/ Blackburn and to Padiham and Burnley Town Centre were proposed as a primary and were reclassified as strategic due to the importance of the connection between the two boroughs and to other neighbouring areas to ensure the implementation of a county wide strategic cycle network.
- The connection between Rawtenstall, Bacup and Whitworth was noted as a local priority in Rossendale and the desire lines were reclassified to strategic.
- Additional secondary corridors were added to link local settlements Water and Weir to the main network.

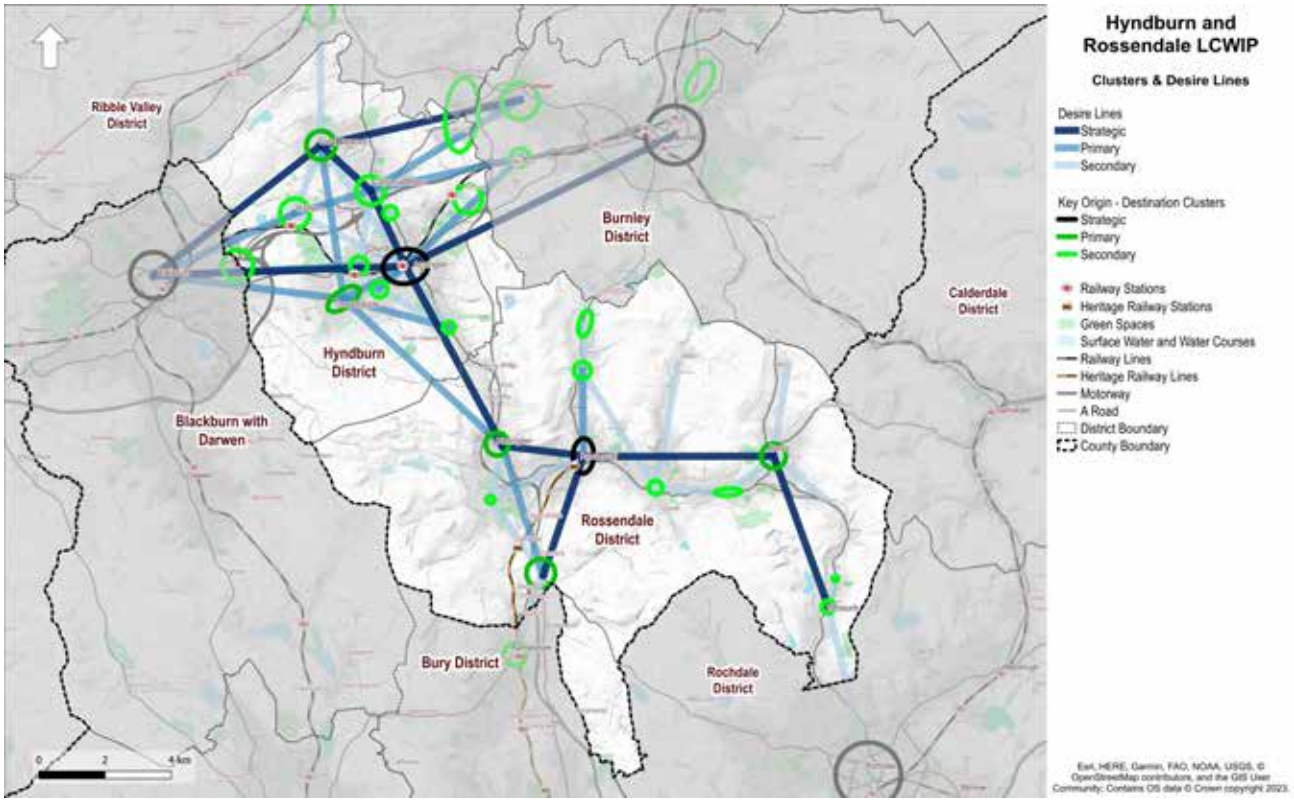

Figure 47. Updated key desire lines between the selected clusters following stakeholder feedback.

5.2.3. Aspirational Cycle Network

Following stakeholder feedback and network refinement, the final network is shown in Figure 48, with the final network for Hyndburn shown in Figure 49 and for Rossendale in Figure 51.

The proposed network is distributed across the study area and extends for approximately 242km. In total 107 cycle corridors were identified. In some instances, alternative alignments were also captured where there may be parallel options in close proximity. The proposed network includes:

» 11 Strategic corridors (65.5km total length) with 8 alternative alignments proposed for sections of the main alignments..
» 33 Primary corridors (75.5km total length) with 8 alternative alignments.
» 47 Secondary and local corridors (71.5km total length).

The proposed corridors provide coverage throughout the Boroughs with a relatively higher density in the urban areas (Rishton, Great Harwood, Oswaldtwistle, Haslingden, Rawtenstall and Bacup). Cross-boundary connections are also provided to neighbouring Boroughs.

All the identified cycle corridors are tabulated, by category, in the Appendix 1.

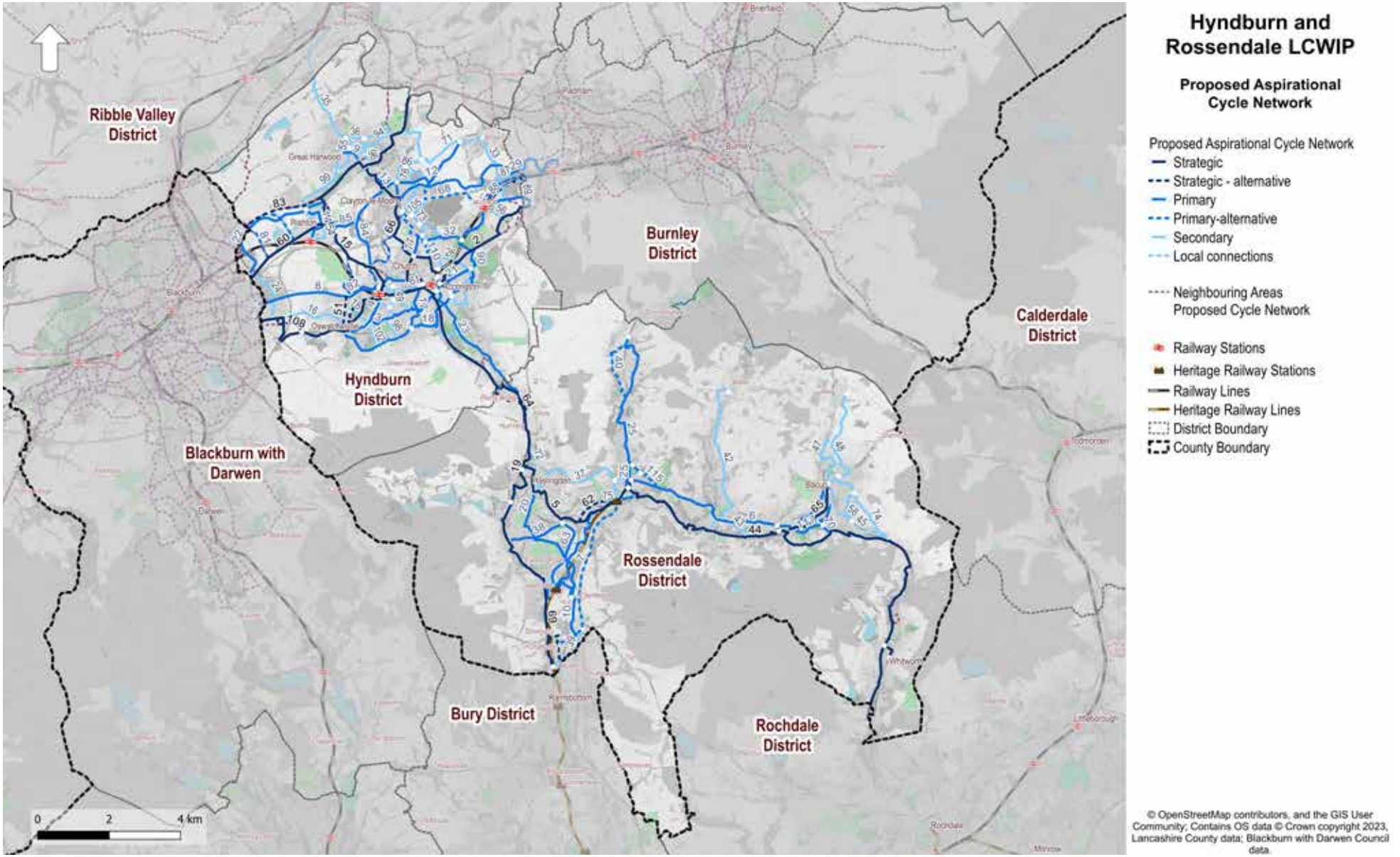

Figure 48. Proposed aspirational cycle network

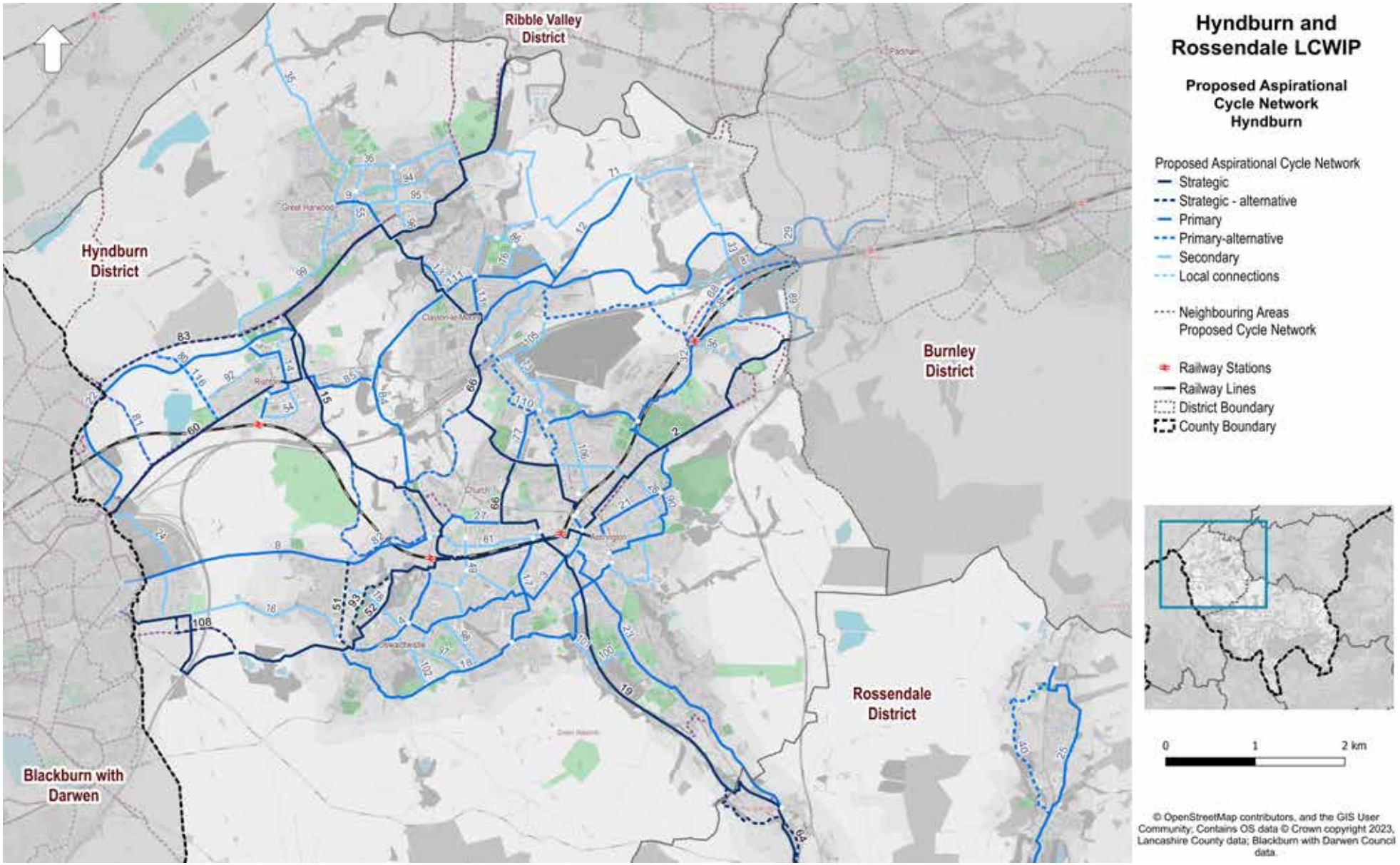

Figure 49. Proposed aspirational cycle network in Hyndburn

Figure 50. Proposed aspirational cycle network in Accrington

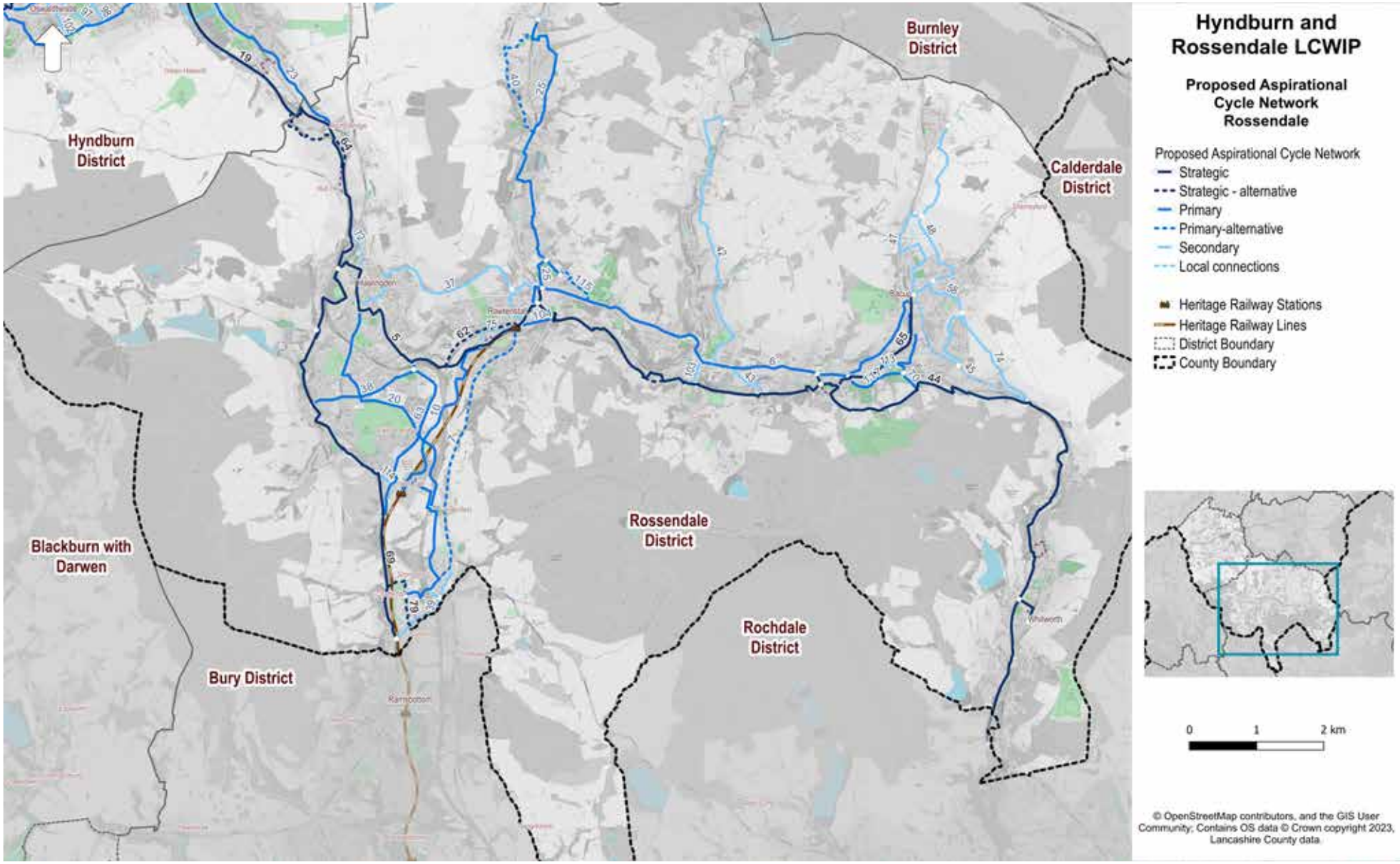

Figure 51. Proposed aspirational cycle network in Rossendale

Figure 52. Proposed aspirational cycle network in Rawtenstall

Figure 53. Proposed aspirational cycle network in Bacup

5.2.4. Strategic and Primary Cycle Network

The strategic and primary cycle network for Hyndburn and Rossendale is shown in Figure 53. This highlights the higher priority cycle network within the two boroughs, along with its connections to existing or proposed facilities in neighbouring authorities.

Based on the criteria used for identifying and prioritizing the network, the network reflects:

- Local priorities to link the town centres of Rishton, Clayton Le-Moors, Oswaldtwistle, Haslingden, Rawtenstall, Waterfoot, Bacup and Whitworth.
- Higher propensity / potential demand for short utility trips in the urban areas around the town centres.
- Connections to neighbouring Boroughs (e.g., Blackburn, Burnley).
- Local priorities to utilise existing or proposed off-road assets, such as linear parks and canal towpaths.

5.2.5. Selected Cycle Corridors

The strategic and primary cycle corridors form the core cycle network and were selected for further development. It was agreed with LCC, HBC and RBC that in total 10 cycle corridors (five in Hyndburn and five in Rossendale) will be advanced for identification of high-level interventions as part of the LCWIP.

The remaining primary and the secondary cycle corridors as well as all the alternative alignments of the cycle corridors remain part of the broader, aspirational cycle network, and will be reviewed and assessed in the future as opportunities arise.

To sift the 10 corridors for further development, it was agreed that:

- Strategic corridors would be included.
- Alternative alignments would be excluded
- A primary corridor to enhance the connectivity between the urban areas and promote connections to future developments.

Therefore, the following 10 cycle corridors are being progressed (Figure 54):

Hyndburn:

- **#2 Accrington to Accrington Bypass**
- **#15 Leeds - Liverpool Canal Clayton Le Moors to Rishton**
- **#19 Accrington to Rising Bridge via A860**
- **#52 Lottice Brook Greenway**
- **#60 Martholme Greenway**

Rossendale:

- **#5 Haslingden to Rawtenstall via A681**
- **#20 Helmshore Road**
- **#25 Hollin Way**
- **#44 Valley of Stone (Rawtenstall to Rochdale) and New Lane**
- **#65 Valley of Stone to Bacup**

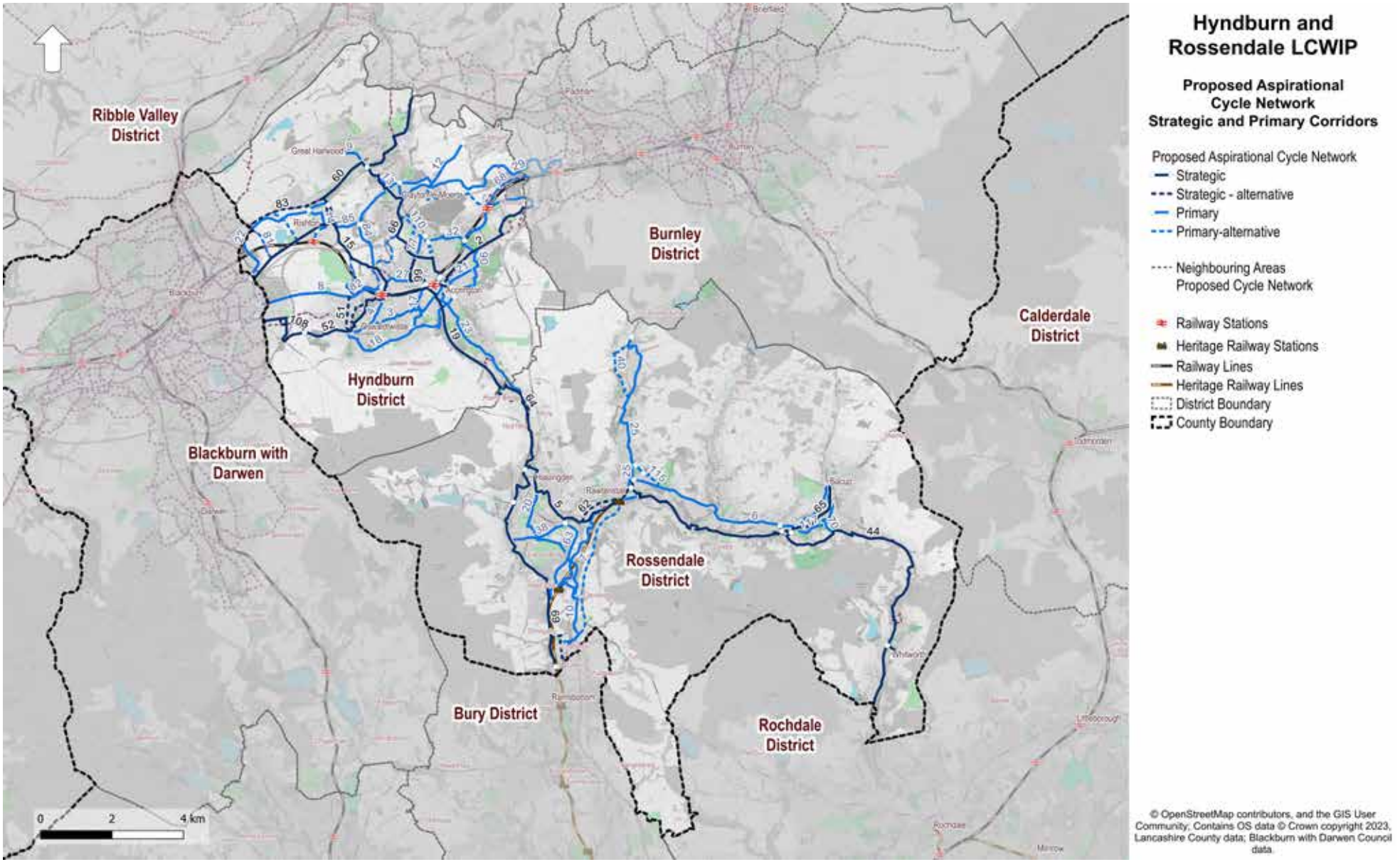

Figure 54. Proposed aspirational cycle network - strategic and primary cycle corridors

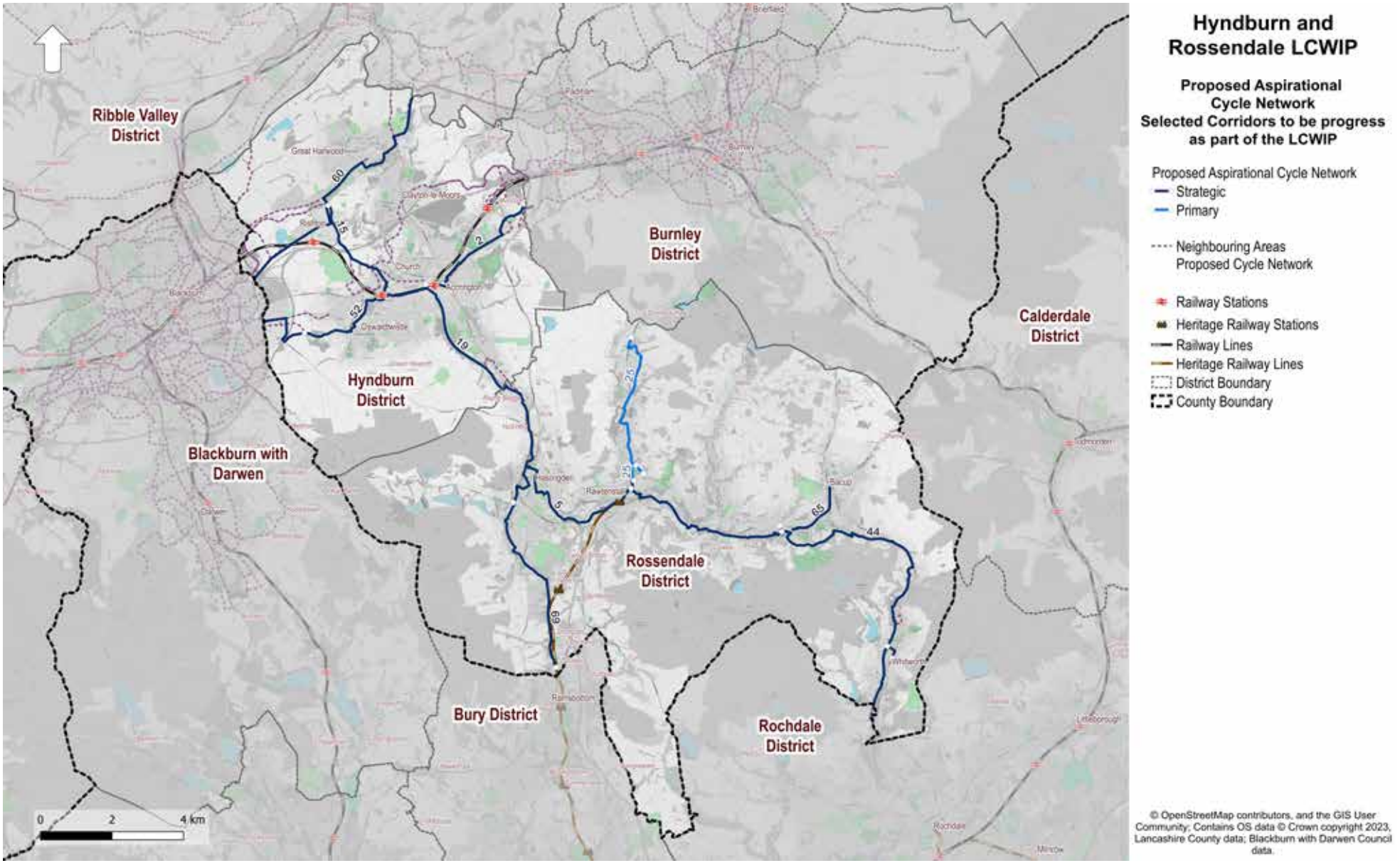

Figure 55. Strategic and primary selected cycle corridors

5.3 Strategic & Primary Cycle Corridors and Potential Improvements

5.3.1. Introduction

This section outlines potential infrastructure interventions to enhance the selected strategic and primary cycle corridors identified in the previous section (5.2.5). The proposed measures are high level and indicate potential interventions for consideration in the next stage of scheme development. Note that significant further work will be needed on each corridor to assess the feasibility of proposed interventions.

5.3.1.1. Indicative potential interventions

The potential interventions for cycling seek to follow DfT's LTN 1/20 design guidance. The overall aim of the LCWIP is to provide a coherent, direct, safe, comfortable, attractive and inclusive cycle network, as outlined in the LTN 1/20 design principles[1] and DfT's Inclusive Mobility guidance.[2]

To support LTN 1/20 design principles, examples of considerations in identifying the network and potential infrastructure measures included improved access to schools, town centres and other key destinations; potential for segregation from other road users; lower traffic speeds and/or measures to reduce vehicular flows through sensitive areas; opportunities to reallocate road space for pedestrians and cyclists; and junction and crossing improvements. Potential interventions should complement and enhance the character of an area, adapted to fit the local context and space constraints. Finally, cycle infrastructure should be should be inclusive and accessible to everyone, regardless of ability.

The proposed interventions are based on desktop review only. No site visits were undertaken during development of the LCWIP to review the corridors. The project steering group provided general information to the project team on potential issues and constraints.

5.3.1.2. Next steps for further development

The proposed high-level interventions are intended to characterise the corridors and potential improvement opportunities for further consideration. Audits of the cycle corridors and potential interventions (e.g., Route Selection Tool, Cycling Level of Service, or Active Travel England (ATE) tools) are suggested in future stages to better understand the existing conditions, issues, and constraints and the improvements which are required.

The proposed interventions indicate initial concepts as to the type of cycle infrastructure which may be required. All proposed interventions would be subject to additional assessments and feasibility design to refine and develop the initial proposals and review constraints, potential impacts, and potential alternatives. This is likely to require additional surveys (e.g., traffic, topographic, utilities, parking, environmental) and further assessment/engagement including reviewing land ownership information and stakeholder and public consultation.

As proposed cycle improvements are advanced, design stages should utilise the latest best practice design guidance and standards available at the time, such as:

- Cycle Infrastructure Design (DfT, LTN 1/20).
- Manual for Streets 1 & 2[3].
- Inclusive Mobility (DfT, 2022).

1 Department for Transport, Cycle Infrastructure Design (LTN 1/20), section 1.5

2 Department for Transport, Inclusive Mobility, section 1.5.

3 At the time of development of this LCWIP report, a revised Manual for Streets is in development by DfT

5.3.1.3. Section outline

The potential infrastructure interventions are presented for each cycle corridor on the following pages. While these proposals are focused along the strategic and primary cycle corridors, they also provide examples of the types of improvements that could be implemented elsewhere in the study area as needs or opportunities arise.

Potential interventions for the 10 selected corridors are presented by:

- Study area-wide overview of potential interventions (cycle typology maps), with separate maps for each town centre.
- Summary of interventions by individual corridor, presented by category:
  - Strategic cycle corridors.
  - Primary cycle corridors.
- Photo examples and descriptions of different types of cycle infrastructure are provided in Section 5.4 on pages 146 to 149.

5.3.2. Cycle Typology

The proposed cycle facility typologies across the strategic and primary cycle corridors are illustrated in Figure 56, next page The proposed cycle network comprises a mix of facility typologies, indicative of the varying facility contexts and constraints across the Borough.

Future feasibility design stages would be required to review constraints and cycle facility options in more detail. The proposed facilities reflect the design principles, local aspirations for cycling, and anticipated potential constraints along each route at this initial stage of option assessment (e.g., available space, traffic flows and speeds).

5.3.3. Hyndburn

The proposed cycle facility typologies across the strategic cycle corridors in Hyndburn are illustrated in Figure 56. The proposed facilities reflect the design principles, local aspirations for cycling, and anticipated potential constraints along each route at this initial stage of option assessment. A summary and indicative examples of the various types of facilities are provided in Section 5.4 on pages 146 to 149.

In Hyndburn, five cycle corridors were identified. Several extend east/west across Hyndburn, providing connections between the centres and to Blackburn and Padiham. A north/south cycle corridor is also proposed to provide a connection to Haslingden. Connections are also made to the Martholme Viaduct to the north-east as well as connections to the Ribble Valley Borough to the north of the borough. Alternative alignments to the proposed cycle corridors are included in the proposals to be investigated further in the next stage of design.

- 2. Accrington to Huncoat
- 15. Accrington to Rishton
  - alternative alignment via: corridor 61. Lower Antley Street.
- 19. Accrington to Haslingden (via Woodnock Greenway)
  - alternative alignment via: 23. Royds Street.
  - alternative alignment via: 64. Rising Bridge Off-Road Alternative.
- 52. Lottice Brook Greenway
  - alternative alignment via: corridor 93. White Ash Brook Greenway.
  - alternative alignment via: corridor 108. Lottice Brook Greenway
- 60. Whitebirk to Great Harwood
  - alternative alignment via: 83. Martholme Greenway.

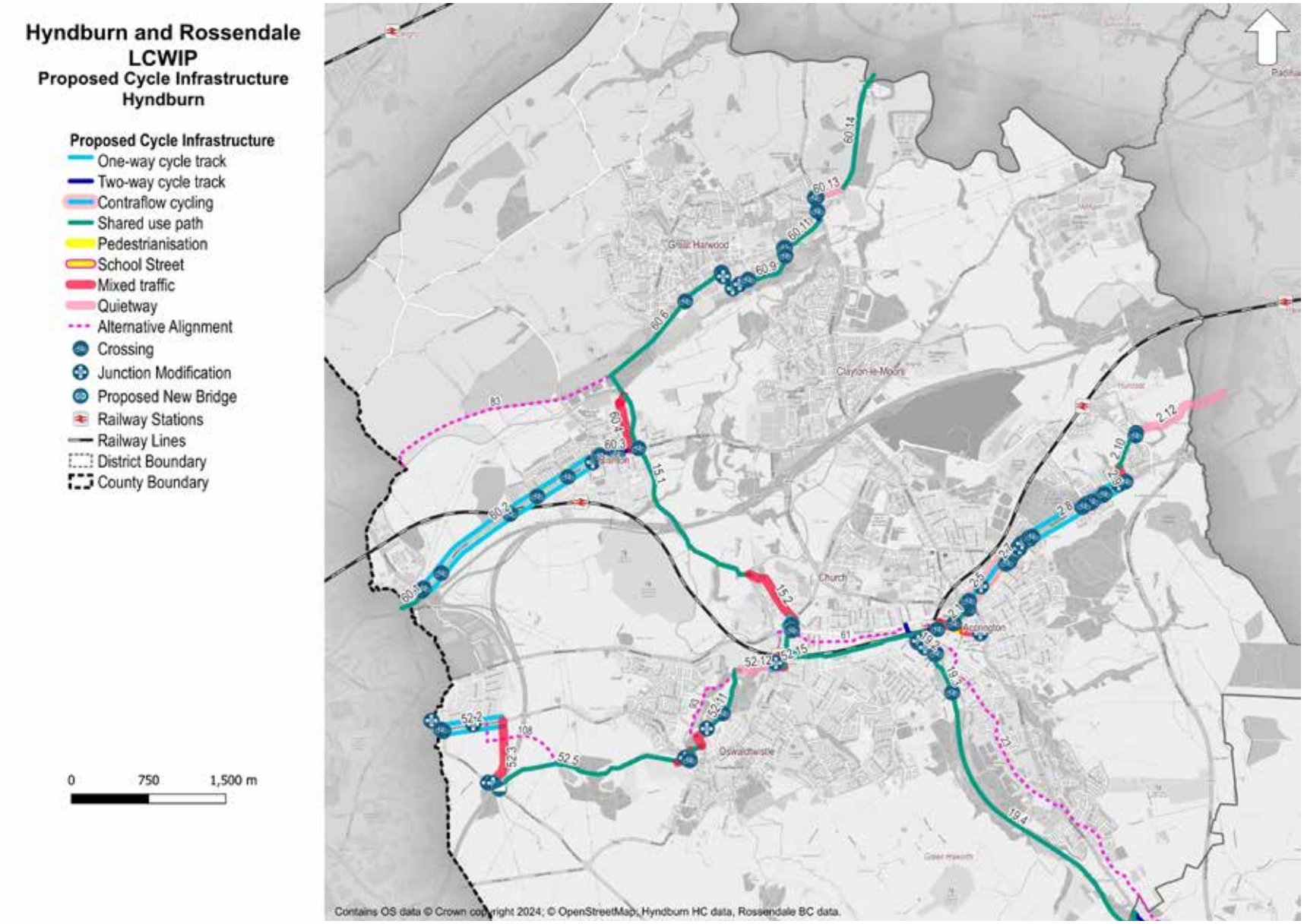

Figure 56. Indicative cycle typology map for the selected cycle corridors in Hyndburn

5.3.3.1. Cycle Corridor 2: Accrington to Huncoat

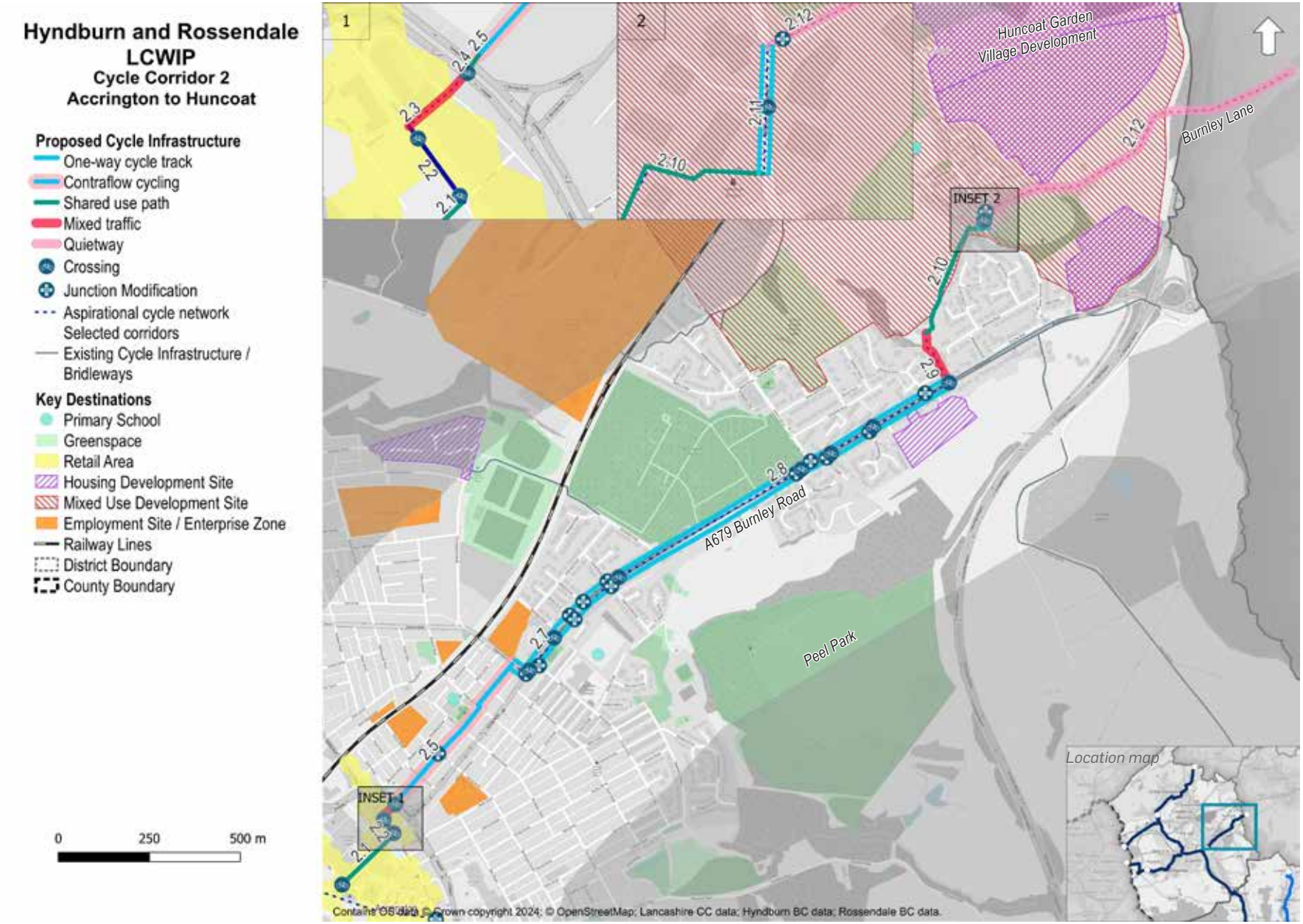

Figure 57. Indicative proposed cycle infrastructure, Cycle Corridor 2: Accrington to Huncoat

Cycle Corridor 2: Accrington to Huncoat

The strategic cycle corridor links from Accrington to Huncoat and is approximately 3.6km in length. The corridor serves the Arndale Centre as well as Accrington bus station. The corridor is in close proximity to other key destinations including Accrington Station and Peel Park. The corridor utilises existing one-way cycle tracks along Burnley Road. The proposed facilities aim to tie in with proposals as part of the Burnley LCWIP as well as proposals as part of the Huncoat Garden Village development.

Table 11. Proposed indicative typology and high-level interventions along cycle corridor 2

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
2.1	Broadway	Union Street to Whalley Road	199	Shared-use path	Permit cyclists' access through the existing pedestrian zone along Broadway. Incorporate cycle logos or investigate segregation between pedestrians and cyclists. Additional measures to consider adding a crossing improvement on Union Street and Arndale Centre entrance to create a coherent route. Consider introducing a cycle hub in the retail centre.
2.2	Whalley Road	Broadway to Dowry Street	59	Segregated cycle track	Two-way cycle track on west side by reallocating space from carriageway. Review of on-street parking would be required.
2.3	Dowry Street	Whalley Road to Eastgate	38	Mixed Traffic	Mixed traffic provision with additional traffic calming measures to support low speeds. Proposal LTN 1/20 compliant due to the estimated low traffic flows. Introduce cycle logos and wayfinding posts on both sides of the road. Additional measures to consider moving the lampost on Eastgate and removing the railing between Dowry Street and Eastgate to increase the effective width of the path. Review of the levels is required at the location to improve cycle comfort.
2.4	Eastgate	Dowry Street to Dowry Street	24	Shared-use path	Shared use path across Eastgate to provide an east-west connection between the two sections of Dowry Street. Proposal will require a re-design of the existing layout of Eastgate to provide a crossing at the desire line. Design to investigate either moving the current signalised junction to meet this desire line and upgrade the crossings to accommodate cyclists, or introducing in a new staggered crossing at the desired location.
2.5	Dowry Street	Eastgate to Penny House Lane	425	Contraflow cycling	Quietway along Dowry Road through the residential area as an alternative to busy A679 Burnley Road. Permit contraflow cycling at the one-way section of the road. Proposal likely LTN 1/20 compliant due to the estimated low vehicular flows. Additional traffic calming measures would be required to support low speeds. Review of on-street parking would be required. Future design to investigate inclusion of one-way cycle track along the section if parking provisions and geometric constraints allow.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
2.6	Penny House Lane	Robert Street to Burnley Road	46	Segregated cycle track	One-way cycle tracks on both sides of the carriageway by reallocating space from the carriageway (widening of the footways). Additional proposal to upgrade existing signalised crossing to provide pedestrian and cycling crossing facilities.
2.7	Burnley Road	Penny House Lane to Birkett Road	201	Segregated cycle track	One-way cycle tracks on both sides of the carriageway by reallocating space from the carriageway and the existing advisory cycle lanes (extend existing provision to Penny House Lane). Provide a buffer between the cycle facilities and the high vehicular flows. Additional proposal to upgrade existing staggered crossings.
2.8	Burnley Road	Birkett Road to Spouthouse Lane	1115	Segregated cycle track	One-way cycle tracks on both sides of the carriageway by reallocating space from the carriageway and the existing advisory cycle lanes. Provide a buffer between the cycle facilities and the high vehicular flows. Review of on-street parking would be required. Additional proposal to upgrade staggered crossings and consider reducing the speed limit to 30mph.
2.9	Spouthouse Lane	Burnley Road to Off-Road Path	187	Mixed traffic	Mixed traffic provision along Spouthouse Lane. Proposal likely LTN 1/20 compliant due to the estimated low traffic flows. The road is very narrow and requires verge maintenance to improve visibility for cyclists. Additional measures include resurfacing the road to make it more comfortable for cyclists, provide wayfinding posts and improved lighting provision.
2.10	Off-Road Path	Spouthouse Lane to No Name	311	Shared Use Path	Shared use path along existing footpath. Widen the path where possible by reallocating space from the verge. Resurface the path to create a more comfortable cycling experience and provide wayfinding posts and lighting provision for safety. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
2.11	Higher Gate Road	No Name to Burnley Lane	38	Segregated cycle track	One-way cycle tracks on both sides of the carriageway reallocating space from the carriageway. Provide a buffer between the cycle facilities and the high vehicular flows. Introduce a crossing to link the proposed cycle tracks with the off-road path (link 2.10). The proposals for this section are to be reviewed based on proposals for the Huncoat Garden Village development, once these become available.
2.12	Burnley Lane / Mill Hill Lane	Higher Gate Road to Greenway	965	Quietway	Quietway along Burnley Lane / Mill Hill Lane through the residential area and along the country lane as an alternative to busy A679 Burnley Road. Proposal likely LTN 1/20 compliant due to the estimated low vehicular flows. Additional traffic calming measures would be required to support low speeds. Review of on-street parking would be required at the western end of the section.

5.3.3.2. Cycle Corridor 15: Accrington to Rishton

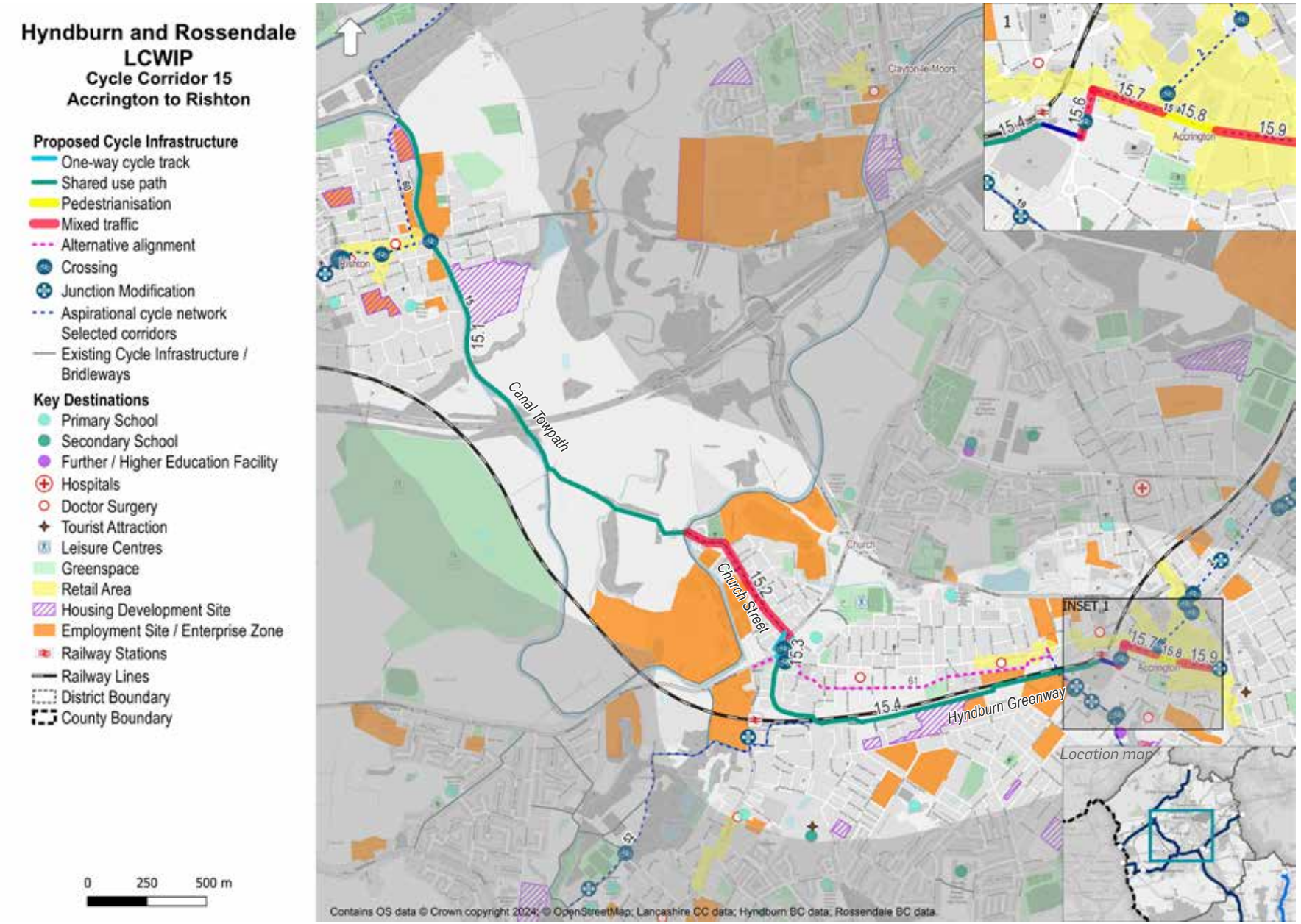

Figure 58. Indicative proposed cycle infrastructure, Cycle Corridor 15: Accrington to Rishton

Cycle Corridor 15: Accrington to Rishton

This 5.3km strategic route connects Accrington to Rishton along existing greenways including the Hyndburn Greenway and the canal towpath. The corridor serves key destinations including Church & Oswaldtwistle and Accrington Railway Stations, and runs through Accrington town centre. This route follows part of NCN Route 6. Two alternative alignment options are proposed along the corridor, (corridors 82 - Leeds & Liverpool Canal via golf club and 14 - Great Harwood to Whitebirk), which could be investigated further in the next stages of scheme development following analysis of the feasibility of each section.

Table 12. Proposed indicative typology and high-level interventions along cycle corridor 15

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
15.1	Greenway	Bridge Street to St James Road	2260	Shared-use path	Shared use path along existing greenway. Widen the greenway where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section and any flooding issues. Resurface the path to provide a more comfortable cycling experience and provide wayfinding and lighting provision to improve personal safety. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
15.2	Church Street	Greenway to Henry Street	728	Mixed traffic	Mixed traffic provision with additional traffic calming measures to support lower speeds. Proposal likely LTN 1/20 compliant due to the estimated low traffic flows. Introduce cycle logos and wayfinding posts on both sides of the road. Tighten Church Street/ Henry Street (A679) junction to reduce speeds of turning vehicles and reduce the crossing distance for pedestrians. Future design to look at a potential one-way cycle tracks along the route if parking provisions and geometric constraints allow. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
15.3	Henry Street (A679)	Edward Street to Greenway	130	Segregated cycle track	One-way cycle tracks by reallocating space from the carriageway, central meridian and verge (upgrade the existing shared use paths to a segregated cycle facilities). Additional measures to include improvements to the existing toucan crossings.
15.4	Hyndburn Greenway	Blackburn Road to Accrington Station	1610	Shared-use path	Shared use path along existing greenway. Widen the greenway where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to provide a more comfortable cycling experience and provide wayfinding and lighting provision to improve personal safety. Remove bollards by Henry Street to create a more inclusive and accessible route for cyclists. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
15.5	Hyndburn Greenway	Accrington Station to Eagle Street	86	Segregated cycle track	Extend existing segregated cycle track to Eagle Street. Proposal will require a new bound surface across the grass.
15.6	Eagle Street	Hyndburn Greenway to Blackburn Road	112	Mixed traffic	Mixed traffic provision with additional traffic calming measures to support lower speeds. Reduce speed limit to 20mph to increase cyclist safety. Potentially not LTN 1/20 compliant dependent on traffic flows, but geometric constraints do not allow space for segregation. Proposal to be investigated further in next stages of scheme development
15.7	Blackburn Road	Eagle Street to Broadway	140	Mixed traffic	Mixed traffic provision with additional traffic calming measures to support low speeds. Proposal likely not LTN 1/20 compliant due to the estimated moderate traffic flows. Reduce speed limit to 20mph to increase cyclist safety. Future design to look at potential two-way cycle track along the route if parking provisions allow.
15.8	Blackburn Road	Broadway to Church Street	104	Shared-use path	Permit cyclists' access through the existing pedestrian zone along Broadway. Incorporate cycle logos or investigate segregation between pedestrians and cyclists. Upgrade existing crossing facilities.
15.9	Blackburn Road	Church Street to Abbey Street	168	Mixed traffic	Mixed traffic provision with additional traffic calming measures to support low speeds. Proposal likely not LTN 1/20 compliant due to the estimated moderate traffic flows. Review on-street parking provisions. Future design to consider one-way system along Blackburn Road with a segregated cycle track along the route.
An alternative alignment to the Hyndburn Greenway parallel to Blackburn Road between Church and Oswaldtwistle Accrington Railway Stations is proposed via the Strategic-alternative **Cycle Corridor 61: Lower Antley Street**. The alignment would involve a shared use path which would require upgrading and resurfacing, added street lighting and wayfinding.					

5.3.3.3. Cycle Corridor 19: Accrington to Haslingden (via Woodnock Greenway)

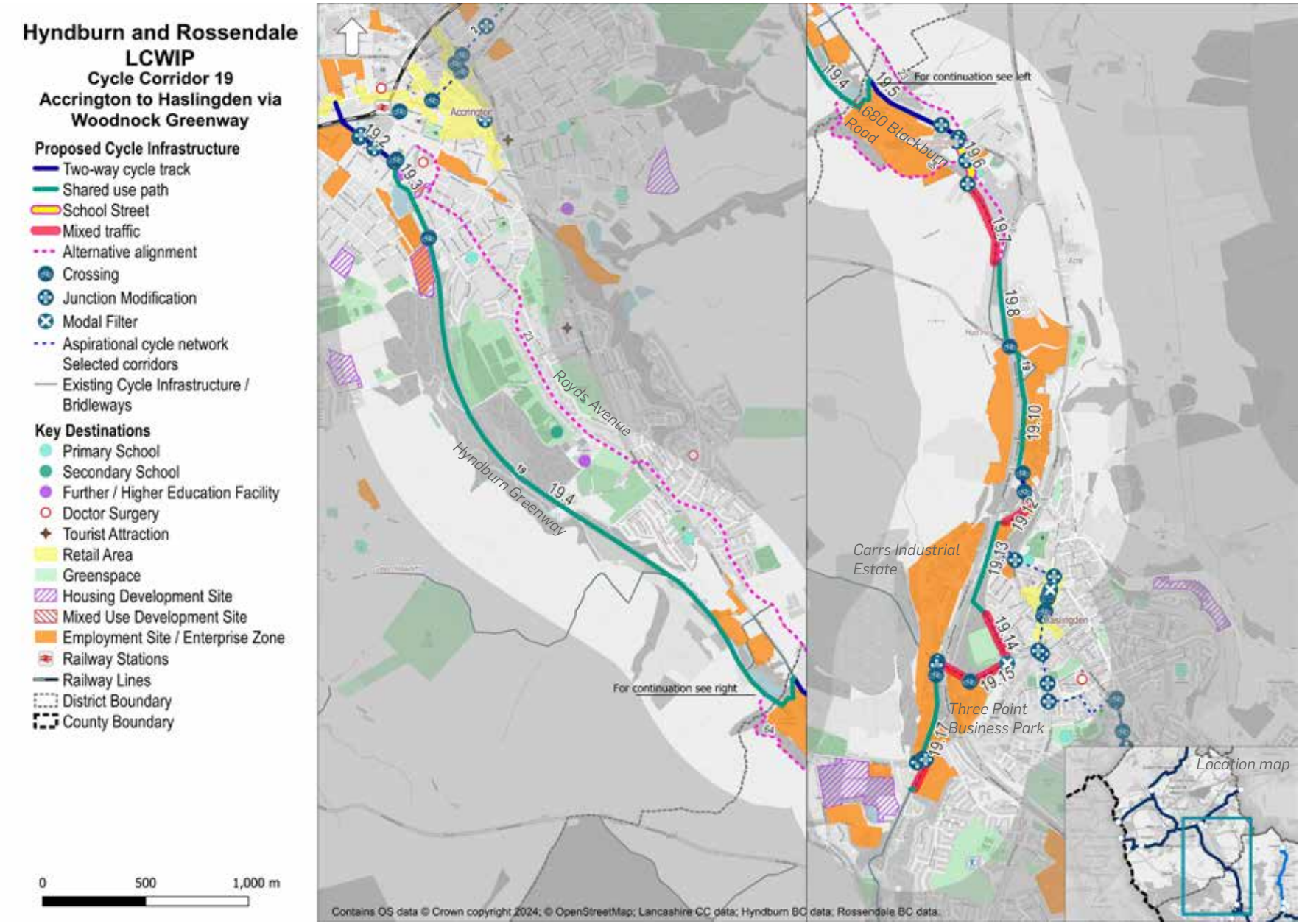

Figure 59. Indicative proposed cycle infrastructure, Cycle Corridor 19: Accrington to Haslingden (via Woodnock Greenway)

Cycle Corridor 19: Accrington to Haslingden (via Woodnock Greenway)

The strategic cycle corridor, approximately 8.6km, connects Accrington to Haslingden and utilises NCN 6 for parts of the corridors. The corridor follows existing greenways and provides an alternative quiet route to the busy A680. It provides connections to key destinations such as St John's Stonefold CoE Primary School. The corridor is in close proximity to other destinations including Baxenden St John's CoE Primary School, King George V Playing Fields, Bollough Park, Tesco Extra and Accrington Railway Station. Two alternative alignment options are proposed along the corridor, (corridors 23 - Royds Street / Back Lane and 64 - Rising Bridge Off-Road Alternative) which could be investigated further in the next stages of scheme development following analysis of the feasibility of each sections. These provide different options for implementing a scheme and potentially serve slightly different trip purposes.

Table 13. Proposed indicative typology and high-level interventions along cycle corridor 19

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
19.1	Scaitcliffe Street	Blackburn Road to Ranger Street	120	Segregated cycle track	Two-way cycle track on east side of road reallocating space from the carriageway. On-street parking will need to reviewed to implement this measure. Additional measures to resurface the route to make it more comfortable for cyclists.
19.2	Scaitcliffe Street	Ranger Street to Ormerod Street	287	Segregated cycle track	Existing segregated on-path cycle track. Widen the existing cycle track by reallocating space from the carriageway. Additional measures to replace mini-roundabout on Eagle Street with a simple t-junction to improve cyclist safety and install an improved crossing facility at this junction over Eagle Street to connect the cycle track.
19.3	Hyndburn Greenway	Ormerod Street to Mount Street	400	Shared-use path	Existing shared use path along the greenway. Estimated pedestrian flows are moderate, however if space allows, segregation should be provided. Access improvements to the cycle track needed on Mount Street by removing bollards and widening the entry to the path. In the next stages of design, the potential need for verge removal to reallocate for wider facilities to be reviewed in more detail and options to reduce the impact on the verge to be considered. Additional measures to resurface the path, widen where possible and provide wayfinding posts and lighting provision for safety. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
19.4	Hyndburn Greenway	Mount Street to Blackburn Road	3280	Shared-use path	Existing shared use path along the greenway. Estimated pedestrian flows are moderate, however if space allows, segregation should be provided. In the next stages of design, the potential need for verge removal to reallocate for wider facilities to be reviewed in more detail and options to reduce the impact on the verge to be considered. Additional measures to resurface the path, widen where possible and provide wayfinding posts and lighting provision for safety. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
19.5	Blackburn Road (A680)	Greenway to Worsley Street	526	Segregated cycle track	Two-way cycle track along Blackburn Road on the south side reallocating space from the carriageway. Provide a buffer between the cycle facilities and the high vehicular flows. A review of on-street parking provision will be required to implement this proposal. Future design to consider geometric constraints along this section.
19.6	Rising Bridge Road	Blackburn Road to Roundhill Lane	372	School Street	Mixed traffic provision with reduced speed limit of 20mph along Rising Bridge Road. Proposal potentially not LTN 1/20 compliant due to estimated high traffic volumes at peak school times. Implement school street to reduce traffic flows on Rising Bridge Road. Introduce cycle logos and wayfinding posts on both sides of the road. Proposal to be investigated further in next stages of scheme development
19.7	Rising Bridge Road	Roundhill Lane to Off-Road route	378	Mixed Traffic	Mixed traffic provision with reduced speed limit of 20mph along Rising Bridge Road Proposal likely LTN 1/20 compliant due to the estimated low traffic flows. Future design to investigate provision of a cycle track on west side of the road, dependent on on-street parking needs. Provide wayfinding posts and cycle logos.
19.8	Off-Road Route	Rising Bridge Road Gate to Hud Hey Road	450	Shared-use path	Shared use path with wayfinding posts and lighting provision for personal safety. Resurfacing required to create a comfortable cycling experience. Widen footway where possible by reallocating space from the verge. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
19.9	Hud Hey Road	Off-Road to Greenway	100	Shared-use path	Shared use path on north side of the carriageway with wayfinding posts and lighting provision for personal safety. Resurfacing required to create a comfortable cycling experience. Widen existing footway where possible reallocating space width from the carriageway. Review on-street parking provision.
19.10	Greenway	Hud Hey Road to Vale Street	612	Shared-use path	Shared use path along existing greenway. Widen the path where possible by reallocating space from the verge (review any potential environmental constraints in the next stage of the design). Resurface the path to create a more comfortable cycling experience and provide wayfinding posts and lighting provision for safety. Remove gate to the greenway at Hud Hey Road to create an accessible route for cyclists. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
19.11	Booth Street	Vale Street to Commerce Street	345	Segregated cycle track	Two-way cycle track on western side of carriageway by reallocating space from the verge, parking provision to be reviewed to implement this proposal. Introduce cycle logos and wayfinding posts. Additional measures to add a new crossing to link to the greenway.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
19.12	Commerce Street	Booth Street to Greenway	227	Mixed Traffic	Mixed traffic provision with additional traffic calming measures to support low speeds. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Provide wayfinding posts and cycle logos.
19.13	Greenway	Commerce Street to South Shore Street	483	Shared-use path	Shared use path along existing greenway. Widen the path where possible by reallocating space from the verge (review any potential environmental constraints in the next stage of the design). Resurface the path to create a more comfortable cycling experience and provide wayfinding posts and lighting provision for safety.
19.14	South Shore Street	Greenway to Charles Lane	261	Mixed traffic	Mixed traffic provision with potential for a 20mph zone along the street. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Additional measures to resurface the carriageway to make it more comfortable for cyclists. Introduce cycle logos and wayfinding posts.
19.15	Charles Lane	South Shore Street to Flip Road	216	Mixed Traffic	Mixed traffic provision with additional traffic calming measures to support low speeds. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Additional measures to resurface the carriageway to make it more comfortable for cyclists. Introduce cycle logos and wayfinding posts. Upgrade existing modal filter to allow more comfortable cyclist movement along Charles Lane.
19.16	Flip Road	Charles Lane to St Crispin Way	175	Mixed Traffic	Mixed traffic provision with additional traffic calming measures to support low speeds. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Additional measures to resurface the carriageway to make it more comfortable for cyclists. Introduce cycle logos and wayfinding posts. Remove parking under the bridge and keep 20mph speed limit along the entirety of Flip Road. Consider public realm improvements and added lighting under the bridge to enhance personal safety.
19.17	St Crispin Way	Flip Road to Grane Road	474	Shared-use path	Shared use path along existing footway due to predicted high HGV flows along St Crispin Way. Widen the footway by reallocating space from the verge and carriageway where possible. Review on-street parking provision to increase the effective width of the path shared use path. Organise on-going maintenance/ pruning to improve visibility, passive surveillance and reinforce sense of personal security.
19.18	No Name	Grane Road to Greenway	167	Mixed Traffic	Mixed traffic provision with additional traffic calming measures to support low speeds. Proposal LTN 1/20 compliant due to the estimated low traffic flows. Additional measures to resurface the carriageway to make it more comfortable for cyclists. Introduce cycle logos, wayfinding posts and lighting provision for safety.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
19.19	Greenway	No Name to Greenway	22	Shared-use path	Shared use path along existing greenway. Widen the path where possible reallocating space from the verge (review any potential environmental constraints in the next stage of the design). Resurface the path to create a more comfortable cycling experience and provide wayfinding posts and lighting provision for safety.
Alternative alignments to Cycle Corridor 19 are proposed via Primary **Cycle Corridor 23: Royds Street** as an alternative to the Hyndburn Greenway which would involve a mixture of contraflow cycling and two-way cycle tracks. Strategic-alternative **Cycle Corridor 64: Rising Bridge Off-Road Alternative** as an alternative to A680 Blackburn Road in Rising Bridge which would involve a shared-use path which would required wayfinding posts and lighting provision for safety.					

5.3.3.4.Cycle Corridor 52: Lottice Brook Greenway

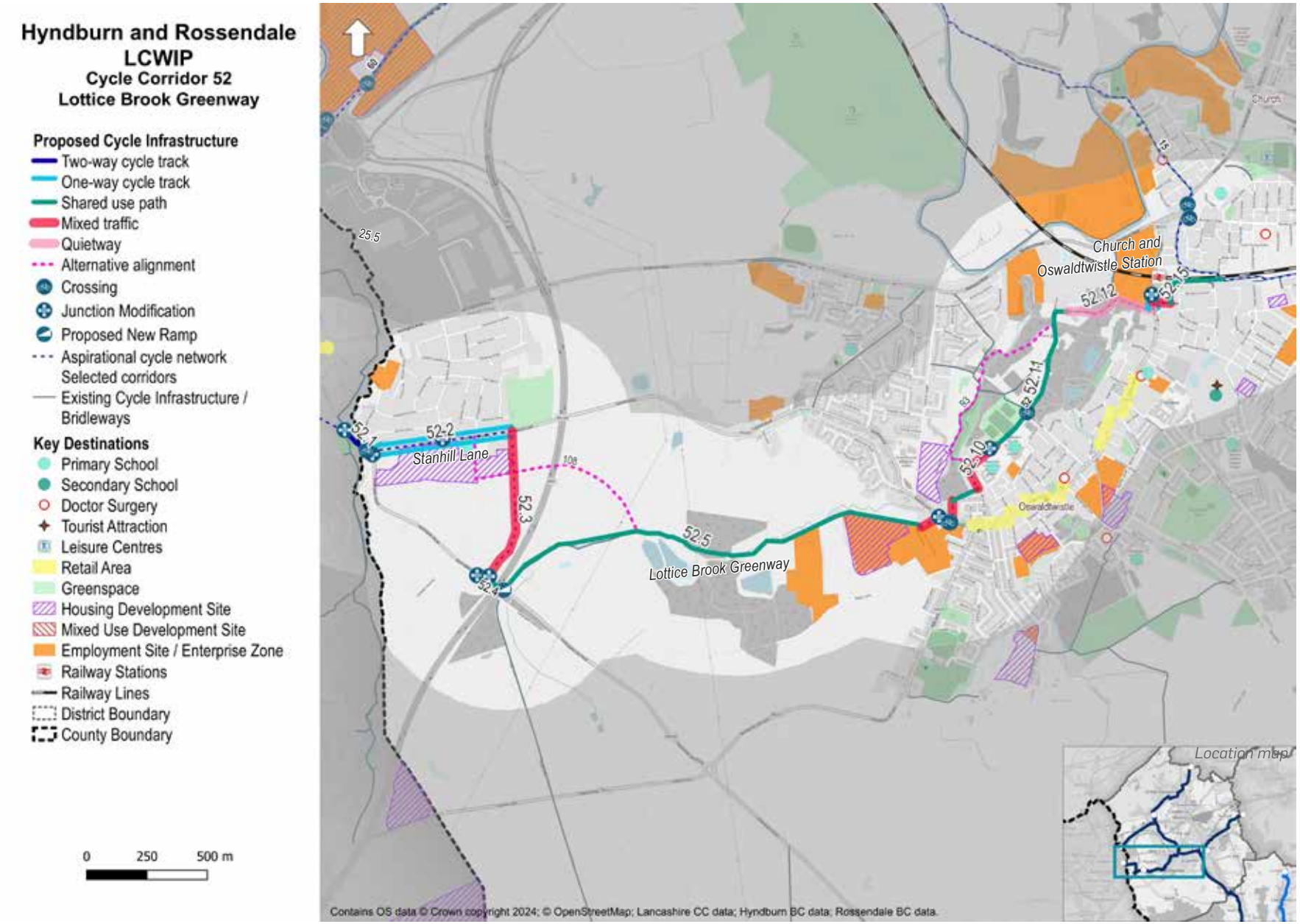

Figure 60. Indicative proposed cycle infrastructure, Cycle Corridor 52: Lottice Brook Greenway

Cycle Corridor 52: Lottice Brook Greenway

The strategic cycle corridor links Kruzden Brooks to south-west Church, routing through Oswaldtwistle and extends for approximately 6km. The corridor serves as an alternative to the busy B6234 Stanhill Road that connects Kruzden Brooks to Oswaldtwistle, providing an attractive route for less confident cyclists. The corridor serves key destinations including Moor End Community Primary School, St Andrew's CoE Primary School and is in close proximity to Church and Oswaldtwistle Railway Station. Two alternative alignment options are proposed for sections of the corridor (corridors 108 - Lottice Brook Greenway and 93 - White Ash Brook Greenway), which could be investigated further in the next stages of scheme development following analysis of the feasibility of each section.

Table 14. Proposed indicative typology and high-level interventions along cycle corridor 52

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
52.1	Kruzden Brook	Fecitt Brow to Stanhill Lane	143	Segregated cycle track	Two-way cycle track proposed on the east side of the road by reallocating space from the carriageway and the verge. Additional traffic calming measures required to support lower speeds. Intervention requires a review of on-street parking needs. Remove VRS along Kruzden Brook and provide a crossing to Stanhill Lane to provide a coherent cycle route. Tightening of the junctions is required to reduce turning speeds and reduce the crossing distance for pedestrians and cyclists.
52.2	Stanhill Lane	Haslingden Road to Moss Lane	591	Segregated cycle track	One-way cycle tracks by reallocating space from the carriageway. Additional traffic calming measures required to support low speeds. Intervention requires a review of on-street parking provisions. Introduce wayfinding to help cyclists navigate in the area.
52.3	Moss Lane	Stanhill Lane to Haslingden Old Road	645	Mixed traffic	Mixed traffic provision along Moss Lane due to space constraints. Proposal likely LTN 1/20 due to the estimated low traffic flows. Reduce speed limit to 30mph along entire length of route to improve safety for cyclists. Introduce wayfinding posts, cycle logos and improve lighting provision to enhance personal safety.
52.4	Haslingden Old Road	Moss Lane to Lottice Brook Greenway	80	Shared-use path	Create a shared use path on the north side of the road by reallocating space from the carriageway (widening of the footway). Segregation between pedestrians and cyclists is preferred however pedestrian flows are estimated to be low. Proposal requires a new ped/cycle ramp to be built to provide a link between the end of Lottice Brook Greenway to Haslingden Old Road to allow cyclist access from Haslingden Old Road down to the greenway. There is also a lost cost option of utilising the existing access from Haslingden Old Road (service road)

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
52.5	Lottice Brook Greenway	Haslingden Old Road to Brookside Lane	2000	Shared-use path	Shared use path along existing greenway. Widen the greenway where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section and any flooding issues. Resurface the path to provide a more comfortable cycling experience and provide wayfinding and lighting provision to improve personal safety. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
52.6	Brookside Lane	Brookside Lane to Stanhill Lane	82	Mixed traffic	Mixed traffic provision with additional traffic calming measures to support lower speeds. Proposal LTN 1/20 compliant due to the estimated low traffic flows. Introduce cycle logos and wayfinding posts on both sides of the road.
52.7	Union Road (B6234)	Brookside Lane to Ward Avenue	58	Mixed Traffic	Mixed traffic provision with additional traffic calming measures to support low speeds. Future design to consider one-way cycle tracks if parking allocations allow.
52.8	Ward Avenue	Union Road to Greenway	95	Mixed Traffic	Quietway along the cul-de-sac. Proposal LTN 1/20 compliant due to the estimated low traffic flows. Resurface carriageway to make it more comfortable for cyclists. Introduce cycle logos and wayfinding posts.
52.9	Greenway	Ward Avenue to White Ash Lane	115	Shared-use path	Shared use path along existing greenway. Widen the footpath where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to create a more comfortable cycling experience and provide wayfinding posts and lighting provision for safety. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
52.10	White Ash Lane	Greenway to White Ash & Foxhill Playing Fields	238	Mixed traffic	Quietway through the residential area. Proposal likely LTN 1/20 compliant due to the estimated low traffic flows. Introduce additional traffic calming measures to support lower speeds, including raised tabled on the approach to the greenway sections.
52.11	Greenway	White Ash Lane to Foxhill Bank Brow	640	Shared-use path	Create a shared-use path greenway route through White Ash & Foxhill Playing Fields to connect with existing greenway. Widen the path where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path and provide wayfinding posts and lighting provision for safety. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
52.12	Foxhill Bank Brow	Greenway to Market Street	500	Quietway	Quietway route along Foxhill Bank Brow and Coach Road. Proposal likely LTN 1/20 compliant due to the estimated low traffic flows. Resurface the carriageway and provide wayfinding posts and lighting provision for safety.
52.13	Market Street (B6231)	Foxhill Bank Brow to South Shore Street	332	Segregated cycle track	One-way cycle tracks on both sides of the road by reallocating space from the carriageway and verge. Implement additional traffic calming measures to reduce traffic speeds. Introduce crossing facilities to provide access to the facility.
52.14	South Shore Street	Market Street to Hyndburn Greenway	73	Mixed traffic	Mixed traffic provision connecting to NCN 6. Proposal LTN 1/20 compliant due to the estimated low traffic flows. Review on-street parking needs and provide a crossing to access the section from Market Street.
52.15	Hyndburn Greenway	South Shore Street to East Lancashire Line	290	Shared-use path	Shared use path along existing greenway. Widen the footpath where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to create a more comfortable cycling experience and provide wayfinding posts and lighting provision for safety. Remove bollard by South Shore Street to create a more accessible and inclusive route for cyclists. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
Alternative alignments to Cycle Corridor 52 are proposed via the Strategic-alternative **Cycle Corridor 93: White Ash Brook Greenway** as an alternative to Lottice Brook Greenway in Oswaldtwistle and via the Strategic-alternative **Cycle Corridor 108: Lottice Brook Greenway** as an alternative to Moss Lane. Both alignments would involve a shared use path through open spaces which would require upgrading and resurfacing, added street lighting and wayfinding.					

5.3.3.5. Cycle Corridor 60: Whitebirk to Great Harwood

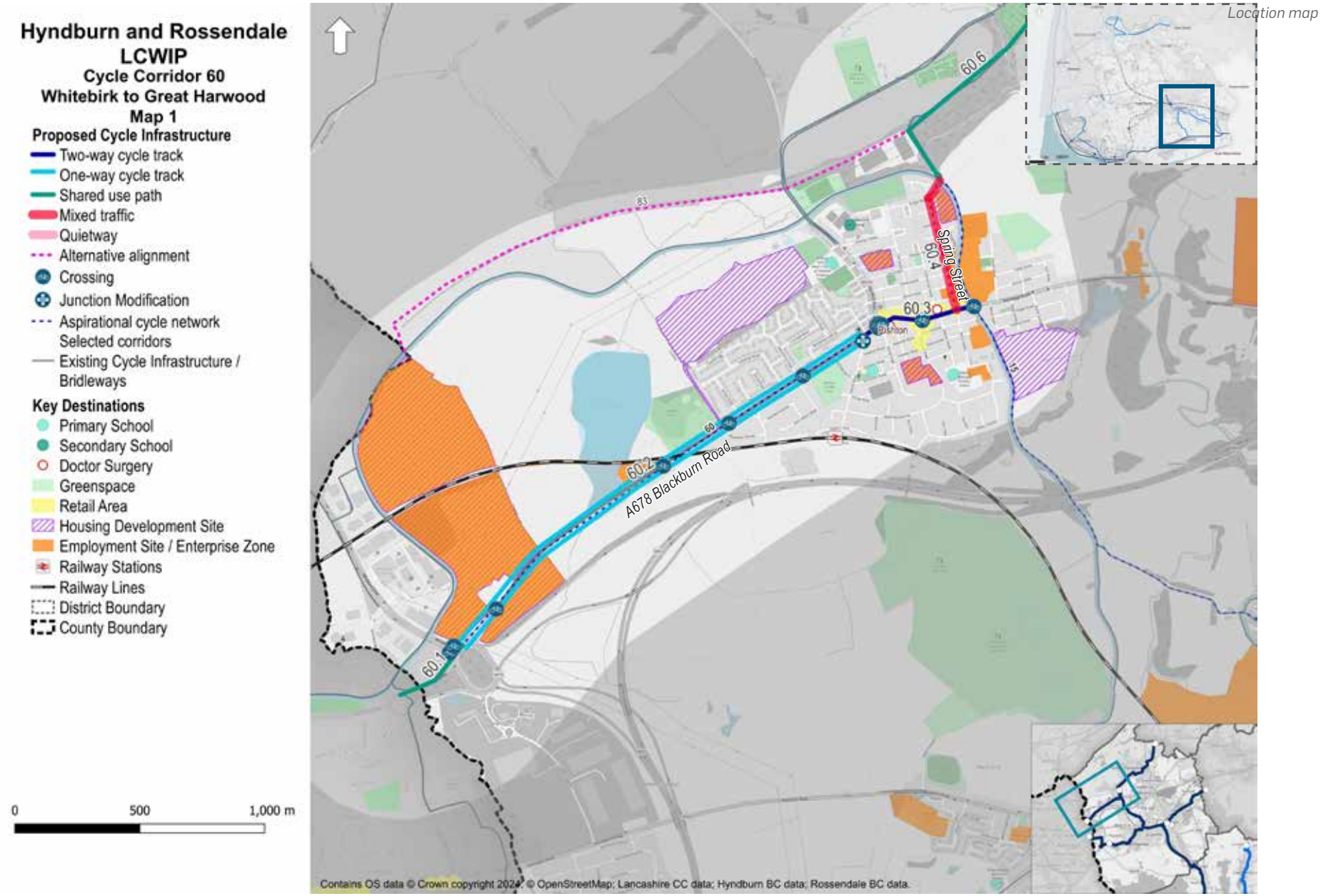

Figure 61. Indicative proposed cycle infrastructure, Cycle Corridor 60: Whitebirk to Great Harwood

5.3.3.6. Cycle Corridor 60: Whitebirk to Great Harwood

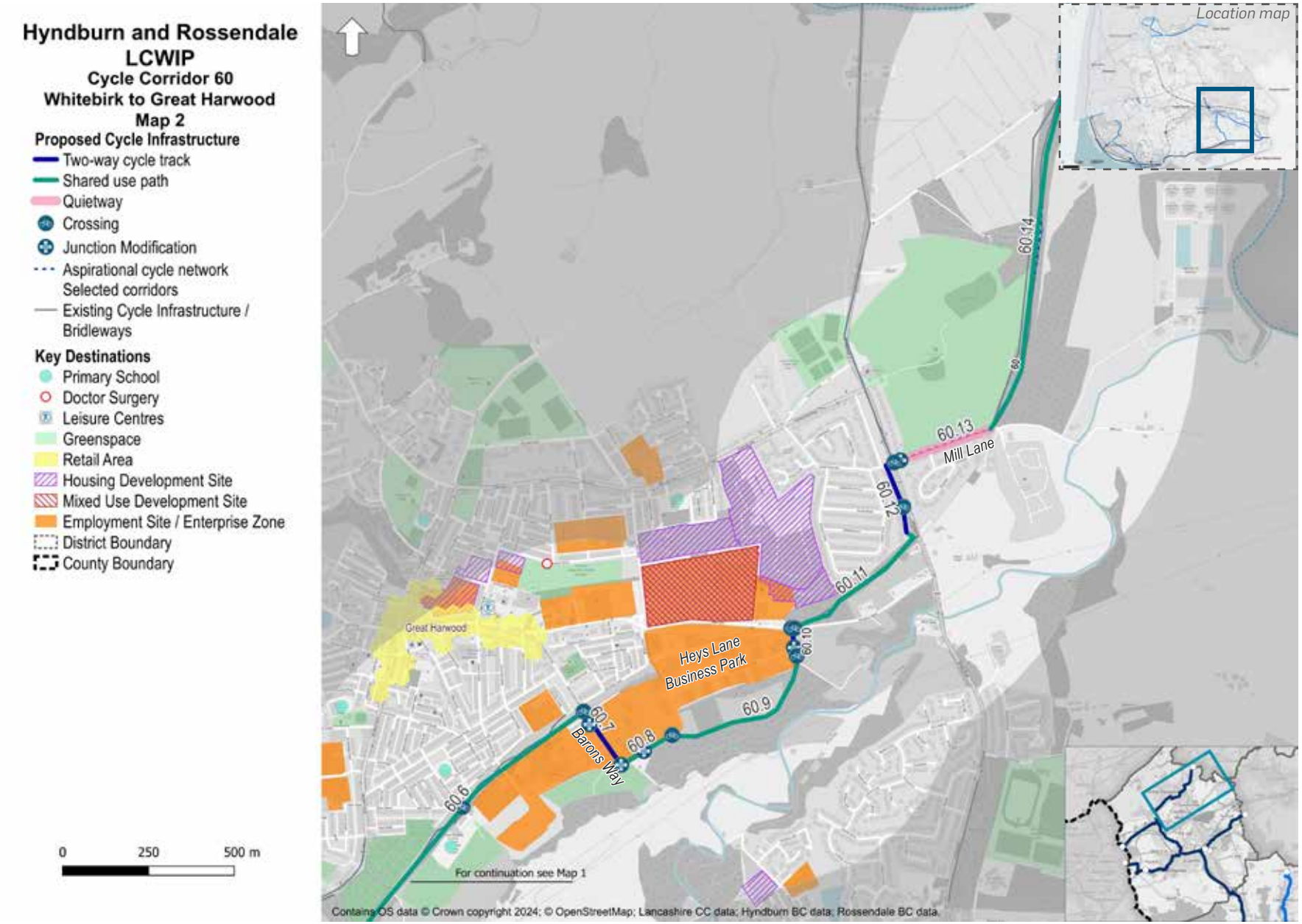

Figure 62. Indicative proposed cycle infrastructure, Cycle Corridor 60: Whitebirk to Great Harwood

Cycle Corridor 60: Whitebirk to Great Harwood

The strategic cycle corridor, approximately 8.1km, begins at Whitebirk and goes through Rishton along Blackburn Road before extending along the Marthholme Greenway to Great Garwood and north to Marthholme Viaduct. This route utilises a mixture of existing greenways and on-carriageway routes. The corridor serves key destinations including Rishton town centre, Rishton Cricket Club, Great Harwood St John's CoE Primary School, and Great Harwood Golf Club and is in close proximity to other key destinations including The Hyndburn Academy, Rishton Methodist Primary School and St Charles RC School. The proposed facilities aim to tie in with proposals as part of the South Riddle LCWIP.

Table 15. Proposed indicative typology and high-level interventions along cycle corridor 60

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
60.1	A6119	Red Lion Roundabout to Blackburn Road	364	Shared-use path	Shared use path along the footway on the north side. Segregation between pedestrians and cyclists is preferred but not required due to the expected low pedestrian flows at the location. Provide a buffer between the cycle facilities and the high vehicular flows. Widen the footway where possible by reallocating width from the carriageway. Additional proposals include upgrading the existing signalised crossings on Whitebirk Drive.
60.2	Blackburn Road	Whitebirk Roundabout to Station Road	2002	Segregated cycle track	One-way cycle tracks by reallocating space from the carriageway and central meridian (upgrade of existing advisory cycle lanes). Provide a buffer between the cycle facilities and the high vehicular flows. At the section through Rishton additional traffic calming measures would be required to support lower speeds. Review of on-street parking would also be required at locations; parking may be relocated to the side roads. Additional measures to upgrade existing crossing facilities.
60.3	High Street	Station Road to Greenway	472	Segregated cycle track	Two-way cycle track on north side by reallocating space from the carriageway. Reduce speed limit to 20mph and implement additional traffic calming measures to support lower speeds. Review of on-street parking would be required. Additional measures to upgrade existing crossing facilities to accommodate cyclists.
60.4	Spring Street	A678 High Street to Bridge Street	460	Mixed traffic	Mixed traffic provision with additional traffic calming measures to support lower speeds (section through a 20mph zone). Proposal likely LTN 1/20 compliant due to the estimated low traffic flows. Future design to investigate segregated cycle facilities along the route if parking provisions and geometric constraints allow.
60.5	Bridge Street	Spring Street to Greenway	82	Mixed traffic	Mixed traffic provision along Bridge Street due to geometric constraints. Proposal likely LTN 1/20 compliant due to the estimated low traffic flows. Resurface the road and provide wayfinding posts and lighting provision to improve personal safety.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
60.6	Greenway	Bridge Street to Barons Way	1866	Shared-use path	Shared use path along the existing greenway to be improved. Widen the greenway where feasible by reallocating space from the verge. Resurface the path to provide a more comfortable cycling experience and provide wayfinding and lighting provision to improve personal safety. Additional measures to provide a crossing facility on St. Huberts Street and remove bollards to access the route on Hermitage Street creating a more inclusive cycling route. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
60.7	Barons Way	Greenway to Alan Ramsbottom Way	196	Segregated cycle track	Two-way cycle track on west side by reallocating space from the carriageway. Additional traffic calming measures would be required to support lower speeds.
60.8	Alan Ramsbottom Way	Barons Way to Greenway	171	Shared-use path	Shared use-path along existing footway due to estimated low pedestrian flows. Additional measures include removing the barrier to Martholme Greenway to improve the accessibility of the route.
60.9	Greenway	Alan Ramsbottom Way to Alan Ramsbottom Way	506	Shared-use path	Shared use path along existing greenway. Widen the footpath where feasible by reallocating space from the verge. Resurface the path to create a more comfortable cycling experience and provide wayfinding posts and lighting provision to improve personal safety. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
60.10	Alan Ramsbottom Way	Greenway to Hyndburn Road	52	Segregated cycle track	Two-way cycle track on east side by reallocating space from the carriageway. Additional traffic calming measures would be required to support low speeds. Additional measures to resurface the path to make it more comfortable for cyclists.
60.11	Hyndburn Road	Alan Ramsbottom Way to Greenway	19	Shared-use path	Shared use path along the existing footway reallocating width from the carriageway due to predicted low pedestrian flows. Additional measures to provide a crossing facility on the east side of the Hyndburn Road / Alan Ramsbottom Way junction. Future design to consider verge removal to create more space on the footway.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
60.12	Greenway	Hyndburn Road to Whalley Road	436	Shared-use path	Shared use path along existing greenway. Widen the footpath where possible by reallocating space from the verge. Resurface the path to create a more comfortable cycling experience and provide wayfinding posts and lighting provision for safety. Introduce crossings at both ends of the section to allow for safe access to the greenway. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
60.13	Whalley Road	Greenway to Mill Lane	215	Segregated cycle track	Two-way cycle track on east side using width from the verge. Additional traffic calming measures would be required to support low speeds. Additional measures for a crossing facility to Pendle Road to create a coherent cycle route.
60.14	Mill Lane	Whalley Road to Martholme Greenway	60	Quietway	Quietway route along Mill Lane. Proposal likely LTN 1/20 compliant due to the estimated low vehicular flows. Additional traffic calming measures would be required to support low speeds. Resurface the carriageway and provide wayfinding and lighting provision for safety. Additional measures to provide a crossing on Whalley Road on the approach to Mill Lane to link to the facilities.
60.15	Greenway	Mill Lane to Martholme Viaduct	1150	Shared-use path	Shared use path along the existing greenway to be improved. Widen the greenway where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to provide a more comfortable cycling experience and provide wayfinding and lighting provision to improve personal safety. Additional measures to widen the access to the greenway at Mill Lane to make the route more accessible for cyclists. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
An alternative alignment to Cycle Corridor 60 is proposed via the Strategic-alternative **Cycle Corridor 83: Martholme Greenway** as an alternative to A678 Blackburn Road. The alignment would involve a shared use path which would require upgrading and resurfacing, added street lighting and wayfinding.					

5.3.4. Rossendale

The proposed cycle facility typologies across the strategic and primary cycle corridors in Rossendale are illustrated in Figure 49. The proposed facilities reflect the design principles, local aspirations for cycling, and anticipated potential constraints along each route at this initial stage of option assessment. A summary and indicative examples of the various types of facilities are provided in Section 5.4 on page 36.

In Rossendale, 5 cycle corridors were identified. An east/ west corridor is proposed between Rawtenstall and Whitworth with a number of north / south routes also proposed across the Borough. For all five proposed cycle corridors alternative alignments are included in the proposals to be investigated further in the next stage of scheme development.

» 5. Haslingden to Rawtenstall
  – alternative alignment via: corridor 62 - Footpath parallel to A682
» 25. Rawtenstall to Loveclough
  – alternative alignment via: corridor 40 - Loveclough to Crawshawbooth via Stoneholme Road
  – alternative alignment via: corridor 115 - Waingate Road
» 44. Rawtenstall to Whitworth via Valley of Stone
  – alternative alignment via: corridor 6 - Rawtenstall to Bacup
  – alternative alignment via: corridor 112 - Waterfoot
  – alternative alignment via: corridor 117 - Stubbylee Park

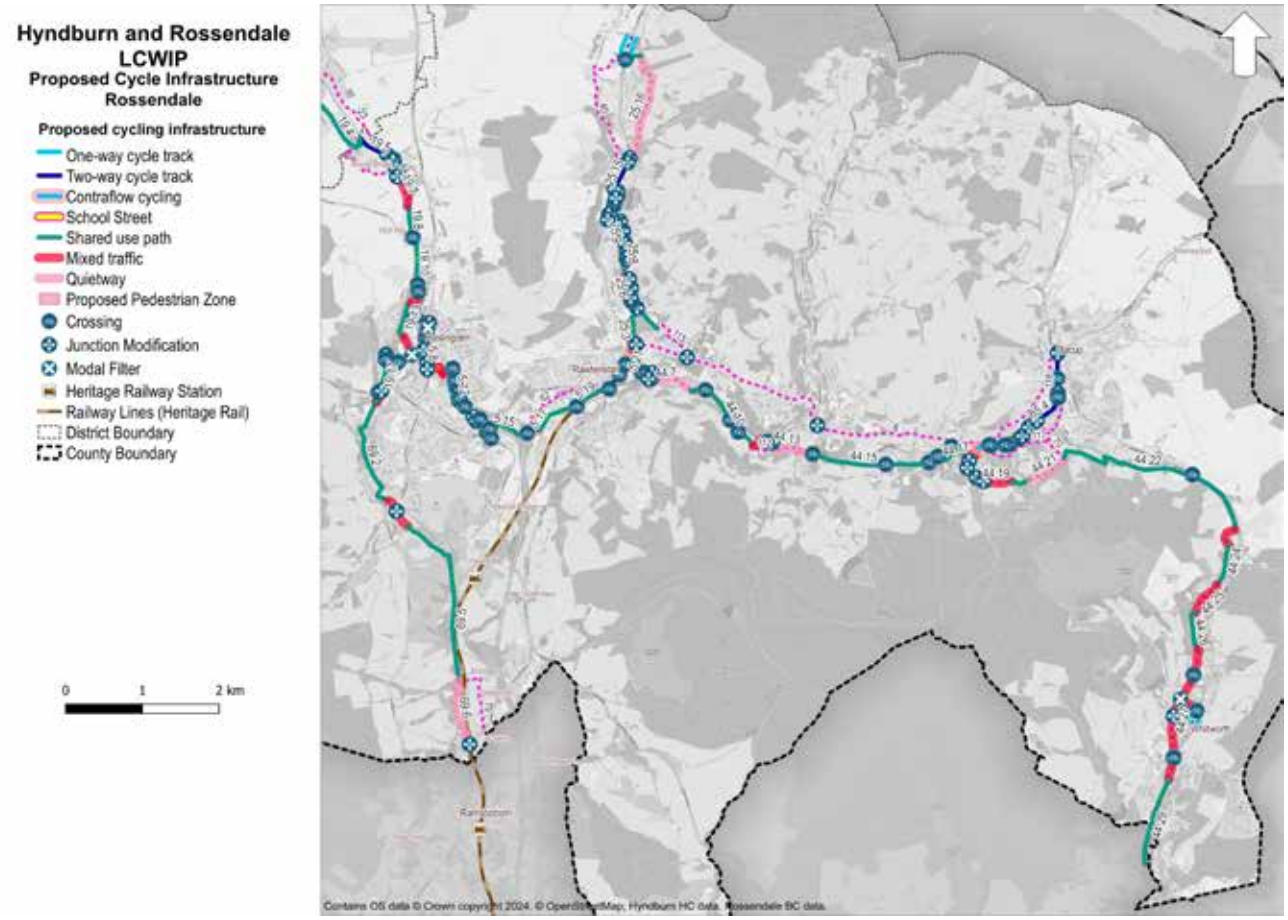

Figure 63. Cycle typology map for the selected cycle corridors in Rossendale

» 65. Bacup via A681
  – alternative alignment via: corridor 6 - Rawtenstall to Bacup
  – alternative alignment via: corridor 70 - Stubbylee Lane
  – alternative alignment via: corridor 117 - Stubbylee Park
  – alternative alignment via: corridor 118 - Footway parallel to A681
» 69. NCN6 Haslingden to Ramsbottom
  – alternative alignment via: corridor 79. Chatterton Road

5.3.4.1. Cycle Corridor 5: Haslingden to Rawtenstall

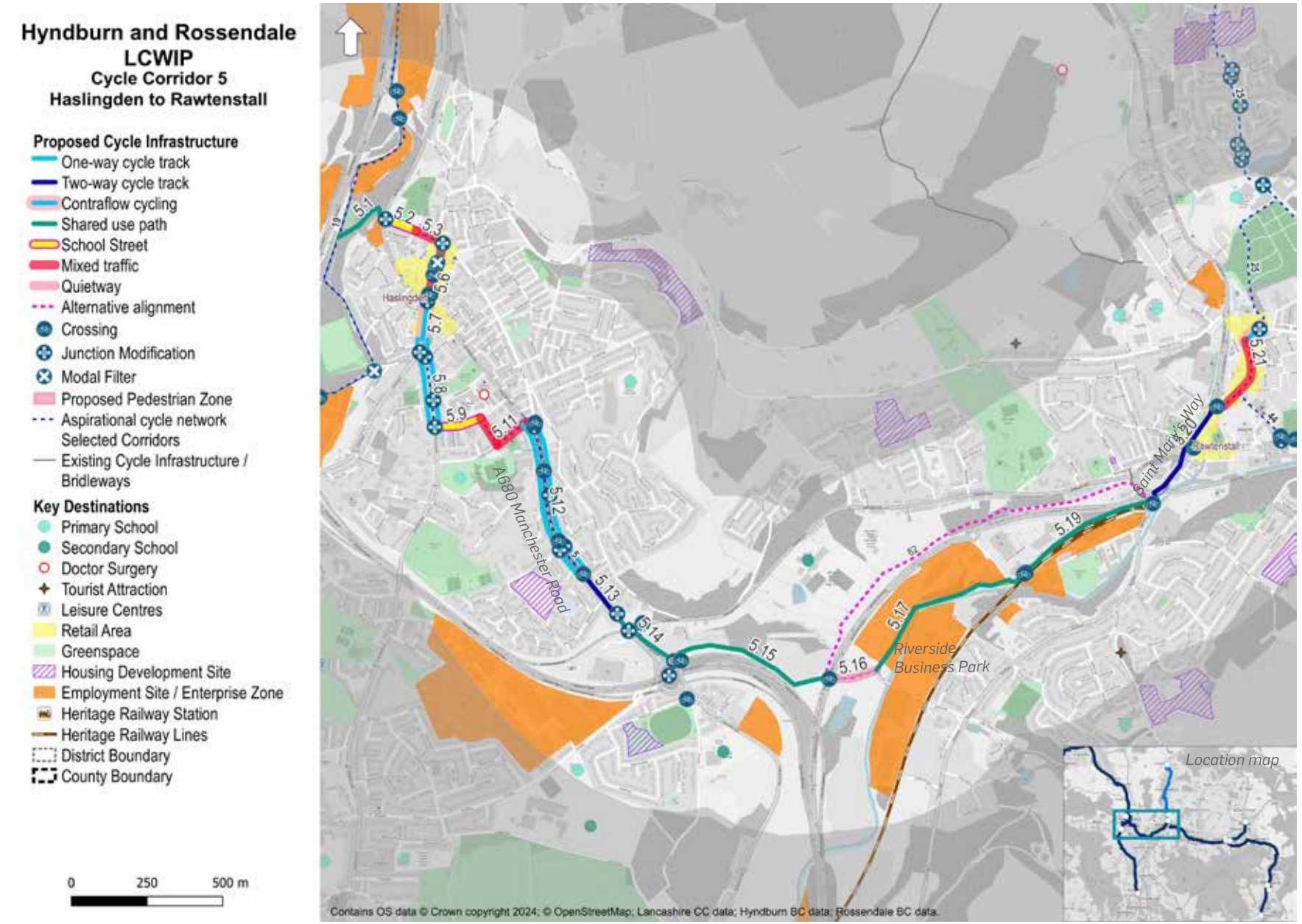

Figure 64. Indicative proposed cycle infrastructure, Cycle Corridor 5: Haslingden to Rawtenstall

Cycle Corridor 5: Haslingden to Rawtenstall via A681

The strategic cycle corridor connects Haslingden and Rawtenstall along a mixture of routes including greenways and dual carriageways. The route extends for approximately 5.6km and connects to key destinations including Rawtenstall town centre, Rawtenstall heritage railway station and Haslingden Primary School. One alternative alignment option is proposed along the corridor (corridor 62 - Footpath parallel to A682), which could be investigated further in the next stages of scheme development following analysis of the feasibility of the section.

Table 16. Proposed indicative typology and high-level interventions along cycle corridor 5

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
5.1	Greenway	Greenway to A680	180	Shared-use path	Shared use path along existing greenway. Widen the footpath where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to provide a more comfortable cycling experience and provide wayfinding and lighting provision to improve personal safety. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
5.2	Regent Street	A680 to John Street	110	School Street	Introduce a school street along the existing one-way road on Regent Street to reduce traffic flows during peak school times. Permit contraflow cycling along Regent Street.
5.3	Regent Street	John Street to Deardengate	72	Mixed traffic	Mixed traffic provision due to geometric constraints (limited highway land between the buildings for segregated cycle facility). Proposal likely not LTN 1/20 compliant due to estimated high traffic flows. Proposal to be investigated further in next stages of scheme development
5.4	Deardengate	Bury Road to 30mph sign	40	Mixed traffic	Public realm improvements on Deardengate along with proposals to restrict motor vehicles along this section except for access to businesses. Parking to be retained and the existing bus stop is proposed to be reallocated onto Bury Road.
5.5	Deardengate	30mph sign to Bank Street	25	Shared-use path	A pedestrian zone is proposed in this area as part of improvements to the public realm proposals on Deardengate. Cyclists to be permitted through the pedestrianised zone.
5.6	Deardengate	Bank Street to Blackburn Road	802	Mixed traffic	Mixed traffic provision due to geometric constraints (limited highway land between the buildings for segregated cycle facility). Additional measures to upgrade existing signalised crossings at the Blackburn Road junction and add new crossing points along Deardengate.
5.7	Deardengate	Blackburn Road to Charles Lane	165	Contraflow Cycling	Contraflow cycling lane on the east side of the road by reallocating space from the carriageway. Consider a reduction in speed limit to 20mph and implement traffic calming measures to reinforce this.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
5.8	Helmshore Road (B6214)	Charles Lane to East Bank Avenue	292	Segregated cycle track	One-way cycle tracks by reallocating space from the carriageway. On-street parking needs will need to be reviewed in order to implement the proposal. Consider reducing the speed limit to 20mph and implement traffic calming measures to reinforce it. Improvements to the junctions to accommodate the proposals.
5.9	East Bank Avenue	Helmshore Road to Colldale Terrace	154	School Street	Implement a school street along East Bank Avenue to reduce traffic flows during peak school times. Review on-street parking needs to provide a safer cycle environment.
5.10	Colldale Terrace	East Bank Avenue to St Peters Avenue	104	Mixed traffic	Mixed traffic provision along residential street. Consider traffic calming measures to reinforce the existing 20mph speed limit. Additional measures to review on-street parking provision to provide a safer cycle environment.
5.11	St Peters Avenue	Colldale Terrace to Manchester Road	123	Mixed traffic	Mixed traffic provision along residential street. Consider traffic calming measures to reinforce the existing 20mph speed limit. Additional measures to review on-street parking provision to provide more space for cyclists. Permit contraflow cycling along the existing one-way section of St Peter's Avenue. Investigate in the next stage of the design extending the one-way system on St Peters Avenue and East Bank Avenue and implementing contraflow cycling lanes on both streets.
5.12	Manchester Road (A680)	St Peters Avenue to North Street	560	Segregated cycle track	One-way cycle tracks on both sides of the carriageway by reallocating space from the carriageway and the existing advisory cycle lanes. Provide a buffer between the cycle facilities and the high vehicular flows. Review on-street parking needs.
5.13	Manchester Road (A680)	North Street to Rawtenstall Road	161	Segregated cycle track	Two-way cycle track on eastern side by reallocating space from the carriageway (removal of the advisory cycle lane).
5.14	Haslingden Interchange	Rawtenstall Road to Greenway	260	Shared-use path	Upgrade existing shared use path reallocating space from the carriageway and verge. A bridge or ramp will be required to provide access onto the greenway from the Interchange.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
5.15	Greenway	Haslingden Interchange to Holme Lane	600	Shared-use path	Shared use path along existing greenway. Widen the footpath where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to provide a more comfortable cycling experience and provide wayfinding and lighting provision to improve personal safety. Introduce an at grade crossing of the A682 following the existing desire line. This section extends on private land and discussions with landowners required to progress with improvements at the section and permit cyclists' access. Even if they can be upgraded to bridleway status, there would still be significant works required in order to ensure LTN 1/20 compliance. Organise on-going maintenance/ pruning to improve visibility, passive surveillance and reinforce sense of personal security. Proposal to be investigated further in next stages of scheme development
5.16	Holme Lane	Greenway to Greenway	140	Quietway	Quietway along Holme Lane as an alternative to A682 Haslingden Interchange. Introduction lighting provision for safety. This section extends on private land and discussions with landowners required to progress with improvements at the section and permit cyclists' access. Even if they can be upgraded to bridleway status, there would still be significant works required in order to ensure LTN 1/20 compliance. Proposal to be investigated further in next stages of scheme development
5.17	Greenway	Holme Lane to New Hall Hey Road	570	Shared-use path	Shared use path along existing greenway. Widen the footpath where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to provide a more comfortable cycling experience and provide wayfinding and lighting provision. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
5.18	New Hall Hey Road	Greenway to Off-road route	72	Shared-use path	Widen existing footway by reallocating space from the carriageway and verge where feasible to create a shared use path. Additional measures to create a new crossing facility to create a coherent route onto the off-road route.
5.19	Off-road route	New Hall Hey Road to Bury Road	500	Shared-use path	Shared use path along existing greenway. Widen the footpath where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to provide a more comfortable cycling experience and provide wayfinding and improve lighting provision. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
5.20	Bury Road	Off-Road Route to Bank Street	387	Segregated cycle track	Two-way cycle track on the south side (upgrade existing shared use path) by reallocating space from the carriageway and removing railings along Bury Road. Intervention may require the removal of one traffic lane. Additional measures include upgrading existing signalised crossings.
5.21	Bank Street	St Mary's Way to Back Lane	274	Mixed traffic	Mixed traffic provision along Bank Street. Proposal potentially not LTN 1/20 compliant due to estimated high traffic flows. Implement additional traffic calming measures to reinforce the 20mph speed limit. Future design to consider the pedestrianisation of Bank Street between Kay Street and Back Lane to create an attractive and safe active travel environment.
5.22	Back Lane	Bank Street to Newchurch Road	77	Contraflow Cycling	Contraflow cycling along one-street on Back Lane to increase the permeability of the network.
An alternative alignment to greenway along the River Irwell in Rawtenstall is proposed via the Strategic-alternative **Cycle Corridor 62: Footpath parallel to the A682**. The alignment would involve a shared use path which would require upgrading and resurfacing, added street lighting and wayfinding.					

5.3.4.2. Cycle Corridor 25: Rawtenstall to Loveclough

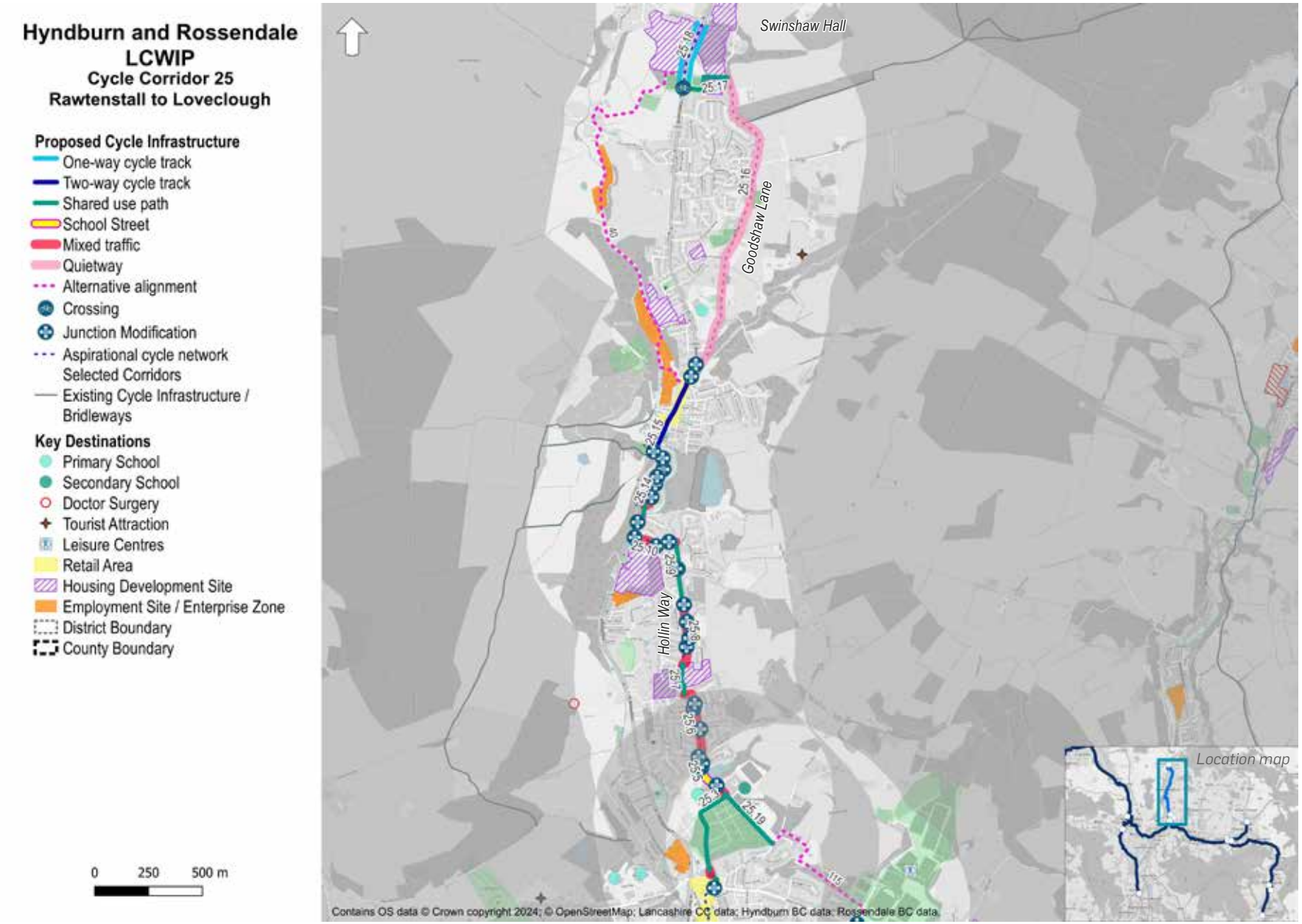

Figure 65. Indicative proposed cycle infrastructure, Cycle Corridor 25: Rawtenstall to Loveclough

Cycle Corridor 25: Rawtenstall to Loveclough

The primary cycle corridor links Rawtenstall to Loveclough and extends for approximately 5.3km. The corridor provides an active travel link to several schools including Crawshawbooth Primary School, Alder Grange School and St Paul's CoE Primary School. An alternative alignment is proposed via Stoneholme Road (corridor 40 - Loveclough to Crawshawbooth via Stoneholme Road) which could be investigated further in the next stages of scheme development following analysis of the feasibility of the section. The route ends at proposed housing developments in Loveclough.

Table 17. Proposed indicative typology and high-level interventions along cycle corridor 25

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
25.1	Hurst Lane	Newchurch Road to Newchurch Road Car Park	68	Shared-use path	Shared-use path along existing off-road route. Widen the footpath where feasible and provide wayfinding posts and improve lighting provision for personal safety. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
25.2	Newchurch Road Car Park	Hurst Lane to Rawtenstall Cemetery	69	Mixed Traffic	Mixed traffic provision through the car park. Improve visibility for cyclists accessing the car park from the off-road path (link 25.1) and install cycle logos and speed humps to support lower speeds.
25.3	Rawtenstall Cemetery	Newchurch Road Car Park to Alder Grange Sixth Form	367	Shared-use path	Shared use path along existing off-road route. Widen the path where feasible by reallocating space from the verge, provide wayfinding posts and improve lighting provision for personal safety. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
25.4	Alder Grange Sixth Form	Rawtenstall Cemetery to Calder Road	55	Mixed Traffic	Mixed traffic provision through the car park. Improve visibility for cyclists accessing the car park from the off-road path (link 25.3) and install cycle logos and traffic calming to support lower speeds. Future design to consider a raised table for the access to the path, but consideration should be given as it is a bus route.
25.5	Calder Road	Alder Grange Sixth Form to Hollin Way	165	School Street	Create a school street along Calder Road to reduce traffic flows during peak school hours. Introduce additional traffic calming measures to support lower speeds.
25.6	Hollin Way	Calder road to Greenway	240	Mixed Traffic	Mixed traffic provision with additional traffic calming measures to support low speeds. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Introduce wayfinding posts and review on-street parking needs. Future design to consider potential for segregation for cyclists if parking demand and geometric constraints allow.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
25.7	Greenway	Hollin Way to Hollin Way	170	Shared-use path	Shared use path along existing greenway. Widen the footpath where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to provide a more comfortable cycling experience and provide wayfinding and improve lighting provision. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
25.8	Hollin Way	Hollin Way to Off-Road Route	300	Mixed Traffic	Mixed traffic provision with additional traffic calming measures to support lower speeds. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Introduce wayfinding posts and review on-street parking needs. Future design to consider potential for segregation for cyclists if parking demand and geometric constraints allow.
25.9	Off-Road Route	Hollin Way to Rushbed Drive	275	Shared-use path	Shared use path along existing greenway. Widen the footpath where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to provide a more comfortable cycling experience and provide wayfinding and improve lighting provision. Additional measures include providing a crossing on Reeds Close to provide a direct and coherent route for cyclists. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
25.10	Rushbed Drive/Hollin Way	Off Road Route to Burnley Road	194	Mixed traffic	Mixed traffic provision with additional wayfinding posts. Proposal likely LTN 1/20 compliant due to estimated low traffic flows.
25.11	Burnley Road (A682)	Hollin Way to Short Clough Lane	72	Segregated cycle track	Two-way cycle track on the eastern side of the carriageway reallocating space from the carriageway, central meridian and verge. Install wayfinding posts to direct cyclists along the cycle route.
25.12	Short Clough Lane	Burnley Road to Greenway	46	Quietway	Quietway along Short Clough Road as a quiet alternative to the busy Burnley Road. Resurface the carriageway and provide wayfinding posts and improve lighting provision for personal safety.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
25.13	Greenway	Short Clough Road to Crawshaw Grange	49	Shared-use path	Shared use path along existing greenway. Widen the path where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to provide a more comfortable cycling experience and provide wayfinding and improve lighting provision. Additional measures include creating a more accessible route for cyclists from Short Clough Grange by widening the entrance to the greenway. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
25.14	Crawshaw Grange	Greenway to Burnley Road	300	Mixed traffic	Quietway through the residential area with additional traffic calming measures (such as raised junctions) to support lower speeds. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Introduce wayfinding posts and review on-street parking needs.
25.15	Burnley Road (A682)	Crawshaw Grange to Goodshaw Lane	450	Segregated cycle track	Two-way cycle track on east of the carriageway by reallocating space from the carriageway. On-street parking provision will need to be reviewed to implement this proposal. If on-street parking cannot be removed, mixed traffic provision will be required with a speed limit reduction to 20mph and traffic calming to support low speeds to ensure proposal is LTN 1/20 compliant.
25.16	Goodshaw Lane	Burnley Road to Greenway	1594	Quietway	Quietway route along Goodshaw Lane as an alternative to the busy A682 Burnley Road. Install wayfinding posts and improve lighting provision for personal safety.
25.17	Off-Road Route (north of Hameldon Road)	Goodshaw Lane to Burnley Road	266	Shared-use path	Shared use path along existing off-road route. Resurface the path to create a more comfortable cycling experience. Provide wayfinding posts and improve lighting provision for personal safety. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
25.18	Burnley Road	Off-Road Route to Commercial Street	322	Segregated cycle track	One-way cycle tracks along Burnley Road. Provide a buffer between the cycle facilities and the high vehicular speeds. Review on-street parking provision on west side of carriageway to increase the space for cyclists.
25.19	Greenway	Hurst Lane to Alder Grange Sixth Form	320	Shared-use path	Shared use path along existing greenway. Widen the path where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to create a more comfortable cycling experience and provide wayfinding posts and improve lighting provision for personal safety. Additional measures to remove bollards by Hurst Lane to create a more accessible route for cyclists. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
Alternative alignments to Cycle Corridor 25 are proposed via Primary **Cycle Corridor 40 - Loveclough to Crawshawbooth via Stoneholme Road** which would involve a quietway route along Stoneholme Road with additional wayfinding posts and cycle logos. Primary-Alternative **Cycle Corridor 115: Waingate Road** would provide an alternative route to the Cemetery and would require a mixture of shared-use paths along the greenway which need wayfinding posts and lighting provision for safety, and mixed traffic provision with additional traffic calming on the on-road sections.					

5.3.4.3. Cycle Corridor 44: Rawtenstall to Whitworth via Valley of Stone

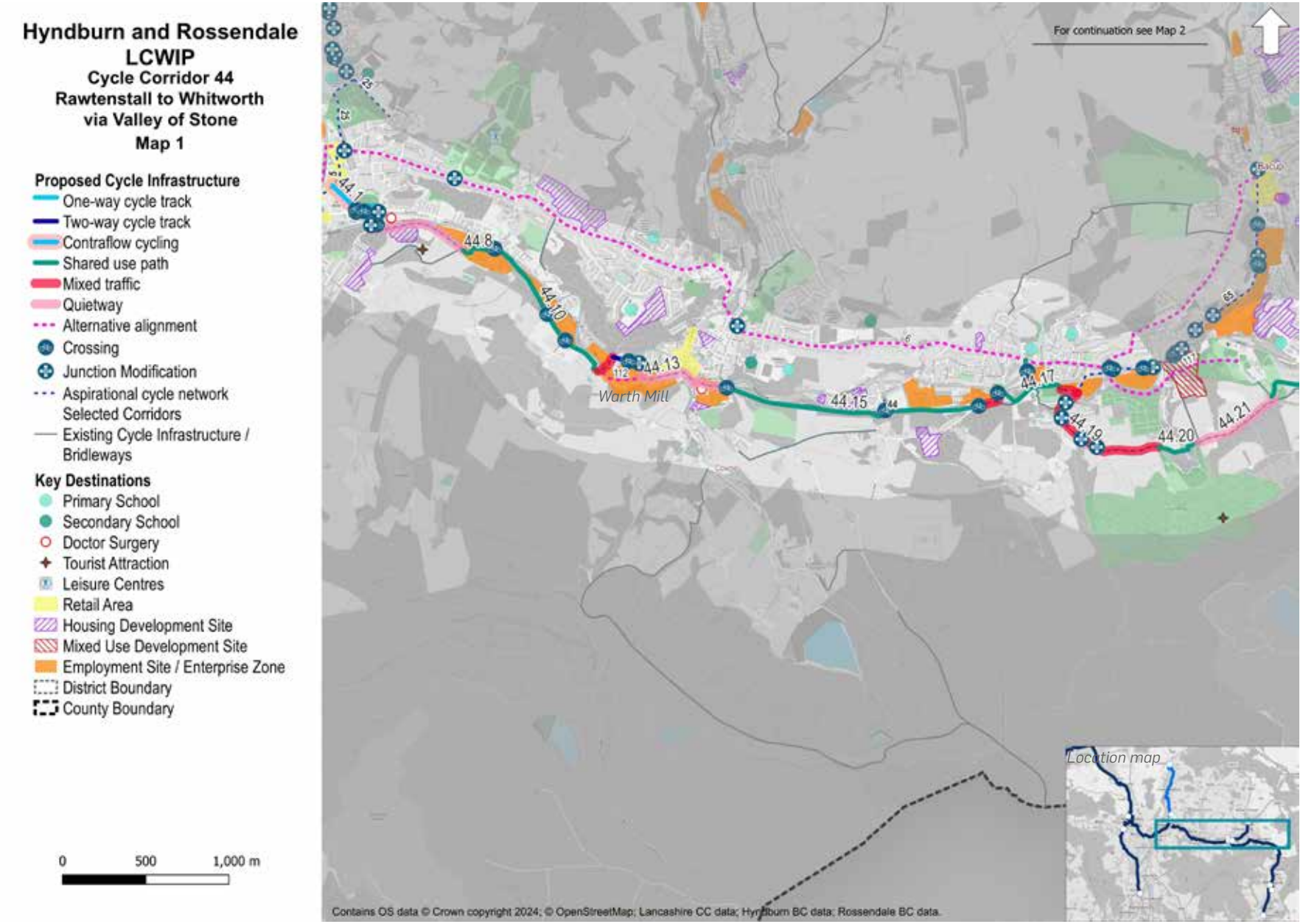

Figure 66. Indicative proposed cycle infrastructure, Cycle Corridor 44: Rawtenstall to Whitworth via Valley of Stone - Map 1

5.3.4.4.Cycle Corridor 44: Rawtenstall to Whitworth via Valley of Stone

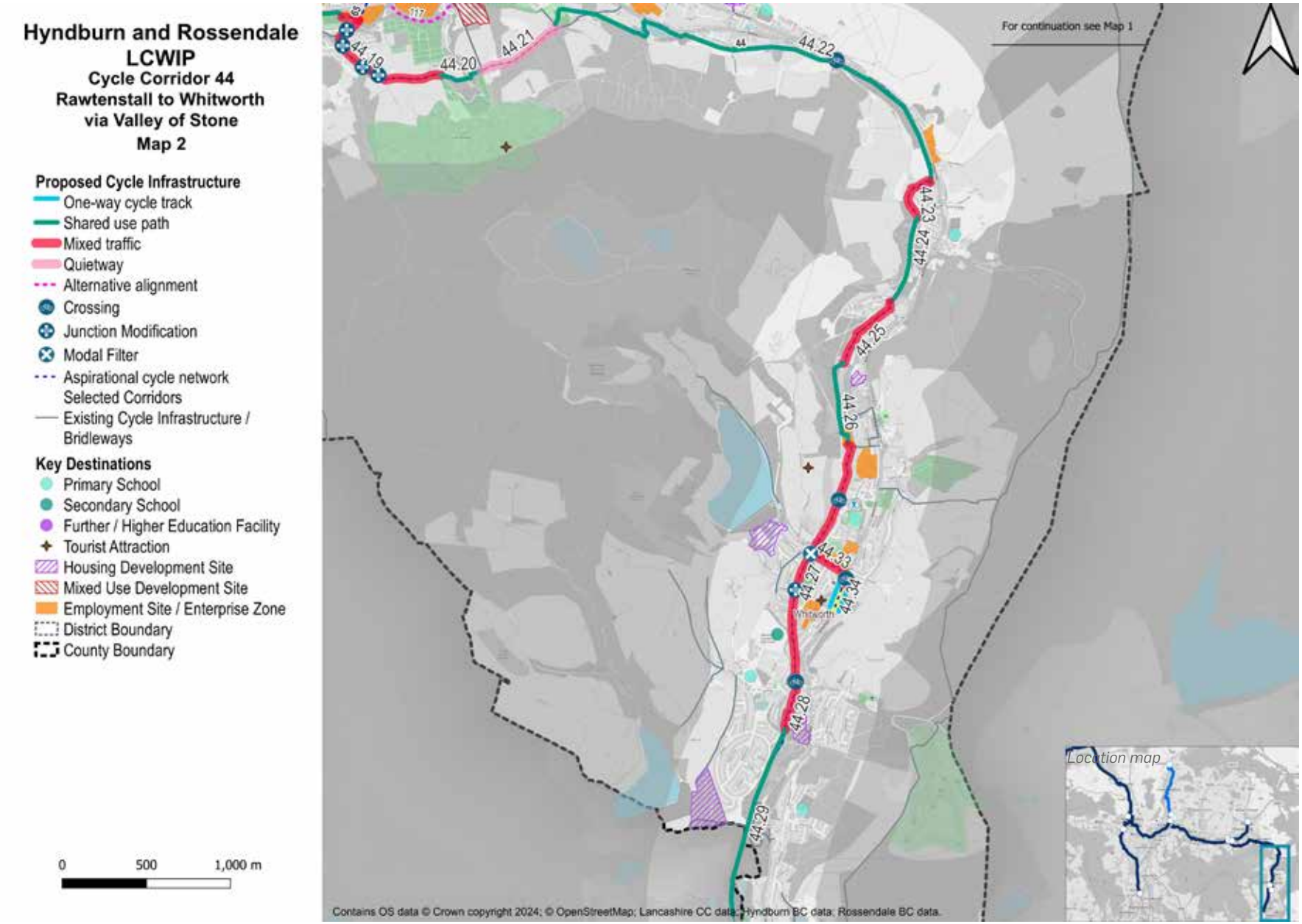

Figure 67. Indicative proposed cycle infrastructure, Cycle Corridor 44: Rawtenstall to Whitworth via Valley of Stone - Map 2

Cycle Corridor 44: Rawtenstall to Whitworth via Valley of Stone

The strategic cycle corridor links Rawtenstall, Waterfoot, Stacksteads and Whitworth and extends for 15.7km. The route uses existing greenways including the Newchurch Tunnels, Valley of Stone (NCN 92) and the Rochdale to Bacup Line. Two alternative alignment options are proposed along the corridor, (corridors 112- Waterfoot and 6 - Rawtenstall to Bacup), which could be investigated further in the next stages of scheme development following analysis of the feasibility of each section.

Table 18. Proposed indicative typology and high-level interventions along cycle corridor 19

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
44.1	Kay Street	Bank Street to Hamer Street	160	Contraflow cycling	Create a contraflow cycling lane along Kay Street by reallocating space from the carriageway. Additional traffic calming measures required to support lower speeds. Review on-street parking needs to increase the space for cyclists.
44.2	Kay Street	Hamer Street to Bacup Road	52	Segregated cycle track	Two-way kerbed cycle track on the eastern footway by reallocating space from the carriageway and removing bollards on the footway.
44.3	Bacup Road	Kay Street to Fallbarn Fold	135	Segregated cycle track	One-way cycle tracks along Bacup Road by reallocating space from the carriageway, central meridian and footway. Install a bus-stop bypass on Bacup Road to create a safe route for cyclists. Additional measures includes upgrading the existing pedestrian refuge island.
44.4	Fallbarn Road	Bacup Road to Off-Road Route	68	Mixed traffic	Mixed traffic provision due to geometric constraints. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Additional traffic calming measures to support low speeds and introduce wayfinding posts.
44.5	Off-Road Route	Fallbarn Road to Bocholt Way	19	Shared-use path	Shared use path along the existing off-road path. Provide wayfinding posts and improve lighting provision for personal safety. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
44.6	Bocholt Way (A681)	Off-Road Route to Fallbarn Road	36	Shared-use path	Shared use path along Bocholt Way. Remove railing and widen the footway to create more space for cyclists. Provide wayfinding posts to navigate cyclists. Additional measures to install a new crossing on Bocholt Way to create a coherent and safe route.
44.7	Fallbarn Road	Bocholt Way to Victoria Way	624	Quietway	Quietway along Fallbarn Road as an alternative to the busy Bocholt Way. Introduce cycle logos, add traffic calming to support low speeds. Install wayfinding posts, and widen the carriageway where possible. Review on-street parking provisions to provide more space for cyclists.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
44.8	Fallbarn Road	Victoria Way to Hill End Lane	210	Shared-use path	Shared use path along existing motor vehicle restricted area. Provide wayfinding posts to navigate cyclists. Potential improvements to existing lighting provision for personal safety.
44.9	Hill End Lane	Fallbarn Road to Greenway	22	Mixed traffic	Mixed traffic provision with additional traffic calming measures to support lower speeds.
44.10	Greenway	Hill End Lane to Holt Mill Road	1040	Shared-use path	Shared use path along existing greenway. Widen the path where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to create a more comfortable cycling experience and provide wayfinding posts and lighting provision for safety. Additional measures include removing bollards by Hill End Lane to create a more accessible route for cyclists, and creating a crossing over Highfield Road and Lench Road. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
44.11	Holt Mill Road	Greenway to Bacup Road	92	Mixed traffic	Mixed traffic provision with additional traffic calming measures to support lower speeds. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Introduce wayfinding posts and cycle logos.
44.12	Bacup Road (A681)	Holt Mill Road to Stansfield Road	162	Segregated cycle track	Two-way cycle tracks reallocating space from the carriageway. Look at the potential for cycle bypasses alongside the bus stops. Additional measure to install a new crossing on Bacup Road.
44.13	Stansfield Road	Bacup Road to Off-Road Route	461	Quietway	Upgrade existing cycle route by creating a quietway along Stansfield Road as an alternative to the busy A681. Implement traffic calming to support low speeds and wayfinding posts. Segregation may be needed depending on HGV flows. Proposal to be investigated further in next stages of scheme development
44.14	Off-Road Route	Cowpe Road to Hugh Business Park	179	Quietway	Upgrade existing cycle route by creating a quietway along the off-road section as an alternative to the busy A681. Resurface the carriageway to make it more comfortable for cyclists, and provide lighting provision for safety.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
44.15	Newchurch Tunnels	Hugh Business Park to Blackwood Road	1570	Shared Use Path	Shared use path along existing greenway. Widen the path where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to create a more comfortable cycling experience, provide wayfinding posts and improve lighting provision for personal safety. Additional measures include removing the bollard to access the route near Hugh Business Park and providing a new crossing at the location, and a crossing on Rakehead Lane to create a direct and coherent route. Future design to look at extending the existing segregated facility where possible along the route. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
44.16	Blackwood Road	Newchurch Tunnels to Greenway	125	Mixed traffic	Mixed traffic provision along Blackwood Road with additional traffic calming measures to support lower speeds. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Introduce wayfinding posts to navigate cyclists.
44.17	Greenway	Blackwood Road to Wardle Street	456	Shared-use path	Shared use path along existing greenway. Widen the path where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to create a more comfortable cycling experience, provide wayfinding posts and improve lighting provision for personal safety. Additional measures include widening the access at Stacksteads Football Ground to provide an accessible route for cyclists from Wardle Street. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
44.18	Wardle Street	Greenway to Farholme Lane	100	Mixed traffic	Mixed traffic provision along Wardle Street with additional traffic calming measures to support lower speeds. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Introduce wayfinding posts to navigate cyclists.
44.19	Acre Mill Road/Cutler Lane	Wardle Street to Greenway	972	Mixed traffic	Mixed traffic provision along Acre Mill Road/Cutler Lane with additional traffic calming measures to support lower speeds. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Introduce wayfinding posts to navigate cyclists. Review on-street parking provision to create more space for cyclists.
44.20	Greenway	Cutler Lane to Lee Quarry MTB Trail	273	Shared-use path	Shared use path along existing greenway. Widen the path where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to create a more comfortable cycling experience, provide wayfinding posts and improve lighting provision for personal safety. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
44.21	Bridleway	Lee Quarry MTB Trail to Stubbylee Lane	568	Quietway	Quietway route along the existing bridleway. Resurface the carriageway and widen where feasible. Introduce wayfinding posts and improve lighting provision for personal safety
44.22	Valley of Stone	Stubbylee Lane to Knowsley Crescent	2930	Shared-use path	Shared use path along existing greenway. Widen the path where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to create a more comfortable cycling experience, provide wayfinding posts and improve lighting provision for personal safety. Additional measures include a crossing on Old Lane. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
44.23	Knowsley Crescent/Old Lane	Valley of Stone to Valley of Stone (NCN 92)	315	Mixed traffic	Mixed traffic provision along Knowsley Crescent/Old Lane with additional traffic calming measures to support lower speeds. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Introduce wayfinding posts and review on-street parking provisions.
44.24	Valley of Stone (NCN 92)	Old Lane to Oak Street	544	Shared-use path	Shared use path along existing greenway. Widen the path where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to create a more comfortable cycling experience, provide wayfinding posts and improve lighting provision for personal safety. Improve the access to the path on Old Lane and on Oak Street by introducing a raised junction. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
44.25	Oak Street/ Spring Side	Valley of Stone to Valley of Stone	480	Mixed traffic	Mixed traffic provision with additional traffic calming measures to support lower speeds. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Introduce wayfinding posts and cycle logos. Review on-street parking provisions.
44.26	Valley of Stone (NCN 92)	Riverside Court to Railway Close	425	Shared-use path	Shared use path along existing greenway. Widen the path where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to create a more comfortable cycling experience, provide wayfinding posts and improve lighting provision for personal safety. Additional measures include removing gate to the greenway to provide a more accessible route for cyclists. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
44.27	Cowm Park Way	Valley of Stone to Hall Street	1610	Mixed traffic	Mixed traffic provision with additional traffic calming measures to support lower speeds. Proposal LTN 1/20 compliant due to low traffic flows. Install wayfinding posts and cycle logos. Review on-street parking provisions. Additional measures include a new crossing to provide access to Our Lady & St Anselm's Roman Catholic Primary School and a modal filter on Crown Park Way to help reduce traffic flows in this area.
44.28	Massey Croft	Hall Street to Rochdale to Bacup Line	303	Mixed traffic	Mixed traffic provision with additional traffic calming measures to support low speeds. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Install wayfinding posts and cycle logos. Review on-street parking provisions. Additional measures include a new crossing over Hall Street. This proposal is outside LCC/RBC and therefore needs coordinating with the neighbouring authority.
44.29	Rochdale to Bacup Line	Massey Croft to Station Road	1190	Shared-use path	Shared use path along existing greenway. Widen the path where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to create a more comfortable cycling experience, provide wayfinding posts and improve lighting provision for personal safety. This proposal is outside LCC/RBC and therefore needs coordinating with the neighbouring authority. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
44.30	Off-Road Route	Greenway to No Name	30	Shared-use path	Shared use path along existing greenway. Widen the footpath where possible using width from the verge. Resurface the path to create a more comfortable cycling experience and provide wayfinding posts and lighting provision for safety. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
44.31	No Name	Off-Road to Newchurch Road	70	Mixed Traffic	Mixed traffic provision with additional traffic calming measures to support low speeds. Install wayfinding posts and cycle logos.
44.32	Public Footpath	Newchurch Road to Booth Road	56	Shared-use path	Shared use path along existing greenway. Widen the footpath where possible using width from the verge. Resurface the path to create a more comfortable cycling experience and provide wayfinding posts and lighting provision for safety. Additional measures to remove the railing along the footpath. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
44.33	Tong Lane	Cowm Park Way South to Market Street	247	Mixed traffic	Mixed traffic provision with additional traffic calming measures to support lower speeds. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Introduce wayfinding posts and cycle logos. Review on-street parking provisions.
44.34	Market Street	Tong Lane to North Street	219	Segregated cycle track	One-way cycle tracks along Market Street reallocating space from on-street parking provision and central meridian. Reduce speed limit to 20mph and implement wayfinding posts.

An alternative alignment to Bacup Road in Waterfoot is proposed via the Strategic-alternative **Cycle Corridor 112: Waterfoot**. The alignment would involve a shared use path which would require upgrading and resurfacing, added street lighting and wayfinding. Part of Primary **Cycle Corridor 6: Rawtenstall to Bacup** along Newchurch Road is another alternative to Cycle Corridor 65 along with Primary **Cycle Corridor 117: Stubbylee Park**

5.3.4.5. Cycle Corridor 65: Newchurch Road

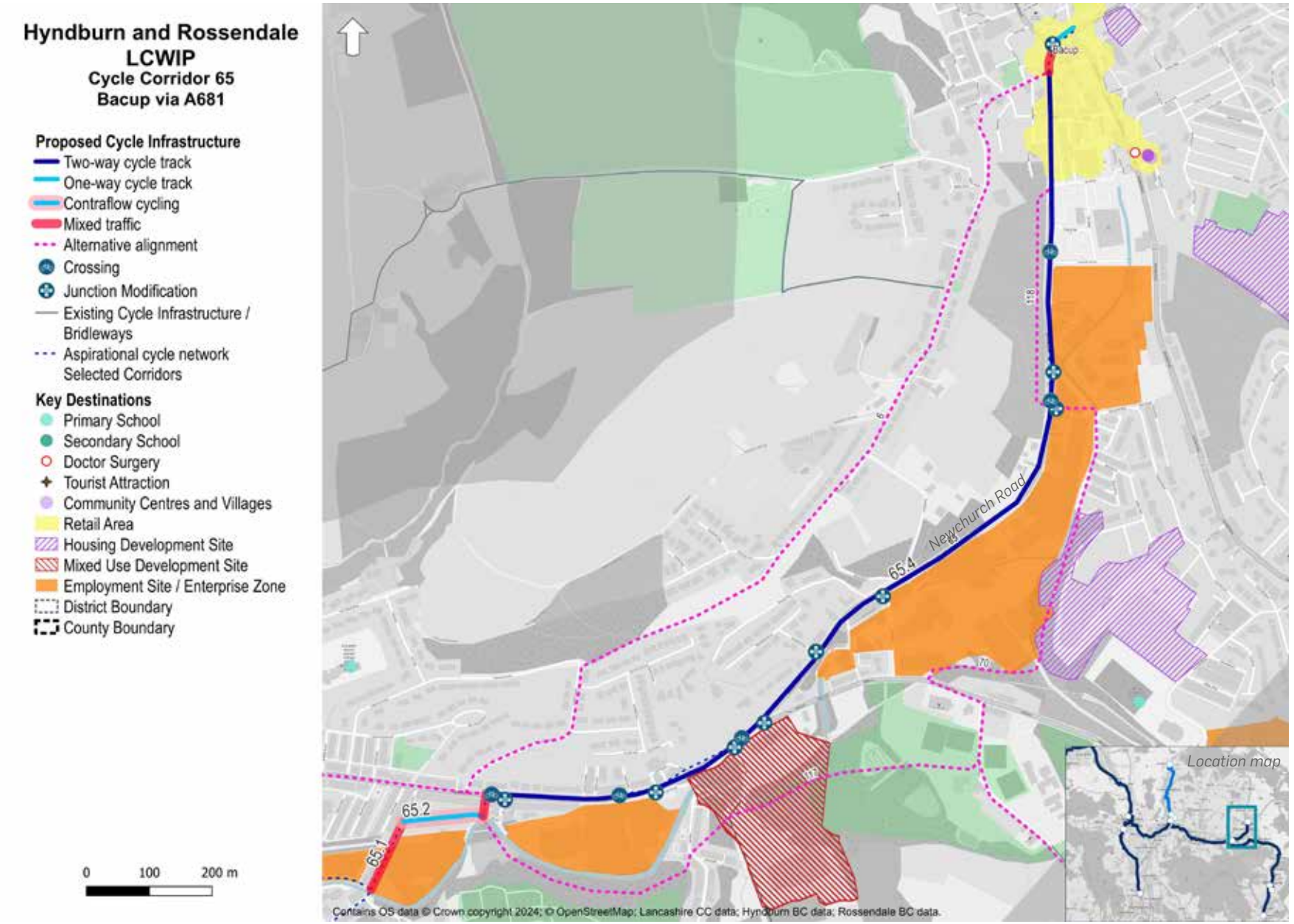

Figure 68. Indicative proposed cycle infrastructure, Cycle Corridor 65: Newchurch Road

Cycle Corridor 65: Bacup via A681

The strategic cycle corridor provides a cycle route along the A681 corridor between Stacksteads and Bacup and is approximately 2km in length. The corridor serves the town centre and the Rossendale Borough Council offices and connects to cycle route 44 on Farholme Lane. The corridor also serves employment sites including Piercy Mount Industrial Estate and Waterfoot Mills.

Table 19. Proposed indicative typology and high-level interventions along cycle corridor 38

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
65.1	Farholme Lane	Wardle Street to Holme Street	115	Mixed traffic	Mixed traffic provision with additional traffic calming measures to support lower speeds. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Install wayfinding posts and cycle logos. Review on-street parking provisions. Future review to consider potential for segregation if on-street parking provisions allow.
65.2	Holme Street	Farholme Lane to Brookes Street	129	Contraflow cycling	Contraflow cycling along Holme Street with additional traffic calming measures to support lower speeds. Install wayfinding posts and cycle logos. Review on-street parking provisions.
65.3	Brookes Street	Holme Street to Newchurch Road	30	Mixed traffic	Mixed traffic provision with resurfacing required to create a comfortable cycling experience. Install wayfinding posts and cycle logos. Review on-street parking provisions. Future review to consider making Brookes Street one-way and provide contraflow cycling lane.
65.4	Newchurch Road (A681)	Brookes Street to Bankside Lane	1716	Segregated cycle track	Two-way cycle track on the western side by reallocating space from the carriageway. Provide a buffer between the cycle facilities and the high vehicular flows. Additional measures to include new crossing facilities near bus stops along the route. On-street parking needs to be reviewed in the next stages of the design; may required to be relocated to side roads.
65.5	Market Street (A681)	Bankside Lane to Burnley Road	44	Mixed traffic	Mixed traffic route with additional traffic calming measures to support low speeds. Install wayfinding posts and cycle logos. Review on-street parking provisions. Proposal not LTN 1/20 compliant due to high traffic flows, but geometric constraints do not allow space for segregation. Proposal to be investigated further in next stages of scheme development
65.6	Market Street (A681)	Burnley Road to Lane Head Lane	40	Segregated cycle track	One-way cycle track on the north side of roundabout, reallocating space from the carriageway and central meridian.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
					Alternative alignments to the A681 Market Street are proposed via the Primary Cycle **Corridor 70: Stubbylee Lane** which will involve a quietway along Stubbylee Lane with additional wayfinding posts and cycle logos, Primary **Cycle Corridor 117: Stubbylee Park** and Primary **Cycle Corridor 118: Footway parallel to A681** which will involve shared-use path through the park and on the footway which will require widening where possible, wayfinding posts and lighting provision for safety. Part of Primary **Cycle Corridor 6: Rawtenstall to Bacup** along Bankside Lane is another alternative to Cycle Corridor 65 which will involve mixed traffic provision with additional traffic calming measures to support low speeds.

5.3.4.6. Cycle Corridor 69: NCN6 Haslingden to Ramsbottom

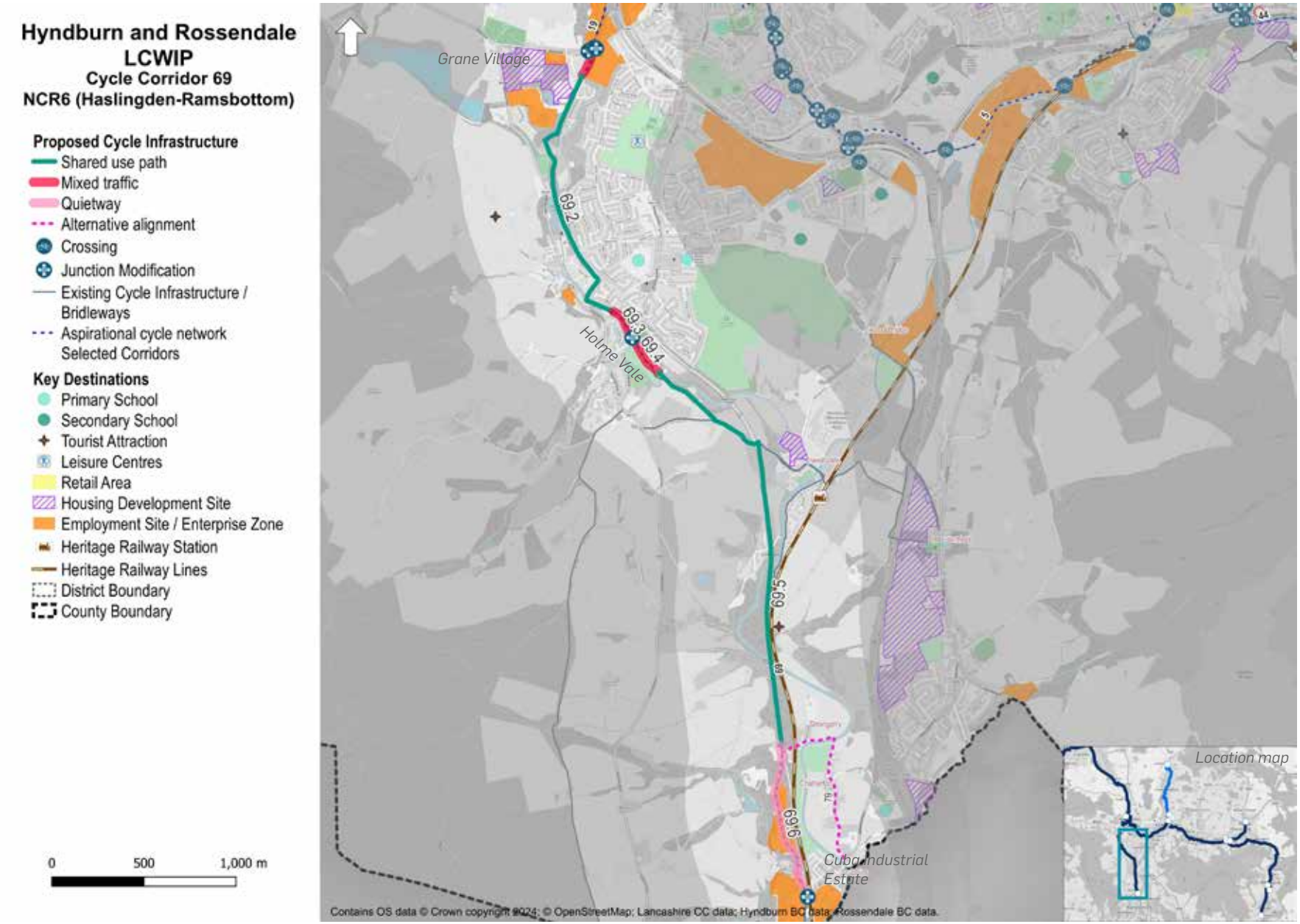

Figure 69. Indicative proposed cycle infrastructure, Cycle Corridor 69: NCN6 Haslingden to Ramsbottom

Cycle Corridor 69: NCN6 Haslingden to Ramsbottom

The strategic cycle corridor links Haslingden, Helmshore and Stubbins via the NCN6 extends for approximately 5.3km. The route serves as an alternative to the busy A56. Key destinations along the corridor include Carrs Industrial Estate and several schools. The proposed corridor extends primarily along rural roads with limited highway land. An alternative alignment is proposed along the corridor (corridor 79 - Stubbins Vale Road), which could be investigated in the next stages of scheme development following analysis of the feasibility of the section.

Table 20. Proposed indicative typology and high-level interventions along cycle corridor 69

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
69.1	Holden Place	Grane Road to Greenway	140	Mixed traffic	Mixed traffic provision with additional traffic calming measures to support low speeds. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Introduce cycle logos and wayfinding posts on both sides of the road. Review on-street parking provision.
69.2	Greenway	Holden Place to Ogden Drive	1560	Shared-use path	Shared use path along existing greenway. Widen the path where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to create a more comfortable cycling experience, provide wayfinding posts and improve lighting provision for personal safety. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.
69.3	Ogden Drive/ Station Road	Greenway to Holme Vale	194	Mixed traffic	Mixed traffic provision with additional traffic calming measures to support low speeds. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Introduce cycle logos and wayfinding posts on both sides of the road. Review on-street parking provision.
69.4	Holme Vale	Station Road to Greenway	228	Mixed traffic	Mixed traffic provision with additional traffic calming measures to support low speeds. Road is only accessible to residents so flows are predicted to be low. Introduce cycle logos and wayfinding posts on both sides of the road. Major resurfacing of the route required to make it comfortable for cyclists.
69.5	Greenway	Holme Vale to Stubbins Vale Road	2330	Shared-use path	Shared use path along existing greenway. Widen the path where feasible by reallocating space from the verge. Consideration to be given to environmental constraints along the section. Resurface the path to create a more comfortable cycling experience, provide wayfinding posts and improve lighting provision for personal safety. Organise on-going maintenance/pruning to improve visibility, passive surveillance and reinforce sense of personal security.

Link ID	Road name	From - To	Length (m)	Indicative Typology	High-level Proposal Summary
69.6	Stubbins Vale Road	Greenway to Stubbins Street	749	Mixed Traffic	Quietway along Stubbins Vale Road as an alternative to the B6214 Helmshore Road. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Additional traffic calming measures would be required to support lower speeds. Introduce wayfinding posts and improve lighting provision for personal safety. The route requires resurfacing in places to make a more comfortable cycling experience. Review on-street parking provision.
69.7	Stubbins Street	Stubbins Vale Road to A679 Bolton Road	138	Mixed Traffic	Quietway along Stubbins Street as an alternative to the B6214 Helmshore Road. Proposal likely LTN 1/20 compliant due to estimated low traffic flows. Introduce wayfinding posts and lighting provision for safety. The route requires resurfacing in places to make a more comfortable cycling experience. Review on-street parking provision. Additional measure to consider re-design the signalised junction with Bolton Road and upgrading the existing crossing.
An alternative alignment is proposed along the Strategic-Alternative **Cycle Corridor 79: Chatterton Road.** The alignment would involve a quietway route along Chatterton Road with additional wayfinding posts and cycle logos.					

5.4 Examples of Cycle Infrastructure

The following pages provide examples of types of cycle facilities that could be considered in the Hyndburn and Rossendale LCWIP proposals, as referenced in Section 5.3.

Segregated Cycle Lane / Cycle Track
Provides raised, physical separation between people cycling and motor vehicles, providing a more comfortable, more attractive, and safer facility for people cycling of all ages and abilities. A segregated cycle track can be one-way or two-way and can be used to accommodate contraflow cycling on one-way streets. Side road treatments are required to provide continuity of the facility and priority at junctions. (*Image: LCC*)

Lightly Segregated Cycle Lane
Provides some physical barrier from motor vehicles to improve comfort for people cycling. May be applicable where space constraints limit segregation options. Types of segregation could include kerbing, bollards (as shown above), planters, or armadillo humps / orcas. Side road treatments are required to provide continuity of the facility and priority at junctions.

Quiet Mixed Traffic Street / Quietway
Where traffic flows are light and speeds are low, people cycling are likely to be able to cycle on-carriageway without segregation. Traffic calming and/or traffic management measures may be required to reduce traffic speeds and/or flows to provide appropriate conditions for an inclusive and attractive facility.

Shared Use Path
Provides an off-carriageway facility shared with people walking. While segregated from motor vehicles, conflicts between people walking, wheeling and cycling may arise, depending on the relative flows of each. If space allows, light segregation may be considered to encourage separation of people walking and cycling (e.g., raised trapezoidal strip). Side road treatments are required to provide continuity of the facility and priority at junctions.

'Dutch-Style' Cycle Street Facilities
Seeks to prioritise people cycling over motor vehicles. Elements may include advisory cycle lanes to delineate space for people cycling, 20mph speed limit, and removal of the centre line to narrow the apparent space for motorists and prioritise the outside of the carriageway for people cycling. The design elements should make it understood that the streets are principally for cycling.

Pedestrian/Cycle Priority Street
Reduces vehicle dominance of the street and prioritises people walking, wheeling and cycling. Elements may include restricted motor vehicle access, materials/ markings to delineate space for different users, low traffic speeds, or features of a shared space environment.

Lower Traffic Speeds
Improves safety for all road users and fosters a more comfortable environment for walking, wheeling and cycling. Should be supported by traffic calming measures, as needed, to make the speed limit self-enforcing. An area-wide policy could be considered rather than on a street by street basis. (*Image: LCC)*

Greenway
Path away from the highway for active travel users. Typically along an undeveloped strip of land, such as a canal tow path, disused railway, or linear park.

Signal-Controlled Cycle Crossing / CYCLOPs Junction
Provides a controlled crossing, segregating cyclists from pedestrians as well as motor vehicles. A 'cycle optimised protected signals' ('CYCLOPS') junction separates people walking, cycling and wheeling from motor vehicles, reducing the risk of conflict between users. (*Image: LCC)*

Parallel Crossing
Provides priority for people walking, wheeling, and cycling at a crossing location, minimising the delay for people cycling, improving the directness of the route, maintaining separation from pedestrians, and connecting off-carriageway cycle facilities.

Toucan Crossing
Provides a controlled crossing for people walking, wheeling and cycling, improving user comfort and safety, reducing delay at busy streets where there are limited gaps in traffic, and connecting off-carriageway shared use facilities.

Safer, Greener and Healthier Streets
Residential (primarily) areas with features that increase the comfort, safety and accessibility of walking, wheeling and cycling; create space for community facilities; and reduce the dominance of cars resulting in improved safety, air quality and noise pollution to encourage more walking, cycling and social interactions.

Modal Filter
Supports a safer, more attractive environment for walking, wheeling and cycling by reducing motor vehicle traffic and permitting more direct, convenient access by foot or by cycle. Temporary or permanent highway features that may permit access by certain vehicles (e.g., emergency vehicles, buses, blue badge holders).

Bus Gate
A type of modal filter that allows buses (and /or other vehicles) to move through a road section but prohibits other motor vehicle traffic. It usually permits cycling and operates with ANPR cameras to enforce the access restrictions. Restrictions may be enforced during specific days or times of the day to reduce traffic volumes. (*Image: LCC)*

Bus Stop Bypass
Provides a continuous cycle facility around a bus stop, maintaining separation from the carriageway. The island should be wide enough to accommate the bus stop and people waiting, boarding, and alighting. Pedestrian crossing points should be controlled if cycle traffic speed and flows are high. (*Image: LCC)*

Cycle Wayfinding
Improves the coherence of the cycle network, making it easier for people to navigate and encouraging more trips to be taken by cycle. Signage can also include indicative journey lengths or times. A consistent system should be applied county-wide.

School Street
Implements timed vehicle access restrictions during school arrival/dismissal times to encourage more pupils to walk and cycle to school and improve the safety, comfort, and attractiveness of these modes. School streets may be configured to permit access by certain vehicles.

6. Network Planning for Walking (Stage 4)

6.1 Introduction

This chapter summarises the development of the walking network for the Hyndburn & Rossendale LCWIP, which is the key output for this stage of the study.

Development of the walking network included:

- Identifying key trip generators and areas with higher potential for walking activity.
- Identifying and prioritising core walking zones (CWZs).
- Identifying the key routes within and providing access to the primary CWZs.
- Identifying potential types of walking infrastructure measures within the primary CWZs, for further consideration in future stages.

6.2 Core Walking Zone Development

6.2.1. Identification of Core Walking Zones

Development of the walking network for the Hyndburn & Rossendale LCWIP focused on identification of 'core walking zones' (CWZs), as per the DfT's LCWIP technical guidance, which is illustrated in Figure 70. The CWZs represent nodes of relatively high pedestrian activity within the study area, typically consisting of several walking trip generators that are located close together – such as a high street, schools, or employment areas / business parks.

CWZs are intended to enhance the pedestrian environment around, as well as from and to, these key trip generators. The CWZs play a significant role in promoting walking to key trip attractors, supporting the local economy, and achieving the LCWIP objective of encouraging more short, utility trips to be made on foot.

Following the identification of the core walking zones, the important pedestrian routes that serve them from a distance of up to 2km were mapped.

6.2.1.1. Centres

The CWZs were defined primarily around the centres designated in the Local Plans (see Section 4.5). These were selected as the key trip generators because they typically indicate nodes or clusters of different attractors (e.g., retail, services, community facilities, etc within the study area. The designated centres (e.g., town centres, district centres) typically encompass the high streets and areas with local commercial activity.

The CWZs were defined by plotting 400m isochrones around the centres using GIS tools. This was in keeping with DfT guidance that a CWZ should be a minimum diameter of 400m (approximately a 5-minute walk). In instances where isochrones around neighbouring centres of the same typology (e.g., district centre, local centre, etc.) overlap, these were merged to create one CWZ.

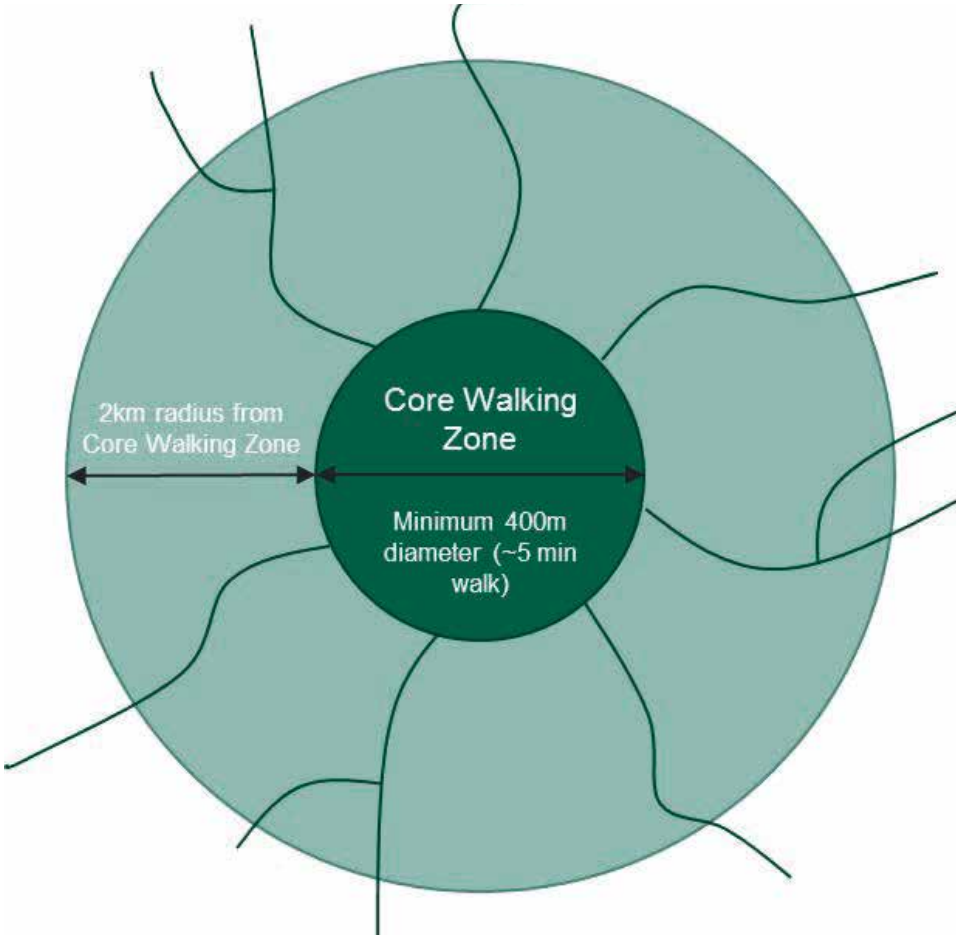

Figure 70. Process of identifying the walking network (DfT, LCWIP - Technical Guidance for Local Authorities)

6.2.1.2. Additional Data Review

To verify that the centres captured the key areas for potential walking trips, additional data was also reviewed.

Trip Attractor Clusters

As part of the data gathering process (see Sections 4.4 and 4.5), key trip attractors were identified and mapped, including:

- Town, district and local centres.
- Educational facilities (primary schools, secondary schools and higher education facilities).
- Hospitals.
- Doctor surgeries.
- Leisure centres.
- Tourist attractions .
- Railway stations.
- Retail areas.
- Employment sites / enterprise zones.
- Areas with high resident population and workplace density.

The mapping of trip attractors indicated the locations of key clusters across the study area. These could then be categorised based on the relative concentration or number of trip attractors, the classification of the centre in the area (e.g., town centre, district centre, etc.), and/or local officer input. These were qualitatively categorised as:

- Strategic cluster - higher concentration of destinations
- Primary cluster - moderate concentration of destinations
- Secondary cluster - lower concentration

The output of this process is shown in Figure 71.

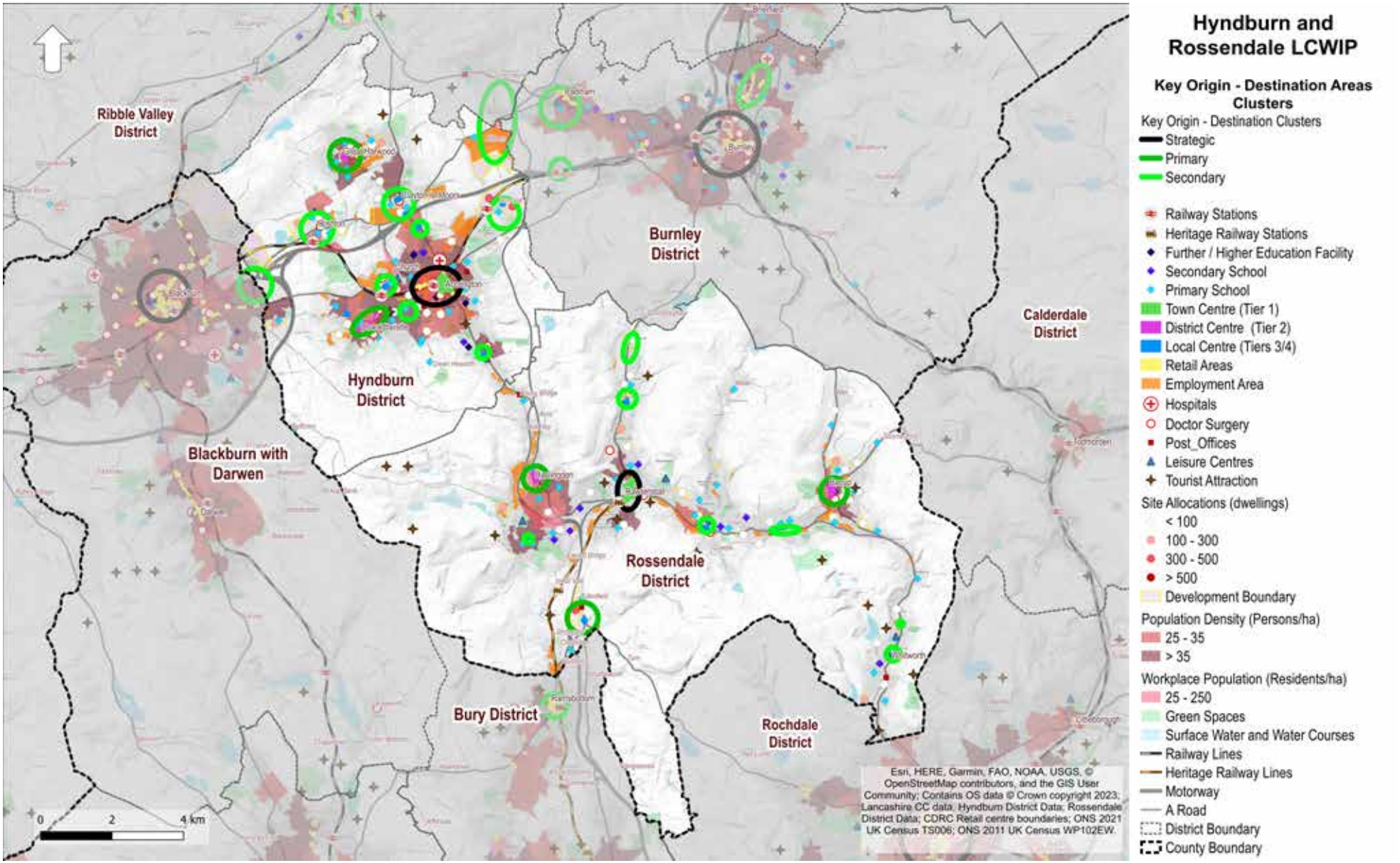

Figure 71. Identification and classification of trip attractor clusters

Heatmap

Additionally, a heatmap was created using the data gathering in Stage 2 (see Section 4) to illustrate areas of overlap. The data overlaid included:

- Population density.
- Workplace population density.
- Zero car/van availability.
- Indices of multiple deprivation.
- Development sites.
- Key destinations/trip attractors (e.g., public transport facilities, schools, retail areas, employment areas, centres, leisure centres).
- Collisions involving pedestrians.
- Early engagement results.
- Public rights of way network.
- Strava Metro data for walking trips.
- Short commuter trips less than 2km.

The output is a qualitative heatmap, shown in Figure 72, where the darker, more intense colour indicates greater potential or opportunity for short utilitarian walking trips.

The heatmap was then overlaid with the clusters of trip attractors and the centres to capture areas with potential trip generators not formally classified as a centre in the local plans.

A higher intensity colour denotes a potential higher demand for utilitarian walking trips and pedestrian improvements. The process supports the preliminary selection of CWZs, with centres and high street areas broadly aligning with the areas with the highest potential benefit across the two Boroughs.

The process identified six additional areas (showed by a green polygon with a yellow border in Figure 73) to be included in the aspirational list of CWZs. Four settlements and / or neighbourhoods north of the M65 and one in Scaitcliffe were added to the Hyndburn Borough. One further area - Loveclough, which is north of Rawtenstall, was included in the Rossendale Borough.

The draft CWZ aspirational list was reviewed during the internal stakeholder workshop and with the project steering group. Attendees were generally in agreement with the identified CWZs, and feedback included suggestions for amendments to the extents of the CWZs and recommendations for connections between the core walking zones and nearby key destinations. Further discussions included the interfaces of the identified CWZs and previous / ongoing studies in the centre of Accrington and neighbourhoods in the study area.

The process ultimately identified 28 potential CWZs in Hyndburn & Rossendale; 17 CWZs were identified in Hyndburn and 11 were identified in Rossendale (Figure 73).

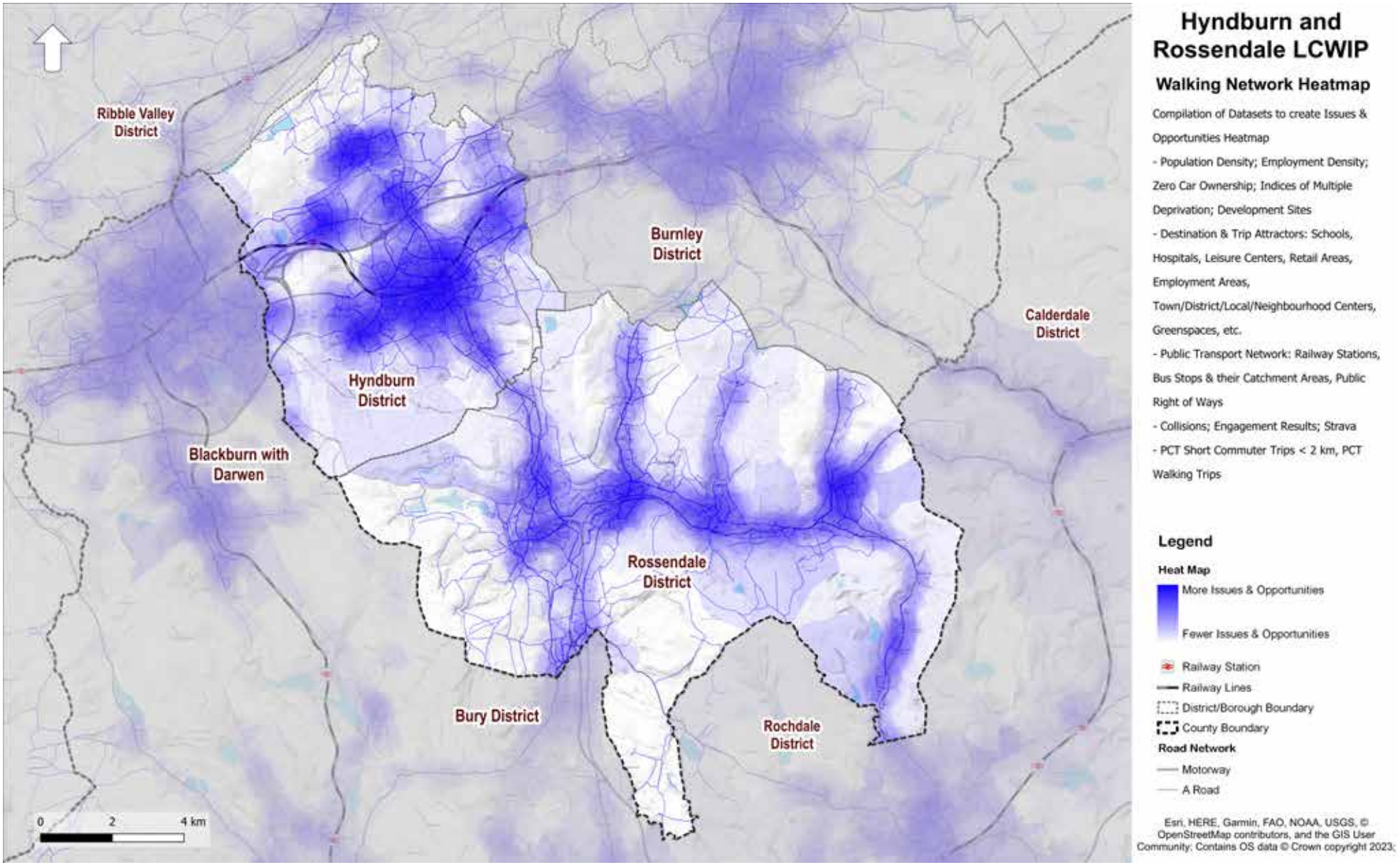

Figure 72. Qualitative 'heatmap' of data related to the potential for short, utilitarian walking trips

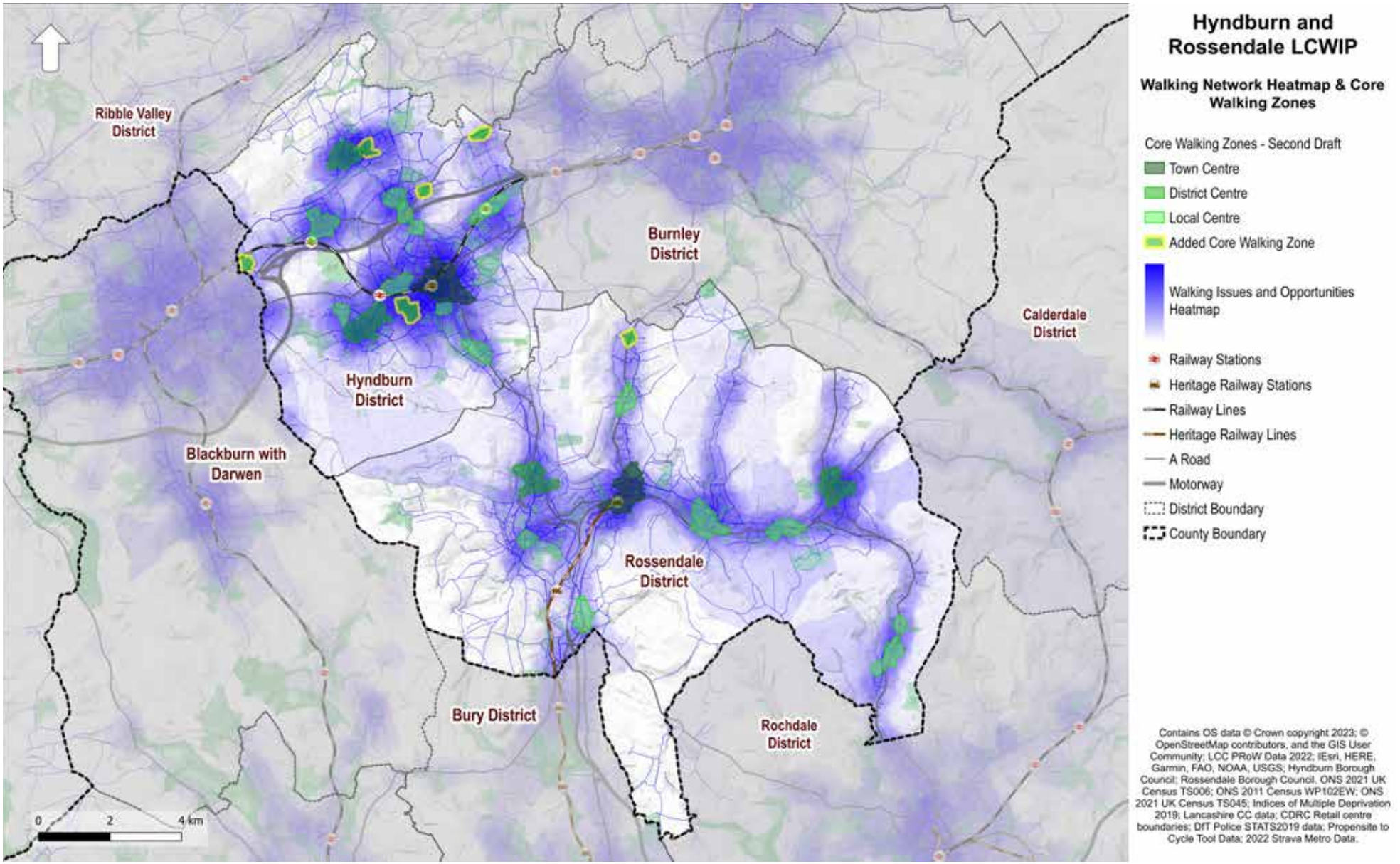

Figure 73. Qualitative 'heatmap' overlaid with the trip attractor clusters and centres

6.2.2. CWZ Classification

The CWZs were prioritised following the designation of the centres, as follows:

» Primary CWZ: town centre.
» Secondary CWZ: district centre.
» Tertiary CWZ: local centre / neighbourhood centre.

The town centres are designated as the primary CWZs, as these areas are key hubs of pedestrian activity with clusters of different destinations and serving multiple journey types (e.g., shopping, dining, employment, personal business, leisure/social, etc.). The town centres and high street areas also tend to be a more compact urban environment and have a higher population and job density, thus increasing the propensity for utilitarian walking trips.

The primary and secondary CWZs were advanced for further review as part of the LCWIP, while the tertiary remain as part of the broader walking network, which is shown in Table 21 and Figure 74.

Once selected, the primary CWZs extents were amended to ensure key destinations were captured and to reflect stakeholder feedback (Refer to Section 2.3 on stakeholder engagement).

Table 21. Summary of Core Walking Zones

Primary		
ID	Core Walking Zone	Area
1	Rawtenstall	Rossendale
2	Accrington	Hyndburn

Secondary		
ID	Core Walking Zone	Area
3	Bacup	Rossendale
4	Haslingden	Rossendale
5	Oswaldtwistle	Hyndburn
6	Great Harwood	Hyndburn

Tertiary		
ID	Core Walking Zone	Area
7	Crawshawbooth	Rossendale
8	Edenfield	Rossendale
9	Waterfoot	Rossendale
10	Whitworth	Rossendale
11	Rishton	Hyndburn
12	Clayton-le-Moors	Hyndburn
13	Facit	Rossendale
14	Stacksteads	Rossendale
15	Helmshore	Rossendale
16	Baxenden Centre	Hyndburn
17	Church Centre, Blackburn Road	Hyndburn
18	Huncoat Centre	Hyndburn
19	West End, Oswaldtwistle	Hyndburn
20	Whalley Road (Enfield), Accrington	Hyndburn
21	Whalley Road (Laneside), Clayton-le-Moors	Hyndburn
22	Woodnock Neighbourhood Centre	Hyndburn
23	Altham Business Park	Hyndburn
24	Intack/Whitebirk	Hyndburn
25	Loveclough	Rossendale
26	Scaitcliffe	Hyndburn
27	Heys Lane	Hyndburn
28	Moorfield Industrial Estate	Hyndburn

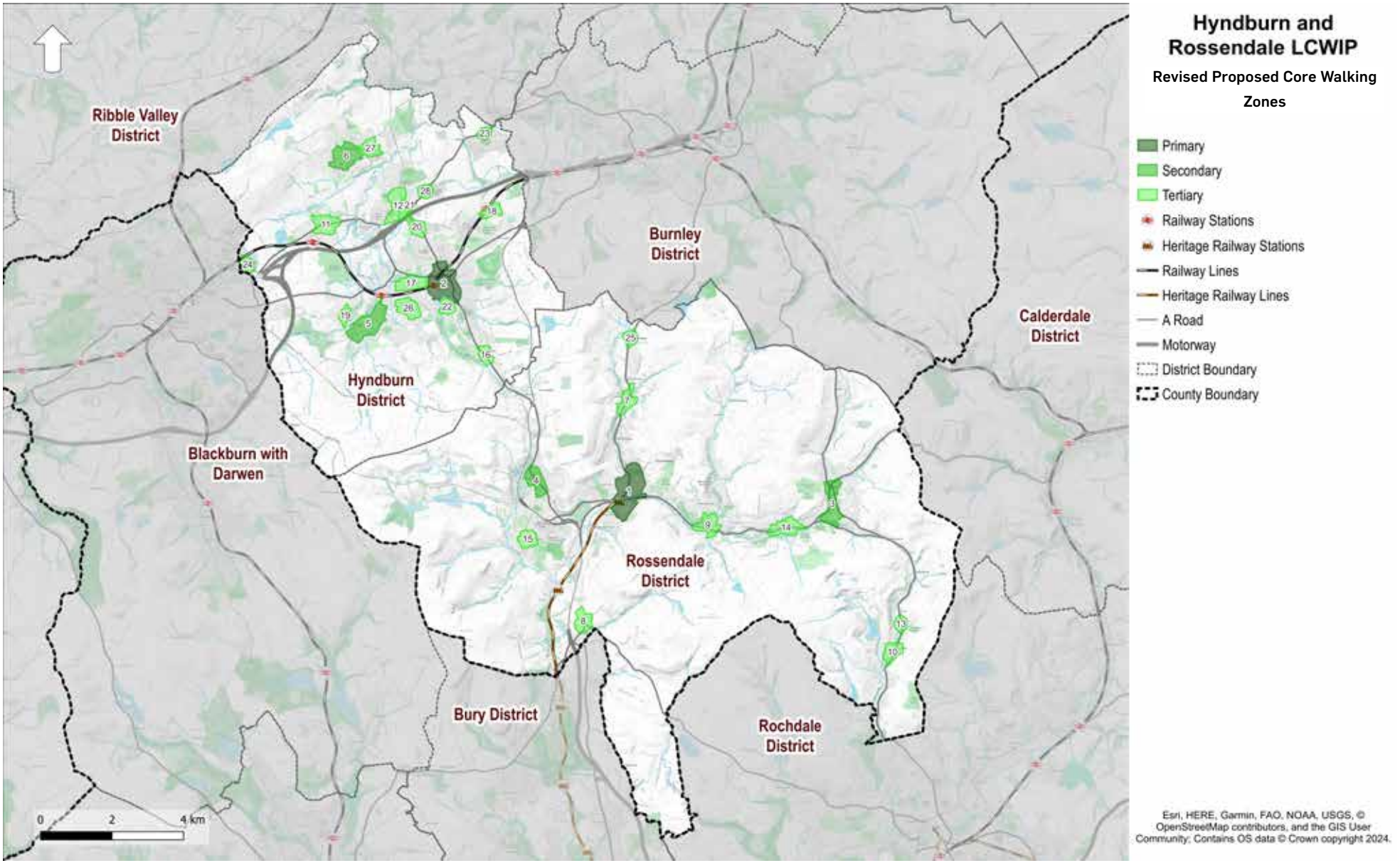

Figure 74. Network of potential CWZs in Hyndburn & Rossendale

6.3 Primary Core Walking Zones and Potential Interventions

6.3.1. Introduction

6.3.1.1. Identification of key walking routes

For each of the primary CWZs, key walking routes were identified based on the layout of the street network and the location of trip attractors. The walking routes aimed to capture the main 'funnel' routes which provide access to the CWZs. 'Funnels' may be created by severance issues, such as bridges, waterways, or railways, or by the layout of the street network, which channels pedestrian flows (and potentially other modes) to a few network links to access the CWZ.

As per DfT LCWIP guidance, key walking routes were identified up to 2km from the centroid of the CWZs.

The walking routes were categorised as primary or secondary. Primary routes were defined as providing direct access to high street / retail frontage, schools, or railway stations. Secondary consisted of the remaining key walking routes. Aspirational routes were included in the network that present potential future connections through development sites to future proof walking links or local aspirations for new alignments (Figure 75, Figure 75 and Figure 76).

6.3.1.2. Indicative potential interventions

For each area, a list of key issues and potential types of walking infrastructure improvements are provided. The proposed measures are high level and indicate potential interventions for consideration in the next stage of scheme development. The proposed measures are intended to characterise the area and potential opportunities to improve the quality of the walking environment, including attractiveness, comfort, directness, safety, and coherence.

The proposed interventions are based on desktop review only. No site visits were undertaken during development of the LCWIP. The project steering group provided general information to the project team on potential issues and constraints.

6.3.1.3. Next steps for further development

Significant further work will be needed on each CWZ to assess existing issues and the feasibility of proposed interventions. Audits of the CWZs (e.g., using the Walking Route Audit Tool, Active Travel England (ATE) tools) are suggested in future stages to better understand the existing conditions, issues, and constraints and the improvements which are required.

All proposed interventions would be subject to additional assessments and feasibility design to refine and develop the initial proposals and review constraints, potential impacts, and potential alternatives. This is likely to require additional surveys (e.g., traffic, topographic, utilities, parking, environmental) and further assessment/engagement including reviewing land ownership information and stakeholder and public consultation.

As proposed interventions are advanced, design stages should utilise the latest best practice design guidance and standards available at the time, such as:

» Manual for Streets 1 & 21.
» Inclusive Mobility (DFT, 2022).

In the next stages of the LCWIP development a prioritisation exercise will need to be undertaken to identify the potential interventions / schemes that may have greater benefit for users and potential quick wins to enhance the pedestrian environment in the short term.

6.3.1.4. Section outline

The following pages present each of the primary CWZs and their key walking routes. For each area, a list of key issues and potential types of walking infrastructure improvements are provided. These are high-level and based on the desktop review only, and intended to characterise the area and potential improvement opportunities for further

consideration. Audits of the CWZs (e.g., using the Walking Route Audit Tool) are suggested in future stages to better understand the existing conditions, issues, and constraints and the improvements which are required.

The CWZs are presented / grouped by geographic area (Figure 76 and Figure 77).

» Hyndburn:
  – Accrington town centre (ID #2).
  – Oswaldtwistle town centre (ID #5).
  – Great Harwood town centre (ID #6).
» Rossendale
  – Rawtenstall town centre (ID #1).
  – Bacup town centre (ID #3).
  – Haslington town centre (ID #4).

A summary and indicative examples of the various types of facilities are provided in Section 6.4 on pages 180 to 182.

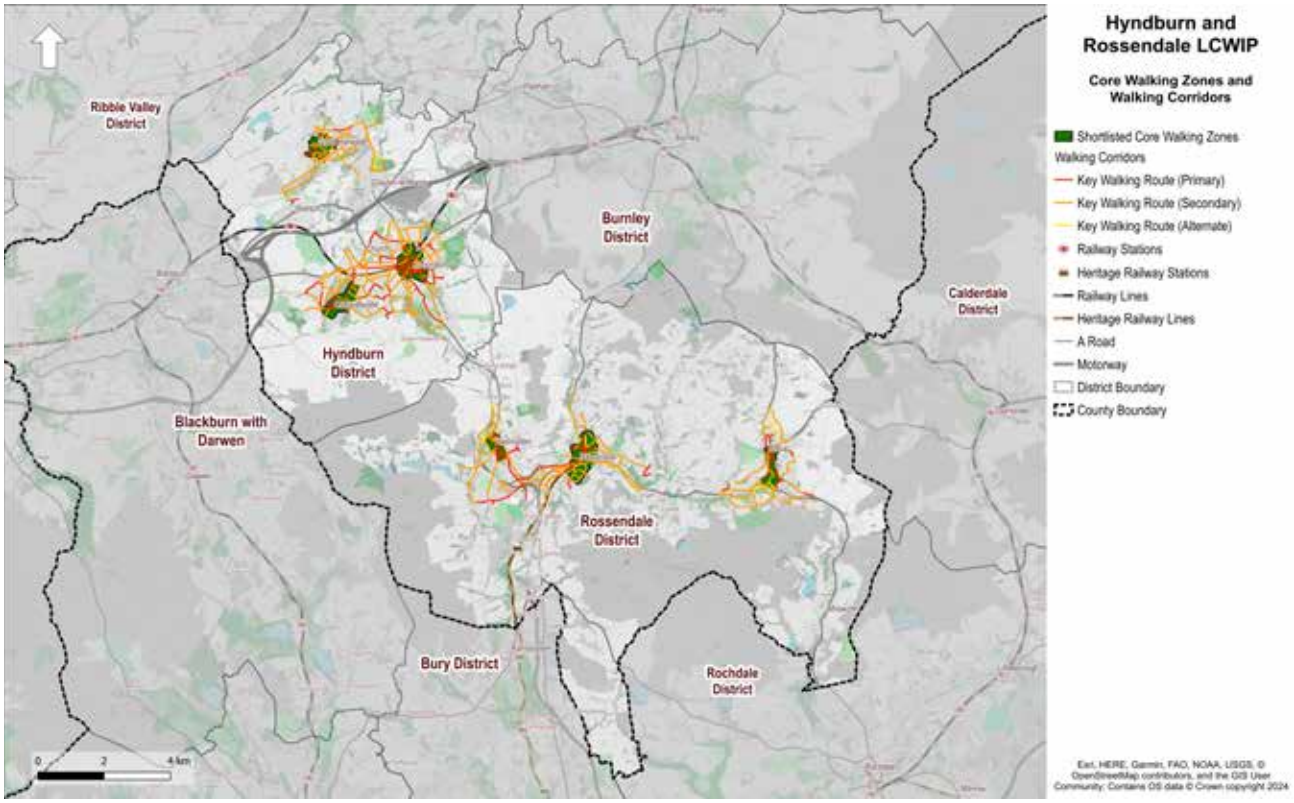

Figure 75. Primary and Secondary CWZ, and related walking corridors in Hyndburn and Rossendale

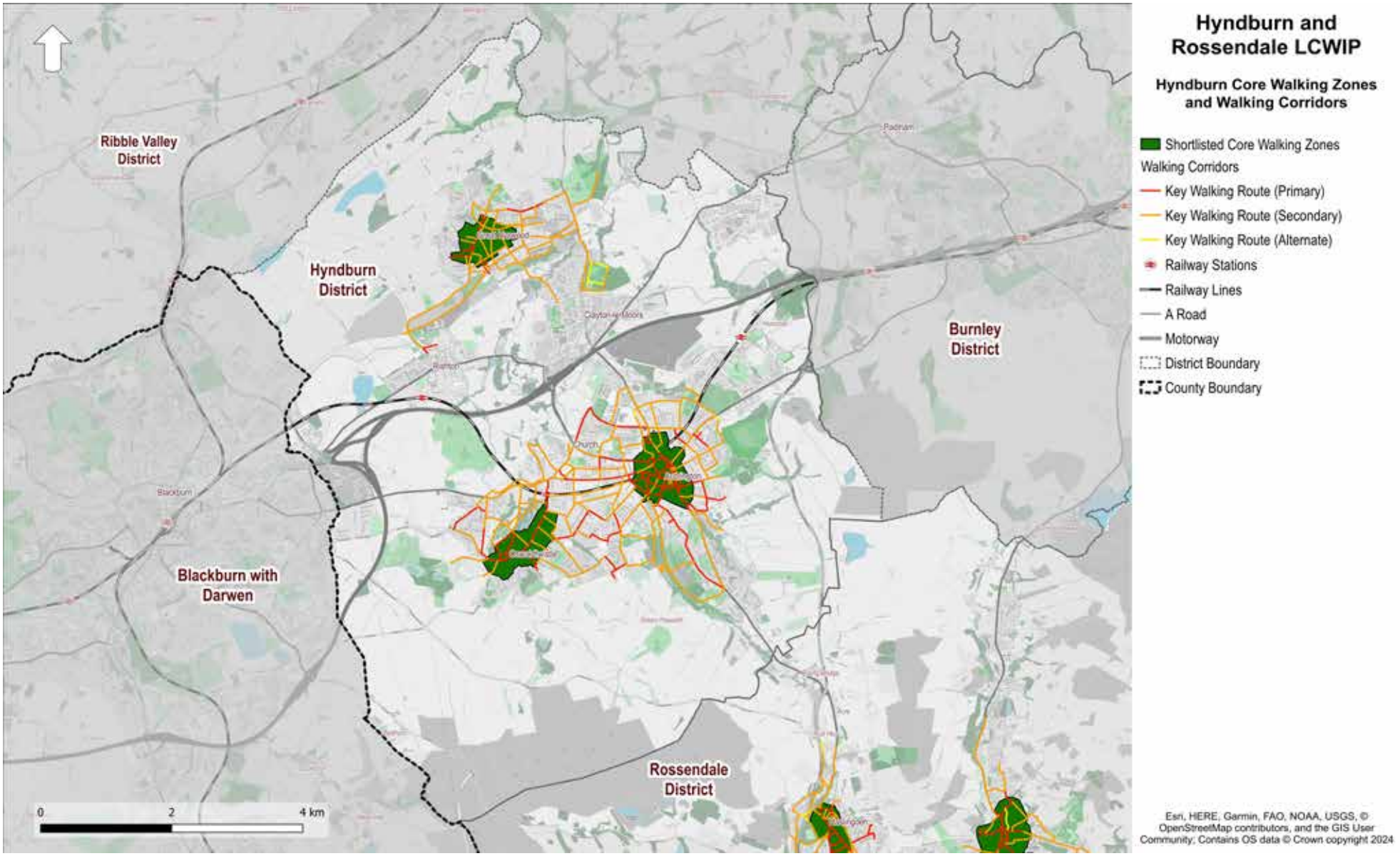

Figure 76. Hyndburn CWZ and walking corridors

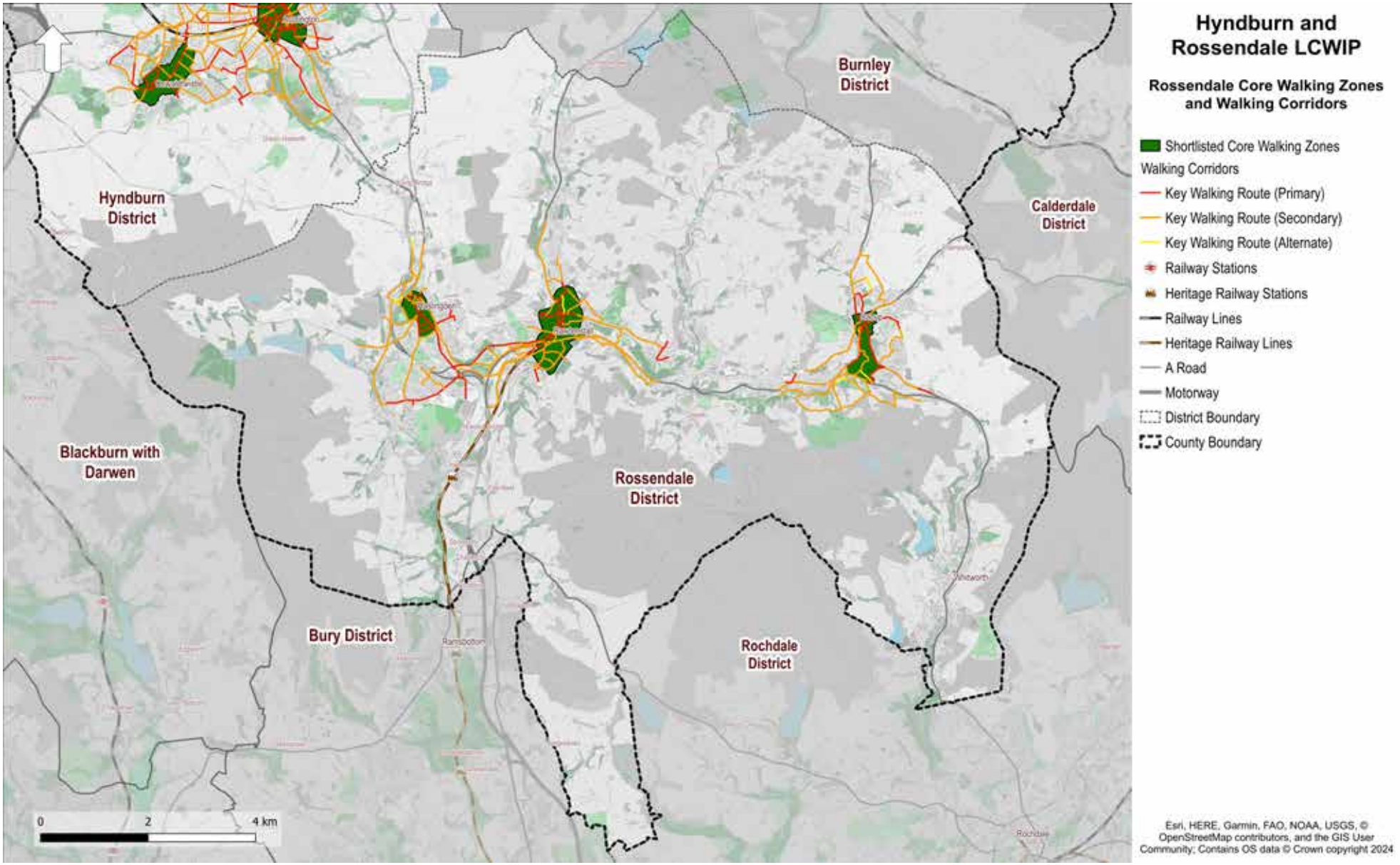

Figure 77. Rossendale CWZ and walking corridors

Core Walking Zone 2: Accrington town centre

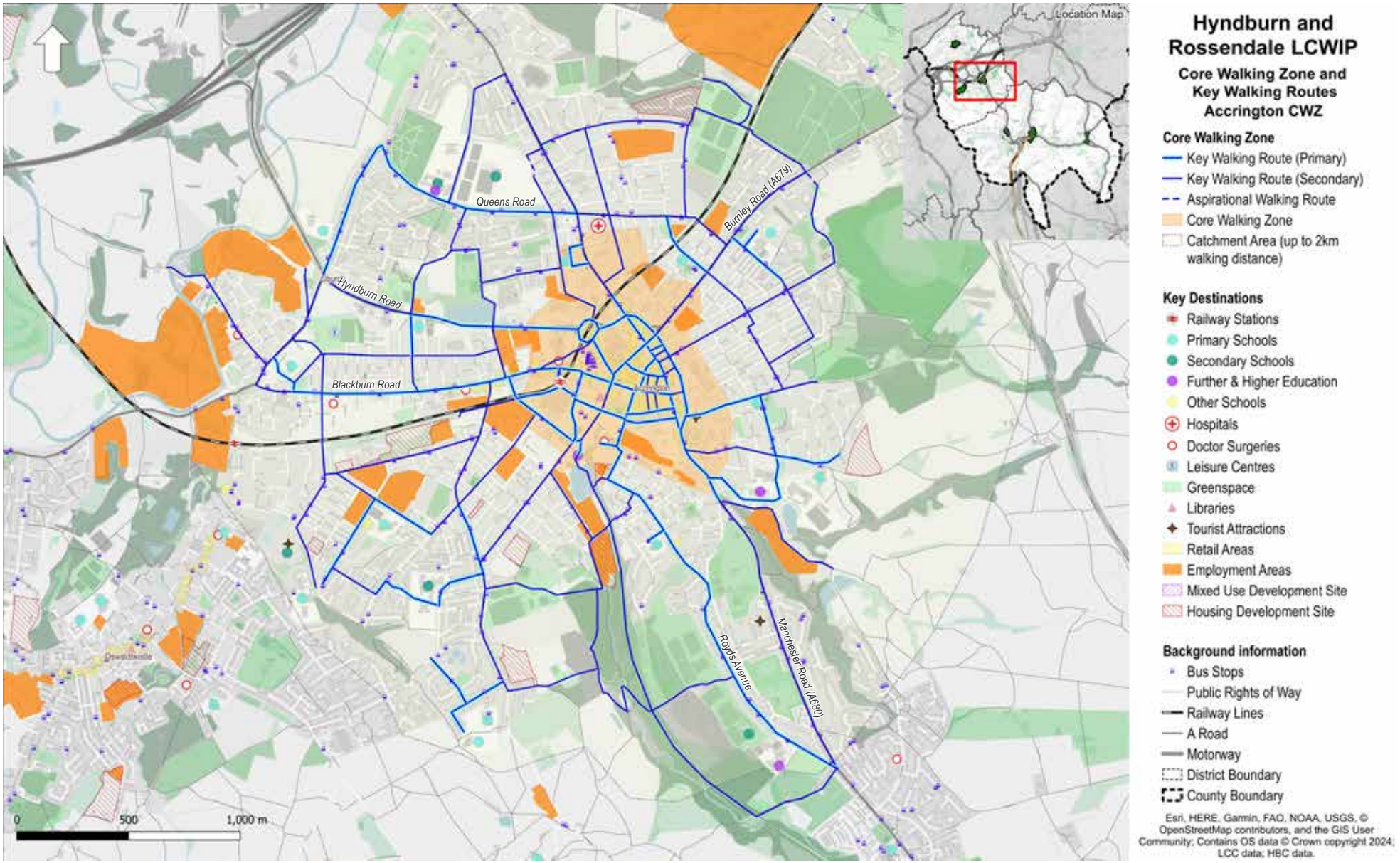

Figure 78. Accrington town centre (CWZ 2)

6.3.2. Accrington Town Centre (CWZ 2)

This town centre is centred around Blackburn Road, A680, A679, Queens Road, B237, Willows Lane and B6231, which include shopping, dining, and other services. Other destinations within the CWZ include Accrington Railway Station, Accrington Bus Station, Accrington Library, Accrington Skatepark, Accrington Pals Primary Health Care Centre, Accrington Town Hall, Accrington Victoria Community Hospital, The Waterside Centre, Accrington St Mary Magdalens Church of England Primary School and existing employment areas such as Perseverance Mill/Lower Grange Mill, Union Street Garage, Richmond Industrial Estate, Site at Hindle Street, Argyle Street Works, Volvo Garage at Sydney Street, CK Plastics.

Other key destinations within 2km of CWZ include Haworth Art Galleries, Hyndburn Leisure Centre, Stanley Sports Hub, Fern Gore Recreation Ground, Gatty Park, Milnshaw Park, Accrington Riding Centre, King George V Recreation Ground, Haworth Park, Oak Hill Park, Bullough Park, Peel Park, various educational facilities i.e., schools[1] and existing employment areas such as Caligen Foam at Shop Lane, Woodnook Works, Victoria Works, Royal Mill, Lodge Mill, Globe Works at Richmond Street, Fairfield House, Springhill Works, Albion Mill, Churchbridge Works, Hambledon Mill, Huncoat Business Park, Queens Mill at Penny House Lane. There are also some small and moderate size development sites south and north of the CWZ.

6.3.2.1. Potential Key Issues

- Severance between areas caused by railway line, A679 (Hyndburn Road and Blackburn Road), A680 (Whalley Road and Manchester Road).
- Footway parking on several key walking routes.
- Car dominance within the town centre.
- Car dominance along the main roads through the CWZ.
- Narrow streets within the CWZ, which constrain potential options for improvements.
- Extensive on-street parking contributes to a car-dominant environment.
- Existing footway surface quality and accessibility.

6.3.2.2. Potential Opportunities and Walking Infrastructure Interventions

- Investigate potential need for traffic calming measures to support existing 20mph speed limits.
- Investigate opportunities for 'school streets' and other measures to improve road safety and encourage walking and cycling to school.
- Incorporate improvements to existing cycle corridor parallel to A679 & A608 along with to existing National Cycling Corridor (NCN) Route-6, traversing through the CWZ.
- Consider enforcing 20mph speed limit within the town centre, where exclusive retail area is concentrated.
- Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic, prioritise pedestrian movement and support the new Highway Code.
- Consider strategies to reduce car dominance along Blackburn Road, Whalley Road, Abbey Street, Union Road (B6231), Queens Road, Eastgate and Manchester Road (A608), such as reallocating space from existing wide carriageway (wider lane or on-street parking) to introduce kerb buildouts to support informal crossing opportunities or parklets to widen the public realm.
- Consider potential Safer, Greener, Healther Streets (SGHS) measures or bus gate on Blackburn Road, Fairfield Street and Park Road to reduce traffic flows at retail area/ school and prioritise the road as a sustainable travel corridor.

1 The Hollins High School and Technology College, Accrington Woodnook Primary School, Accrington Lee Royd Nursery School, St Anne and St Joseph's Roman Catholic Primary School, Accrington Benjamin Hargreaves Church of England Primary School, Peel Park Primary School, Accrington St John with St Augustine Church of England Primary School, Accrington Academy Sixth Form, Accrington St Christophers Church of England High School, Church St Nicholas Church of England Primary School, Accrington Hyndburn Park Primary School, Sacred Heart Roman Catholic Primary School, Fairfield Nursery School, Accrington Spring Hill Primary School, Oswaldtwistle St Mary's Roman Catholic Primary School, Rhyddings Business and Enterprise School

- Consider a network of mobility hubs across the CWZ to encourage uptake of active travel modes and support place-making.
- Consider public realm improvements to improve connectivity and natural wayfinding within main retail area.
- Consider modifications to the junctions of A6185/Manor Pl/A679/Henry Street, B6231/ Queens Road/B6231, A680/Grange Lane/A680, A680/Adelaide Street/A680/Spring Gardens and Eastgate/Plantation Street/A680/Oak Street to improve access for pedestrians and reduce car dominance, such as tightening the junction (reduce kerb radii) and widening the footways / public realm, bus gate, and/or vehicle turn movement restrictions to reduce vehicle traffic.
- Review / prohibit footway parking to allow sufficient space for pedestrians, including wheelchair users, prams, etc.
- Review potential need for controlled crossings at Queens Road, Blackburn Road, A680 and A679 to mitigate severance.
- Review desire lines and potential need for additional crossing points, particularly along the key walking routes within the CWZ and linking to other key destinations.
- Review accessibility throughout the CWZ and provide appropriate tactile paving, drop kerbs, etc.
- Review / improve accessibility at bus stops.
- Investigate potential need for traffic calming measures to support existing 20mph speed limits.
- Incorporate improvements for cycle corridors 1, 2 and 12, which traverse the CWZ.

Core Walking Zone 5: Oswaldtwistle town centre

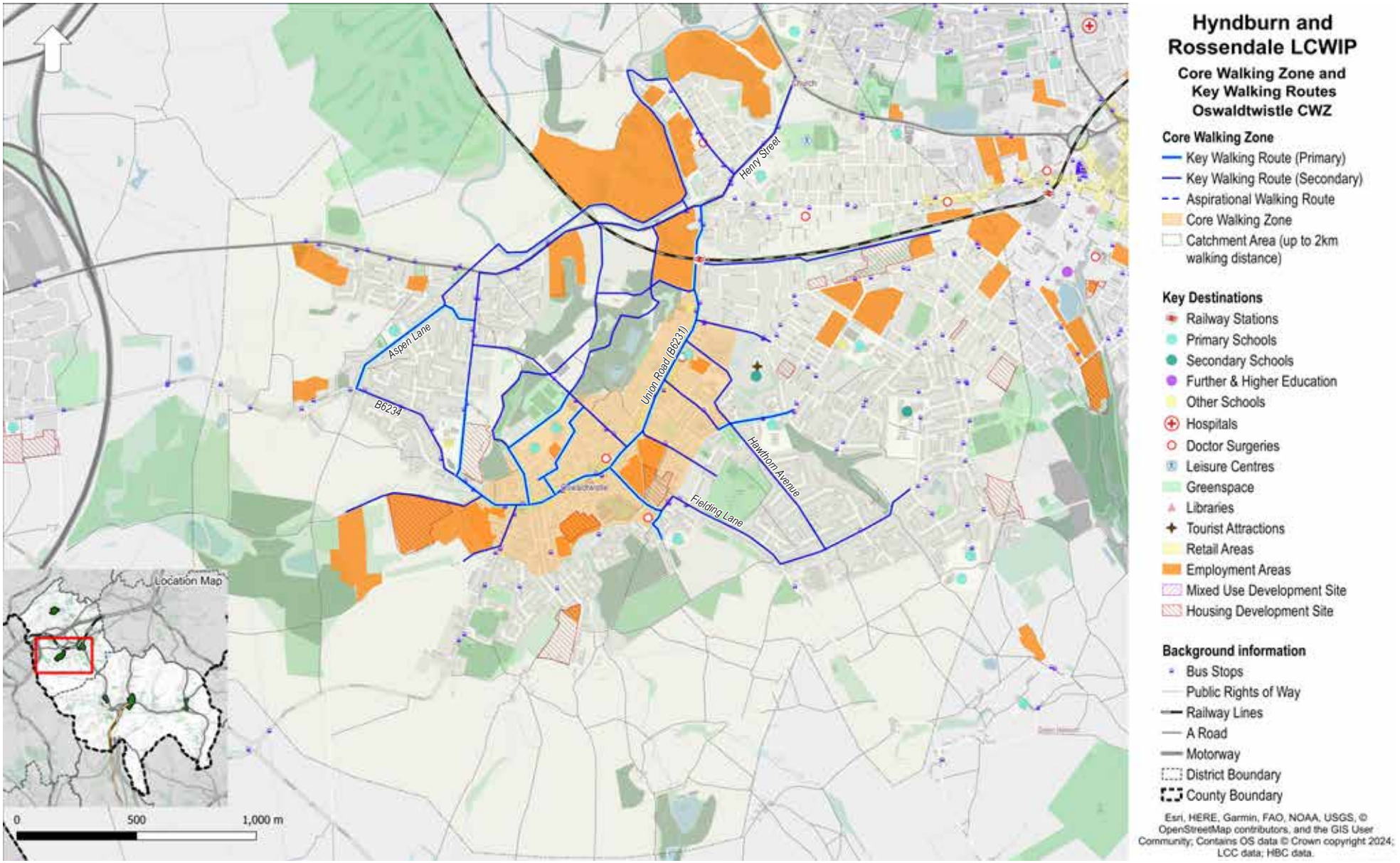

Figure 79. Oswaldtwistle town centre (CWZ 5)

6.3.3. Oswaldtwistle Town Centre (CWZ 5)

This town centre is centred around B6231, B6234, Blackburn Road and Thwaites Road, which include shopping, dining, and other services. Other destinations within the CWZ include Oswaldtwistle Branch Library, Oswaldtwistle Moor End Community Primary School, Oswaldtwistle St Andrews Church of England Primary School, Oswaldtwistle St. Paul's Church of England Primary School, Oswaldtwistle School, and existing employment areas such as Brookside Industrial Estate, Coronation Mill at Victoria Street, Stonebridge Mill at Mill Street, Rhyddings Works, Mill at Dunnyshop.

Other key destinations within 2km of CWZ include Church & Oswaldtwistle Railway Station, Oswaldtwistle Mills, Hyndburn Leisure Centre, Bullough Park, Jackhouse Nature Reserve, Foxhill Bank Nature Reserve, Rhyddings Park, various educational facilities i.e., schools[1] and existing employment areas such as Former Chemical Works at Brookside Lane, Builders Compound at Roe Greave Road, Springhill Works at Exchange Street, Fairfield House, Globe Works at Richmond Street, Richmond Industrial Estate, Alliance Business Centre, Dale Street Works, Churchbridge Works, Aero Mill, Albion Mill, Blythens, Site near White Ash Bridge, West End Business Park, Peek Fold Mill. There are also some moderate size development sites south and east of the CWZ.

6.3.3.1. Potential Key Issues

- Severance between areas caused by railway line, B6231, B6234, Thwaites Road and A679.
- Footway parking on several key walking routes
- B6231 and B6234 are major road creating severance issues and potential barriers to pedestrian connectivity to the north and south.
- Car dominance within the town centre
- Car dominance along the main roads through the CWZ.
- Narrow streets within the CWZ, which constrain potential options for improvements.
- Extensive on-street parking contributes to a car-dominant environment.
- Existing footway surface quality and accessibility.

6.3.3.2. Potential Opportunities and Walking Infrastructure Interventions

- Investigate potential need for traffic calming measures to support existing 20mph speed limits.
- Investigate opportunities for 'school streets' and other measures to improve road safety and encourage walking and cycling to school.
- Incorporate improvements to existing cycle corridor National Cycling Corridor (NCN) Route-6, traversing through the CWZ in north.
- Consider enforcing 20mph speed limit within the town centre, where exclusive retail area is concentrated.
- Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic, prioritise pedestrian movement and support the new Highway Code.
- Consider strategies to reduce car dominance along B6231, B6234, Aspen Lane and Thwaites Road, such as reallocating space from existing wide carriageway (wider lane or on-street parking) to introduce kerb buildouts to support informal crossing opportunities or parklets to widen the public realm.
- Consider potential Safer, Greener, Healther Streets (SGHS) measures or bus gate on B6231 to reduce traffic flows at town centre and prioritise the road as a sustainable travel corridor.
- Consider a network of mobility hubs across the CWZ to encourage uptake of active travel modes and support place-making.

1 Oswaldtwistle Hippings Methodist Primary School, Oswaldtwistle White Ash School, Oswaldtwistle West End Primary School, St Mary's Roman Catholic Primary School, Rhyddings Business & Enterprise School, Mount Carmel Roman Catholic High School, Accrington Spring Hill Primary School, Fairfield Nursery School, Sacred Herat Roman Catholic Primary School, Church St Nicholas Church of England Primary School

- Consider public realm improvements to improve connectivity and natural wayfinding within main retail area.
- Consider modifications to the junctions of Hargreaves Road/Stanhill Lane/B6234, A679/ Thwaites Road/A679, B6234/Bury Street/ B6231/New Lane (B6231), B6231/Harvey Street/ B6231, B6231/Rhyddings Street/B6231, A679/ B6231/A679 to improve access for pedestrians and reduce car dominance, such as tightening the junction (reduce kerb radii) and widening the footways / public realm, bus gate, and/or vehicle turn movement restrictions to reduce vehicle traffic.
- Review / prohibit footway parking to allow sufficient space for pedestrians, including wheelchair users, prams, etc.
- Review potential need for controlled crossings at B6231, B6234, A679 and Thwaites Road to mitigate severance.
- Review desire lines and potential need for additional crossing points, particularly along the key walking routes within the CWZ and linking to other key destinations.
- Review accessibility throughout the CWZ and provide appropriate tactile paving, drop kerbs, etc.
- Review / improve accessibility at bus stops.

Core Walking Zone 6: Great Harwood town centre

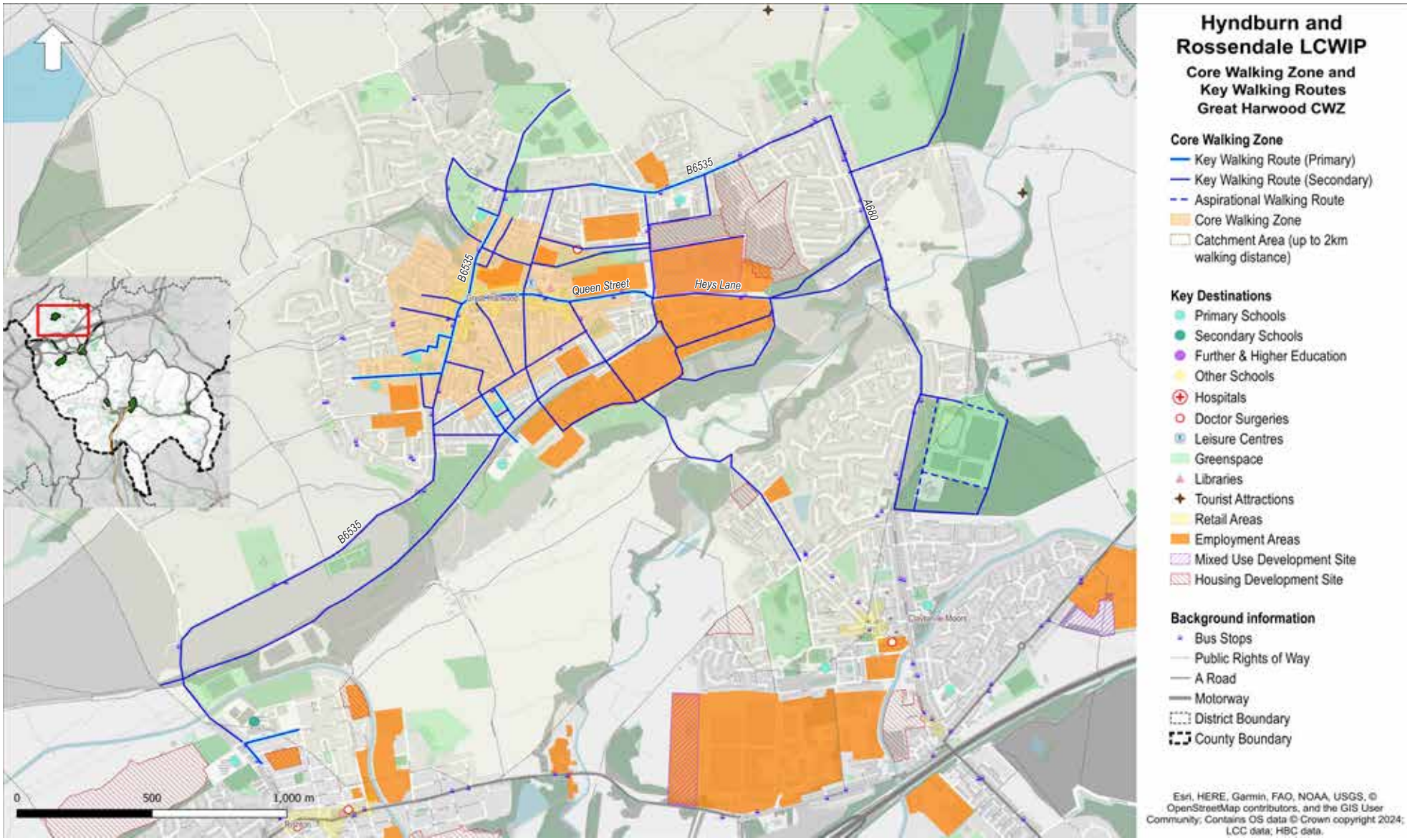

Figure 80. Great Harwood town centre (CWZ 6)

6.3.4. Great Harwood Town Centre (CWZ 6)

This town centre is centred around B6535 (Lee Lane, Blackburn Road, Church Street, Park Lane, Harwood Lane, Harwood New Road), Blackburn Old Road, Cliffe Lane, Queen Street and St. Huberts Road, which include shopping, dining, and other services. Other destinations within the CWZ include Great Harwood Primary School, St Wulstans Roman Catholic Primary School, Great Harwood St. Bartholomews Parish Church of England Voluntary Aided Primary School, Great Harwood Neighbourhood Centre, Mercer Hall Leisure Centre, Waverledge Business Park, St Lawrence Mill Employment Area, Albion Mill Employment Area, New Plough Yard Employment Area, Metflex Employment Area.

Other key destinations within 2km of CWZ include Lee Valley Golf Range, Wilson's Playing Fields, Great Harwood Bowling and Cricket Club, Memorial Park, Great Harwood Rovers Football Club, Mercer Park, educational facilities such as The Hyndburn Academy, Great Harwood St. Johns Church of England Primary School, Our Lady & St Huberts Roman Catholic Primary School and existing employment areas located at Wheatfield Mill, Wheatfield Street; North Parker Street, Rishton; Bridgefield Mills, Spring Street South, Rishton; Willow Mill, Lower Barnes Street, Clayton-le-Moors; Land off Harwood Lane, Great Harwood; Abbatoir Site, Wood Street, Great Harwood; Windsor Road, Great Harwood; Premier Mill, Waverledge Street, Great Harwood; and Heys Lane Business Park, Great Harwood. There are also some moderate size development sites east of the CWZ.

6.3.4.1. Potential Key Issues

- Severance between areas caused by B6535 and Queen Street.
- High street area dominated by vehicle traffic and on-street parking.
- Footway parking on several key walking routes.
- Car dominance along the main roads through the CWZ.
- Narrow streets within the CWZ, which constrain potential options for improvements.
- Wide carriageway along B6535, creating longer crossings and encouraging higher traffic speeds.
- 'Harsh' character of streetscape, potential to refresh footways/public realm.
- Extensive on-street parking contributes to a car-dominant environment.
- Existing footway surface quality and accessibility.

6.3.4.2. Potential Opportunities and Walking Infrastructure Interventions

- Investigate potential need for traffic calming measures to support existing 20mph speed limits.
- Investigate opportunities for 'school streets' and other measures to improve road safety and encourage walking and cycling to school, such as at Our Lady & St Huberts Roman Catholic Primary School, Great Harwood Primary School, Great Harwood St Bartholomews Parish Church of England Primary School.
- Incorporate improvements to existing cycle corridors on Lee Lane (B6535), Route-68 on Hyndburn Greenway, which traverse the CWZ.
- Consider enforcing 20mph speed limit within the town centre, where exclusive retail area is concentrated.
- Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic, prioritise pedestrian movement and support the new Highway Code.
- Consider strategies to reduce car dominance along B6535 and Queen Street, such as reallocating space from existing wide carriageway (wider lane or on-street parking) to introduce kerb buildouts to support informal crossing opportunities or parklets to widen the public realm.

- Consider potential Safer, Greener, Healther Streets (SGHS) measures or bus gate on Queen Street to reduce traffic flows near the schools and prioritise the road as a sustainable travel corridor.
- Consider a network of mobility hubs across the CWZ to encourage uptake of active travel modes and support place-making.
- Consider public realm improvements to improve connectivity and natural wayfinding within main retail area.
- Consider modifications to the junctions of the B6535/Cliffe Lane/B6535 mini roundabout, B6535/Delph Road/B6535/Queen Street double mini roundabout, Queen Street/Park Road/ Heys Lane/Station Road mini roundabout, B6535/A680/A680 T-junction, Cliffe Lane/ Grange Avenue/Cliffe Lane/Lowerfold Road to improve access for pedestrians and reduce car dominance, such as tightening the junction (reduce kerb radii) and widening the footways / public realm, bus gate, and/or vehicle turn movement restrictions to reduce vehicle traffic.
- Consider interventions at B6535 near Great Harwood Town Hall and Queen Street to enhance pedestrian priority, improve access to neighbourhood retail area, and improve the public realm, such as changes to vehicle circulation (e.g., one-way, access restrictions, restricting turn movements), carriageway narrowing, and use of materials to differentiate space for pedestrians and vehicles.
- Review / prohibit footway parking to allow sufficient space for pedestrians, including wheelchair users, prams, etc.
- Review potential need for controlled crossings at the B6535 and Queen Street to mitigate severance.
- Review desire lines and potential need for additional crossing points, particularly along the key walking routes within the CWZ and linking to other key destinations.
- Review accessibility throughout the CWZ and provide appropriate tactile paving, drop kerbs, etc.
- Review / improve accessibility at bus stops.

Core Walking Zone 1: Rawtenstall town centre

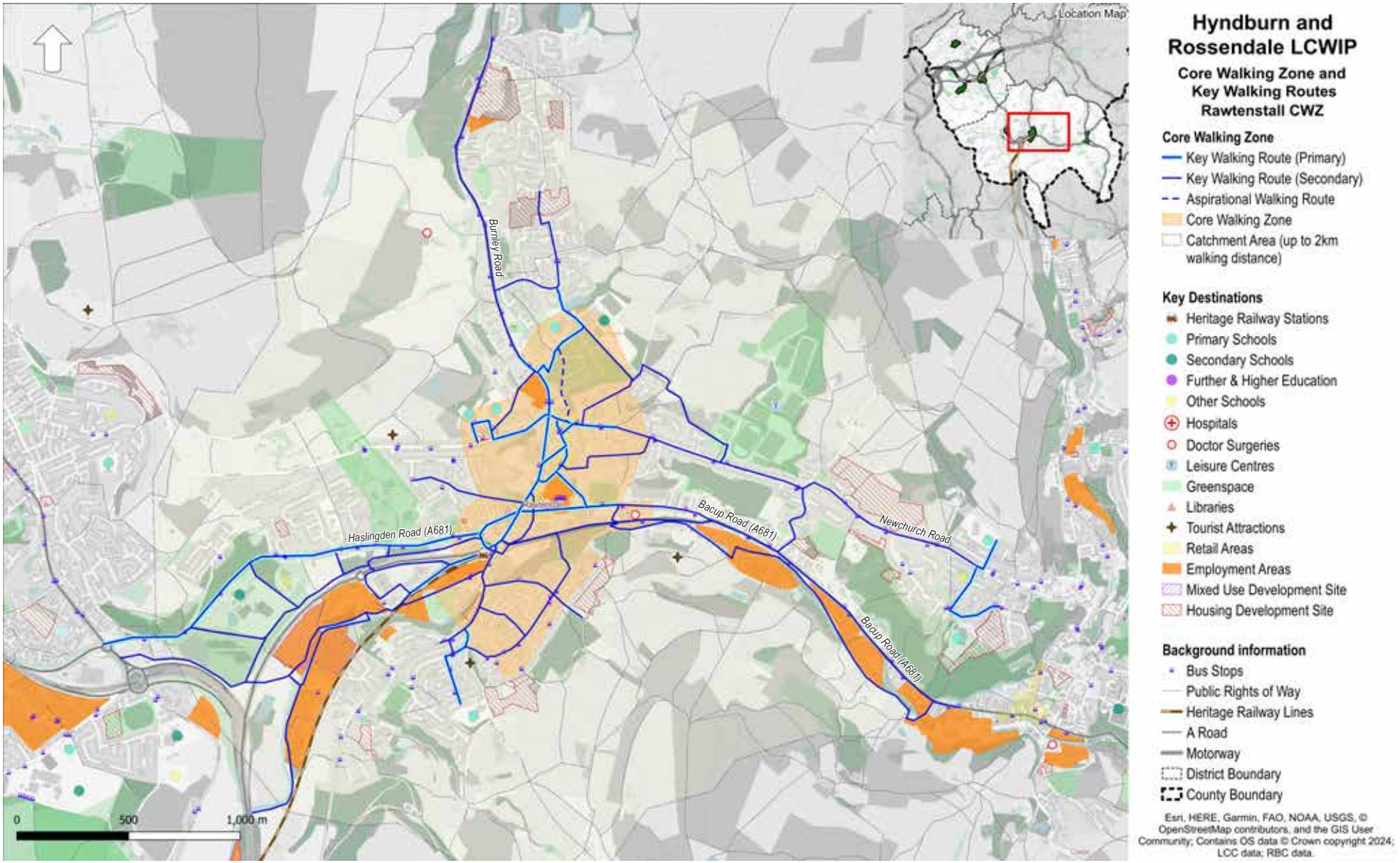

Figure 81. Rawtenstall town centre (CWZ 1)

6.3.5. Rawtenstall Town Centre (CWZ 1)

This CWZ is centred around A682, Haslingden Old Road (A681), Bacup Road (A681), Newchurch Road and Bury Road, which include shopping, dining, and other services. Other destinations within the CWZ include Rawtenstall Branch Library, East Lancashire Railway-Rawtenstall Station, Rossendale Primary Health Care Centre, Rawtenstall Bus Station, St Mary's Rawtenstall Church of England Primary School, St James The Less Roman Catholic Primary School, Rawtenstall St Paul's Constable Lee Church of England Primary School, Alder Grange School, and the employment area at Robert Street and New Hall Hey Road.

Other key destinations within 2km of CWZ include Weavers Cottage, Whitaker Museum & Park, Marl Pits Leisure Centre, Fairview Recreation Ground, Broadleys Garden, educational facilities such as Rawtenstall Balladen Community Primary School, All Saint's Roman Catholic High School, Rawtenstall Cribden House Community Special School, and existing employment areas such as Riverside Business Park, Kings Cloughfold, Myrtle Grove, Warth Mill and the retail and business part at New Hall Hey. There are also some moderate size development sites north, east and south of the CWZ.

6.3.5.1. Potential Key Issues

- Severance between areas caused by railway line, A682, A681 and Bury Road.
- Footway parking on several key walking routes.
- A682 and railway line are major road creating severance issues and potential barriers to pedestrian connectivity to the east and west.
- Car dominance within the town centre.
- Car dominance along the main roads through the CWZ.
- Narrow streets within the CWZ, which constrain potential options for improvements.
- Partial, one-way gyratory system around the town centre (near retail area), parts of which are two/three-lanes and can contribute to a feeling of car dominance.
- Extensive on-street parking contributes to a car-dominant environment.
- Existing footway surface quality and accessibility.

6.3.5.2. Potential Opportunities and Walking Infrastructure Interventions

- Investigate potential need for traffic calming measures to support existing 20mph speed limits.
- Investigate opportunities for 'school streets' and other measures to improve road safety and encourage walking and cycling to school, such as at Rawtenstall Balladen Community Primary School and Rawtenstall St Pauls Constable Fee Church of England Primary School.
- Incorporate improvements to existing cycle corridor Route-661 running parallel to A681, and traversing through the CWZ in south-west.
- Consider enforcing 20mph speed limit within the town centre, where exclusive retail area is concentrated.
- Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic, prioritise pedestrian movement and support the new Highway Code.
- Consider strategies to reduce car dominance along A682, Newchurch Road, Haslingden Old Road, A681, Bacup Road and Bury Road, such as reallocating space from existing wide carriageway (wider lane or on-street parking) to introduce kerb buildouts to support informal crossing opportunities or parklets to widen the public realm.
- Consider potential Safer, Greener, Healther Streets (SGHS) measures or bus gate on Bank Street and Bacup Road to reduce traffic flows at town centre and prioritise the road as a sustainable travel corridor.

- Consider a network of mobility hubs across the CWZ to encourage uptake of active travel modes and support place-making.
- Consider public realm improvements to improve connectivity and natural wayfinding within main retail area.
- Consider modifications to the junctions of St Mary's Way/Holly Mount Way/St Mary's Way/ Bank Street, St Mary's Way/Haslingden Old Road/A682/Newchurch Road to improve access for pedestrians and reduce car dominance, such as tightening the junction (reduce kerb radii) and widening the footways / public realm, bus gate, and/or vehicle turn movement restrictions to reduce vehicle traffic.
- Review / prohibit footway parking to allow sufficient space for pedestrians, including wheelchair users, prams, etc.
- Review potential need for controlled crossings at A682, Newchurch Road, Bury Road and A681 to mitigate severance.
- Review desire lines and potential need for additional crossing points, particularly along the key walking routes within the CWZ and linking to other key destinations.
- Review accessibility throughout the CWZ and provide appropriate tactile paving, drop kerbs, etc.
- Review / improve accessibility at bus stops.

Core Walking Zone 3: Bacup town centre

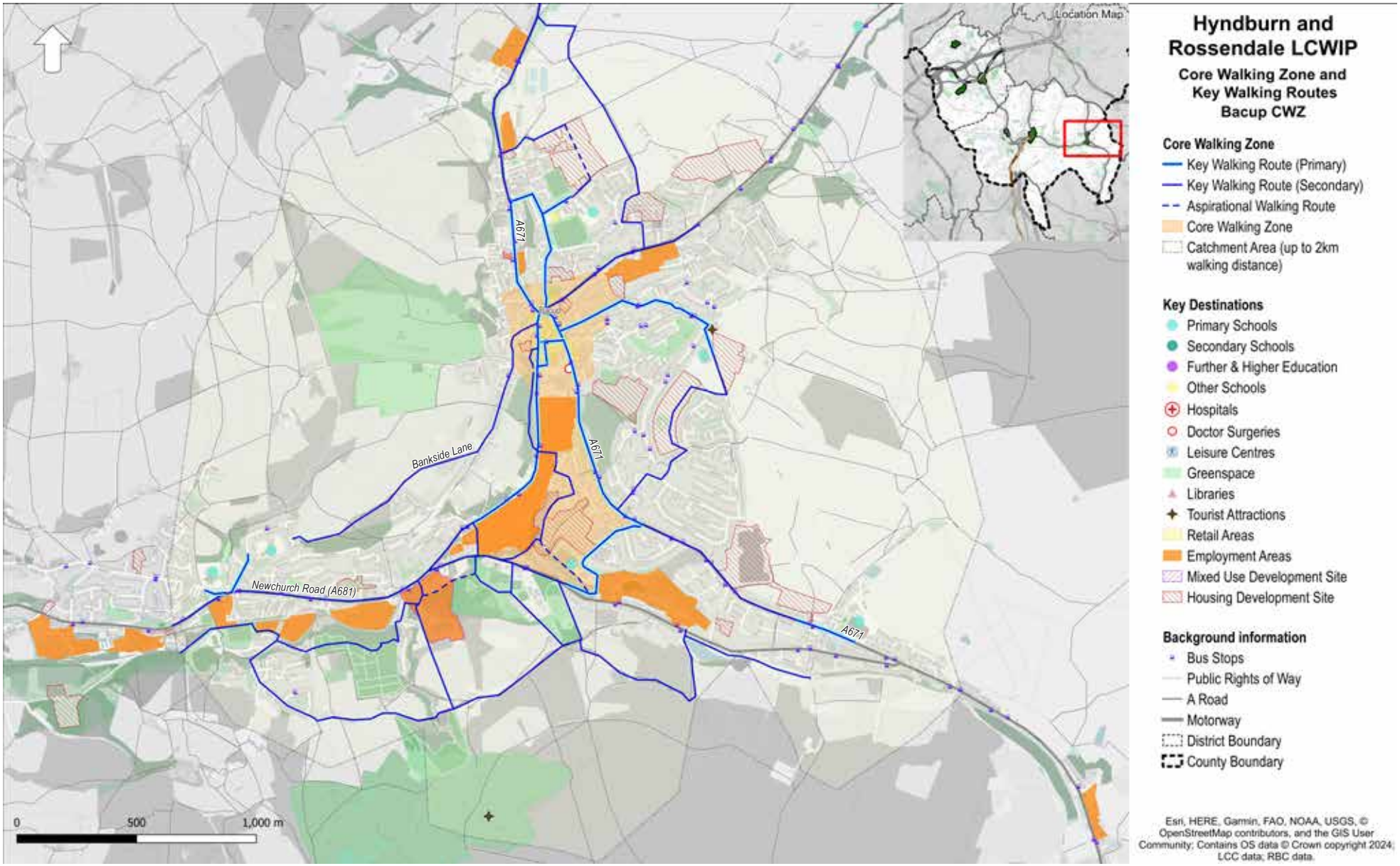

Figure 82. Bacup town centre (CWZ 3)

6.3.6. Bacup Town Centre (CWZ 3)

This CWZ is centred around Blackburn Road (B6535), Market Street (A681), New Line (A6066), Rochdale Road (A671) and partial lengths of South Street, Lanehead Lane and Burnley Road, which include shopping, dining and other services. Other destinations within the CWZ include Bacup St. Saviour's Community Primary School, Bacup Primary Health Care Centre, Bacup Branch Library and Henrietta Street Existing Employment Area.

Other key destinations within 2km of CWZ include Bacup Museum; educational facilities such as Bacup Holy Trinity Stacksteads Church of England Primary School, St Joseph Roman Catholic Primary School Stacksteads, Bacup Britannia Community Primary School, Bacup St Mary's Roman Catholic Primary School, Bacup Thorn Primary School, Bacup Nursery School; existing employment areas of The Sidings, Ormerods, Acre Mill Road, Toll Bar Business Park, Beech Industrial Estate, Beta Burnley Road, Waterside Mill, Burnley Road near Meadows Avenue, Broad Clough; and Mixed Use Allocations of Futures Park and Waterside Mill. There are some moderate size development sites north, south and east of the CWZ.

6.3.6.1. Potential Key Issues

- Severance between areas caused by A roads (A671, A681, A6066).
- High street area dominated by vehicle traffic and on-street parking.
- Footway parking on several key walking routes.
- Car dominance along the main roads through the CWZ.
- Narrow streets within the CWZ, which constrain potential options for improvements.
- Wide carriageway along all A roads (A681, A6066, A671), creating longer crossings and encouraging higher traffic speeds.
- General street clutter, 'harsh' character of streetscape, potential to refresh footways/ public realm.
- Extensive on-street parking contributes to a car-dominant environment.
- Existing footway surface quality and accessibility.

6.3.6.2. Potential Opportunities and Walking Infrastructure Interventions

- Investigate potential need for traffic calming measures to support existing 20mph speed limits.
- Investigate opportunities for 'school streets' and other measures to improve road safety and encourage walking and cycling to school, such as at Bacup Thorn Primary School, Bacup Holy Trinity Stacksteads Church of England Primary School, St Joseph Roman Catholic Primary School Stacksteads , Bacup Britannia Community Primary School and Bacup St. Mary's Roman Catholic Primary School.
- Incorporate improvements to existing cycle corridors Route-661 (VoS Cutler Lane and VoS Lee Quarry) 11 and 25, which traverse the CWZ.
- Consider enforcing 20mph speed limit within the town centre, where exclusive retail area is concentrated.
- Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic, prioritise pedestrian movement and support the new Highway Code.

- Consider strategies to reduce car dominance along A681 (Market Street) and A671 (Rochdale Road), such as reallocating space from existing wide carriageway (wider lane or on-street parking) to introduce kerb buildouts to support informal crossing opportunities or parklets to widen the public realm.
- Consider potential Safer, Greener, Healther Streets (SGHS) measures or bus gate on A671 (Rochdale Road) to reduce traffic flows near the schools and prioritise the road as a sustainable travel corridor.
- Consider a network of mobility hubs across the CWZ to encourage uptake of active travel modes and support place-making.
- Consider public realm improvements to improve connectivity and natural wayfinding within main retail area.
- Consider modifications to the junctions of the A6066 (New Line)/A681 (Newchurch Road)/ A681 (Newchurch Road) and A6066 (New Line)/ A671 (Rochdale Road)/A671 (Rochdale Road) to improve access for pedestrians and reduce car dominance, such as tightening the junction (reduce kerb radii) and widening the footways / public realm, bus gate, and/or vehicle turn movement restrictions to reduce vehicle traffic.
- Consider interventions at Burnley Road/ Yorkshire Street/A4671/Market Street (A981) to enhance pedestrian priority, improve access to neighbourhood retail area, and improve the public realm, such as changes to vehicle circulation (e.g., one-way, access restrictions, restricting turn movements), carriageway narrowing, and use of materials to differentiate space for pedestrians and vehicles.
- Review / prohibit footway parking to allow sufficient space for pedestrians, including wheelchair users, prams, etc.
- Review potential need for controlled crossings of the A681 and A671 to mitigate severance
- Review desire lines and potential need for additional crossing points, particularly along the key walking routes within the CWZ and linking to other key destinations.
- Review accessibility throughout the CWZ and provide appropriate tactile paving, drop kerbs, etc.
- Review / improve accessibility at bus stops.
- Review existing wayfinding and consider potential updating, such as providing totems.

Core Walking Zone 4: Haslingden town centre

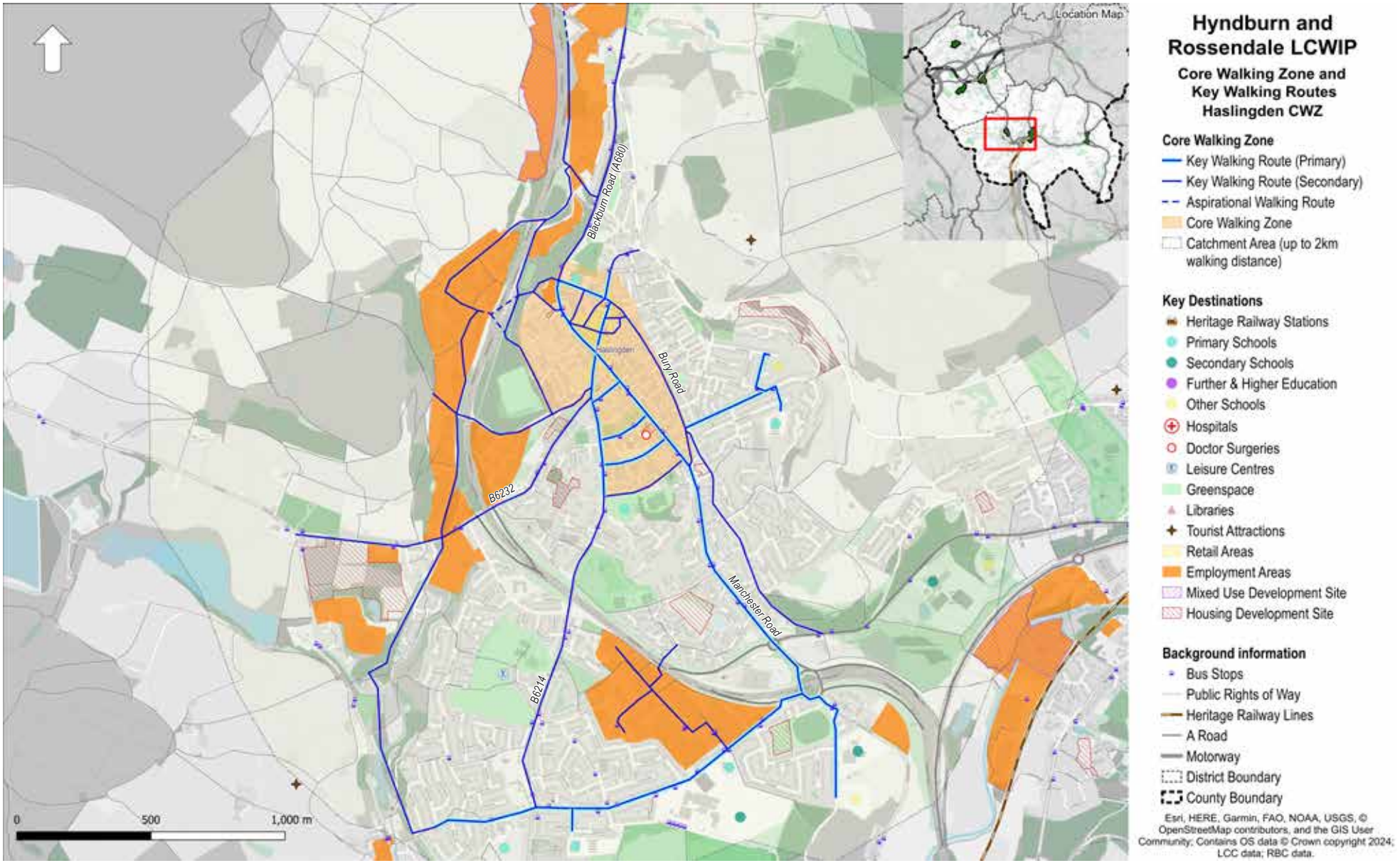

Figure 83. Haslingden town centre (CWZ 4)

6.3.7. Haslingden Town Centre (CWZ 4)

This town centre is centred around Helmshore Road (B6214), Deardengate (B6232), Manchester Road (A680) and Blackburn Road (A680), which include shopping, dining, and other services. Other destinations within the CWZ include Haslingden St James Church of England Primary School, Primary Mill Business Centre, Memorial Garden and Haslingden Branch Library.

Other key destinations within 2km of CWZ include Helmshore Mills Textile Museum, Hall Park, The Halo Panopticon, Pit Head Pocket Park, St Mary's Community Sports Club, Victoria Park, Haslingden Leisure Centre near Helmshore Road, educational facilities such as Haslingden Helmshore Primary School, St Veronicas Roman Catholic Primary School at Helmshore, Haslingden High School and Sixth Form, Haslingden Broadway Primary School, Rossendale Tor View School, Haslingden Primary School, St Mary's Roman Catholic Primary School at Haslingden, All Saint's Roman Catholic High School, Rawtenstall Cribden House Community Special School; and existing employment areas such as Knowsley Road Industrial Estate, Site at Land off Manchester Road (Solomons), Solomon's Site, The Courtyard, Carrs Industrial Estate, Three Point Business Park, Grove Mill at Commerce Street, Large Site at Hud Hey. There are also some moderate size development sites south-west & east of the CWZ.

6.3.7.1. Potential Key Issues

- Severance between areas caused by A56 (Haslingden Bypass), A680 (Manchester Road), A680 (Blackburn Road) B6214 (Helmshore Road).
- High street area dominated by vehicle traffic and on-street parking.
- Footway parking on several key walking routes.
- A56 (Haslingden Bypass) is major road creating severance issues and potential barriers to pedestrian connectivity to the north and south.
- Car dominance within the town centre.
- Car dominance along the main roads through the CWZ.
- Narrow streets within the CWZ, which constrain potential options for improvements.
- Partial, one-way gyratory system around the town centre, parts of which are two-lane and can contribute to a feeling of car dominance.
- 'Harsh' character of streetscape, potential to refresh footways/public realm.
- Extensive on-street parking contributes to a car-dominant environment.
- Existing footway surface quality and accessibility.

6.3.7.2. Potential Opportunities and Walking Infrastructure Interventions

- Investigate potential need for traffic calming measures to support existing 20mph speed limits.
- Investigate opportunities for 'school streets' and other measures to improve road safety and encourage walking and cycling to school, such as at Haslingden St James Church of England Primary School, St Veronicas Roman Catholic Primary School at Helmshore, Haslingden Helmshore Primary School, Haslingden Broadway Primary School.
- Incorporate improvements to existing cycle corridors on Manchester Road (A680) and National Cycling Route-6, which traverse the CWZ.
- Consider enforcing 20mph speed limit within the town centre, where exclusive retail area is concentrated.
- Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic, prioritise pedestrian movement and support the new Highway Code.

- Consider strategies to reduce car dominance along Helmshore Road (B6214) and Manchester Road (A680) and Broadway, such as reallocating space from existing wide carriageway (wider lane or on-street parking) to introduce kerb buildouts to support informal crossing opportunities or parklets to widen the public realm.
- Consider potential Safer, Greener, Healther Streets (SGHS) measures or bus gate on Manchester Road (A680) and Helmshore Road (B6214) to reduce traffic flows at town centre and prioritise the road as a sustainable travel corridor.
- Consider a network of mobility hubs across the CWZ to encourage uptake of active travel modes and support place-making.
- Consider public realm improvements to improve connectivity and natural wayfinding within main retail area.
- Consider modifications to the junctions of the A680/John Street/A680 mini roundabout, A680/Bury Road/A680, B6214/Gregory Fold/ B6214/Broadway, B6214/York Avenue/B6214, to improve access for pedestrians and reduce car dominance, such as tightening the junction (reduce kerb radii) and widening the footways / public realm, bus gate, and/or vehicle turn movement restrictions to reduce vehicle traffic.
- Consider interventions at Manchester Road (A680) and B6232 and Deardengate near central retail area to enhance pedestrian priority, improve access to neighbourhood retail area, and improve the public realm, such as changes to vehicle circulation (e.g., one-way, access restrictions, restricting turn movements), carriageway narrowing, and use of materials to differentiate space for pedestrians and vehicles
- Review / prohibit footway parking to allow sufficient space for pedestrians, including wheelchair users, prams, etc.
- Review potential need for controlled crossings at the Manchester Road (A680) and Helmshore Road (B6214), Broadway, Bury Road and Hillside Road mitigate severance.
- Review desire lines and potential need for additional crossing points, particularly along the key walking routes within the CWZ and linking to other key destinations.
- Review accessibility throughout the CWZ and provide appropriate tactile paving, drop kerbs, etc.
- Review / improve accessibility at bus stops.

6.4 Examples of Pedestrian Infrastructure

The following pages provide examples of types of infrastructure that could be considered in the Hyndburn and Rossendale LCWIP proposals to improve facilities for people walking, as referenced in Section 6.3.

Uncontrolled Crossing
Provide tactile paving and dropped kerbs at side roads and crossing points following the desire lines where the visibility is good and traffic speeds and flows are appropriate to facilitate pedestrian crossings. A refuge island can be provided if the carriageway width allows, enabling a crossing to be made in stages.

Zebra or Parallel Crossing
Provide priority for people walking, wheeling and cycling at a crossing location, minimising the delay for non-motorised users and improving the directness of the route. (*Image: LCC)*

Signalised Crossing
Provides a controlled crossing for people walking and wheeling, improving user comfort and safety, reducing delay for non-motorised users at busy streets where there are limited gaps in traffic, and connecting off-carriageway facilities. (*Image: LCC)*

Raised Table (Side Road Entry Treatment)
Reinforces the Highway Code 2022 update by enhancing priority for people walking and wheeling and making the side road crossing easier and more convenient by maintaining the continuity of the route at footway level. It indicates pedestrian activity, encourages lower traffic speeds, and more driver attention. Variations also referred to as a continuous footway, blended crossing or Copenhagen crossing, as shown above.

Raised Junction
Similar to the raised table, a raised junction reinforces the updated Highway Code (2022) by enhancing priority for the most vulnerable road users, encourages motorists to reduce speeds at a junction, and also provides uncontrolled crossing facilities at all arms of a junction. Proposal to also consider tightening the junction.

One-way System
Reallocates space from the carriageway to footways, public realm, cycle facilities and/or parking. Reduces conflicts at junctions.

Raised Loading/Parking Pad
Reallocates carriageway space to the footway, providing a wider, more comfortable pedestrian environment. The pads may be used for servicing or parking as needed, but allow a more flexible use of space to better accommodate pedestrians and narrow the carriageway.

Review On-street Parking
Ensures footway width is maintained to accommodate wheelchair users, mobility scooters, or prams. Supports a more attractive, accessible and safer walking and wheeling environment; allows safer and easier informal crossings; and improves visibility.

Pedestrian Priority Street
Reduces vehicle dominance of the street and prioritises people walking, wheeling and cycling. Features may include a raised carriageway to provide a more flexible space for all users, distinct materials to delineate space for different users, low traffic speeds, and/or vehicle access restrictions. (*Image: LCC)*

Safer, Greener and Healthier Streets
Residential (primarily) areas with features that increase the comfort, safety and accessibility of walking, wheeling and cycling; create space for community facilities; and reduce the dominance of cars resulting in improved safety, air quality and noise pollution to encourage more walking, cycling and social interactions.

Wayfinding System
Improves the coherence of the walking network, making it easier for people to navigate through the area and encouraging more trips to be taken on foot. A consistent system should be applied town/area-wide.

Modal Filter
Supports a safer, more attractive environment for walking, wheeling and cycling by reducing motor vehicle traffic and permitting more direct, convenient access by foot or by cycle. Modal filters may be configured to permit access by certain vehicles (e.g., emergency vehicles, buses, blue badge holders). (*Image: LCC)*

Places to Rest
A component of 'Healthy Streets' principles, more specific and localised public realm improvements providing a pedestrian friendly environment with places to sit and rest, shelter opportunities, planters and planting offering shade and enhanced public realm.

School Street
Implements timed vehicle access restrictions during school arrival/dismissal times to encourage more pupils to walk and cycle to school and improve the safety, comfort, and attractiveness of these modes. School streets may be configured to permit access by certain vehicles.

Lower Speed Limit
Improves safety for all road users and fosters a more comfortable environment for walking, wheeling and cycling. It should be supported by traffic calming measures, as needed, to make the speed limit self-enforcing. An area-wide policy could be considered rather than changes on a street by street basis.

7. Next Steps

7.1 Next Steps

The Hyndburn and Rossendale LCWIP sets out a long-term strategy for the future active travel network including potential infrastructure to improve conditions for people walking, wheeling and cycling and support a shift from car journeys to sustainable modes. Development of the LCWIP is the first step in the process to support future investment in active travel.

Stages 1 - 4, summarised in this report, developed preferred networks for cycling, walking and wheeling within the Hyndburn and Rossendale study area, with the focus on identifying strategic/primary corridors for cycling and primary core walking zones.

Further steps in the LCWIP development process are anticipated to include:

Prioritisation (stage 5)

Develop a process (e.g., multi-criteria assessment framework (MCAF)) to prioritise the cycle corridors and CWZs and their potential cycling and walking infrastructure measures. This could include information from the data gathering stage (e.g., potential demand), stakeholder feedback and support, alignment with other policies, timescale, cost, existing condition, or other factors.

This stage may also include:

» Continued stakeholder engagement to obtain feedback and input on the LCWIP outputs.
» Audits of the prioritised areas (e.g., using the walking route assessment tool (WRAT), route selection tool (RST), Active Travel England tools) to better understand existing conditions, issues, opportunities, constraints and compliance of potential interventions with best practice design guidance.
» Review and refinement of the initial concepts for potential improvements outlined in stages 3 (Section 5.3) and 4 (Section 6.3), as needed, based on further engagement feedback and information from the audits.

Integration and Application (stage 6)

Integrate the LCWIP into other local planning and transport policies, strategies, and delivery plans. The LCWIP report should be used to support the case for further stages of design, assessment, stakeholder engagement and secure funding to progress interventions for the corridors and areas identified.

As funding becomes available (e.g., Active Travel Fund, Levelling-Up Fund), advance LCWIP proposals through the scheme development and delivery process, including feasibility and preliminary design, detailed design, and implementation.

The LCWIP should be viewed as a 'living document' and reviewed and updated periodically to reflect evolving needs and opportunities. This could be in response to significant changes in local circumstances, such as the publication of new policies or strategies. Additional active travel opportunities may also be identified and incorporated into the LCWIP in response to major new development sites and as walking and cycling networks mature and expand.

8. Appendix

Summary of Cycle Network

Summary of Cycle Network

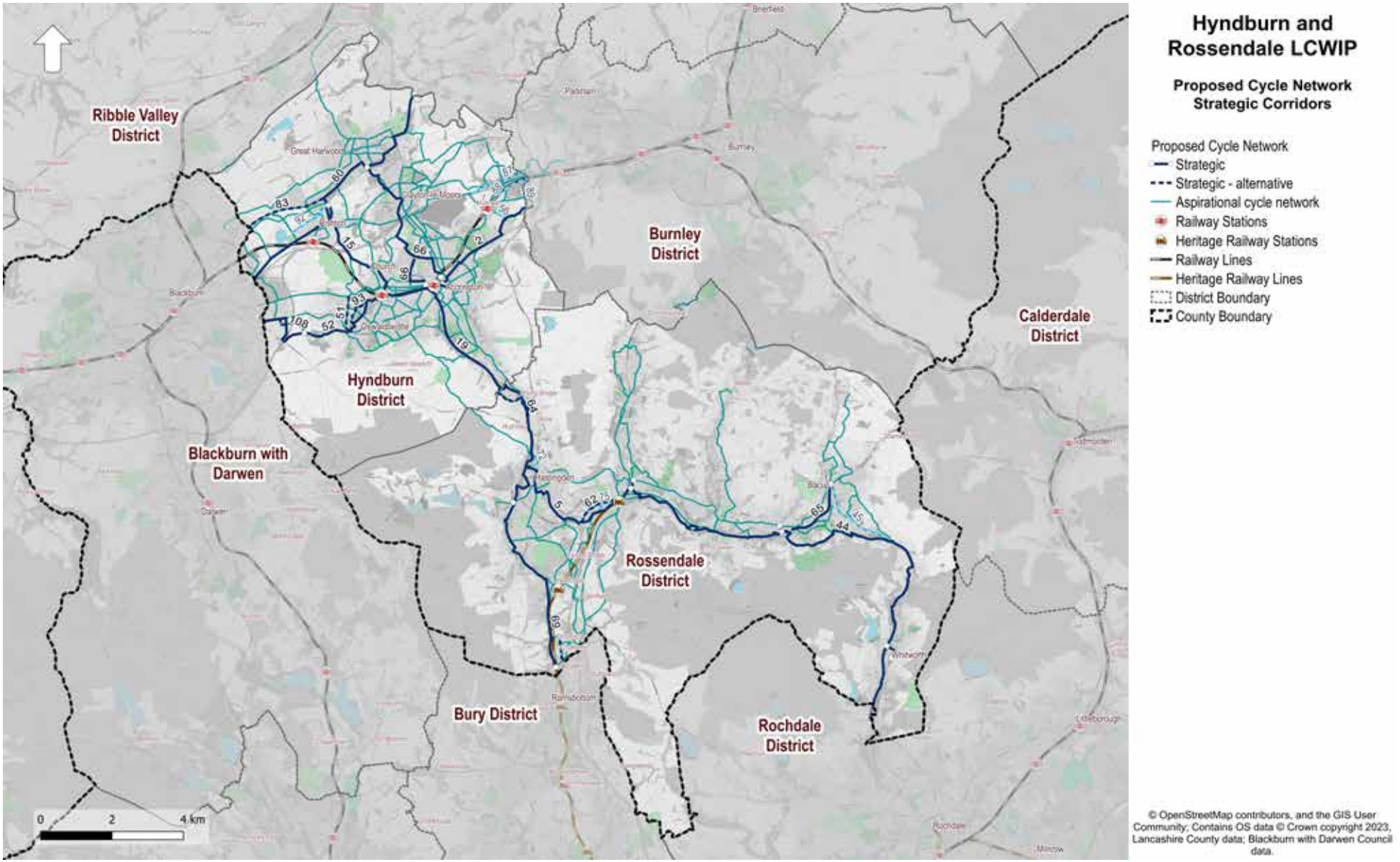

Figure 84. Summary of strategic cycle corridors

Table 22. Summary of strategic cycle corridors

Strategic[1]		
ID	Cycle corridor	Area
2	Accrington to Accrington Bypass	Hyndburn
5	Haslingden to Rawtenstall via A681	Rossendale
15	Leeds and Liverpool Canal	Hyndburn
19	Accrington to Rising Bridge via A860	Rossendale
44	Rawtenstall to Broadley via Valley of Stone	Rossendale
51	Thwaites Road*	Hyndburn
52	Lottice Brook Greenway	Hyndburn
60	Martholme Greenway	Hyndburn
62	Footpath parallel to A682*	Rossendale
64	Rising Bridge Off-Road Alternative*	Hyndburn
65	Bacup via A681	Rossendale
66	Accrington to Great Harwood via Clayton Le-Moors	Hyndburn
69	Helmshore-Ramsbottom	Rossendale
79	Chatterton Road*	Rossendale
83	Martholme Greenway*	Hyndburn
93	White Ash Brook Grennway*	Hyndburn
108	Lottice Brook Greenway*	Hyndburn
112	Waterfoot*	Rossendale

* Routes with the asterisk (*) indicate an alternative alignment to the main corridor

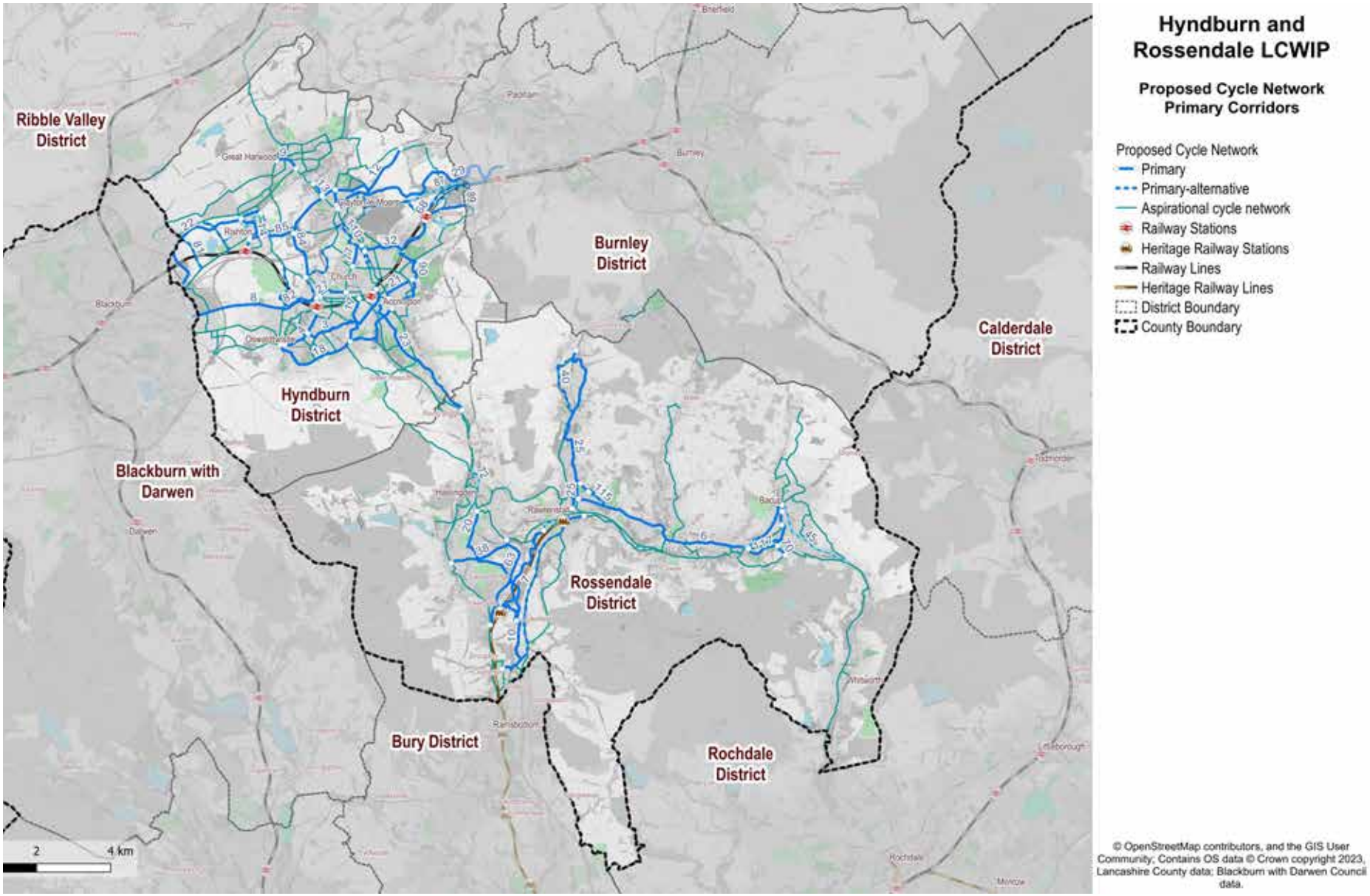

Figure 85. Summary of primary cycle corridors

Table 23. Summary of primary cycle corridors

Primary[1]		
ID	Cycle corridor	Area
3	Accrington to Oswaldtwistle	Hyndburn
4	Union Road	Hyndburn
6	Rawtenstall to Bacup	Rossendale
7	Rawtenstall to Edenfield*	Rossendale
8	Blackburn Road A679	Hyndburn
9	Great Harwood to Clayton-le-Moors	Hyndburn
10	Fish Rake Lane greenway	Rossendale
11	Oakenshaw to Accrington	Hyndburn
12	Oakenshaw to Altham Business Park	Hyndburn
13	Great Harwood to Clayton-le-Moors	Hyndburn
14	Great Harwood to Whitebirk	Hyndburn
17	Willows Lane	Hyndburn
18	Oswaldtwistle to Baxenden	Hyndburn
20	Helmshore Road	Rossendale
21	Avenue Parade	Hyndburn
22	Leeds and Liverpool Canal by Rishton Reservoir	Hyndburn
23	Royds Street / Back Lane	Hyndburn
25	Rawtenstall to Loveclough	Rossendale
27	Manor Place	Hyndburn
29	Leeds and Liverpool Canal from Clayton-le-Moors to Hapton	Hyndburn
32	Livingstone Road to Accrington Bypass via country lane	Hyndburn
38	Haslingden Bypass	Rossendale
40	Loveclough to Crawshawbooth via Stoneholme Road*	Rossendale
68	Moorfield to Hapton*	Hyndburn
63	Blackburn Road cycleway	Rossendale
70	Stubbylee Lane	Rossendale
77	Accrington Academy	Hyndburn
81	Sidebeet Lane*	Hyndburn
82	Leeds and Liverpool Canal via golf club*	Hyndburn
84	Hyndburn Brook Greenway (Dunkenhalgh to Great Harwood)	Hyndburn
85	Shaw Brook aspirational path	Hyndburn
90	Hyndburn Wheel Proposal	Hyndburn
104	Bocholt Way	Rossendale
110	First Avenue*	Hyndburn
111	Sparth Road	Hyndburn
115	Waingate Road*	Rossendale
116	Cut Lane*	Hyndburn
117	Stubbylee Park	Rossendale
118	Footway parallel to A681	Rossendale

* Routes with the asterisk (*) indicate an alternative alignment to the main corridor

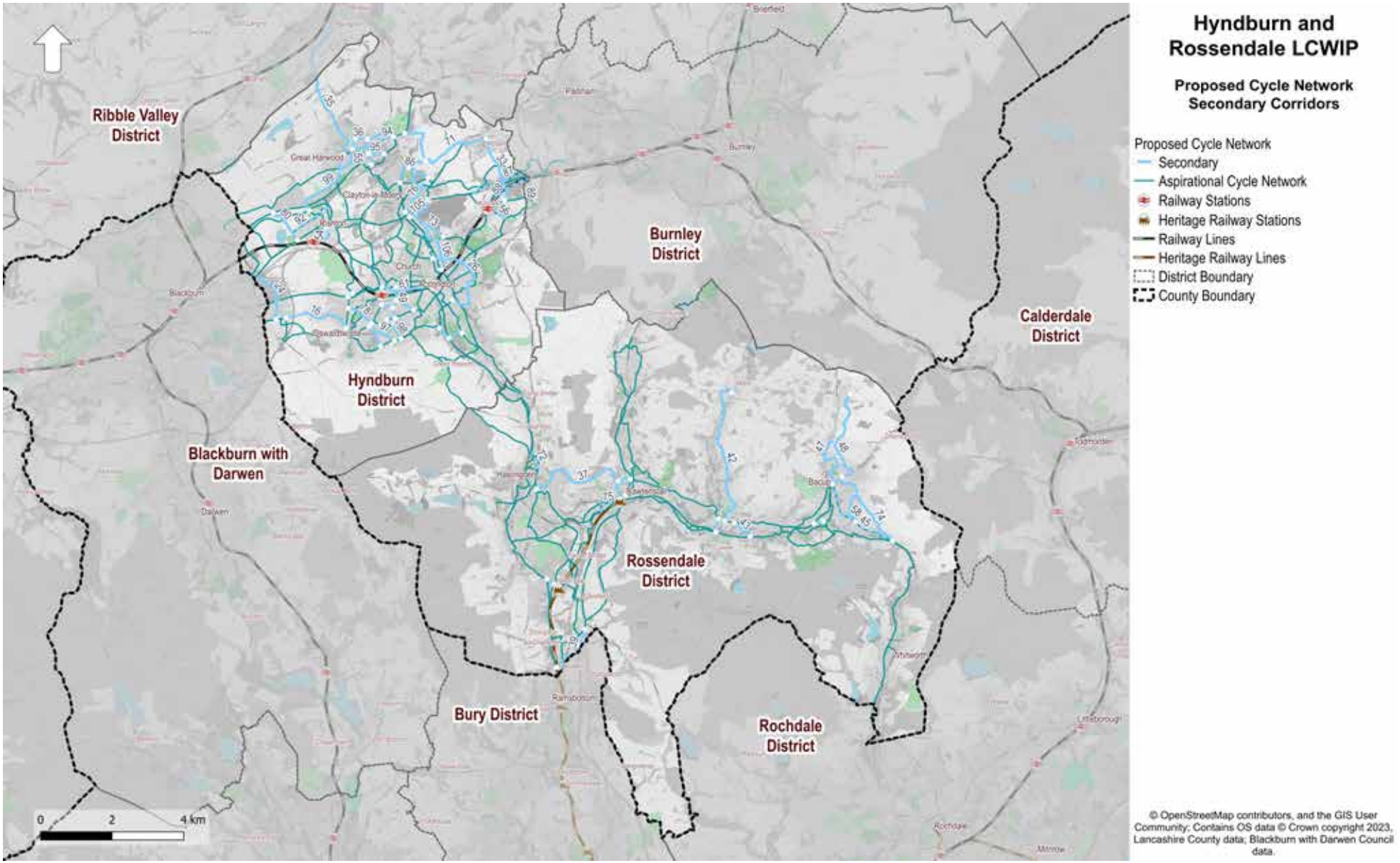

Figure 86. Summary of secondary cycle corridors

Table 24. Summary of secondary cycle corridors

Secondary			
ID	Cycle Corridor	Length (m)	Area
16	Stanhill Road	3840	Hyndburn
24	Windsor Road	1700	Hyndburn
26	Accrington Outer Ring	2986	Hyndburn
33	Altham Business Park	1675	Hyndburn
35	Great Harwood to Whalley	4361	Hyndburn
36	Great Harwood Local	2167	Hyndburn
37	Haslingden Old Road	4365	Rossendale
39	Rosebank	1691	Rossendale
42	Lumb Lane	4508	Rossendale
43	Blackwood Road	715	Rossendale
47	Bacup Burnley Road	2013	Rossendale
48	Old Meadows Road	2705	Rossendale
49	Oswaldtwistle Mills	1809	Hyndburn
54	Cliff Street and Walmsley Street	664	Hyndburn
55	St Huberts Road and Clayton Street	1108	Hyndburn
58	Pennine Road and Thorn Bank	1975	Rossendale
61	Lower Antley Street	1389	Hyndburn
71	Great Harwood to Altham	3414	Hyndburn
73	Enfield Development	3548	Hyndburn
74	Long Lane	1718	Rossendale
76	Clayton Le Moors Local	1752	Hyndburn
78	Moor End and St Andrew's Schools	798	Hyndburn

Secondary			
ID	Cycle Corridor	Length (m)	Area
80	Martholme Greenway to Blackburn Road	1105	Hyndburn
86	Wilson Playing Fields	1773	Hyndburn
94	Balfour Street	400	Hyndburn
95	Heys Lane	1320	Hyndburn
96	Alan Ramsbottom Way	400	Hyndburn
97	Fielding Lane	435	Hyndburn
98	Hawthorn Avenue	706	Hyndburn
99	Great Harwood to Whitebirk	661	Hyndburn
100	King George V Playing Fields	405	Hyndburn
101	Woodnock Water	398	Hyndburn
102	Heron Way	318	Hyndburn
103	Townsend Street	403	Rossendale
105	Enfield Development	3548	Hyndburn
106	Enfield Development	489	Hyndburn
113	Stubbylee Lane	1489	Rossendale
114	NCR6 (Helmshore to Ramsbottom)	5541	Rossendale
119	Greenway	100	Hyndburn

* Routes with the asterisk (*) indicate an aspirational alignment

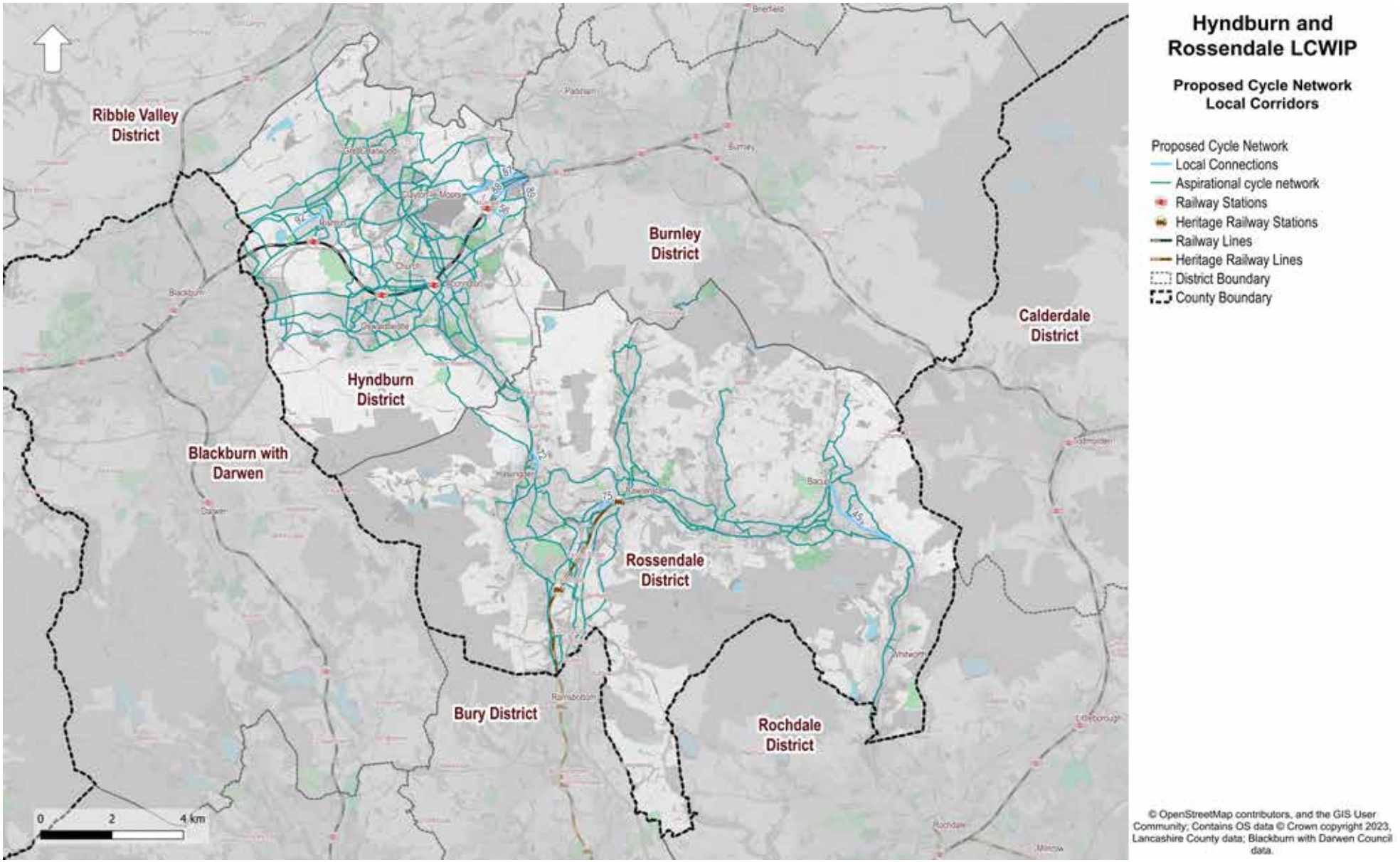

Figure 87. Summary of local cycle corridors

Table 25. Summary of local cycle corridors

Local			
ID	Cycle Corridor	Length (m)	Area
45	Whitworth to Bacup	2566	Rossendale
56	Lynwood Road and Higher Gate Road	937	Hyndburn
72	Church Street	594	Rossendale
75	New Hall Hey A682 Link	664	Rossendale
87	Altham Greenway	2229	Hyndburn
88	HGV FP Upgrade (Huncoat - A56)	1218	Hyndburn
89	Burnley Hyndburn boundary route	911	Hyndburn
92	Rishton Local	1447	Hyndburn

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