



Burnley and Pendle Local Cycling & Walking Infrastructure Plan

Stage 1 - 4 Report

LANCASHIRE COUNTY COUNCIL

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1. Introduction

1.1 Introduction

AtkinsRéalis has been commissioned by Lancashire County Council (LCC), in partnership with Burnley Borough Council and Pendle Borough Council, 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 walking, wheeling 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 walking, wheeling and cycling in Burnley and Pendle, particularly for short utility journeys. This includes aims to:

- » Make walking, wheeling 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 Burnley and Pendle for its residents, visitors, and workers by supporting a wide range of social, economic, health, and environmental aspirations.

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

The main outputs at this stage of the LCWIP are:

- » Network plans to identify key cycling and walking corridors.
- » Classification of the networks.
- » Initial high-level concepts 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.



Figure 1. Existing towpath in Burnley (photo credit: Jacobs/LCC).

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 Burnley and Pendle 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 ¹ 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 Note: detailed audits (e.g., walking route assessment tool) were not undertaken during this phase of LCWIP development

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



Photo credit: Lancashire County Council

2. Determining the Scope (Stage 1)

2.1 Introduction

This section summarises the scope of the Burnley and Pendle 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 boroughs of Burnley and Pendle (shown in Figure 2).

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

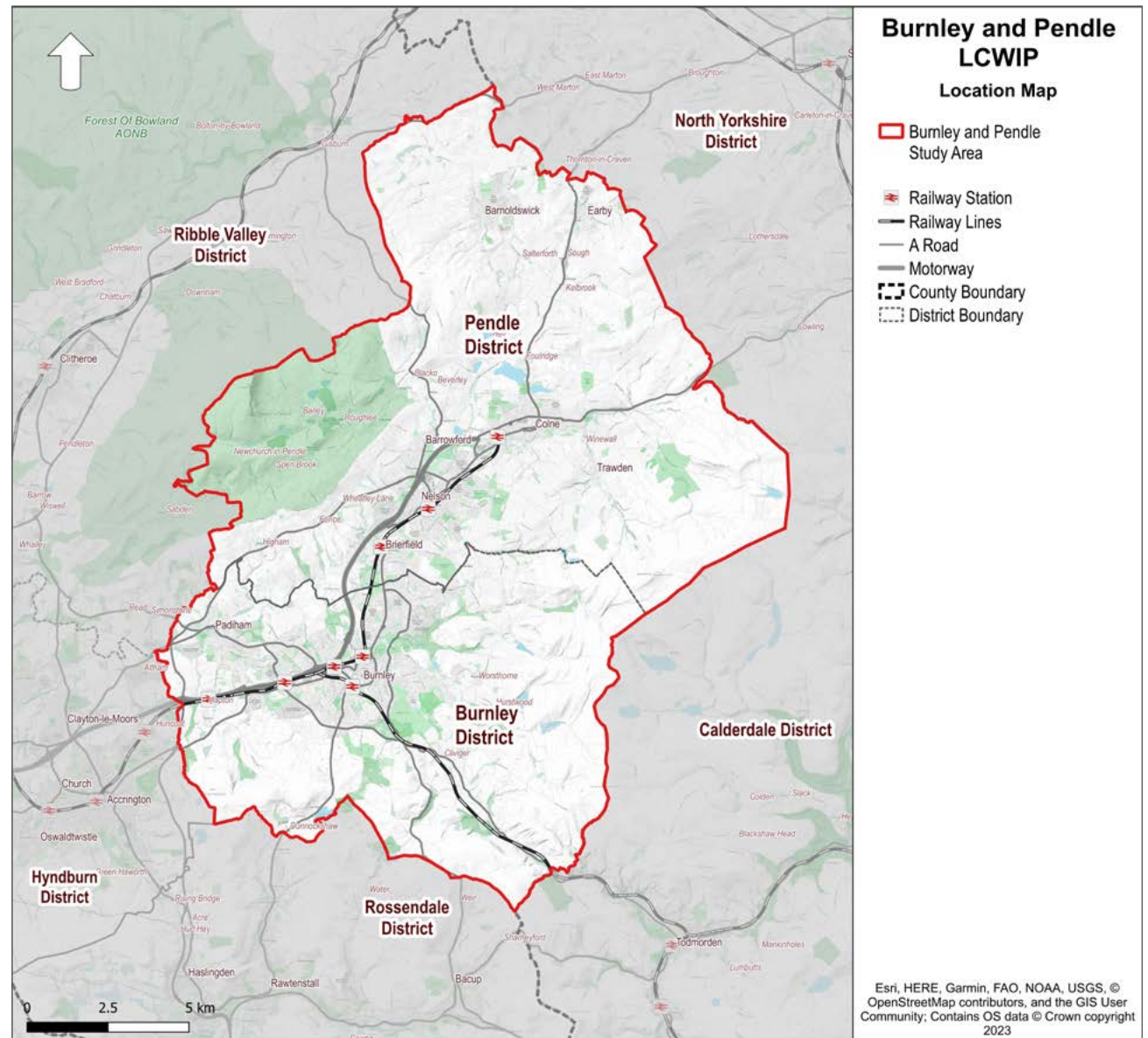


Figure 2. Burnley and Pendle LCWIP study area

2.3 Stakeholder Engagement

2.3.1. Project Steering Group

Throughout the development of the LCWIP, fortnightly meetings took place with officers from LCC, Burnley and Pendle 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 Workshops

In addition to the regular progress meetings, five workshops were held on the following dates in order to discuss proposals for walking and cycling:

- » 24 November 2023
- » 31 January 2024
- » 1 February 2024
- » 13 February 2024
- » 20 February 2024

These meetings were held with a wider group of local officers to get feedback on development of the draft networks. Between six and 18 officers typically attended these sessions, representing a variety of disciplines and areas including transport planning, planning, active travel, transport projects, and green spaces. Active Travel England representatives attended the 24 November session to give feedback on methodology and network planning. During the 1 February meeting, representatives from Jacobs also attended the session in order to provide input on emerging Levelling Up Fund schemes.

The workshops were divided into four main sessions. The first two included a presentation of the project and work so far (data and information gathering), a presentation of the identified core walking zones (CWZs), followed by an interactive session where participants' comments were added to the walking proposals maps. The two cycle networks and proposals sessions followed a similar approach and both

walking and cycling networks were refined following the comments received.

2.3.3. Public Engagement

Early public engagement and input was carried out prior to the start of the LCWIP via a web-based survey conducted by LCC. The first survey (Stage 1) 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 geolocated comments about deficiencies and desired improvements related to walking and cycle routes.

The second survey for public engagement (Stage 2) gathered information from the general public on an aspirational cycle network. The public could both suggest improvements and vote to support or oppose specific route alignments.

The information from both Stage 1 and Stage 2 engagement was used to help identify the proposed walking and cycling networks and is summarised in Sections 4.9 on page 60 and 4.10 on page 61.



3. Policy & Previous Study Context (Stage 2)

3.1 Introduction

The Burnley and Pendle 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. Cycling and Walking Investment Strategy 2 (2022)

The Cycling and Walking Investment Strategy (CWIS1, 2017) has recently 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, 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:

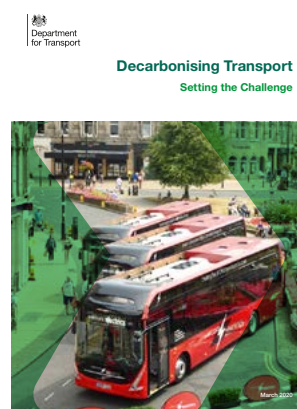
- » Increase the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030 and to 55% in 2035.
- » Deliver a world-class cycling and walking network in England by 2040.

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. The development of the Burnley and Pendle 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.

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 Burnley and Pendle LCWIP is a fundamental element of the national policy strategy and identifying walking, wheeling 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 CWIS2, development of the Burnley and Pendle 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 Burnley and Pendle LCWIP is aligned with accelerating the shift to active modes and supports place-based solutions.

3.2.5. Inclusive Transport Strategy (2018)

The Inclusive Transport Strategy sets out the Government's plans to make the UK's transport system more inclusive, and to make travel easier for disabled people. While it is focused on the inclusion of disabled people, many of the improvements will also benefit other travellers.

The Strategy includes five main themes. The fourth theme, titled 'Improving physical infrastructure', aims to ensure that vehicles, stations and streetscapes are designed, built and operated so that they are easy to use for all.

Development of the Burnley and Pendle LCWIP is aligned with the aim of improving transport accessibility set out in the Inclusive Transport Strategy.

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 Burnley and Pendle LCWIP reflects the DfT guidance.

3.2.7. Manual for Streets (2007 & 2010)

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 Policy Context

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

The Transport for the North Strategic Transport Plan 2 envisages a 'transformed, zero-emission, integrated, safe and sustainable transport system, which will enhance connectivity, resilience and journey times for all users.'

The strategy identifies a need to improve local connectivity, with an emphasis on active travel modes and aims to make active travel a natural choice for shorter journeys of up to five miles, particularly for trips to and from public transport interchanges. The development of the Burnley and Pendle LCWIP will support the priorities set out for walking, wheeling and cycling in the Strategy and address the need to improve local connectivity.

3.4 County Policy Context

3.4.1. 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.
- » Deprivation.

To address the issues, LTP3 identifies the following priorities through to 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 our streets for our most vulnerable residents.
- » Provide safe, reliable, convenient and affordable transport alternatives to the car.
- » Maintain our 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 Burnley and Pendle. Proposals for walking and cycling infrastructure will improve safety for pedestrians and cyclists on the road network, 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.

3.4.2. 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 Ribbles 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. The A56 Colne to Foulridge Bypass is the only outstanding scheme relevant to walking and cycling. The scheme is a long

standing proposal which would see a bypass built from the end of the M65 to the A56 north of Kelbrook/Earby. The scheme is yet to obtain funding.

Development of the Burnley and Pendle LCWIP will support improvements to walking and cycling infrastructure and subsequently address the key issues identified in the East Lancashire Highways and Transport Masterplan.

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

The strategy sets three targets:

- » To double the number of people cycling at least once a week by 2028 to 268,000 adults in 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 district 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 Burnley and Pendle LCWIP will be an opportunity to support the delivery of these targets for walking and cycling.

3.4.4. Lancashire Rights of Way Improvements Plan (2015-2025)

The Rights of Way Improvement Plan (RoWIP) recognises the role of public rights of way (PROWs) in providing opportunities to access parks and the countryside. The RoWIP also acknowledges the importance of urban PROWs in linking residential areas with education and employment hubs away from the road network.

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, economic regeneration.
- » Opportunities for cycling, horse riding, driving, 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 utility 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 cohesive active travel networks as part of the Burnley and Pendle LCWIP.

3.4.5. Lancashire County Council & Blackburn with Darwen Council Joint Bus Service Improvement Plan (2021)

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

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

3.4.6. The improvements in active travel provision in Colne Town Centre 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.

3.4.7. 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 Burnley and Pendle LCWIP will support this shift to active modes by increasing the provision of safe walking and cycling routes.

3.4.8. Lancashire County Council Highways and Transport Strategy 2023 – 2025

The Strategy provides a high-level view of Lancashire County Council's delivery of highways and transport responsibilities for the period 2023-2025. The Strategy places a focus on developing better links, and improving journey times and reliability, between areas of economic opportunity and their workforce,

with the provision of sustainable forms of travel a priority.

The Strategy sets out the following vision for active travel by 2025:

"More people will be using sustainable travel for everyday and leisure journeys in Lancashire. Lancashire's sustainable travel offer will put the user first, with services, routes and facilities prioritised and tailored to local needs. Innovative, value for money interventions will be contributing to reducing the numbers of vehicles on our streets and the environmental and health problems they create. We will support those who rely on alternatives to the private car, especially younger and older people, and those living in our more deprived communities and rural communities."

The Burnley and Pendle LCWIP will be an opportunity to support the delivery of this vision through the development of cohesive active travel networks.

3.4.9. Emerging Lancashire Climate Change Strategy

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 Burnley and Pendle LCWIP will support this shift to active modes by increasing the provision of safe walking and cycling routes.

3.4.10. 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 Burnley and Pendle LCWIP will encourage a modal shift towards active mobility and lower carbon emissions through the development of active travel networks.

3.4.11. The Pennine Lancashire Linear Park

A study proposing the creation of the Pennine Lancashire Linear Park along a 23-mile section of the Leeds & Liverpool Canal corridor between Blackburn and Barrowford Lock in Pendle.

The study includes three approaches to the creation of the Linear Park:

- » Creating a green movement corridor.
- » Providing for culture, leisure and tourism.
- » Stimulating resilient local economies.

Approach 1 proposes improvements to the canal towpath, including enhanced signage and lighting and improved connections to the wider area. The aspirations and strategies identified in the proposal should be considered in the development of the Burnley and Pendle LCWIP. This scheme is currently ongoing.

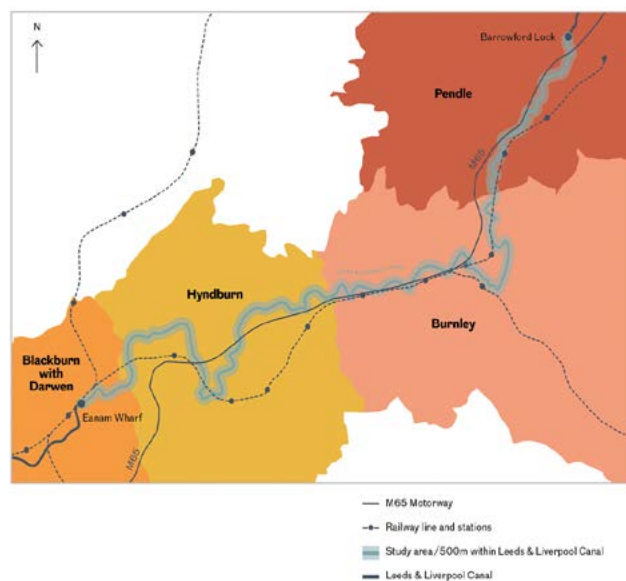


Figure 3. The Pennine Lancashire Linear Park (image: Publica/Buro Happold)

3.5 Local Policy Context

3.5.1. Burnley Local Plan (2018)

The Burnley Local Plan provides a framework to establish Burnley as a centre of business, culture and social life.

The Local Plan sets 11 strategic objectives that act as a guide towards this vision:

- » Minimise the adverse impacts of Climate Change and support growth to meet the need for jobs, homes and services.
- » Revitalise the housing market.
- » Create an environment that supports economic prosperity, growth, entrepreneurship and a diverse business base.
- » Enhance and develop Burnley town centre's role as a sub-regional commercial centre and Padiham's as a market town.
- » Protect and enhance the borough's distinctive landscape character and high-quality network of habitats and open spaces.
- » Improve mental and physical health and wellbeing.
- » Create a safe, healthy, attractive, locally distinctive and accessible public realm for all.
- » Ensure that the intrinsic qualities and distinctive character of the historic environment is protected and, where possible.
- » Improve connectivity to major cities.

- » Establish Burnley as a centre of educational excellence.
- » Promote a diverse, vibrant and creative local culture.

To achieve this, the Local Plan sets out seven Core Strategic Policies (SPs):

- » Achieve Sustainable Development.
- » Housing Requirement 2012-2032.
- » Employment Land Requirement 2012-2032.
- » Development Strategy.
- » Development Quality & Sustainability.
- » Green Infrastructure.
- » Protecting the Green Belt

As identified on the policies map, strategic objective 2 outlines 32 sites allocated for housing development, with sufficient 'developable' land to provide approximately 3,620 new dwellings, and 11 sites allocated for employment.

During development of the Burnley and Pendle LCWIP, the location of potential site allocations will help inform the development of the cycling and walking network plans. The final LCWIP should be used to help inform the development process and requirements for developer contributions, with new development supporting improvement measures to the priority cycling and walking routes and/or linking to or expanding the active travel networks.

3.5.2. Pendle District Local Plan (2015)

The Pendle Local Plan sets out a spatial vision for Pendle as an attractive place to live, learn, work, play and visit. The Local Plan sets strategic objectives that act as a guide towards this vision:

Strategic Objective 9 seeks to “protect, enhance and improve access to our green open spaces and sport and recreation facilities to improve health and wellbeing through the promotion of more active lifestyles” and promote these as contributing to carbon reduction.

Cycling is also relevant to Strategic Objective 11 which seeks to “deliver a safe, sustainable transport network that improves both internal and external connectivity, reduces the need to travel by car, supports long-term growth and contributes to an improved environment.”

Cycling and walking are also specifically promoted in Policy ENV4: Promoting Sustainable Travel.

The spatial plan identifies one site of a size which could be put forward as a potential strategic site allocation. This is the site at Trough Laithe Farm, Barrowford. This site is approximately 12ha and can provide an estimated 500 dwellings over the plan period. It will play a major role in bringing forward a significant proportion of the overall amount of housing that is needed in the district. This development area will help inform the LCWIP in identifying active travel networks and an area of potential future growth and demand.

3.5.3. Burnley Green Infrastructure Report (2013)

The Burnley Green Infrastructure Report is based on the vision from the Burnley District Local Plan. In support of this vision, the specific objectives of the Green Infrastructure strategy are to:

- » Support investment, regeneration and development.
- » Meet community needs and aspirations particularly in order to improve local health standards.
- » Support tourism and the visitor economy.
- » Improve land use management and environmental quality.
- » Help Burnley mitigate and adapt to climate change and flooding.
- » Improve the biodiversity value of existing and new GI within a coherent and resilient ecological network.
- » Identify scope for cross boundary working with neighbouring local authorities to maximise green infrastructure benefit.

The report sets out two priority areas for new walking and cycling routes:

- » Between Hapton village and the business park and industrial estate in South Burnley - A new route along Accrington Road would link Hapton, the business park and the Burnley Bridge development. Proposals include an extension (off the main road network) through to Billington Road, the main access road for the industrial area. The proposal would form an important

travel-to-work route and a strategic link between Burnley and Accrington.

- » The area north of Casterton Avenue and into Pendle Borough - The Leeds and Liverpool Canal towpath and Hillingdon Road provide a strategic connection but there is an absence of local connections to these routes. This plan involves cross boundary work with Pendle Borough Council to promote a more connected network of routes between the two districts and an alternative route to the A682 Colne Road.

The report also sets out several aspirational routes:

- » Link from Sweet Clough Greenway to Padiham Greenway.
- » Greenway routes across former Rowley Landfill.
- » Route from Towneley Park to Park Road.
- » Joined up cycle lanes in both directions on main arterial roads.

Proposals identified in the Burnley Green Infrastructure Report will help inform the development of a broader active travel network as part of the Burnley and Pendle LCWIP.

3.5.4. Pendle Green Infrastructure Strategy (2019)

The Pendle Green Infrastructure Strategy sets out a vision for green infrastructure that will “be a network of multi-functional green spaces, watercourses and connections across the borough. These spaces will be protected and enhanced for the benefit of the community and natural environment. Provision of green infrastructure will help to deliver a broad range

of ecosystem services, help to adapt to climate change and ensure that new development is sustainable."

This vision is supported by the objectives of the strategy. Those relevant to walking and cycling include:

- » Promoting more active lifestyles thereby improving people's health and wellbeing.
- » Providing places for outdoor recreation and play.
- » Creating, maintaining and improving wildlife habitats and giving people access to nature.
- » Providing a network of multi-functional spaces which allow for the movement of people and wildlife.
- » Creating attractive environments for people to live and work.
- » Preserving landscape character.

The development of the Burnley and Pendle LCWIP will support the objectives set out for Green Infrastructure in Pendle by connecting green spaces and recreation to built-up areas.

3.5.5. Climate Change Declarations

A declaration signals that a local government recognises the impact of climate change, and is proactively adapting their policies to cut emissions.

- » In 2020, Pendle Borough Council published their Climate Emergency Action Plan 2020 to 2025.
- » In 2022, Burnley Borough Council published their Climate Change Strategy 2022-2026.

3.5.6. Pendle Climate Emergency Action Plan (2020-2025)

The Pendle Climate Emergency Action Plan aims to reduce carbon emissions across all service areas and encourages key partners, residents and organisations to take action to reduce emissions.

The plan identifies seven themes, the first of which is to 'support and enable sustainable travel'. An objective of this theme is to enable and promote active travel within the Borough. The Plan calls for improved wayfinding and promotion of existing routes for safer cycling and walking and promotion of the canal tow path as a safe cycling and walking route.

The Burnley and Pendle LCWIP will support Pendle's ambitions of a safe walking and cycling network that enables and promotes active travel and supports sustainable travel.

3.5.7. Pendle Sport and Leisure Strategy (2018-2023)

The Pendle Sport and Leisure Strategy sets out the following vision for formal and informal physical activities, including walking and cycling, in the borough.

"All people in Pendle have the opportunity to participate in a range of sports and leisure activities to enable them to maintain and improve their own health and wellbeing and become more active, more often."

The Pendle Sport and Leisure Strategy also contributes to a range of other Pendle strategies and policies, including the Pendle Local Plan, Pendle Green Infrastructure Strategy and Pendle Cycle Legacy Strategy.

Burnley is also developing its Sport & Physical Activity Strategy, which will be adopted in the coming years.

The development of the Burnley and Pendle LCWIP will support the strategy set out for walking and cycling for leisure in Pendle.

3.5.8. Pendle Cycling Legacy Strategy (2016-2021)

This strategy focuses on improving the physical infrastructure for cycling with the ultimate aim of increasing the number of cyclists for leisure, cycling to school, college and to the workplace.

To achieve this vision, the strategy proposes the following actions:

- » Increase off-road cycle path provision in Pendle to improve access into town centres, employment sites, schools and transport interchanges as well as for leisure and cycle tourism. As part of this, the strategy proposes 22 schemes to help deliver the action plan.
- » Regular maintenance of un-adopted cycle paths in the borough and repairs to the canal towpath.
- » Ensure cycle provision meets local needs.

The proposals and objectives identified in the Pendle Cycling Legacy Strategy will help inform the development of active travel networks in the Pendle Borough as part of the Burnley and Pendle LCWIP.

3.5.9. Burnley Town Centre and Canalside Masterplan (2018)

Burnley Town Centre and Canalside Masterplan is a £200m plan to transform the town,

building on a new Canalside University Campus and bringing in new leisure, business and residential uses. Enhancing and developing Burnley town centre's role as a sub-regional commercial centre is a key objective of the plan. This scheme includes the Burnley Canals Improvement Works, Town to Turf and UCLan Campus expansion (see section 3.6.2).

3.5.10. Emerging Pendle Town Centre Masterplans (2024)

3.5.10.1. Barnoldswick Masterplan

Commissioned by Pendle Borough Council, the Barnoldswick Masterplan sets out a vision for the town and guide future opportunities identified within the masterplan. The masterplan includes the following strategic objectives relevant to walking and cycling:

- » Addressing physical barriers to better connect the town centre to its surrounding employment, leisure, and outdoor assets.
- » Enhancing its town centre and surrounding residential areas through public realm improvements encouraging greater dwell time and managing vehicle movements to promote a more people focused series of streets.
- » Supporting community wellbeing and healthier lifestyles through high quality active travel links to surrounding attractions such as the Canal Marina, canal towpaths and West Craven Way encouraging visitors and residents to explore more on foot and by cycle.

Four key projects are proposed. These projects cover the following areas and relate to walking and cycling:

- » Improvements to key corridors including Rainhall Road and Church Street and Albert Road.
- » Junction build outs and tightening with a focus on Frank Street and Town Square.
- » Improved connections to marina and canal.
- » Improvements to walking and cycling connections along the following corridors:
 - Skipton Road/Leonard Street.
 - Valley Gardens to Victory Park.

3.5.10.2. Colne Masterplan

Commissioned by Pendle Borough Council, the Colne Masterplan sets out a vision for the town and suggests projects to catalyse the proposals for the market, Muni Theatre and Hippodrome, improve the arrival into the town and enhance connections along Albert Road and down to the waterside. The masterplan includes the following strategic objectives relevant to walking and cycling:

- » Maximising the potential of committed LUF projects and potential future projects by unlocking investment and focusing change around the Train Station.
- » Improving the quality of the environment along A56 corridor to better connect the western and eastern ends of the town and create more balance between space used by pedestrians and road users.

- » Improve presence of the Town Centre along Vivary Way.
- » Managing people movements where possible to promote a more people focused series of streets which provide alternative connections to local amenities and the railway station.
- » Improve walking and cycling connections from the town centre to its river valley to the south and west.

Two key projects are proposed covering the following areas, which relate to walking and cycling:

- » Public realm improvements focused on the following areas:
 - Railway station and Colne leisure centre.
 - Adjacent to Colne Town Hall.
 - Between Colne Market library and Hartley Square.
- » Reconfiguration of A56 gyratory in town centre.

The masterplan also outlines two notable development areas, namely land south of Primet Hill and south of Market Street including the current bus station site.

3.5.10.3. Earby Masterplan

Commissioned by Pendle Borough Council, the Earby Masterplan sets out a vision for the town and suggests projects to strengthen the high street along Victoria Road, better promote walking and cycling, bring forward stalled development sites and enhance the town's character and identity. The masterplan includes the following strategic objectives relevant to walking and cycling:

- » Opening up access to the surrounding countryside and encouraging more active lifestyles, ensuring safer active travel journeys for all community demographics and helping to reduce childhood obesity.
- » Improving the quality of the physical environment across the village and surrounding residential areas through a combination of retro-fit urban greening, public realm improvements and creating new active travel links, encouraging greater dwell time and more frequent active travel journeys – both supporting community wellbeing and healthier lifestyles.
- » Creating better quality connections between well paid, local jobs and the village centre in order to support its future vitality and independent uses.

Four key projects are proposed covering the following areas, which relate to active travel:

- » Reconfiguration of Victoria Road/A56 junction.
- » New crossings of the A56.
- » Enhancements to Victoria Road corridor.
- » Active travel improvements in the following areas:
 - Former Skipton-Colne railway line.
 - Cowgill Street through to Albert Street through to Valley Road, Old Lane and past West Craven Business Park.
 - Along Green End Road to Rostle Top Road.
 - Albion Road – to better connect Earby football club to Victoria Road.

- Loop around Bailey Street – to connect with Springfield Primary School and residential areas.
- Wider loop to enhance walking connections to Earby waterfalls.

The masterplan also outlines two major development areas, namely land north of West Craven Business and land adjacent to New Road.

3.6 Other Schemes/Proposals

3.6.1. Levelling Up Fund – Lancashire¹

In January 2023, Lancashire County Council was awarded £50million from the government's Levelling Up Fund, as part of the second round of bid funding.

Plans for Lancashire's Levelling Up Fund (LUF) consist of three areas of activity relevant to walking and cycling:

- » Safer, Greener and Healthier Streets
- » Accessible and Vibrant Town Centres .
- » Active Travel routes.
- » Public transport improvements including mobility hubs at key interchanges.

3.6.1.1. Safer Greener Healthier Streets

Lancashire County Council's LUF Round 2 submission included proposals to deliver Safer, Greener and Healthier Street (SGHS) areas in Burnley and Pendle. The policy outlines the following vision:

“Our Vision is to empower local people to create vibrant communities by rebalancing their streets to make more people-friendly places for socialising, improving commercial activity, and enjoying nature on their doorsteps. This will help to create a sense of community cohesion

¹ LUF schemes are being developed simultaneously to the Pendle & Burnley LCWIP. The information contained in this section is accurate to 05 April 2024.

and inclusion, enabling people to move around more easily and to incorporate physical activity into their daily routines."

Burnley:

- » Burnley – Colne Road
 - To make Colne Road's part within gyratory a 'quiet way' through enhancement of existing SGHS features and improved crossings.
 - Enhance active mode connectivity to public transport routes on Barden Lane, New Hall Street and Colne Road.
 - Improving active mode connectivity routes to town centre and railway stations, all within a 30 minute walk and 10 minute cycle ride.
 - Additional crossing facilities across Colne Road and Briercliffe Road to reduce severance.
 - Improved access routes and public realm.

Pendle:

- » Colne – Lord Street Primary School Area
 - Upgrading the signal-controlled crossing across Vivary Way to a Toucan crossing.
 - Upgrading the signal-controlled junction outside Lord Street Primary School to include pedestrian crossings and a pedestrian stage.
- » Nelson - Nelson Walverden & Marsden Community Primary School areas.
 - Integrates with active travel and mobility hubs proposed as part of LUF bid within Nelson.
 - Linking with proposed active travel routes and Accessible Nelson scheme.

- » Brierfield - East of the A682 Burnley Road, including Pendle Academy Primary.
 - Integrates with active travel and mobility hubs proposed as part of LUF bid within Nelson.
 - Linking to the development to the west of the railway line that will provide additional employment and leisure facilities

3.6.1.2. Accessible and Vibrant Town Centres, Burnley Civic Quarter Masterplan

Burnley Manchester Rd Station to Burnley Bus Station, Burnley

This route will link Manchester Road Railway Station into the town centre and bus station along Manchester Road. This will include enhanced footway and cycle facilities on Manchester Road including a public square in front of the Town Hall. Proposals also include general improvements to the public realm and reducing traffic speeds and volumes in the Town Centre.

3.6.2. Levelling Up Fund – Burnley

This Burnley Levelling Up Fund (LUF) Programme sets out ambitions for three complementary projects in the Burnley Town Centre and Canalside Masterplan Area:

3.6.2.1. UCLan campus expansion.

£11.6m of Levelling Up Fund is being sought to deliver the Phase 2 expansion of the University of Central Lancashire's (UCLan) Burnley Campus. Development is centred on the Weaver's Triangle site west of Burnley Town Centre.

3.6.2.2. Town 2 Turf public realm and access.

£5.25m of Levelling Up Fund is being sought to create a high-quality accessible gateway to the East of the Town centre, connecting the Town Centre with Turf Moor Football ground and the surrounding Bank Hall neighbourhood. Works will include the replacement of the current roundabout and pedestrian underpass with a signalised junction with controlled pedestrian crossings at grade, increasing pedestrian permeability across the ring road along this major desire line. The redesign of this junction will free additional space for pedestrians and cyclists. Public realm improvements stretching from the town centre to Turf Moor would include high quality surfacing, tree planting, lighting and banners.

3.6.2.3. Burnley Manchester Road Station access.

£3.01m of Levelling Up Fund is being sought for access improvements which deliver improvements to Burnley Manchester Road Station. LUF funding is needed for a new footbridge to the westbound platform from the station building and car park. This is to be delivered alongside the Manchester Road placemaking scheme as part of the LCC LUF. This scheme will provide an improved walking connection between Burnley Manchester Road Station and Burnley Bus Station.

The proposals identified in the Burnley LUF should be considered in the development of the Burnley and Pendle LCWIP.

3.6.3. Burnley Heritage Action Zone

Burnley Borough Council has secured £1.2million from Historic England for a Heritage Action Zone (HAZ) focussed on the Lower St James's Street area of Burnley Town Centre.

The Lower St James's Street HAZ objectives include:

- » Working with established businesses and utilising heritage assets that already exist in the area to develop and enhance the retail and cultural offer.
- » Physical works – to include repair and conservation works through grant funding available to property owners to several buildings within the Lower St James's Street area.
- » Implementing public realm improvements. Works to include upgrading of paving and highway surfaces, incorporation of pedestrian crossing points, decluttering of redundant street furniture/signage and improved traffic flow and access.

The Burnley and Pendle LCWIP will consider the objectives of the Burnley Heritage Action Zone alongside neighbouring plans for UCLan expansion and the Weaver's Triangle when developing walking and cycling networks.

3.6.4. Nelson Town Deal – Accessible Nelson

Nelson has received £25m from the Government's new 'Towns Fund' to support improvements through regeneration, improving skills and enterprise and connectivity.

Funding is being invested in seven key projects, including Accessible Nelson, which aims to make Nelson on more accessible and safer for pedestrians and cyclists, with improved traffic flow. The project is split into 7 phases – 3 are funded by Pendle Council, 3 from LUF and 1 from the Active Travel Fund (ATF4).

Phase 1- Scotland Road and Liverpool and Leeds Canal Gateway.

Phase 2- Scotland Road.

Phase 3- New Scotland Road.

Phase 4- New Scotland Road and Leeds Road Junction.

Phase 5- Sagar Street and Holme Street Junction.

Phase 6- Railway Street and Broadway.

The proposals identified in the Nelson Town Deal should be considered in the development of the Burnley and Pendle LCWIP.

3.6.5. Pendle Water Bridleway

In 2023 Pendle Council completed works to a new bridleway along both sides of Pendle Water as part of a bid to extend Lomeshaye Industrial Estate, a key economic growth and investment project in Pendle. Lomeshaye Industrial Estate is Pendle's strategic employment site. This additional green and blue infrastructure has created a more sustainable and attractive environment for the industrial estate and will benefit the businesses and employees based there and it has provided a great off-road, traffic-free route for cycling and walking

between Nelson and Brierfield which could be extended southwards to Burnley along the river or north through to Barrowford. The Pendle Water Bridleway was delivered through funding from the following organisations:

- » Lancashire County Council
- » Lancashire Enterprise Partnership
- » European Structural Investment Fund

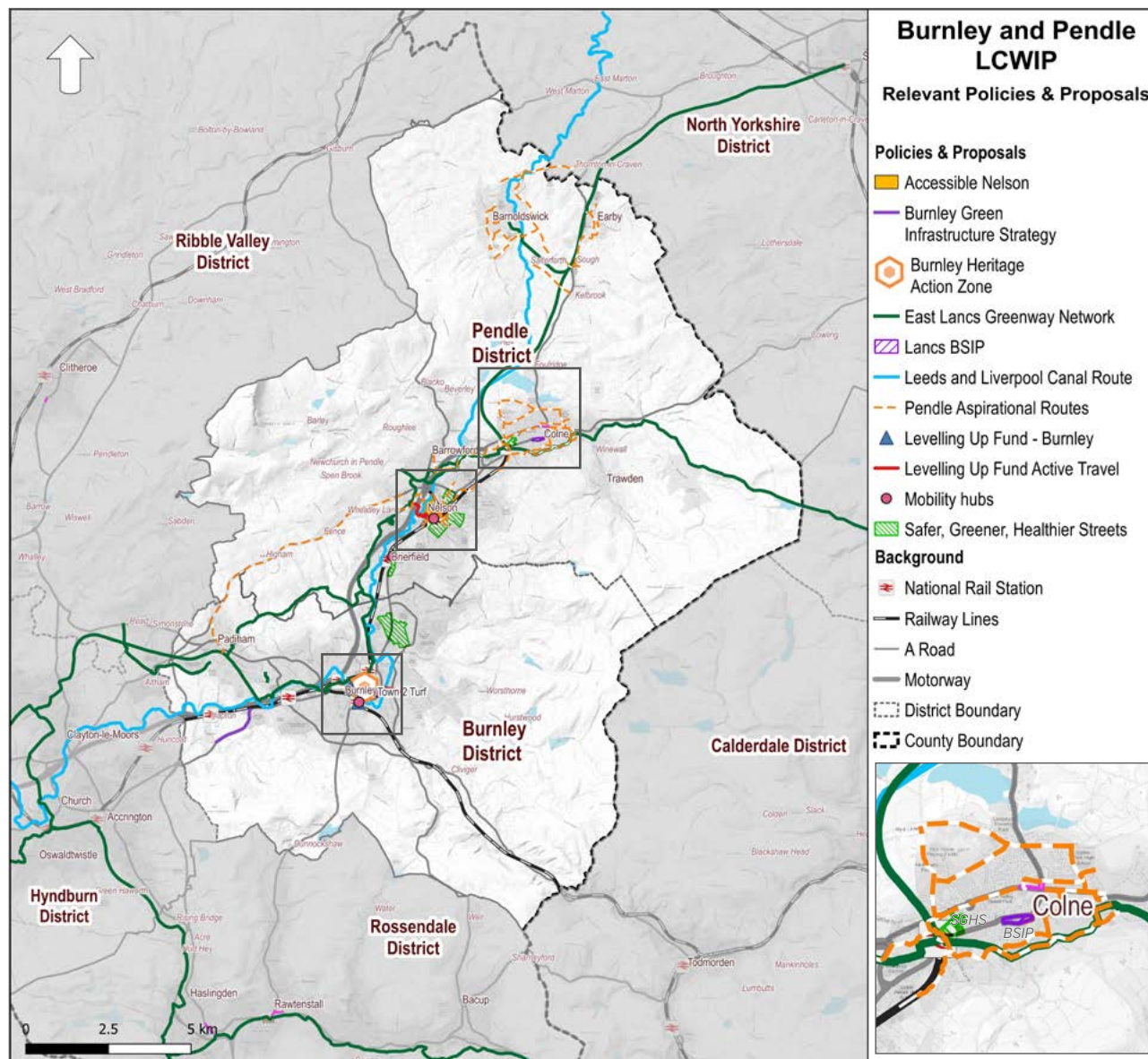


Figure 4. Relevant policies and proposals in the Burnley and Pendle Study area (insets above and right)

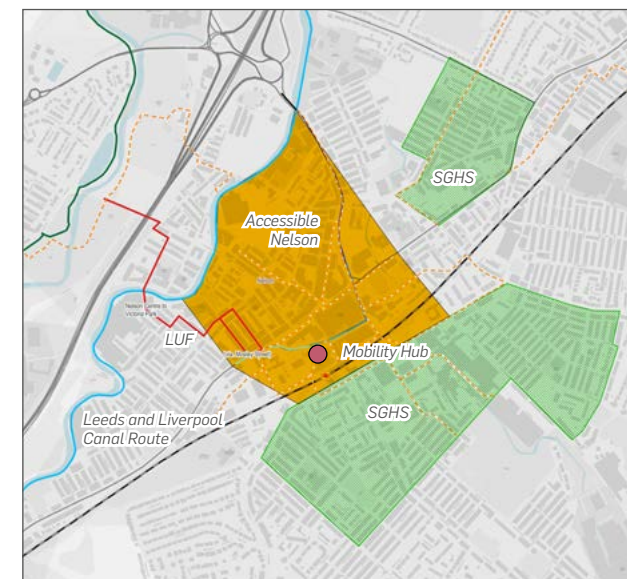


Figure 5. Relevant policies and proposals in Nelson

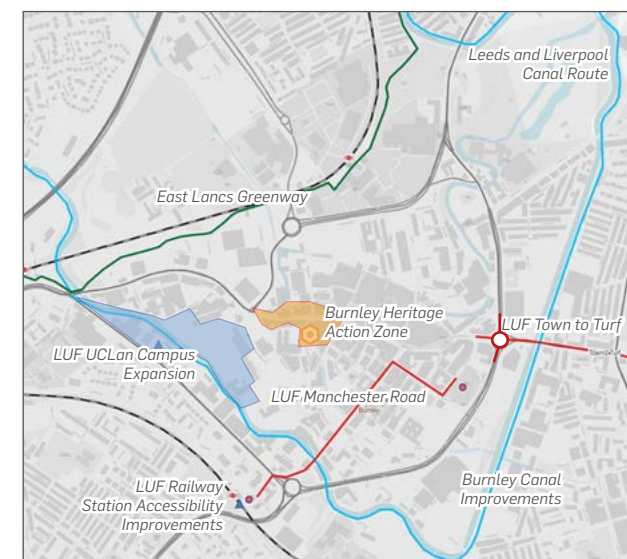


Figure 6. Relevant policies and proposals in Burnley



Photo credit: Lancashire County Council

4. Gathering Information (Stage 2)

4.1 Introduction

To support development of the Burnley and Pendle 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:

- » 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 8. Barnoldswick Town Square in Pendle (Photo credit: LCC)



Figure 9. Pedestrian and Cycle wayfinding in Burnley (Photo credit: LCC)



Figure 10. Views of Colne Water and Swinden Playing Fields (Photo credit: LCC)

4.2 Population and Demographics

4.2.1. Population

The total population for Burnley and Pendle in 2021 was approximately 190,403. As shown in Table 1, population is almost equally distributed between the two boroughs.

4.2.2. Age Structure

As of the 2021 Census, the average age across the Burnley and Pendle study area is approximately 40, which is slightly younger than the regional and national average (see Table 3). Overall, approximately 23% of people living in Burnley and Pendle were under 18, 59% were of working age (18 to 65), and 18% were over 65 years of age.

Table 2. Population data for the Burnley and Pendle area (Office of National Statistics)

Area name	2011 Census	2021 Census	% Change	Population Density, 2021 (usual residents per hectare)
Burnley	87,059	94,646	8.7%	8.5
Pendle	89,452	95,757	7.0%	5.7
Burnley and Pendle Total	176,511	190,403	7.9%	6.8
Lancashire	1,171,558	1,235,354	5.4%	4.2
North West	7,055,961	7,417,397	5.1%	5.2
England	53,107,169	56,490,048	6.4%	4.3

source: Office of National Statistics

Table 3. Age structure for the Burnley and Pendle study area (2021 Census)

Area name	Mean age	% < 18 years old	% 18 to 65 years old	% over 65 years old
Burnley	39.7	22.9%	59.2%	17.9%
Pendle	39.5	23.8%	58.2%	17.7%
Burnley and Pendle Total	39.6	23.5%	58.6%	17.9%
Lancashire	41.9	20.3%	60.1%	19.6%
North West	40.6	21.1%	61.3%	17.6%
England	40.6	20.8%	61.8%	17.4%

source: Office of National Statistics

4.2.3. Population Density

Figure 11 shows the distribution of population within Pendle and Burnley, 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. Higher densities can also indicate a more urban built environment, where there may be more opportunity for short trips to local shops, schools, etc.

The most densely populated areas are in the central regions of the two boroughs, along the valleys of the River Calder, Pendle Water, and the Leeds Liverpool Canal. Some of the notable town centres falling in this region are Burnley, Brierfield, Nelson and, Colne. Further west and north, other population centres include the town centres of Padiham and Barnoldswick. The urban area of Burnley town centre in Burnley Borough and Nelson town centre in Pendle record the highest population density among all settlements.

Conversely, the least populated areas are in the outskirts of the urban areas and onto rural land, which represents the majority of land in both boroughs. It is in these less-densely populated areas where reliance on cars will be greatest (see car availability data in section 4.2.5), due to greater distances to trip attractors, and where service frequency and access to public transport will typically be lower (see public transport section 4.6.2). There is potential opportunity to improve accessibility in rural areas through active travel schemes which help link settlements and improve transport options.

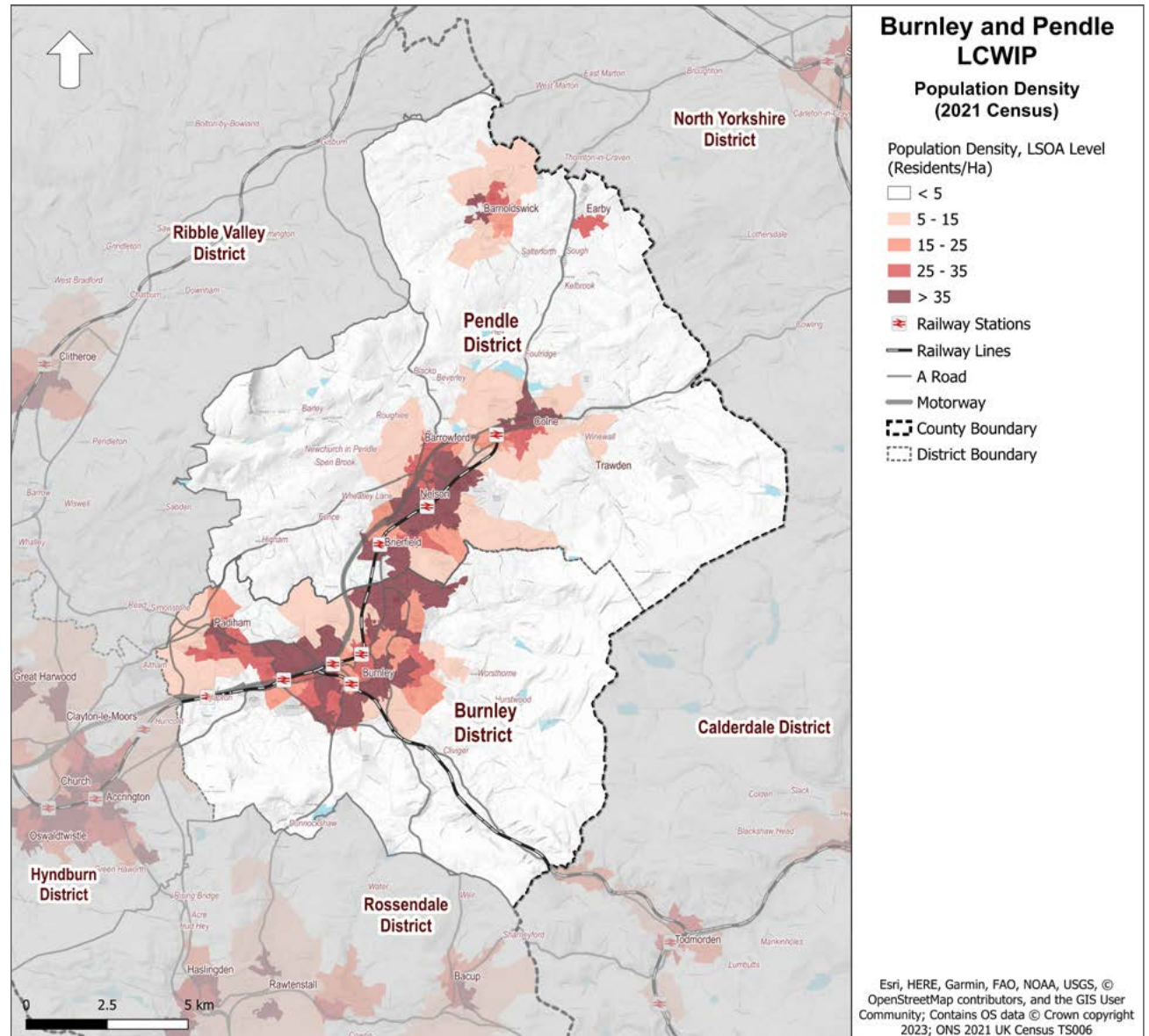


Figure 11. Population density in the Burnley and Pendle study area
(Source: Office of National Statistics, 2021 census)

4.2.4. Workplace Population Density

Figure 12 highlights key workplace zones within the Pendle and Burnley area, which provides an indication of workplace density and key clusters for journeys to work. These are areas where improved access for active travel should be considered in the LCWIP network development.

Medium density workplace zones are concentrated in the central region of both districts, with smaller zones identified in the town centres of Barnoldswick and Padiham. The majority of commuter trips in the study area would therefore begin/end in these locations. The majority of workplace zones are located adjacent to public transport modes, however, workplace areas in Padiham and Barnoldswick can only be accessed by one public transport mode: through infrequent bus services.

The workplace zones falling within Burnley town centre, Nelson and Colne surround the main public transport lines (rail/bus) and major roads. These workplace areas comprise of employment as well as industrial areas, some of which are Burnley General Hospital, Elm Street Business Park, Princess Way Retail Park, Prestige Retail Park, Anchor Retail Park and Healy Wood Industrial Estate.

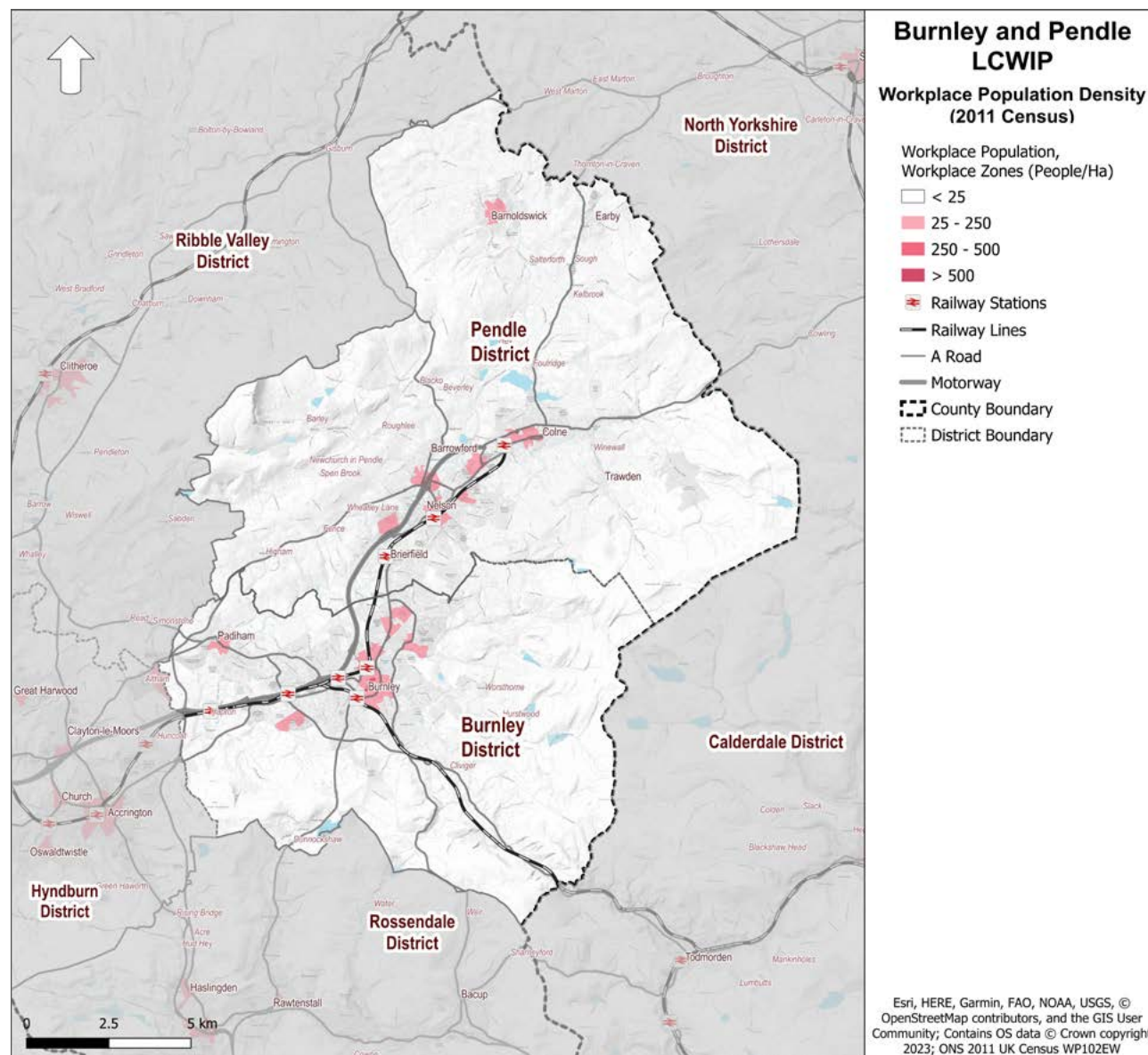


Figure 12. Workplace population density in the Burnley and Pendle study area
(Source: Office of National Statistics, 2011 Census)

4.2.5. Car Availability

Figure 13 shows the proportion of households in the Burnley and Pendle study area with no access to a car or van. This highlights areas where there may 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, 29% of households in Burnley and 23% households in Pendle do not have access to a car or van, which is slightly higher than the rest of Lancashire and comparable to the North West and national averages (see Table 4).

When comparing Figure 13 and Figure 11, a correlation has been noted between population density and the number of households without access to a car or van, whereby the more densely populated areas along the districts' central region are generally where households have fewer cars. Car availability is lowest in Burnley Town, where upwards of 60% of households within the town centre do not have access to car and upwards of 40% of households around the town centre do not have access to a car.

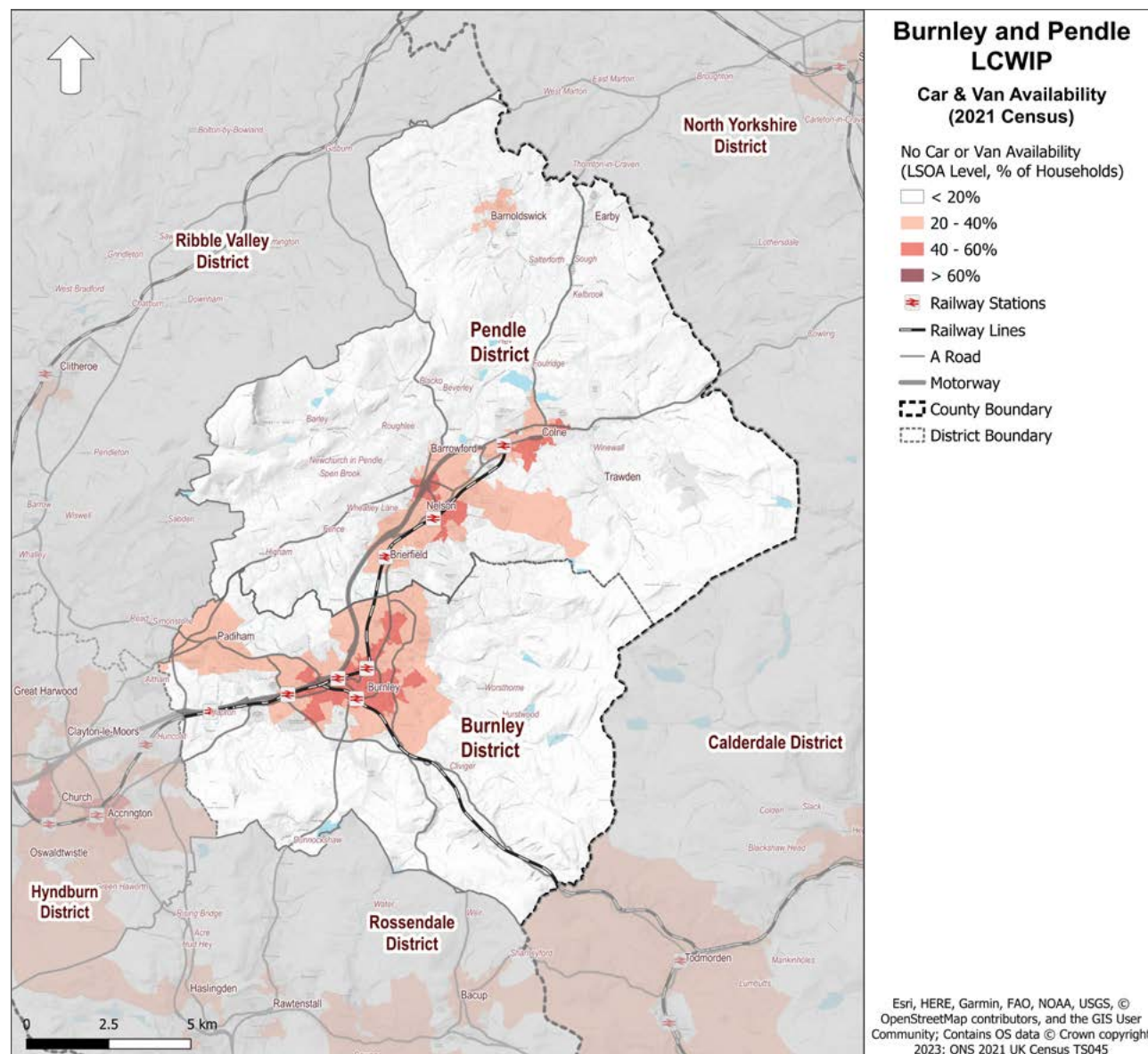


Figure 13. Households with no car/van availability in the Burnley and Pendle study area (Source: Office of National Statistics, 2011)

Similarly, over 60% of households within Nelson and Colne town centres do not have access to a car or van, whereas around both these town centres, over 40% of households do not have access to a vehicle. Further, in peripheral town centres such as Padiham and Barnoldswick, nearly half of residents do not have access to a car.

Additionally, only 10% of households in the more rural eastern and southern parts of Burnley and northern, eastern and western parts of Pendle don't have access to a car or van. Data for privately registered vehicles illustrates a similar trend, with lower vehicle registrations per person in Burnley Borough as compared to regional averages, but almost equal vehicle registration per person in Pendle (Table 4).

Table 4. No car/van availability (2011 Census) and privately registered vehicles (DfT and DVLA)

Area name	Burnley	Pendle	Burnley and Pendle	Lancashire	North West	England
% Households with no car/van availability	29%	23%	26%	20%	25%	24%
Privately registered vehicles/person (2023 Q2)	0.44	0.49	0.46	0.54	0.49	0.51

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

4.2.6. Indices of Multiple Deprivation

Figure 14 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. This 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 the Burnley and Pendle study area. A total of 23 and 18 lower super output areas (LSOAs) respectively in Burnley and Pendle are within the top 10% most deprived nationally and a further 8 and 4 are in the top 20%. These areas are concentrated in Burnley, Nelson and Colne Town Centre, as well as Brierfield Village Centre – particularly adjacent to the railway line. 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 better access to employment and opportunity.

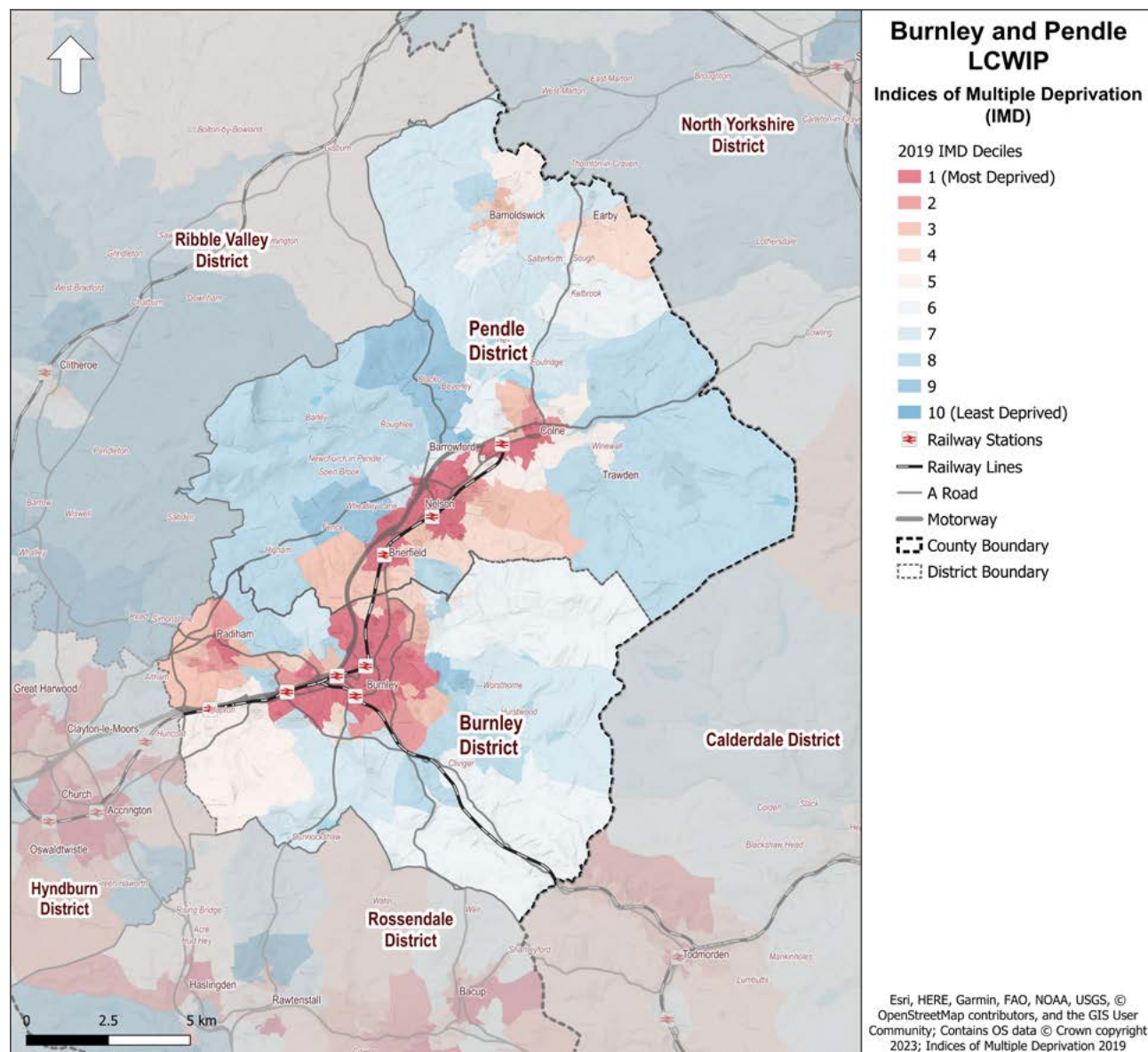


Figure 14. Indices of Multiple Deprivation in the Burnley and Pendle study area (source: Office of National Statistics, 2019)

4.2.7. Future Growth and Development Opportunities

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 links between growing residential areas and key destinations. The locations of larger development sites are shown in Figure 15 and summarised below

4.2.7.1. Burnley

There are several large residential development sites allocated within Burnley's Local Plan, a number of which are now developed, under construction or have planning permission granted. The largest sites among these allocated ones include the sites at Rossendale Road and Hollins Cross Farm in Rose Hill and the former William Blythe Site in Hapton.

Additionally, in Burnley there are several employment land allocations, located near the Network 65 Business Park, south of M65 junction 11 and Heasandford Industrial Estate.

4.2.7.2. Pendle

The draft Pendle Local Plan addresses the borough's development needs up to 2040. It allocates a further 17 hectares of housing land in Brierfield, Nelson, Colne, Earby and Barnoldswick. Construction commenced in 2024 on the sites at Spring Mill and Brook Shed in Earby, which will deliver approximately 100 new homes.

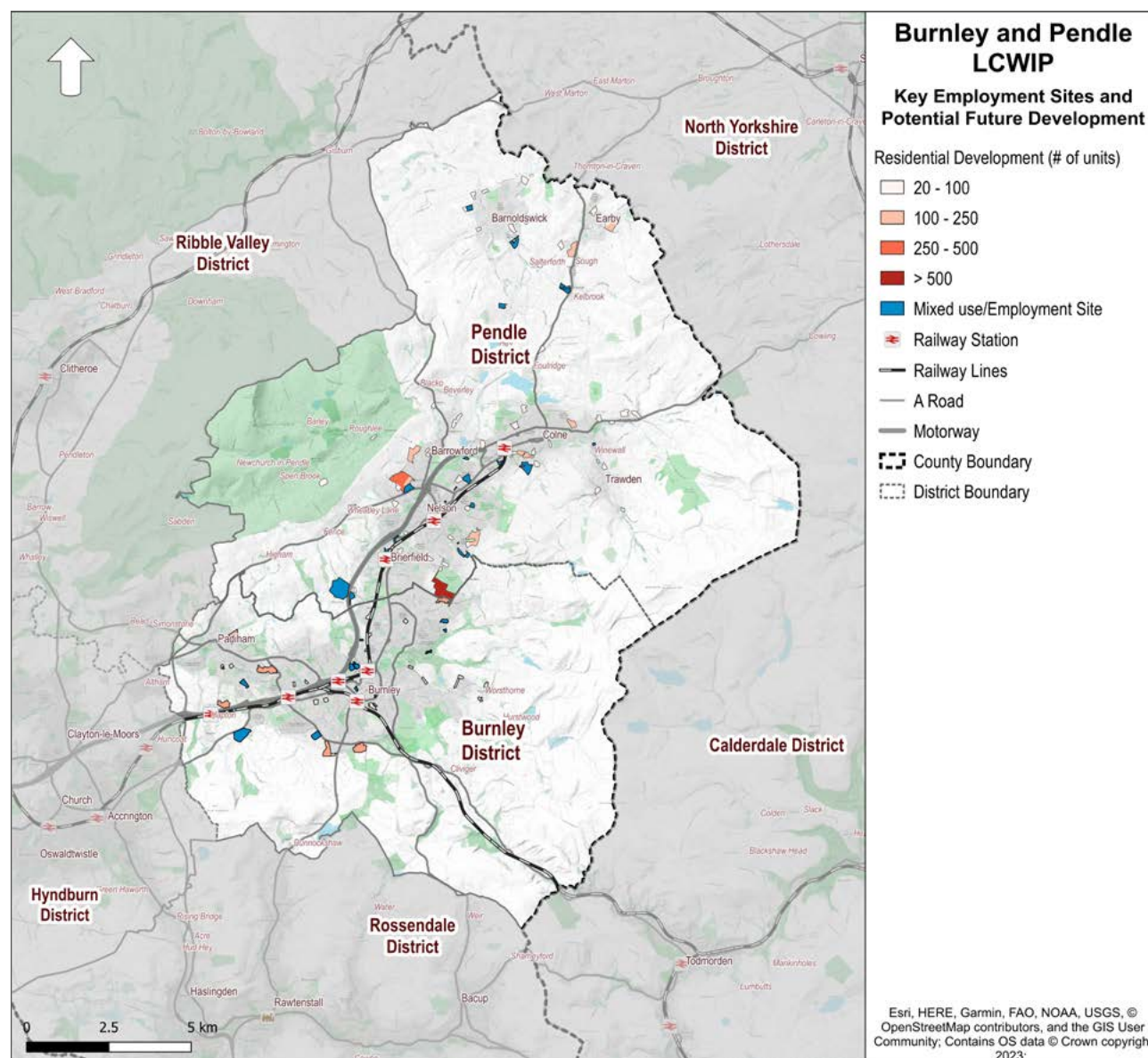


Figure 15. Development areas in the Burnley and Pendle study area (source: Burnley, and Pendle Local Plans/site allocations)

Employment growth will be focussed on Lomeshaye Phase 2, a new strategic employment site in the M65 Corridor, and an extension of the West Craven Business Park to the north of Earby.

Trough Laithe is a 16.94 hectare strategic housing site between Nelson and Barrowford. It will deliver 500 new homes to meet housing need in the M65 Corridor.

4.3 Barriers to Mobility

Severance can be a barrier to mobility, particularly for walking and cycling. Severance issues can create longer journeys, making them less attractive to be made by foot or by cycle. Issues in the Burnley and Pendle study area that contribute to severance are illustrated in Figure 177, including:

- » The Calder Valley and East Lancashire railway lines traverse the districts, which sever the local road network and funnel traffic for all modes to a limited number of crossing points. The severance issues are most apparent in the built-up areas between Burnley and the terminus of the East Lancashire line at Colne.
- » Major roads (e.g., A roads, motorway) can also sever local street networks and create barriers to active travel due to high traffic flows and speeds and wide crossings, which are unattractive and hostile environments for walking and cycling. The most prominent example is the M65 motorway which runs through the urban area between the neighbouring Hyndburn District to its terminus in Colne. Notable severance is present between areas of Barrowford and Nelson, and Ightenhill and Burnley. 'A' Roads with large traffic volumes include the A6068 through Colne and A6114 around the east of Burnley Town Centre.

- » In addition to the major roads, high traffic flows and speeds throughout the network can be a barrier and deterrent to walking and cycling, negatively impacting the perceived safety, comfort, and attractiveness of a route. LTN 1/20, for example, advises that traffic flows should be less than 2,000 vehicles/day with speeds 20mph or less to be suitable for most people to comfortably cycle with motor vehicle traffic and without segregation.
- » The road network outside of the urban, built-up areas is limited throughout the study area, due in part to its more rural character and settlement patterns. This creates very limited options to link the town centres across the region to rural villages. This is compounded by other barriers such as severance of the railways and or natural features.



Figure 16. Hilly terrain is typical of the two districts.
(Photo credit: LCC)

- » As the primary urban area of Burnley and Pendle sits in a valley, topography is generally not a challenge for travel within the central urban area. However, travel beyond the valley is constrained by topography including to Barnoldswick, Fence and destinations in neighbouring districts.
- » The rivers and canals running through the valley create natural barriers to movement. The Leeds and Liverpool Canal and the River Calder and its tributaries are major barriers to east/west movement within the valley. For much of their duration through the valley, these follow the M65 motorway, creating a reliance on a limited number of crossings.
- » Within the built urban environment, there are many common constraints which affect current levels of 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.

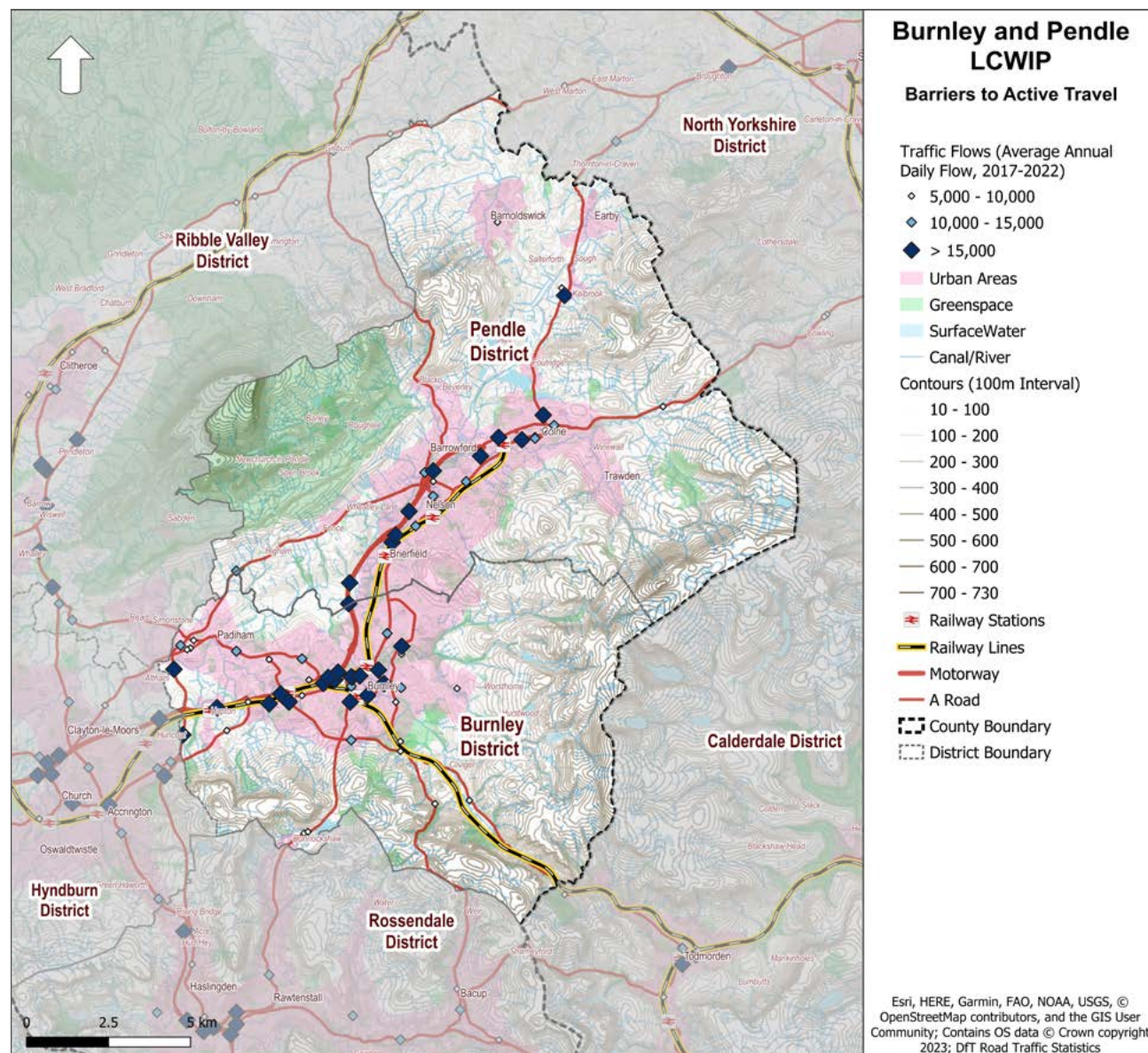


Figure 17. Barriers and constraints to walking and cycling

4.4 Key Destinations

Key destinations (see Figure 18) 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:

- » Schools
- » Hospitals
- » Doctor surgeries
- » Leisure centres
- » Tourist attractions
- » Railway stations
- » Retail areas
- » Supermarkets
- » Employment sites / enterprise zones

Key destinations tend to be concentrated around the more densely populated area between Burnley and Colne, as well as around other settlements such as Barnoldswick, Earby and Padiham.

Clusters of primary schools in towns such as Burnley, Barnoldswick, Brierfield, Colne and Nelson 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

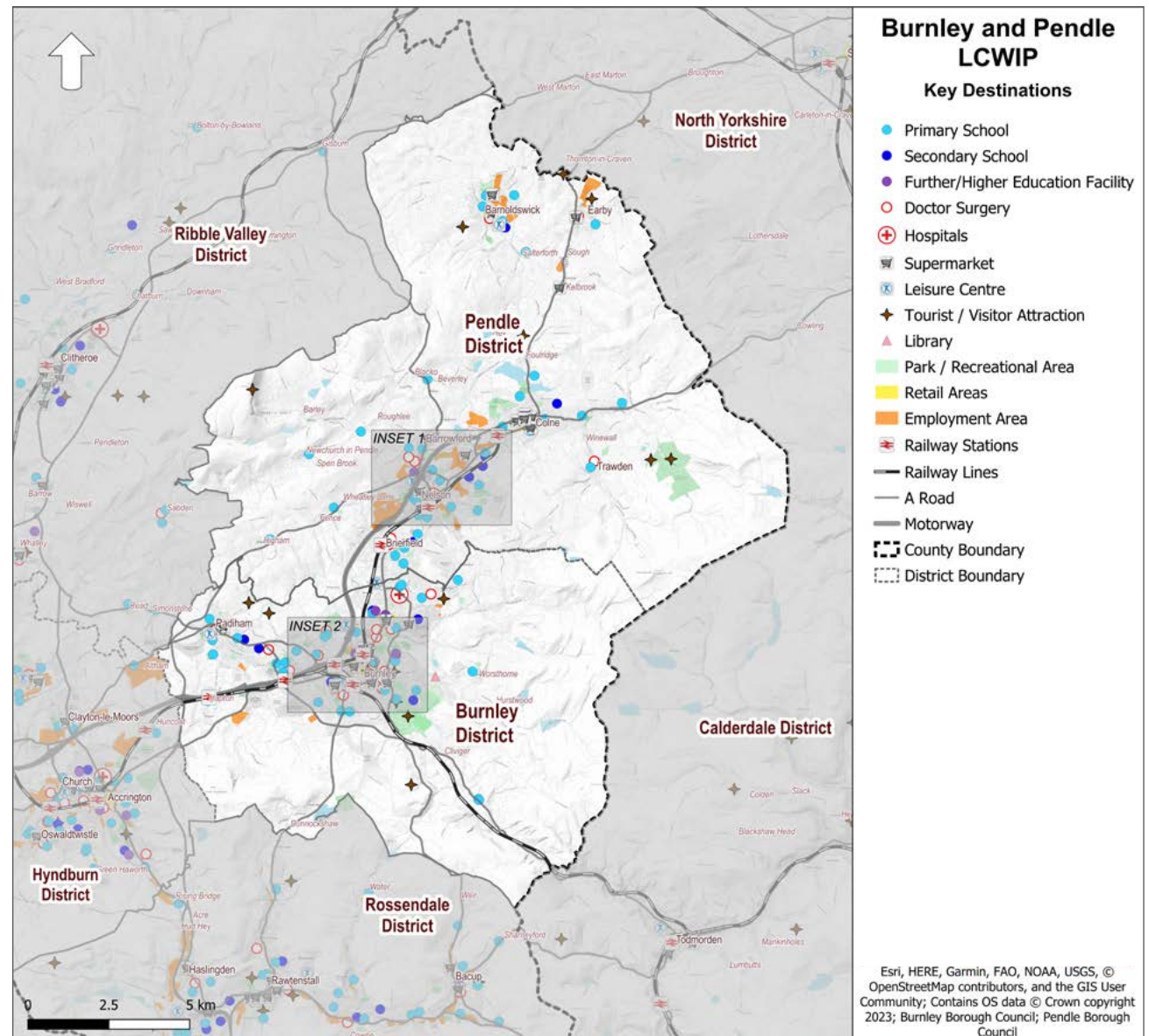


Figure 18. Key destinations within the Burnley and Pendle study area (insets overleaf)

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.

Secondary and higher education facilities are located in Burnley, which has 8 secondary, further and higher facilities; Colne (three schools); Brierfield (two schools); and Barnoldswick, Barrowford, Nelson and Padiham (each with one school)

There are key employment sites throughout the study area and are generally located adjacent to major transport links such as the M65. Larger sites or clusters of sites include:

- » Shuttleworth Mead Business Park (Burnley)
- » Rossendale Road Industrial Estate (Burnley)
- » Burnley Bridge Business Park (Burnley)
- » Heasandford Industrial Estate (Burnley)
- » Lomeshaye Industrial Estate (Pendle)
- » Barnoldswick employment sites including Rolls Royce (Pendle)
- » Earby employment sites (Pendle)

Several of the barriers and constraints referenced in the previous section (Figure 17) are also overlaid in Figure 18 to illustrate potential severance issues near key destinations.

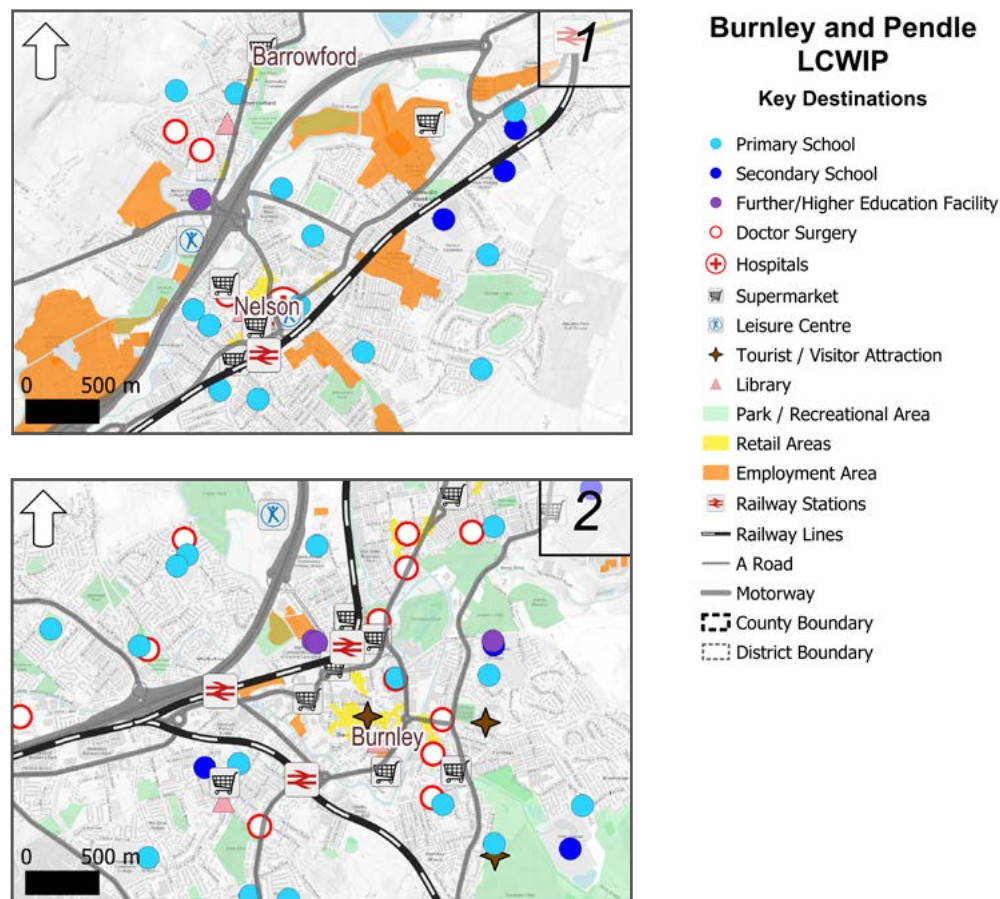


Figure 19. Key destinations within Nelson (top) and Burnley (bottom)

4.5 Centres

Similar to the key destinations mapping, the classification of designated Centres from the Burnley and Pendle 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 and village centres and improving access to district centres.

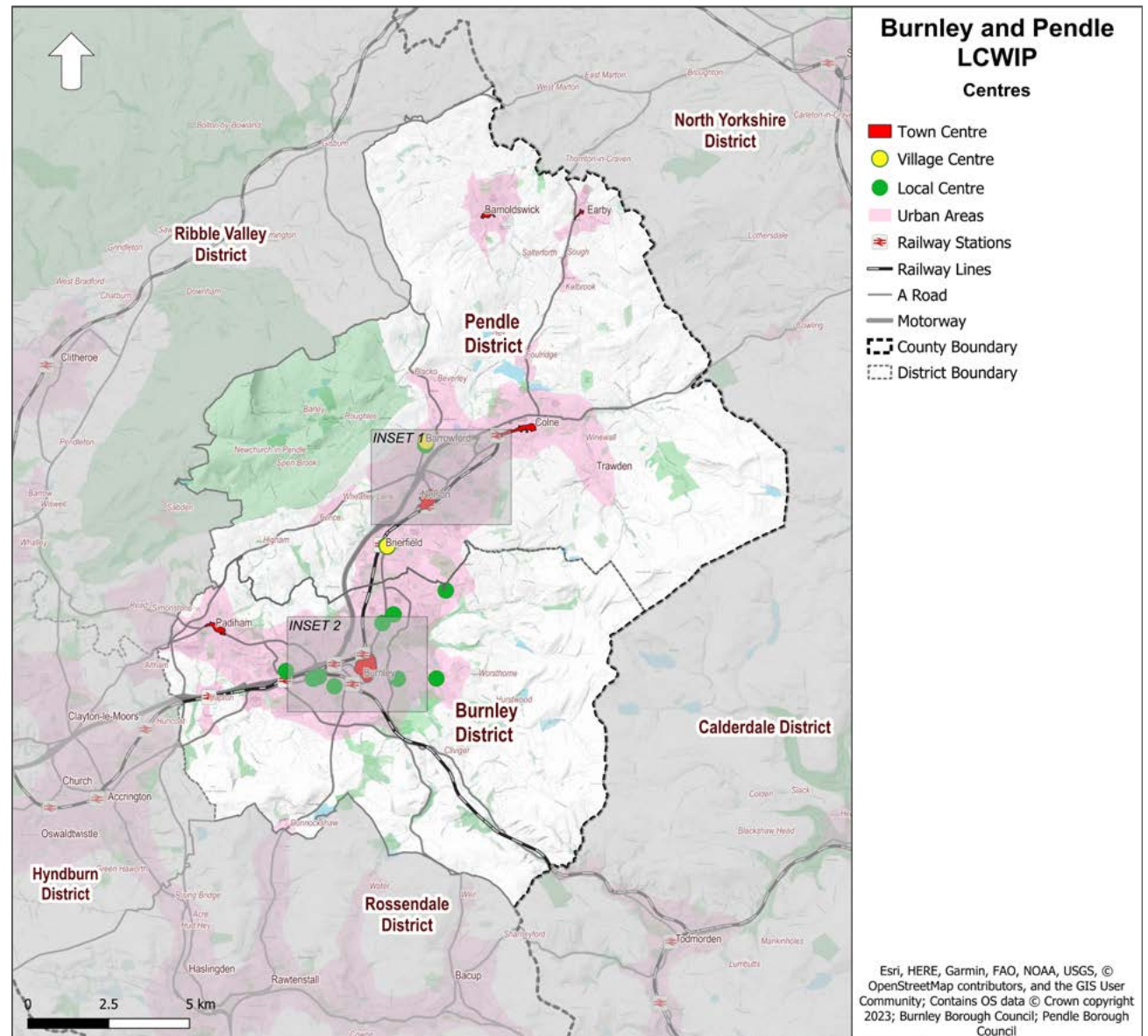
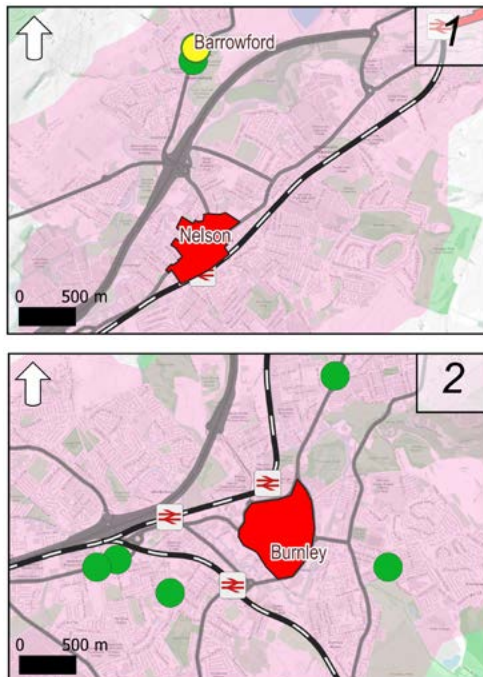


Figure 20. Centres within the Burnley and Pendle area (insets left)

4.6 Transport Infrastructure

4.6.1. Existing and Proposed Cycle Network

There are several regionally significant existing cycle facilities in the study area, including:

- » National Cycle Network (NCN) route 604 follows the Leeds and Liverpool Canal between Rose Grove and Burnley town centre.
- » NCN route 685, locally known as the Padiham Greenway connects Padiham, surrounding villages and to NCN route 604, which provides onward connectivity to Burnley town centre.
- » NCN route 68, known as the Pennine Cycleway, runs from West Yorkshire towards the Yorkshire Dales, through Pendle District.
- » NCN route 68 spur links the NCN route 68 in Colne to Burnley town centre.

There are other sections of off-road facilities available throughout the study area, including some longer sections along the River Calder and between Colne and Foulridge.

There are several proposed schemes to expand or improve the cycle network, especially through LUF, as referenced in section 3.5.

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

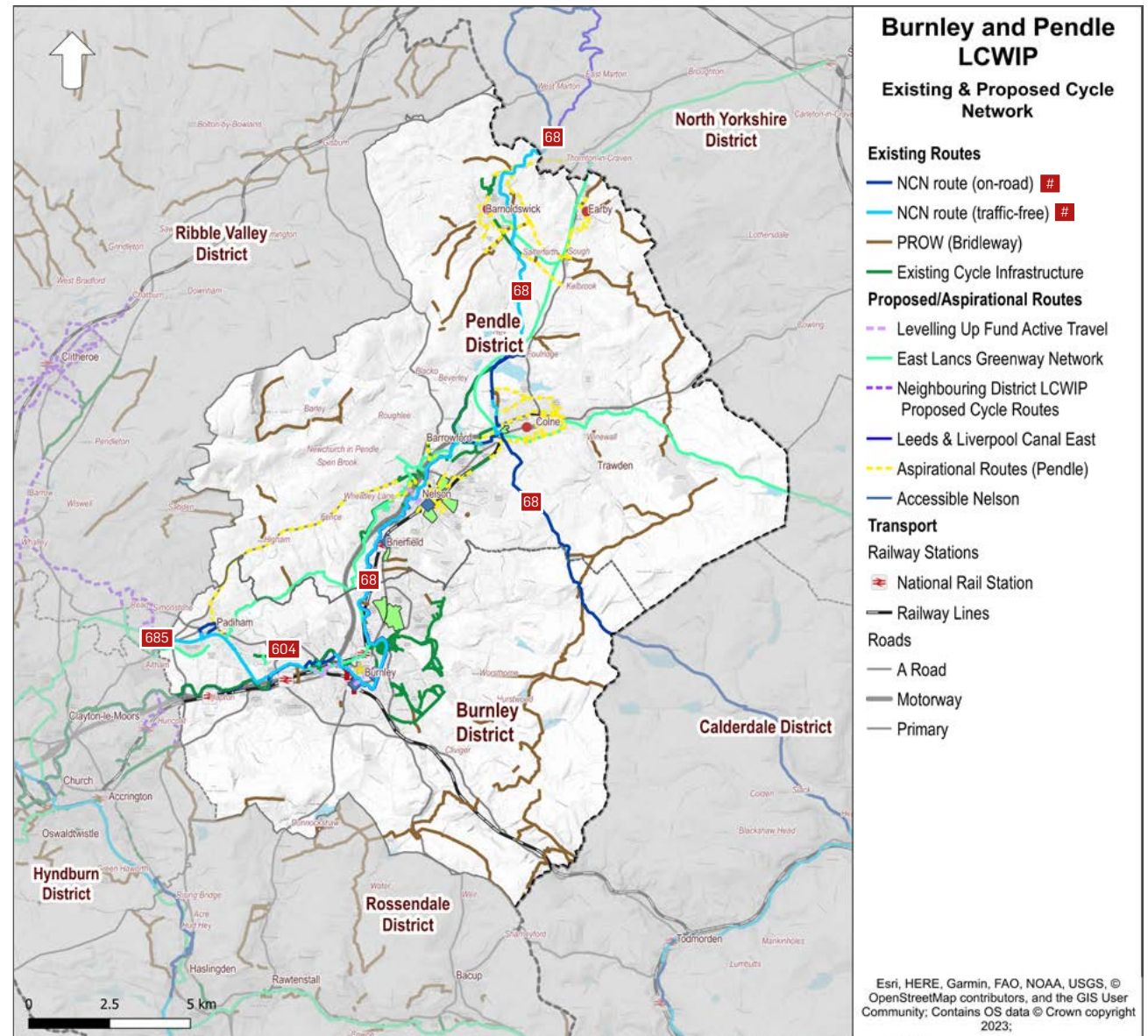


Figure 21. Existing and proposed cycle network

4.6.2. Public Transport

Several public transport services operate in Burnley and Pendle, including two railway lines, and an extensive bus network.

Walking and cycling are important first/last mile travel options to/from the area railway stations, and so connections to the stations should be a consideration in development of the LCWIP network. High-quality long-term cycle parking should also be provided at the stations. The station with the highest ridership is Burnley Manchester Road on the Calder Valley Line. The stations at Burnley Central, Nelson and Colne on the East Lancashire Line have moderate ridership.

Bus services do not allow unfolded cycles on-board. There also tends to be a higher frequency of stops, generally making walking a suitable option to access bus services. 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) within and between built-up areas in the Burnley to Colne corridor.

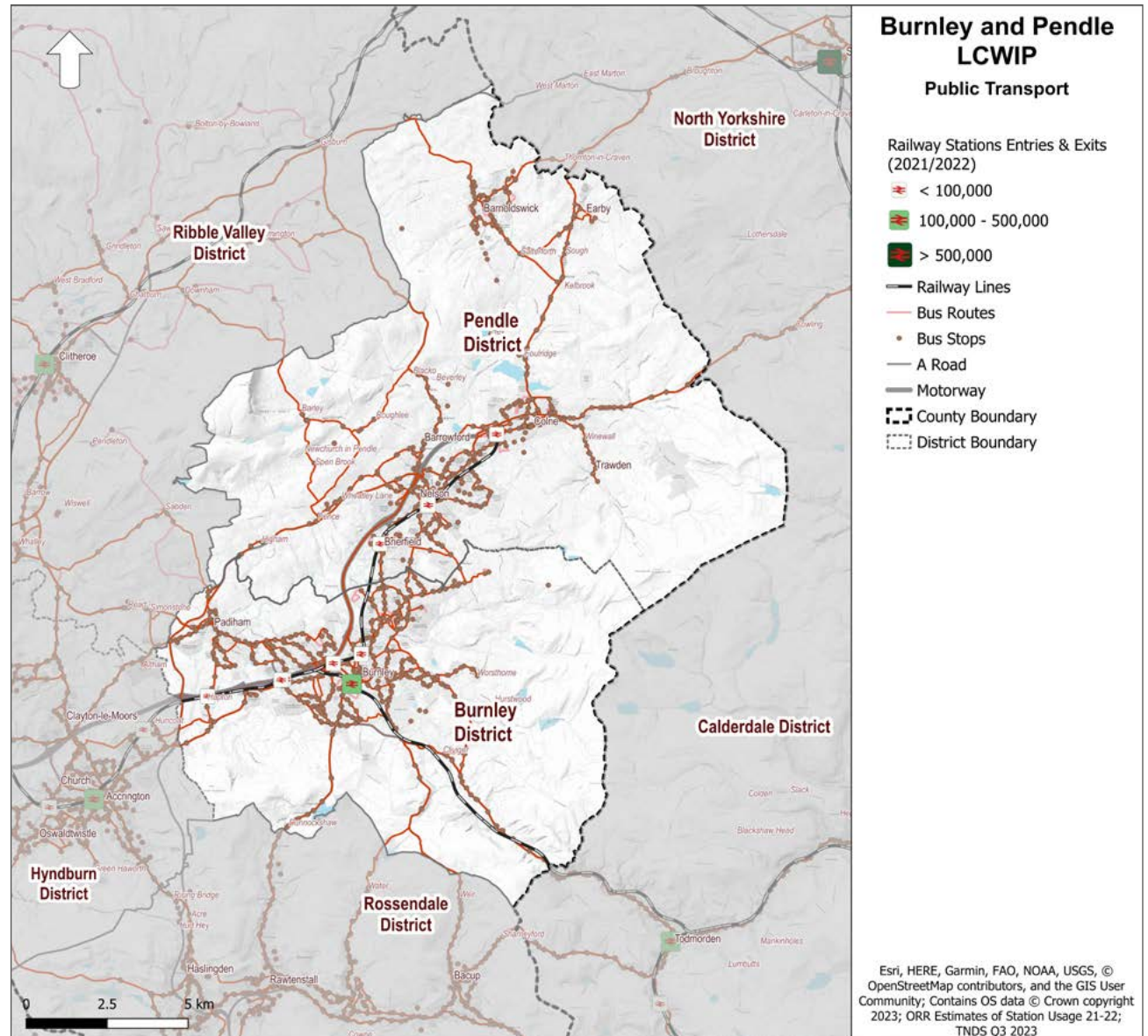


Figure 22. Public transport services

4.6.3. Air Quality Management Areas

There is one air quality management area (AQMA) within Burnley and Pendle:

- » Colne AQMA: Windsor Street, Colne and Skipton Road, Colne between the junction with Windsor Street/Byron Road and Temple Street/Oak Street.

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.

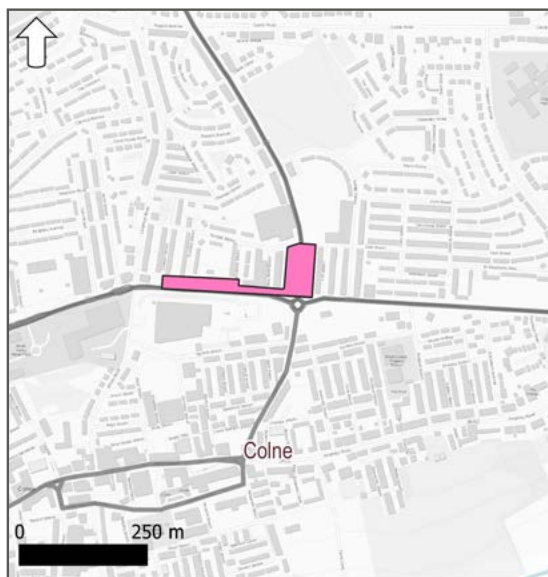


Figure 23. Colne air quality management area

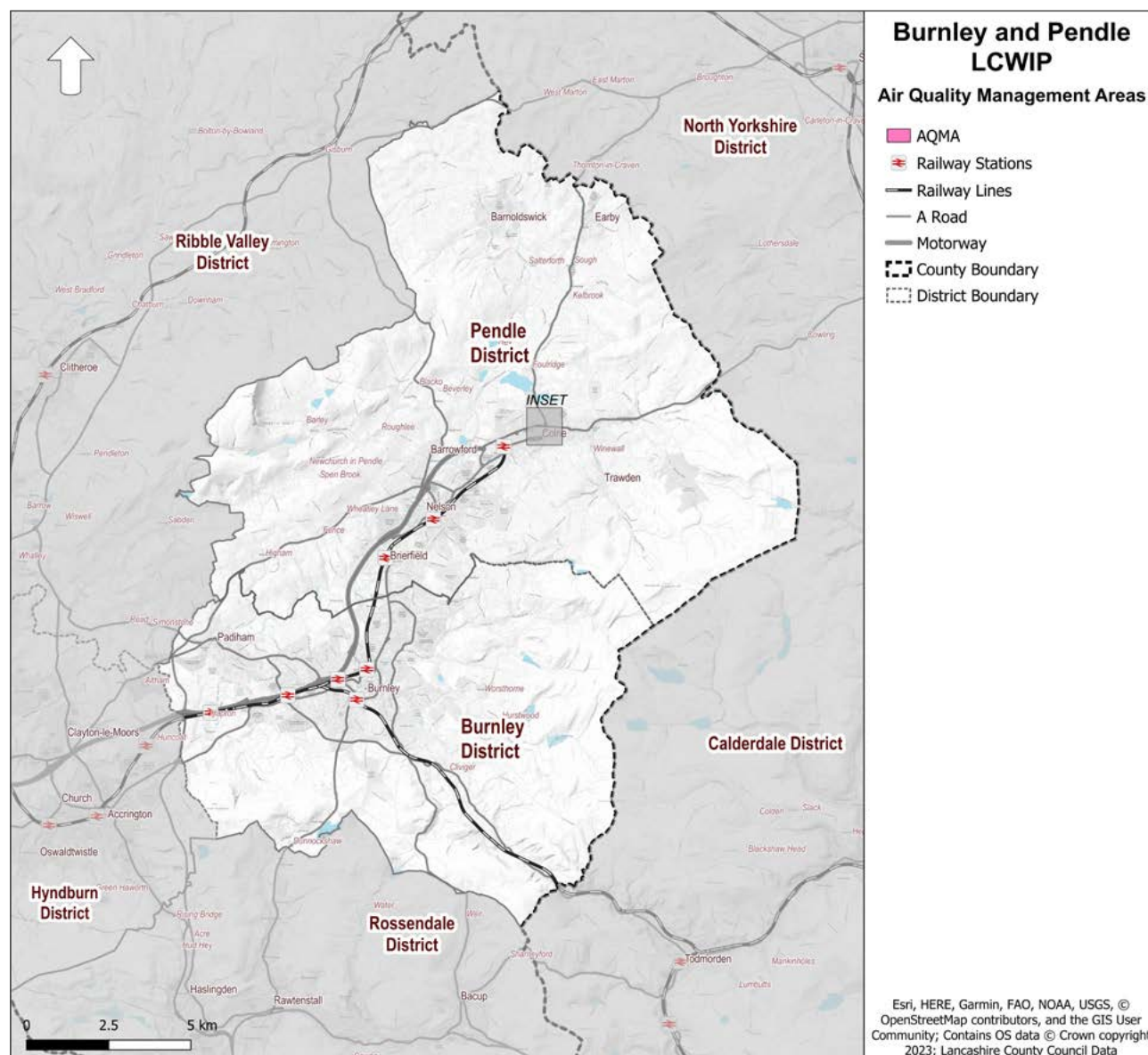


Figure 24. Air quality management areas within the Burnley and Pendle study area (AQMA Colne inset left).

4.7 Travel Patterns

4.7.1. Journey to Work Mode and Trip Distance

Table 5 summarizes the mode share and trip distance for commuter trips based on the 2021 Census¹. Of those in employment, driving a private car remains the primary mode of transport in the region at 56% of all commuter trips.

Active travel comprises 12% of all commuter trips 11% by walking and 1% by cycle. This is more than Lancashire as a whole, as well as the North West and national averages. When looking at the individual districts, active travel mode share is higher than average in both, particularly for walking.

Journey to work distances indicate the potential for growth in walking and cycling as viable modes of travel. Across Burnley and Pendle, over 30% of commuter journeys are less than 5km, a distance which can be easily walked or cycled. An additional 13% are 5 - 10km, which is also within a reasonable cycle distance.

When looking at Pendle individually, the share of trips <5km is comparable to or slightly above regional and national averages.

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

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
Burnley	40,469	11.1%	1.0%	56.0%	18%	19%	13%
Pendle	35,751	10.8%	0.8%	56.7%	18%	14%	13%
Burnley and Pendle Total	76,220	11.0%	0.9%	56.4%	18%	17%	13%
Lancashire	540,528	8.1%	1.4%	54.6%	13%	14%	13%
North West	3,330,547	8.0%	1.7%	49.7%	12%	15%	14%
England	26,330,909	7.6%	2.1%	44.5%	11%	13%	12%

source: Office of National Statistics

However, in Burnley 37% of commuter trips are less than 5km. This suggests an even higher potential for a modal shift to active travel and supports the existing relatively high mode share for walking.

4.7.2. Commuter Trip Patterns

4.7.2.1. MSOA Origin/Destination Pairs

Journey to work data at the middle super output area (MSOA) level was reviewed to broadly illustrate commuter flows and key commuter pairs across the Burnley and Pendle study area. 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.

As shown in Figure 25, there are:

- » Strong desires line to/from Burnley town centre, providing connectivity to all the employment sites located within Burnley town centre to nearby town centres and employment areas such as Burnley General Hospital, Elm Street Business Park and Empire Business Park area.
- » Multiple desire lines linking employment sites along the central spine of study area i.e., from the town centres of Nelson, Barrowford, Colne to Burnley town centre.
- » Numerous short commuter trips within Barnoldswick town centre, and moderate demand for commuter trips from Barnoldswick to Earby town centre.
- » Several low demand trips from Barnoldswick to Colne and Earby to Colne town centre.

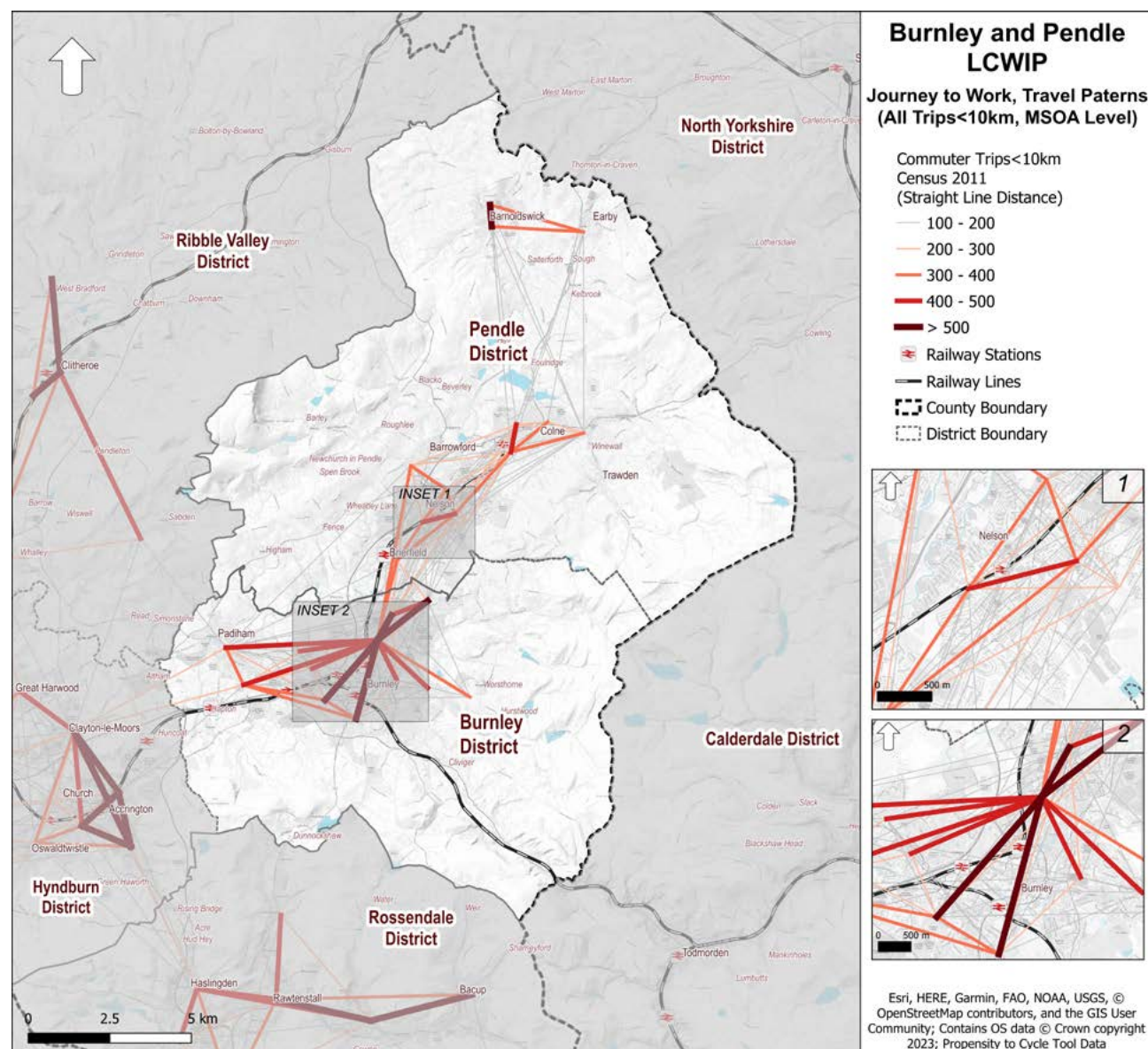


Figure 25. Origin-destination pairs for journeys to work at the middle super output area (MSOA) level for trips less than 10km in the Burnley and Pendle study area (2011 Census, Office of National Statistics; Propensity to Cycle tool)

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 more rural areas. All short commuter trips (less than 10km) between LSOAs which start and/or end in the Burnley and Pendle study area 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 25 at the MSOA level, but the additional granularity in origin/destination pairs also illustrates:

- » The distribution of short commuter trips in the Burnley area.
- » Relatively high flows within Burnley, Barnoldswick and Earby area.
- » A relatively high density of commuter trips across different town centres i.e., Colne, Barrowford, Nelson and Burnley area.

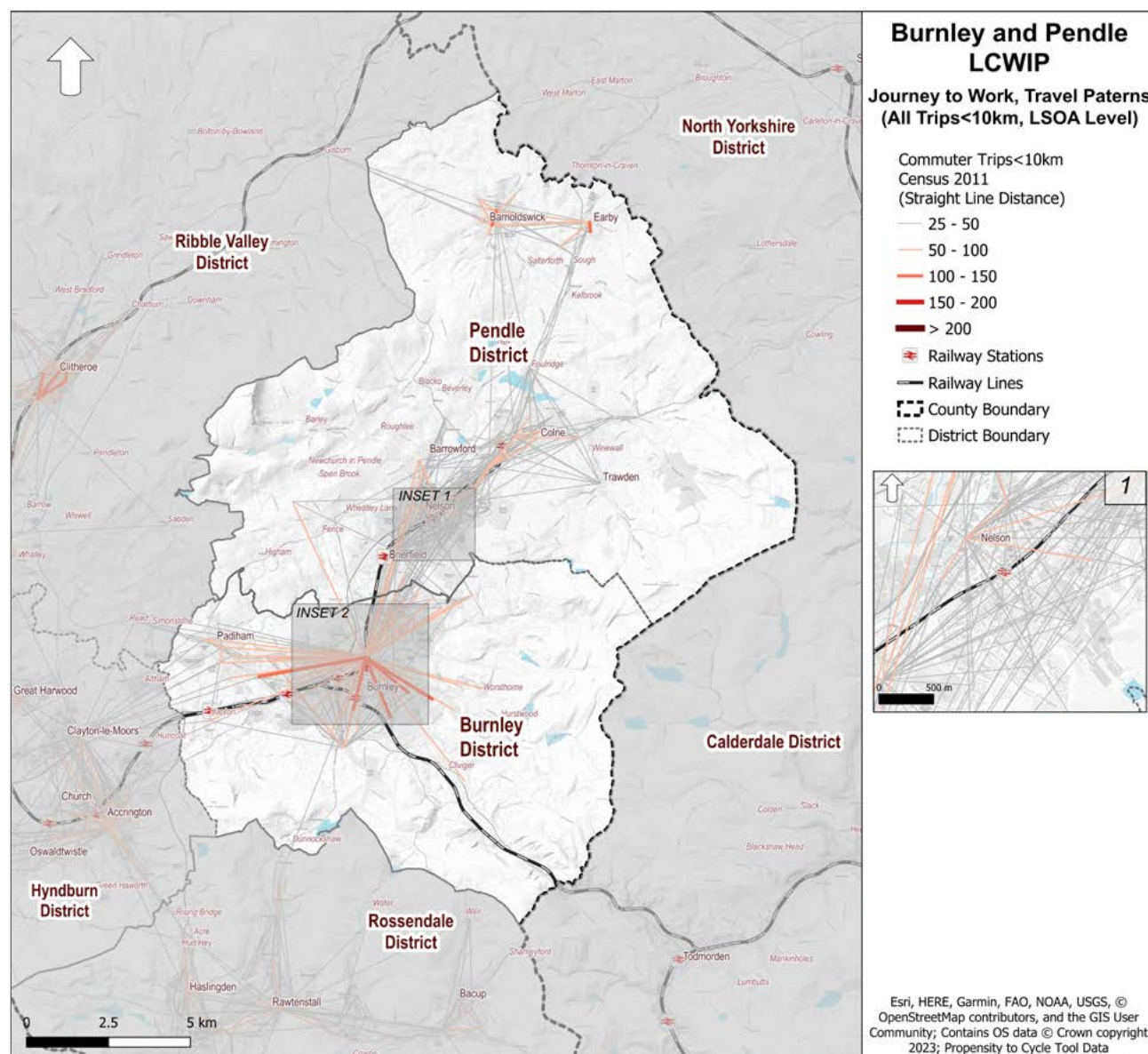
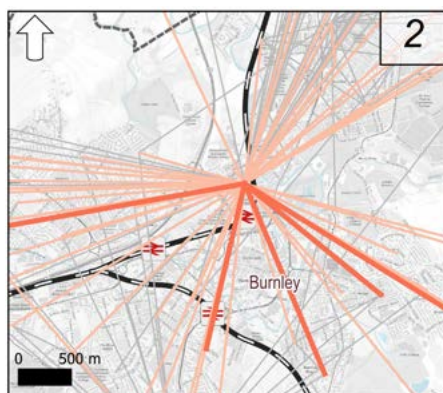


Figure 26. Origin-destinations pairs for journeys to work at the lower super output area (LSOA) level for trips less than 10km in the Burnley and Pendle study area (2011 Census, Office of National Statistics; Propensity to Cycle tool)

4.7.3. Historic Cycle Count Data

Cycle count data is available through the Department of Transport's Road Traffic Statistics data portal. Figure 28 shows available count locations within the Pendle and Burnley study area from 2017 through 2022.

Overall, cycling numbers show a positive trend (see Figure 27 below). Comparing count sites from a 2017 baseline, by 2022, cycling increased 21%. The peak year for cycling in the analysed period was 2020, where an increase of 39% was recorded against baseline, equalling to an additional 700 cycle trips being recorded at count locations across Pendle and Burnley. This is likely due to behaviour changes influenced by the COVID-19 pandemic and national lockdown restrictions. Since 2020, cycling figures have experienced a slight reduction, though remain well above 2017 levels.

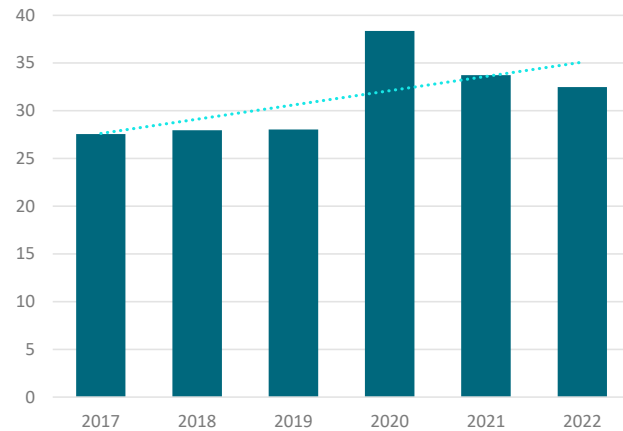


Figure 27. Average cycle count per site across the study period (2017-2022), including trendline.

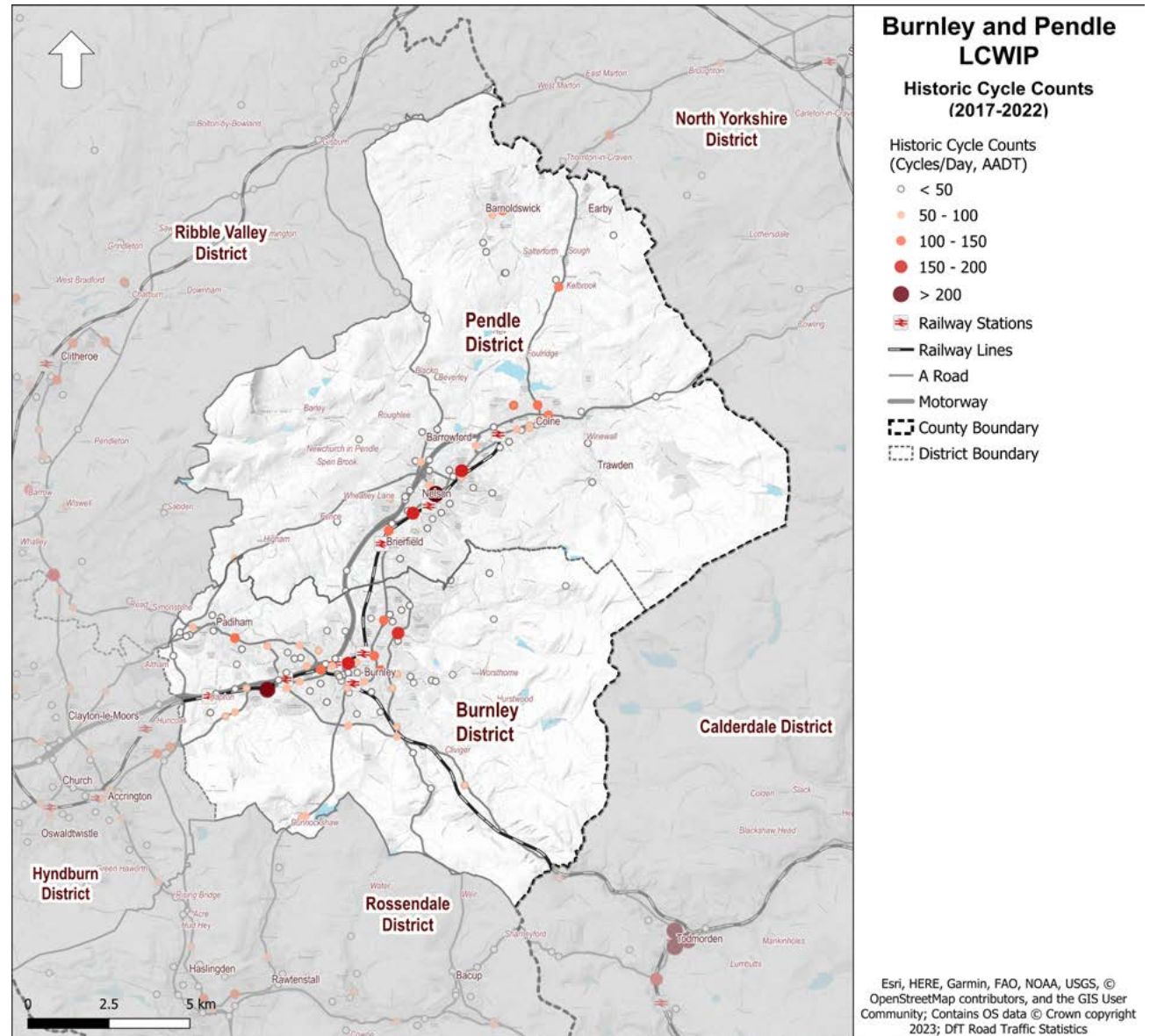


Figure 28. DfT cycle count data

Individual spot counts, as shown in Figure 28 on page 49, indicate moderate existing cycle flows (>200/day) along the A679 in Burnley and Nelson. Also, a moderate existing daily cycle flow of 150 to 200 was observed over the corridor connecting Burnley (A6114), Brierfield (A682), Nelson (A56) and Colne (A6068), and on the NCN68. These indicate areas with existing cycle demand that may benefit from high-quality cycle infrastructure.

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 gradient of a route is also a key factor considered within the model when estimating the propensity for cycling.

The Burnley and Pendle LCWIP PCT analysis was conducted using PCT data downloaded in September 2023, which was based on the 2011 Census. The following data categories were utilized 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

1 <https://www.pct.bike/>

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 the Burnley and Pendle study area. This is the key output of the PCT utilised from the PCT analysis.

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

The following sections summarise the analysis of the journey to work and journey to school PCT data. However, it is important to note that commuting and education only account for 28% of all trips.¹ Therefore, the available data is only representative of a small percentage of overall trips and potential demand for cycling.

4.7.4.1. PCT Commuter Mode Share

Based on the 2011 Census, cycle mode share for commuting was low across the Burnley and Pendle study area, typically less than 5% as illustrated in Figure 29 The PCT, however, illustrates strong potential for growth in cycling. Under the 'Go Dutch' scenario (Figure 30, following page), urban areas of Burnley, Brierfield, and Nelson would have a cycle commuter mode share of over 20%, whereas remaining area of same including Colne have mode share of over 15%. This reflects the relatively high proportion of short commuter trips and hilly terrain of the area.

1 2019 National Travel Survey, Table NTS0409a. Commuting accounts for 15% of all trips, education/escort to education 13% of all trips

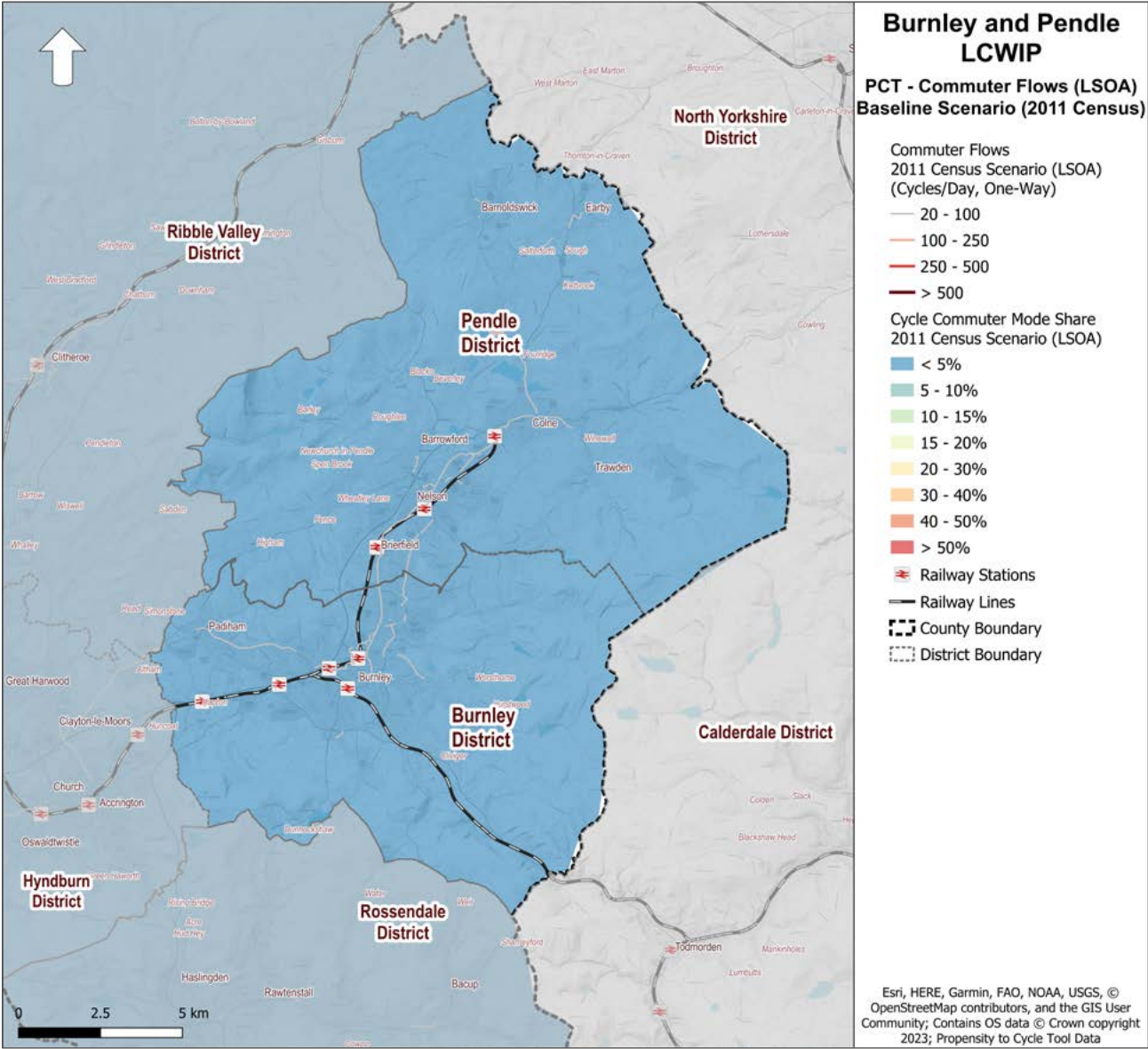


Figure 29. PCT daily commuter cycle flows and journey to work cycling mode share based on the PCT '2011 Census' scenario

4.7.4.2. PCT Commuter Flows

Estimated daily commuter cycle flows from the PCT Go Dutch scenario are illustrated in Figure 30. This indicates the routes with the highest relative propensity for cycling in the Burnley and Pendle study area based on journey to work data. As would be expected, the highest propensity for cycle flows are forecast within and linking the more densely populated areas along the central spine of study area covering Burnley, Brierfield, Nelson Barrowford and Colne. The remainder of the study area has comparatively lower cycle flows.

Indicative key corridors and links with relatively high flows include:

- » East/west route across linking Whittlefield to Elm Street Business Park.
- » A continuation of the above route towards Brierfield in the north.
- » Link between Brierfield and Nelson (A682/Colne Road).
- » North/south link to Colne from Nelson via Regent Street.

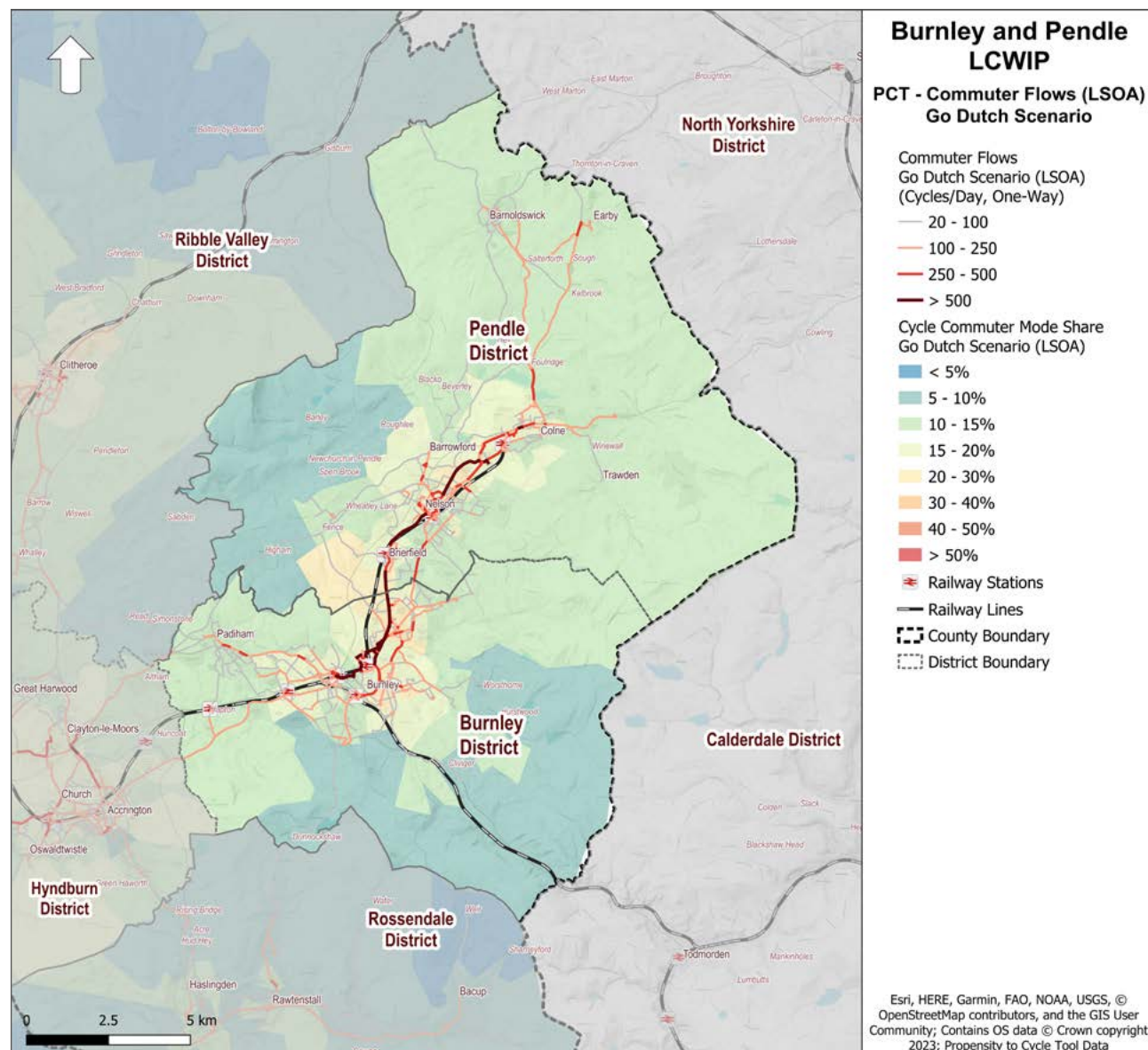


Figure 30. PCT daily commuter cycle flows and journey to work cycling mode share based on the PCT 'Go Dutch' scenario

4.7.4.3. PCT School Mode Share

Based on the 2011 PCT baseline, cycle mode share for trips to school is generally less than 5%. The existing journey to school cycle mode share is illustrated in Figure 31. As with the commuter data, the PCT school data indicates a high propensity for cycling to school in the Burnley and Pendle area.

In the Go Dutch scenario, (Figure 32, following page) cycling to school could be a preferred option for over 40% of children in the area around Burnley Central rail station and Sir John Thursby Community College along with a part of Fulledge. Also, it could be a preferred option for over 30% of children in the area around Empire Business Park, Scott Park, Calder Park, Thompson Park, Queen's Park, Unity College, Pendle Industrial Estate and Barrowford in the central region and in the area around Kelbrook and Trawden located in extreme north and east side of Pendle.

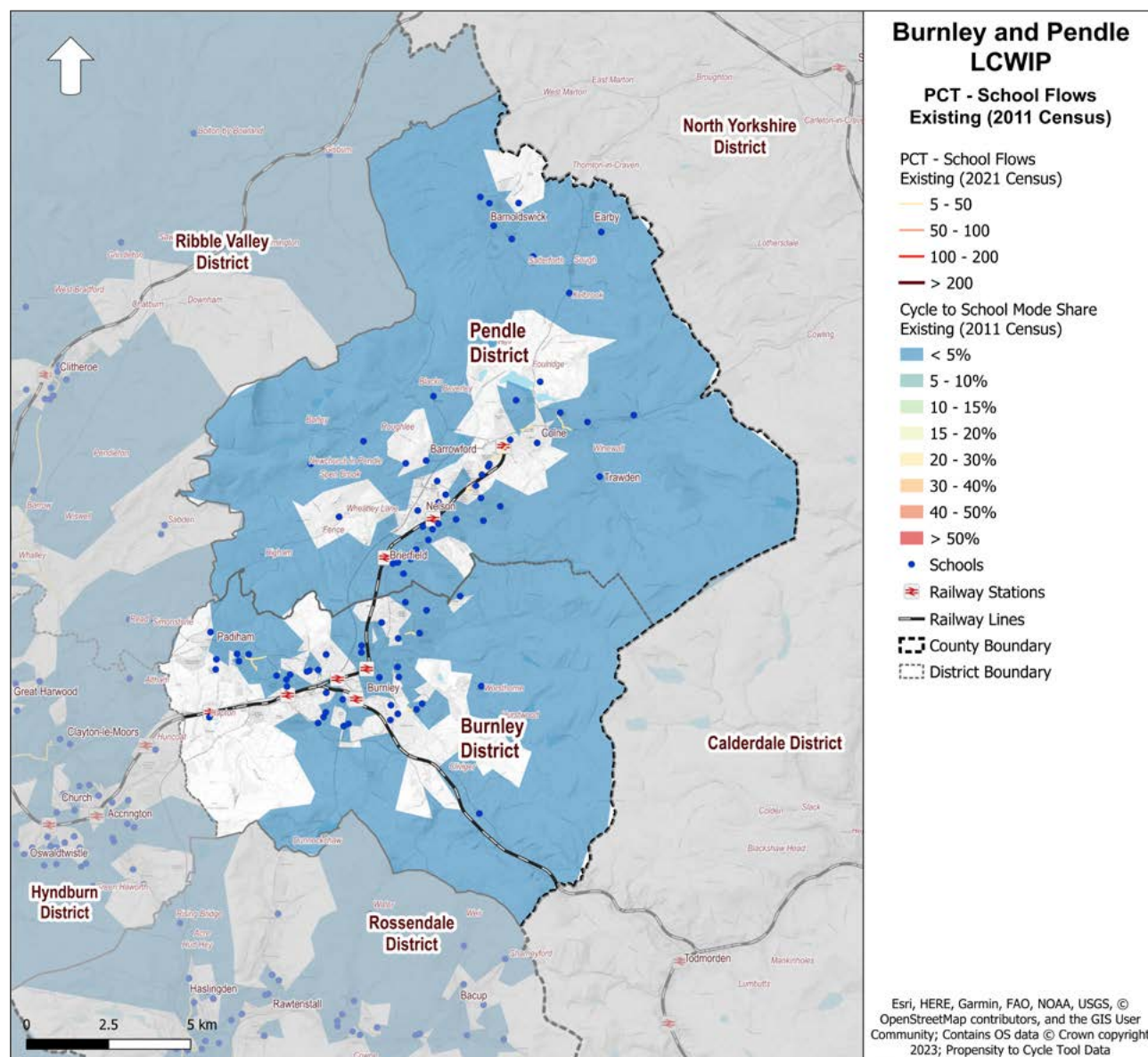


Figure 31. PCT journey to school cycle flows and cycling mode share based on the PCT '2011 Census' scenario

4.7.4.4. PCT School Flows

Estimated daily journey to school cycle flows from the PCT Go Dutch scenario are illustrated in Figure 32. This indicates the routes with the highest relative propensity for cycling based on journey to school data. The higher propensity for cycle trips to school are again concentrated along the central spine of study area. These include the following areas:

- » Between Ightenhill and Blessed Trinity Roman Catholic College (e.g., Padiham Road, Westgate, Ashfield Road, Active Way, Church Street, Ormerod Road).
- » Brougham Steet to Roundabout located at A6114 (Casterton Avenue)/A6114 (Eastern Avenue)/Briercliffe Road (e.g., Daneshouse Road, Hebrew Road, Thursby Road, Eastern Avenue).
- » Unity College to Sir John Thursby Community College (Todmorden Road, Belvedere Road, Queen Victoria Road, Eastern Avenue).
- » Link between Shuttleworth College and All Saints Church (e.g., Burnley Road, Padiham Road)
- » Nelson rail station to Colne rail station (Holme Street, Chapel Street, Oakland Street, Leeds Road, Bradley Hall Road, Burnley Road, Primet Hill).

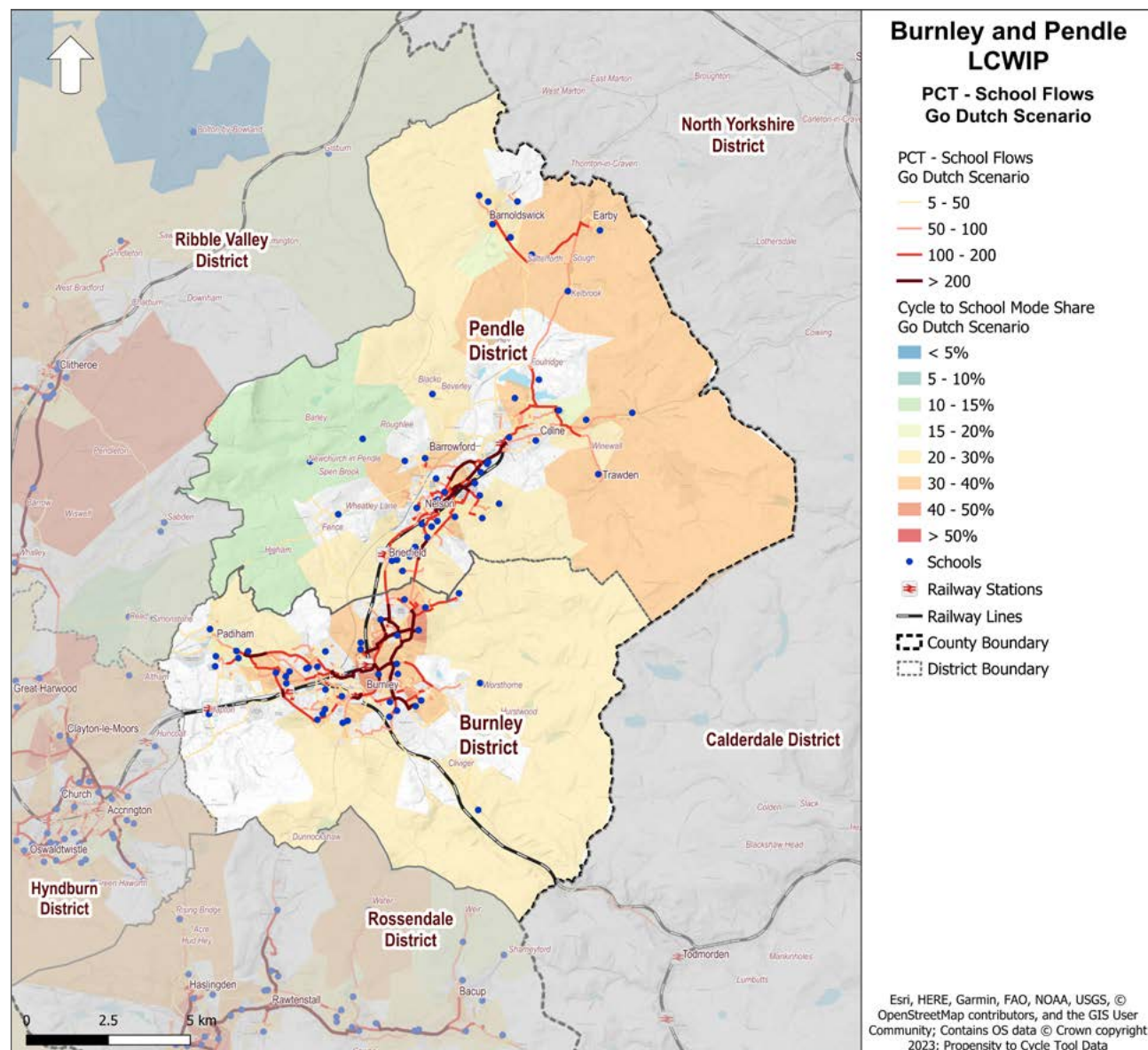


Figure 32. PCT journey to school cycle flows and cycling mode share based on the PCT 'Go Dutch' scenario

4.7.5. Strava Data

Strava Metro data for the Burnley and Pendle was available for 2022. Strava is a mobile and internet-based application for tracking various activities (i.e., cycling, running, etc.). The data presented represents trips recorded by users of Strava's 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 usage of the Swinden Playing Fields & Cycle Tracks (purple area in map), suggesting potential leisure/sport cycling activity. A moderate usage observed on route passing through Burnley Road on the extreme south-east side near the district boundary and on route Skipton New Road providing connectivity to Colne and Foulridge, suggesting longer distance leisure/sport cycling activity. A low usage observed on all remaining routes within study area. Further, it is important to note that Strava data highlights low usage of corridors falling over majority of high-density population areas, suggesting minor leisure cycling activity.

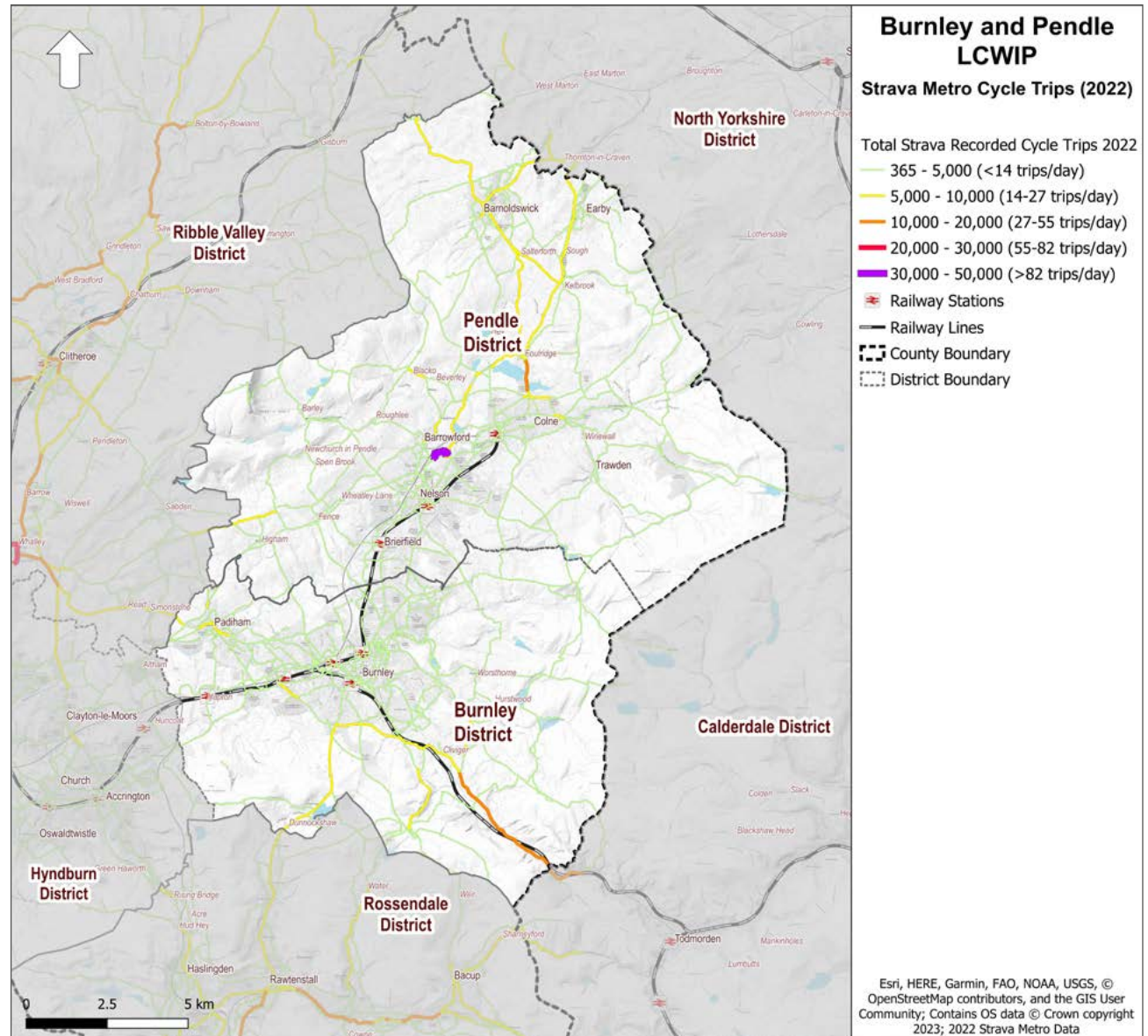


Figure 33. Cycle journeys recorded via Strava in 2022

4.7.5.2. Strava Walking Data

Strava data for pedestrian trips is shown in Figure 34. Strava data for trips made by on foot are likely to be skewed toward leisure trips, as these would typically include sporting activities such as running or hiking. The paths near Towneley Hall are heavily utilised area for walking/running. The paths at Seedhill Athletics and Fitness Centre, at Pendle Hill and in playing fields at Barrowford are moderately utilized area for walking/running, but the nature of route suggests their usage is for leisure/ sport activity.

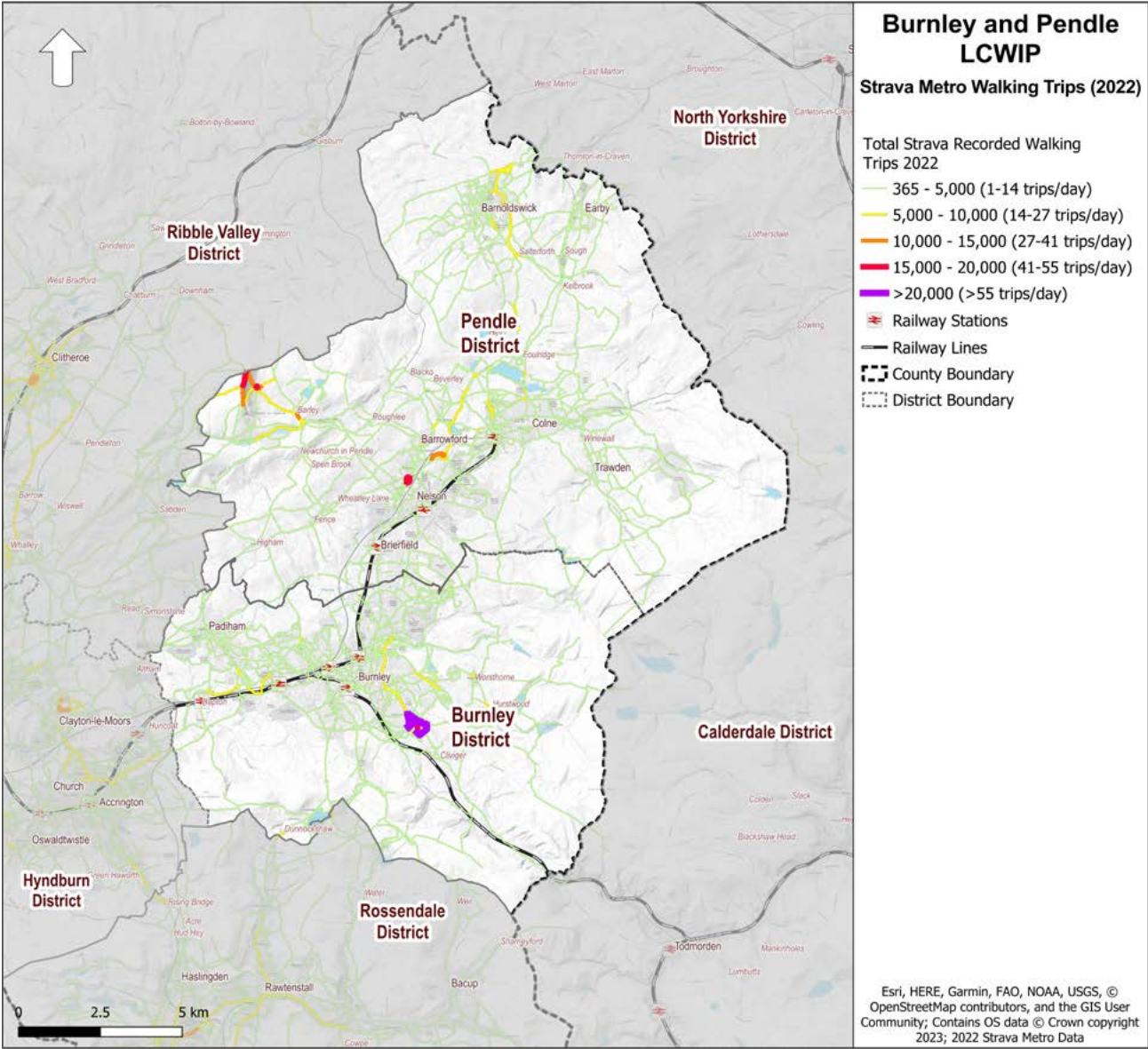


Figure 34. Pedestrian journeys recorded via Strava in 2022

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 authority for January 2018 through July 2023.

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.

During the assessment period, there were 642 collisions involving pedestrians and 122 involving people cycling in Burnley and Pendle.

The collisions are tabulated by year and severity in Table 6 (cyclists) and Table 7 (pedestrians).

Collisions are generally concentrated in the more urban areas of the study area, where there is 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), corridors with multiple KSI collisions include:

- » Accrington Road in Burnley
- » Barden Lane in Burnley

- » Brunshaw Road in Burnley
- » Scotland Road in Nelson
- » Westgate in Burnley

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

- » Barkerhouse Road in Nelson
- » Burnley Road in Brierfield
- » Burnley Road in Padiham
- » Colne Road in Burnley
- » Eastern Avenue in Burnley
- » Thursby Road in Burnley

Collision locations are illustrated in Figure 35 (cyclists) and Figure 36 (pedestrians) overleaf.

Table 6. Cyclist casualties, by severity

Severity	2018	2019	2020	2021	2022	2023	Total
Burnley							
fatal	0	0	0	1	0	0	1
serious	5	5	1	3	4	3	21
slight	9	6	10	11	7	2	46
Total	14	11	12	14	11	5	68
Pendle							
fatal	0	0	0	2	1	0	3
serious	3	1	3	3	7	1	18
slight	6	8	5	5	4	5	33
Total	9	9	8	10	12	6	54

Table 7. Pedestrian casualties, by severity

Severity	2018	2019	2020	2021	2022	2023	Total
Burnley							
fatal	2	1	0	0	1	1	5
serious	11	20	10	18	15	13	87
slight	40	32	17	24	23	13	149
Total	53	53	27	42	39	27	241
Pendle							
fatal	1	1	0	1	0	0	3
serious	17	12	6	11	10	10	66
slight	39	24	16	19	14	10	122
Total	57	37	22	31	24	20	191

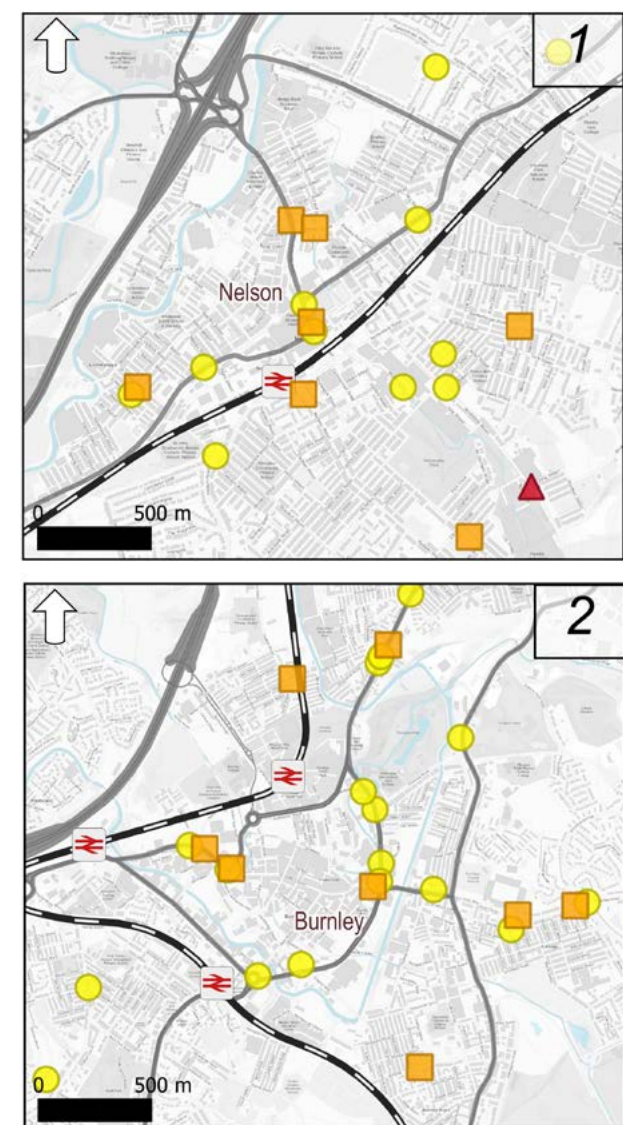
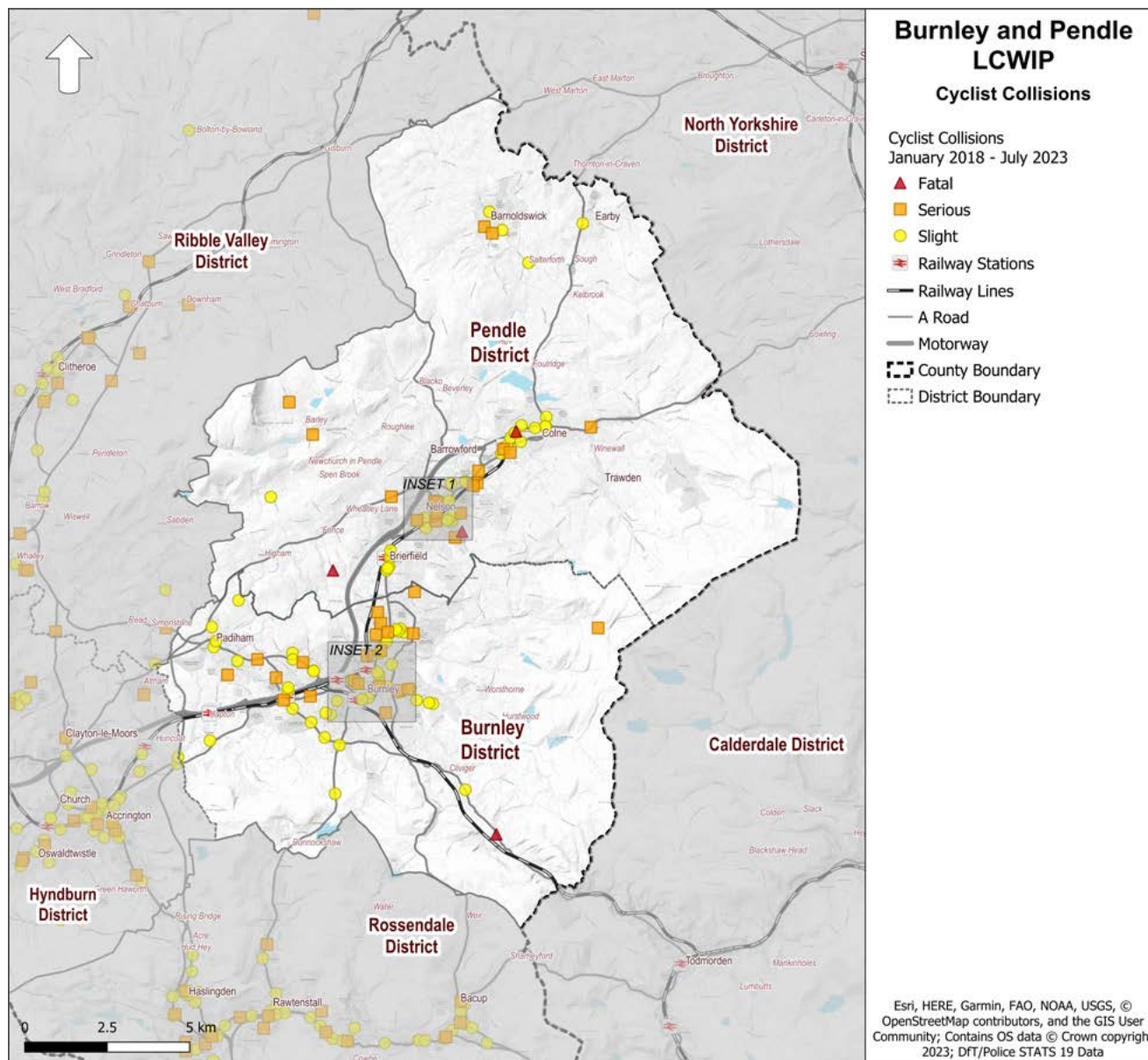


Figure 35. Collisions involving people cycling, by severity. Insets show Nelson (far left) and Burnley Town.

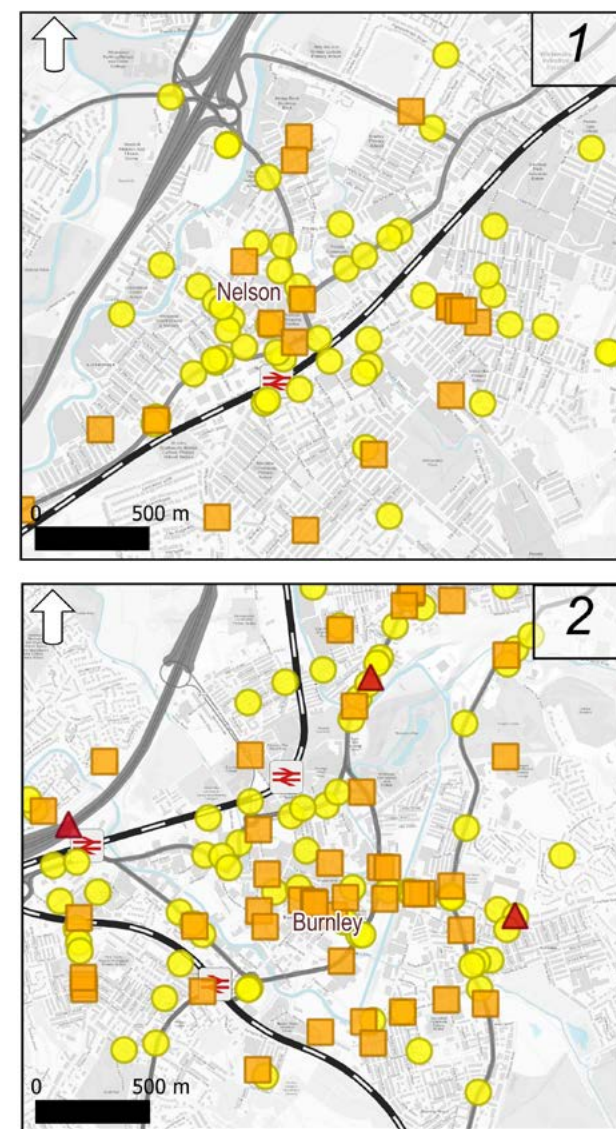
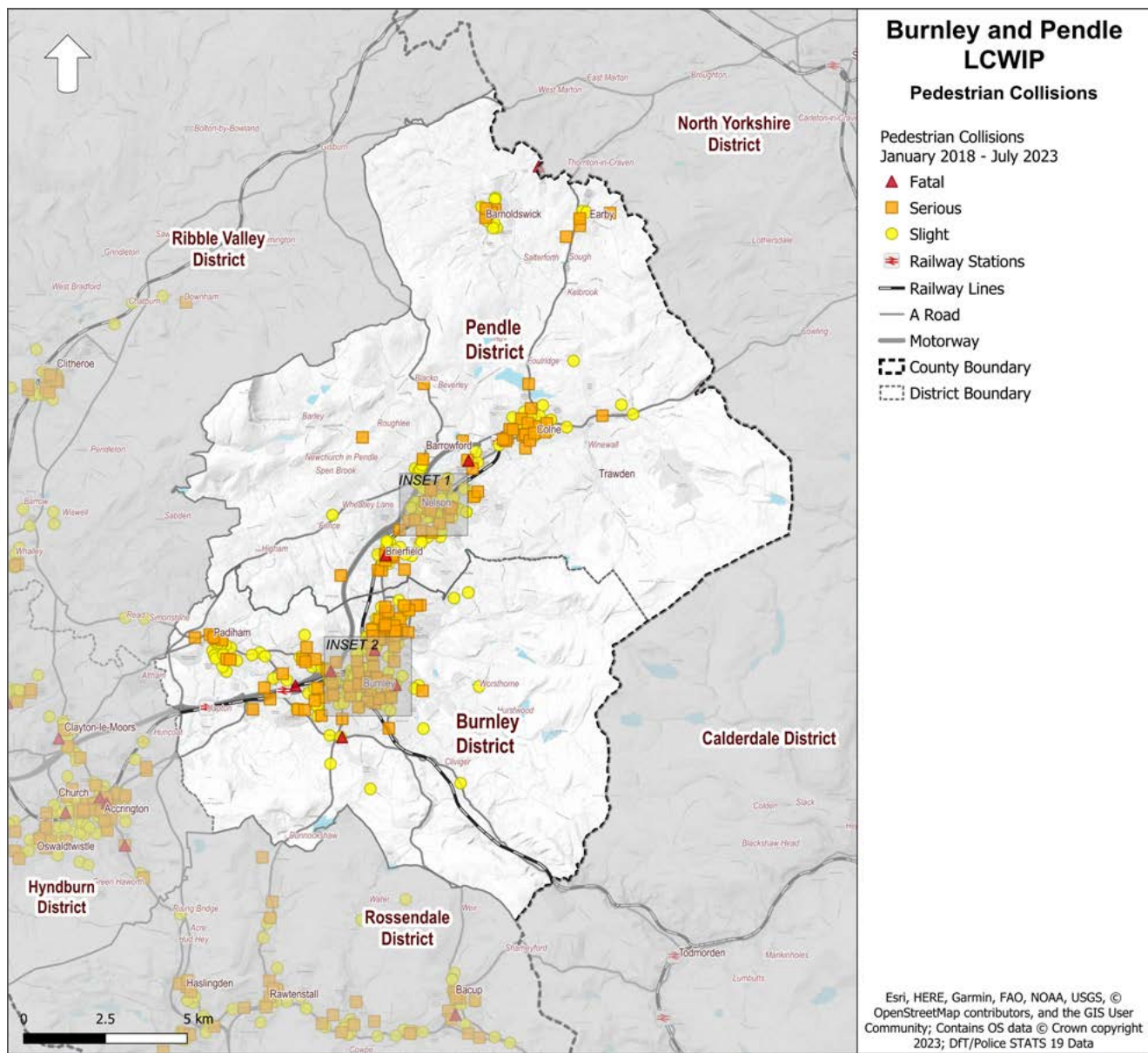


Figure 36. Collisions involving pedestrians, by severity. Insets show Nelson (Left) and Burnley Town.

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 387 responses or 'pins' placed within the study area. These are summarised by district and mode(s) in Table 8. A majority of comments were cycling-related issues or requests (212 of 387 responses).

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:

- » Burnley Hospital surrounds, including Briercliffe Road and Eastern Avenue
- » Cluster in Nelson Town Centre
- » Colne Town Centre, particularly North Valley Road and Albert Road
- » Concentration around Burnley Manchester Road Station
- » Cluster in Padiham Town Centre and bridge over the River Calder.
- » Cluster around M65 junction 10

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

Comment related to:	Burnley	Pendle	Total
Cycling	52	78	130
Walking	29	43	72
Cycling & Walking	24	58	82
Not Stated	48	55	103
Total	153	234	387

source: LCC Stage 1 engagement survey

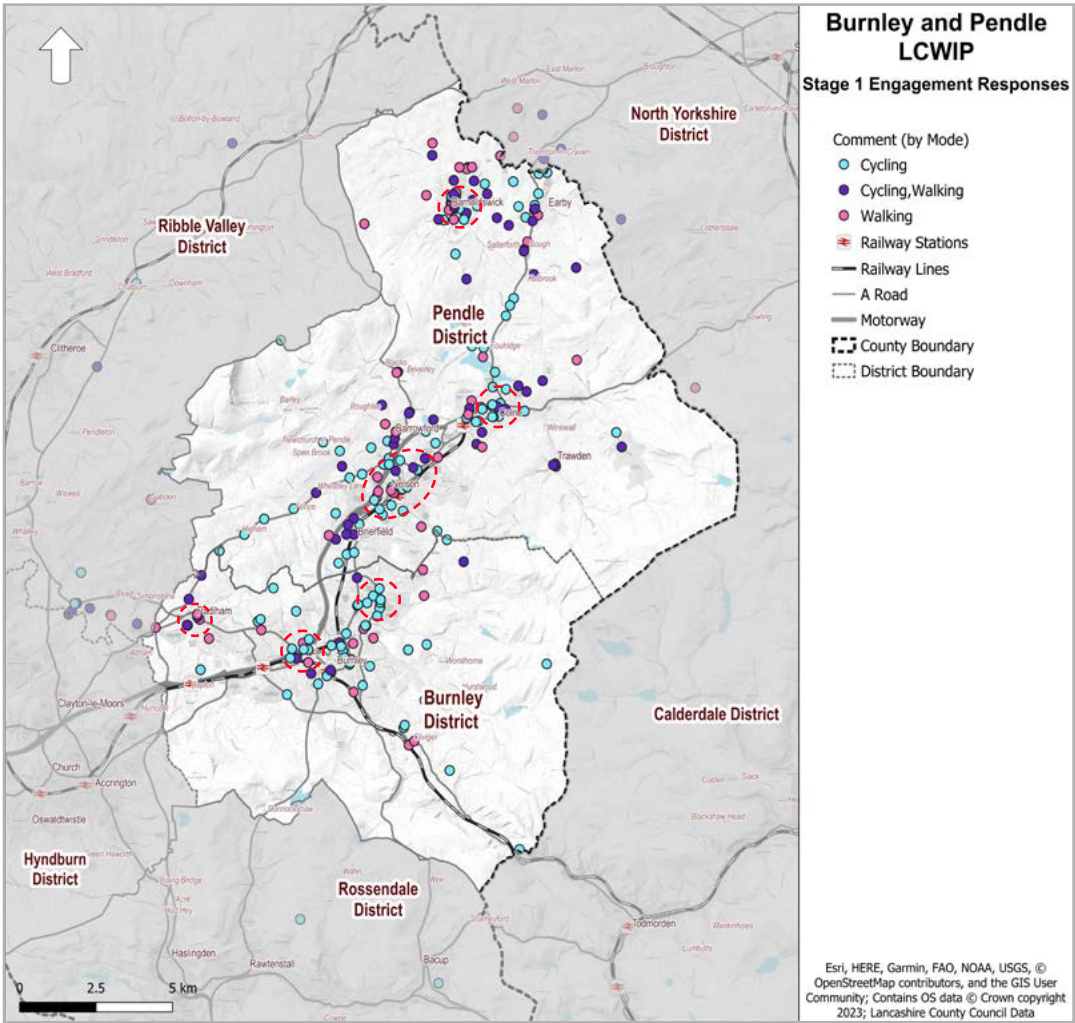


Figure 37. Stage 1 Engagement responses, with indicative corridors of comments highlighted in dashed lines.

4.10 Stage 2 Engagement Survey

In Autumn 2023, LCC undertook a second engagement survey to obtain input from the general public on an initial County-wide network of proposed active travel routes. The proposals reflected input from the Stage 1 engagement and development of an initial network. The survey included interactive online maps, which allowed participants to state whether they were supportive or unsupportive of the proposed routes and also draw proposed routes of their own. There were 229 text responses to the survey, of which 135 respondents commented on specific routes (right).

The feedback on the draft active travel network provided key input to the LCWIP network development. The output from the survey is illustrated in Figure 38. Key themes include strong support for new leisure and greenway routes such as the proposed Colne-Skipton Greenway, the Padiham Bypass Shared Use Path, Cliviger Greenway, and the River Calder Greenway. This preference was also reflected in the multiple choice responses illustrated in Table 9 on page 62. For on-road and urban facilities, there is a desire to connect Nelson to Colne, and Burnley to Brierfield, as well as more local connections from Burnley to Turf Moor.

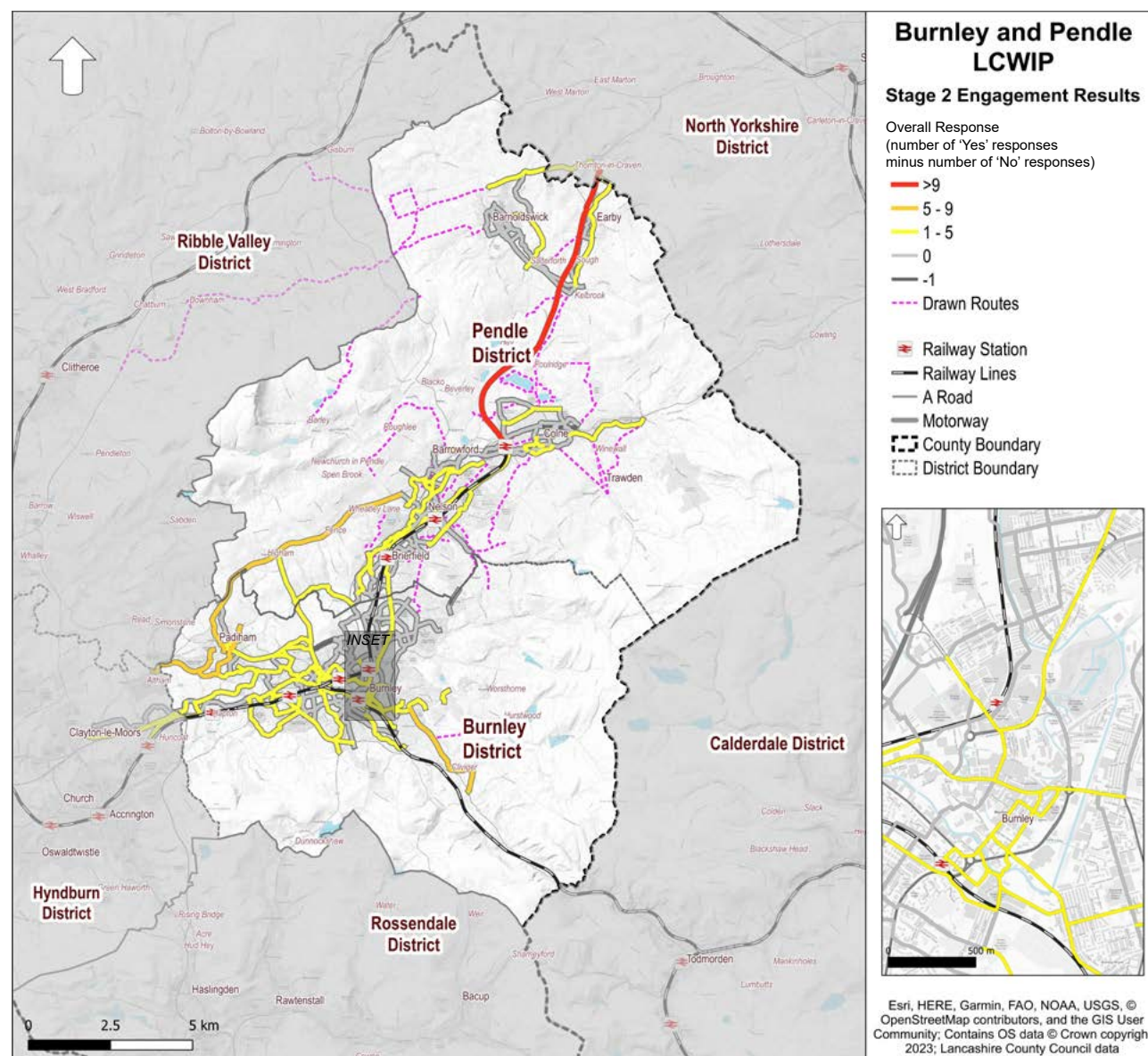


Figure 38. Stage 2 Engagement responses, with indicative corridors highlighted based on level of support.

Table 9. Stage 2 Engagement Responses for Burnley and Pendle - 'Which of the following interventions would enable you to cycle, walk or wheel more?'

Type of Intervention (multiple choice)	%
New off-road paths, such as Greenways	72%
Better surface condition of paths and roads	63%
Better maintenance of paths and highways	59%
Segregated cycle lanes	56%
Streets with less vehicle traffic and lower speeds	44%
Safer, greener, and healthier streets	42%
Improvements to signage / route information	34%
Wider footways	31%
Accessibility improvements (less obtrusive barriers/gates, etc)	29%
Secure bike storage and maintenance facilities	28%
Improvements to public transport	28%
New, or improved street / path lighting	25%
More dropped kerbs	23%
New, or improved crossings (toucan crossings, bridges, etc)	22%
Access to cycle hire or e-cycle hire schemes	13%

source: LCC Stage 2 engagement survey

4.11 Summary of Key Findings

The information gathering provided a wealth of data and information related to walking and cycling in Burnley and Pendle, 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 the centre of the study area. This was illustrated in the population data and locations of town centres and other key destinations. This linear corridor follows the river valleys and relatively flat areas of Burnley and Pendle. The higher density and proximity of trip attractors leads to a higher propensity for walking and cycling in this narrow strip of land, as demonstrated by PCT data.
- » Commuting data highlights a high number of short commuter trips (via car, cycle, or public transport and less than 10km), particularly to/from Burnley town centre. There are also a high density of short trips within Barnoldswick, Colne and Nelson.
- » Strava Metro data also illustrates highest existing cycle flows along Burnley Road and Skipton New Road. Other high Strava flows are in the interior, rural areas of the study area, likely indicative of longer distance leisure/fitness rides.
- » Severance issues in Burnley and Pendle primarily relate to transport infrastructure,

particularly the M65 and East Lancashire railway line with run through the urban centre of the study area.

- » The collision history data indicate that the highest occurrences of cycle and pedestrian collisions are in the urban centre of Burnley and Pendle, again reflective of settlement patterns.
- » 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 Burnley and Pendle, both for commuter and school trips. Propensity is again highest in the centre due to the denser settlement patterns. The flat terrain of the populated centre of also supports a high propensity for cycling.
- » Stage 2 Engagement data indicates a desire for more cycling infrastructure that targets leisure trips, a transport corridor at the heart of the two districts, and local trips in and around Burnley Town.

5. Network Planning for Cycling (Stage 3)

5.1 Introduction

This chapter summarises the identification of the cycle network for the Burnley and Pendle 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 network connectivity. This is illustrated in the schematic 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 between and within the districts.
- » 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

The Burnley and Pendle area has a high potential for growth in levels of cycling. Whilst the area's relatively close proximity between towns and to key destinations allows many types of short trips (e.g., commuting, school, shopping, leisure, etc.) to be easily made on a pedal cycle, its cycling infrastructure generally does not offer enough protection to support new or less confident cyclists. 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 Burnley and Pendle

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.

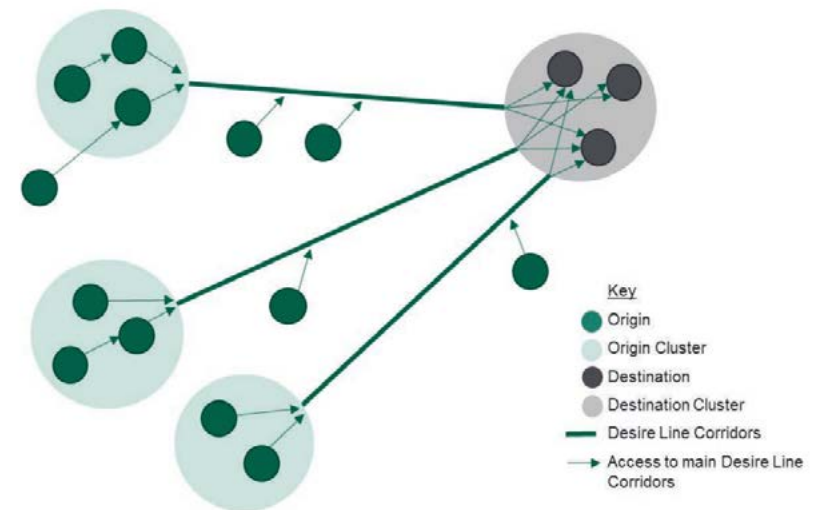


Figure 39. Clusters of trip origins and destinations and desire lines connecting them (DfT LCWIP Technical Guidance)

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:

- » Centres and retail areas
- » Educational facilities
- » Hospitals and doctor surgeries
- » Railway stations
- » Employment sites / enterprise zones
- » Development sites
- » Areas with high 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 local centre in the area (e.g., town centre, district centre, etc.). The output of this process is shown in Figure 40.

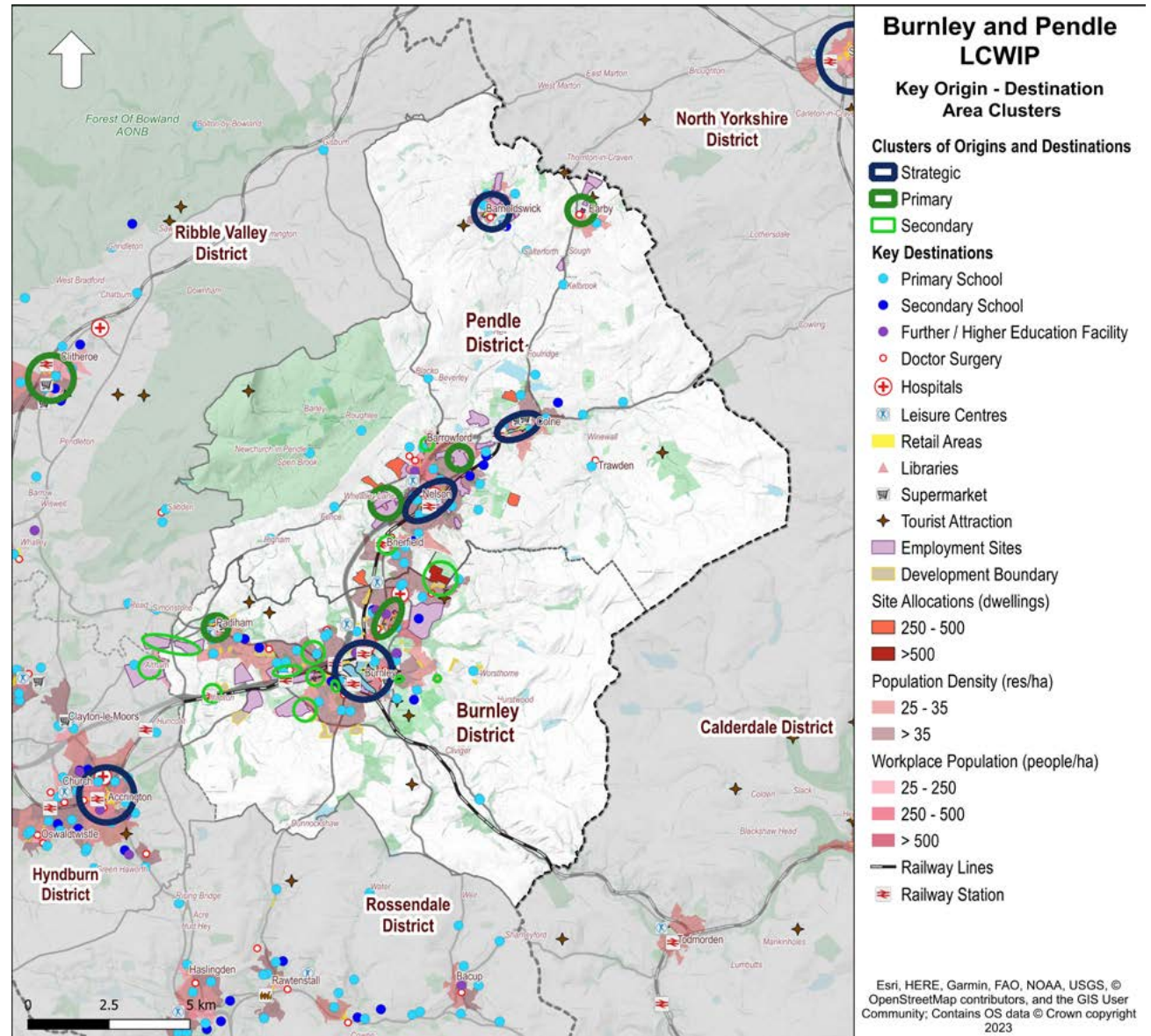


Figure 40. Identification and classification of trip attractor clusters

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 the two districts 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 Lower Super Output Areas (LSOAs) were mapped for all methods of travel, indicating the number of commuters between each LSOA 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 distance¹. 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 illustrates the output from mapping desire lines for connections between clusters and existing commuter patterns.

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

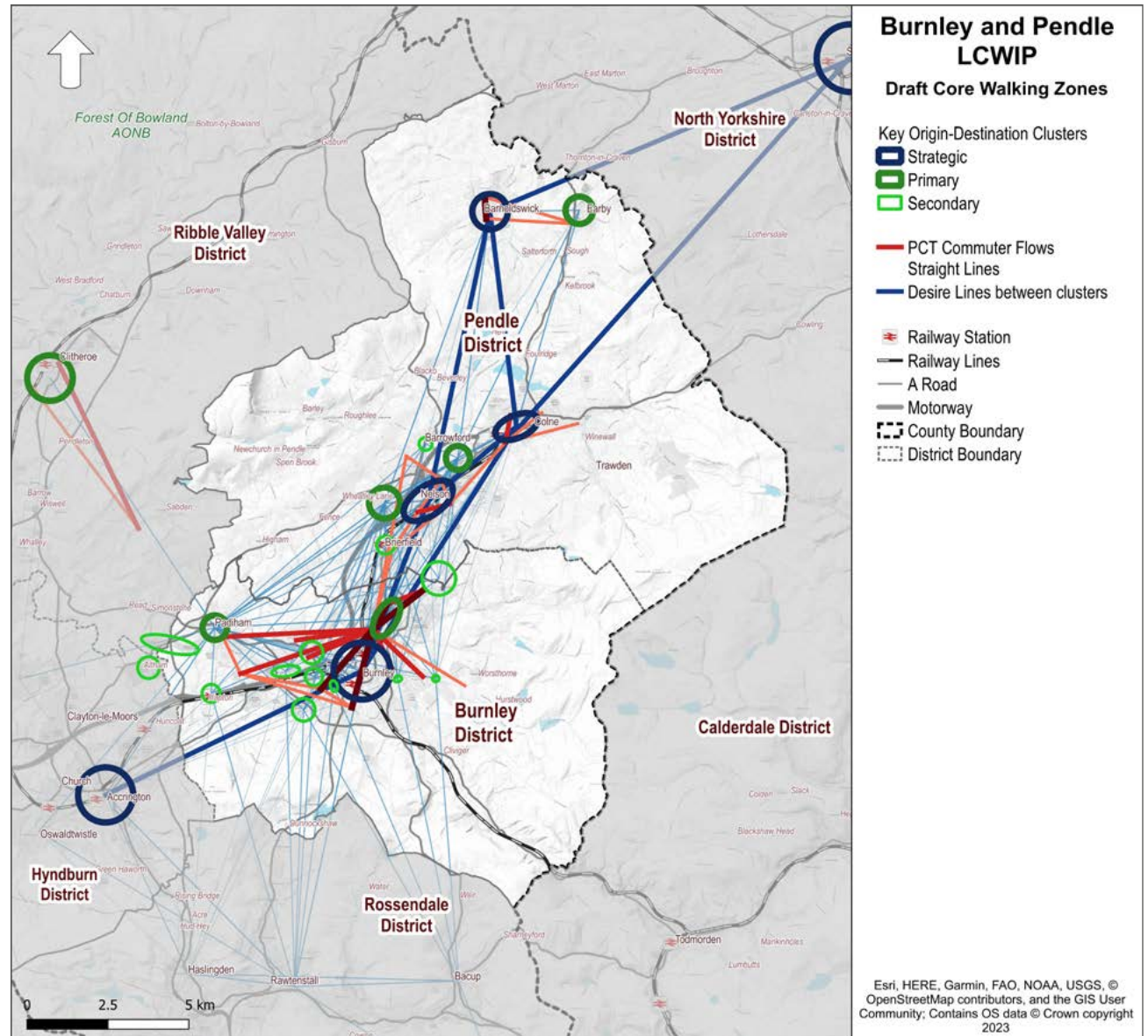


Figure 41. Straight lines between LSOAs and between the clusters to inform the desire lines for the cycle network. The width and colour intensity of the desire lines indicate potential higher demand.

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. 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. The classification is discussed in further detail in section 5.2.2.1 on page 69.

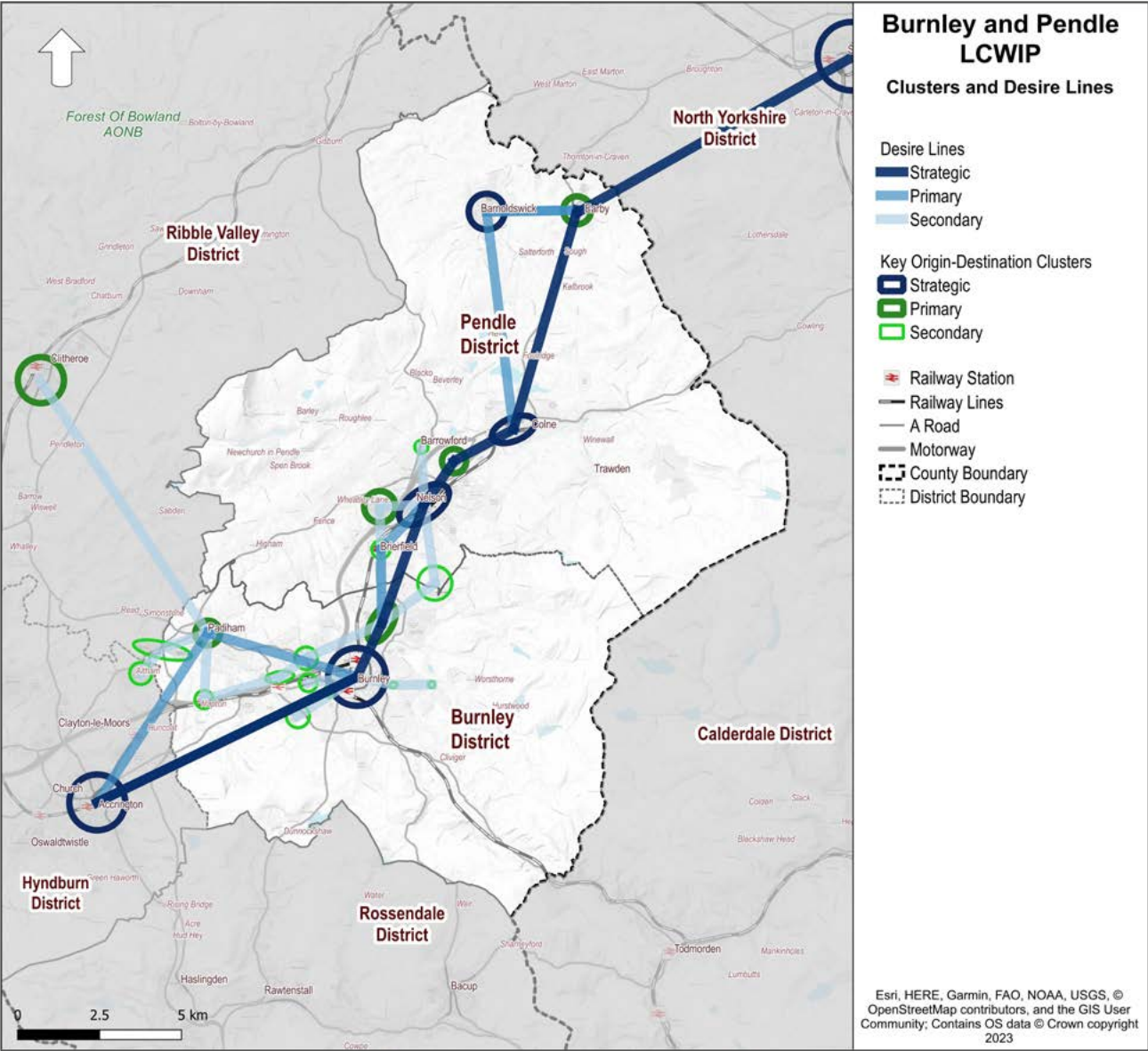


Figure 42. Key desire lines between the selected clusters

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 identification of the preliminary network considered the following:

- » Key trip origins and attractors: denser residential areas, planned developments, railway stations, retail centres and high streets, schools, employment areas, parks, and centres.
- » Indices of Multiple Deprivation and areas of low car-ownership.
- » Propensity to Cycle Tool: highlighting areas with potential for higher commuter and school flows.
- » Origin-Destination data: highlighting the routes, of short motor vehicle commuter trips (<5km).
- » 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.
- » Cycle corridors identified in the Cycle Infrastructure Prioritisation Toolkit.
- » Geolocated public suggestions for active travel improvements.
- » Existing and recently proposed facilities.

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).

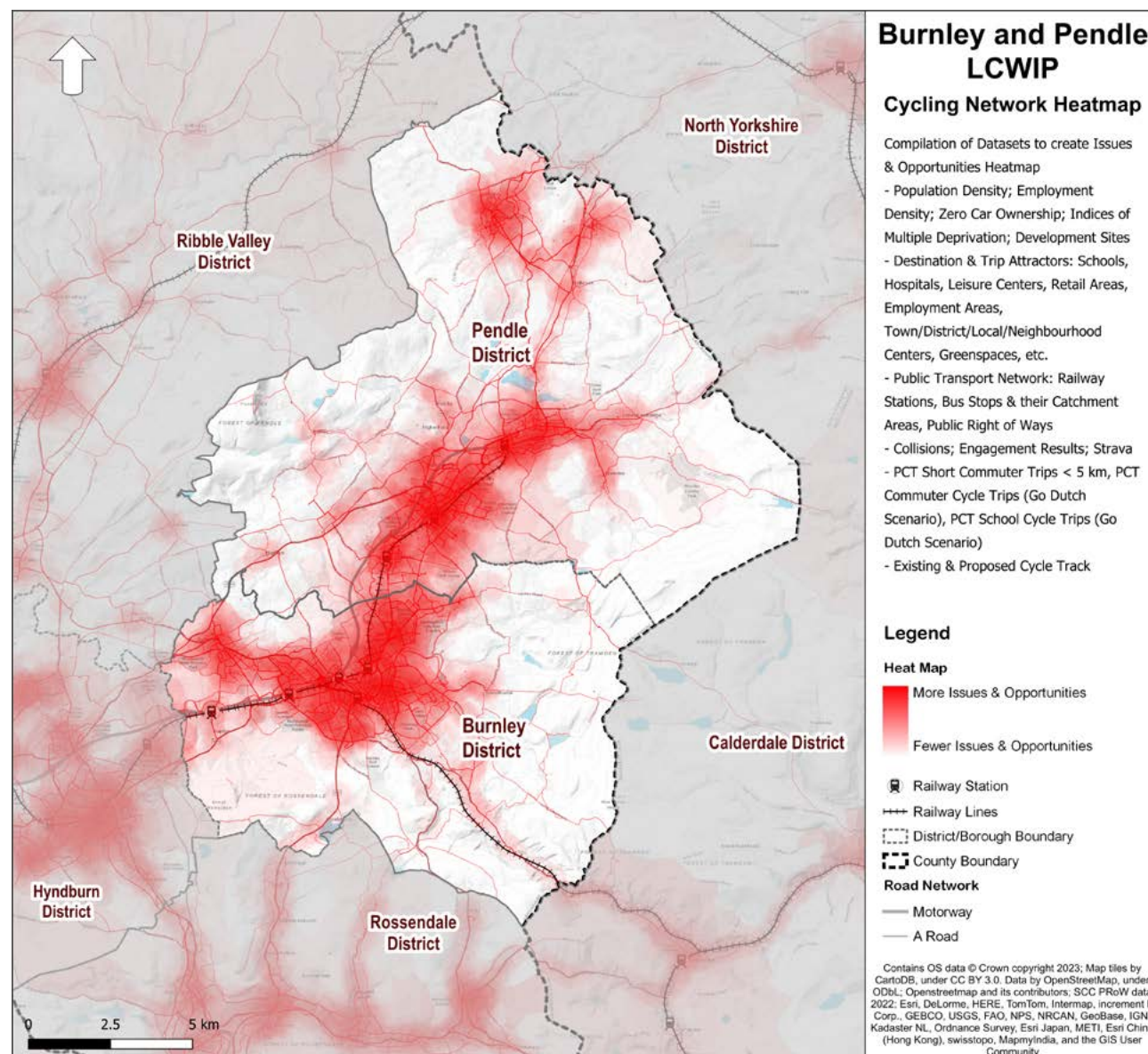


Figure 43. Qualitative 'heatmap' of data related to the potential for cycle trips

5.2.2.1. Classification of the Cycle Network

The selected cycle network was classified based on the identified desire lines as follows:

- » Strategic: Sections of the network connecting the central urban area, connections to the town centres in the north of Pendle, and connections into neighbouring areas including Accrington and Skipton.
- » Primary: Sections of the network feeding the strategic network and providing connections to town and district centres, serving all the clusters, following the identified desire lines.
- » Secondary: Sections of the network providing alternative (to the strategic and primary corridors) connections between the clusters, and accommodating additional alignment options.

Based on this process, as well as feedback from the internal stakeholder workshop, Stage 2 engagement, and project steering group, the classification of the cycle network was amended to reflect the local needs and potential demand. 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.

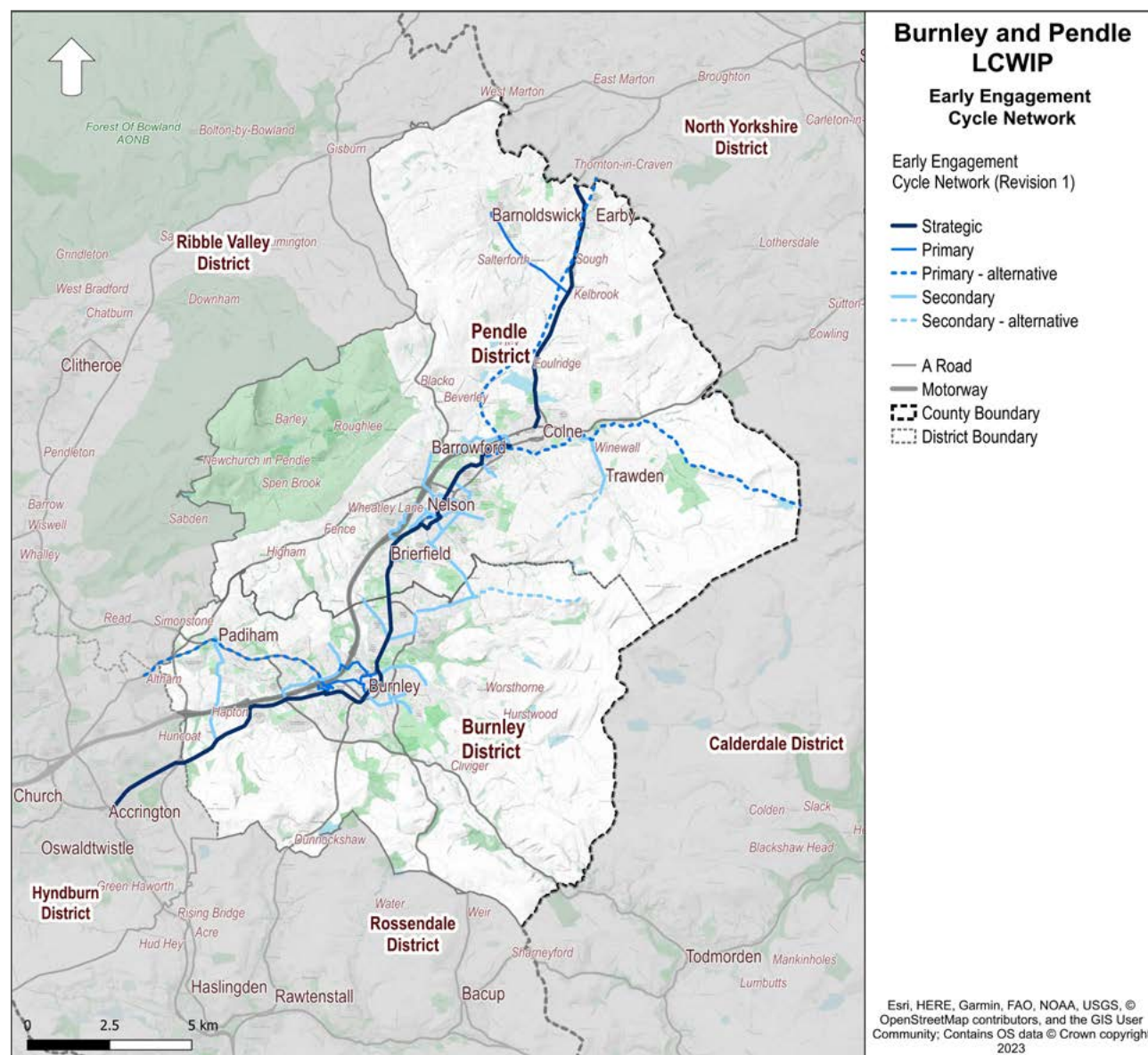


Figure 44. Draft cycle network developed for the early engagement workshop

5.2.3. 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 11 for more information):

- » Public engagement via online surveys.
- » Stakeholder workshops to discuss the draft cycle network and core walking zones.
- » 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 of issues and desired improvements related to active travel county-wide (see section “4.9 Stage 1 Engagement Survey” on page 60). The second survey allowed participants to provide feedback on a draft active travel network for Burnley and Pendle (see section “4.10 Stage 2 Engagement Survey” on page 62). The results of the surveys informed the identification of the cycle network.

A stakeholder workshop was held in November 2023 for representatives from LCC, BC, PBC, neighbouring authorities and Sustrans. 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.

It was also a key opportunity to obtain input from the stakeholders on the draft cycling and walking networks, and use their local knowledge to help refine the outputs from the desktop analysis.

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

- » Concerns on the feasibility and/or attractiveness of some of the routes along the A roads (e.g., A679 to Accrington and the A56 Colne Road). They are perceived as important corridors but they are constrained with high traffic flows.
- » Suggestions for additional links via existing greenways, public rights of way or towpaths.
- » Suggestions for additional routes in the rural areas of the boroughs, linking to popular leisure routes.
- » Suggestions to connect and improve LUF schemes as they are important local priorities.

Following the initial stakeholder workshop, the project steering group had several meetings and discussions on the draft cycle network. Officers from LCC, BC, and PBC 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 preferred alignment

options. 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 and district 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 further considered.

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

5.2.4. Aspirational Cycle Network

The proposed aspirational network is distributed across the study area (see Figure 45) and extends for approximately 330km. In total, 153 cycle corridors were identified. In some instances, alternative alignments were also captured where there may be parallel options in close proximity:

- » 9 Strategic corridors (of 43km total length)
- » 24 Primary corridors (of 97km total length) with 8 alternative alignments.
- » 101 Secondary corridors (of 143km total length) with 11 alternative alignments.

The proposed corridors are distributed relatively evenly across the 2 districts: 80 corridors in Burnley and 71 corridors in Pendle (some of the proposed corridors cover both districts).

The strategic and primary cycle corridors were advanced for further review as part of the LCWIP, while the secondary and local cycle corridors remain as part of the broader, aspirational cycle network, to be reviewed and assessed in the future as opportunities arise.

Table 10 presents the strategic and primary cycle corridors and Table 23 through Table 28 in the appendices (page 146) presents all the identified cycle corridors per category and along with further information.

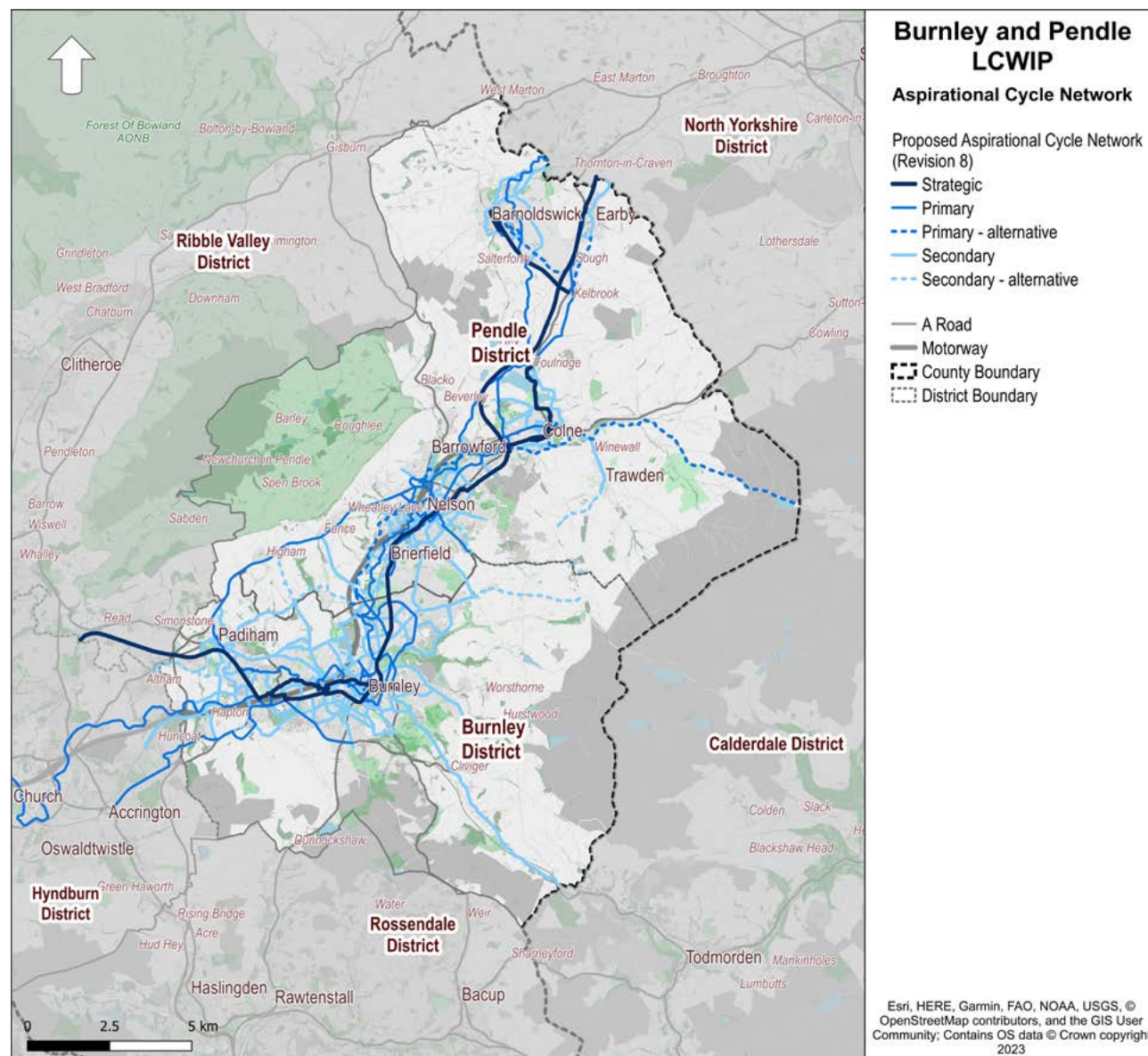


Figure 45. Proposed aspirational cycle network for the two boroughs

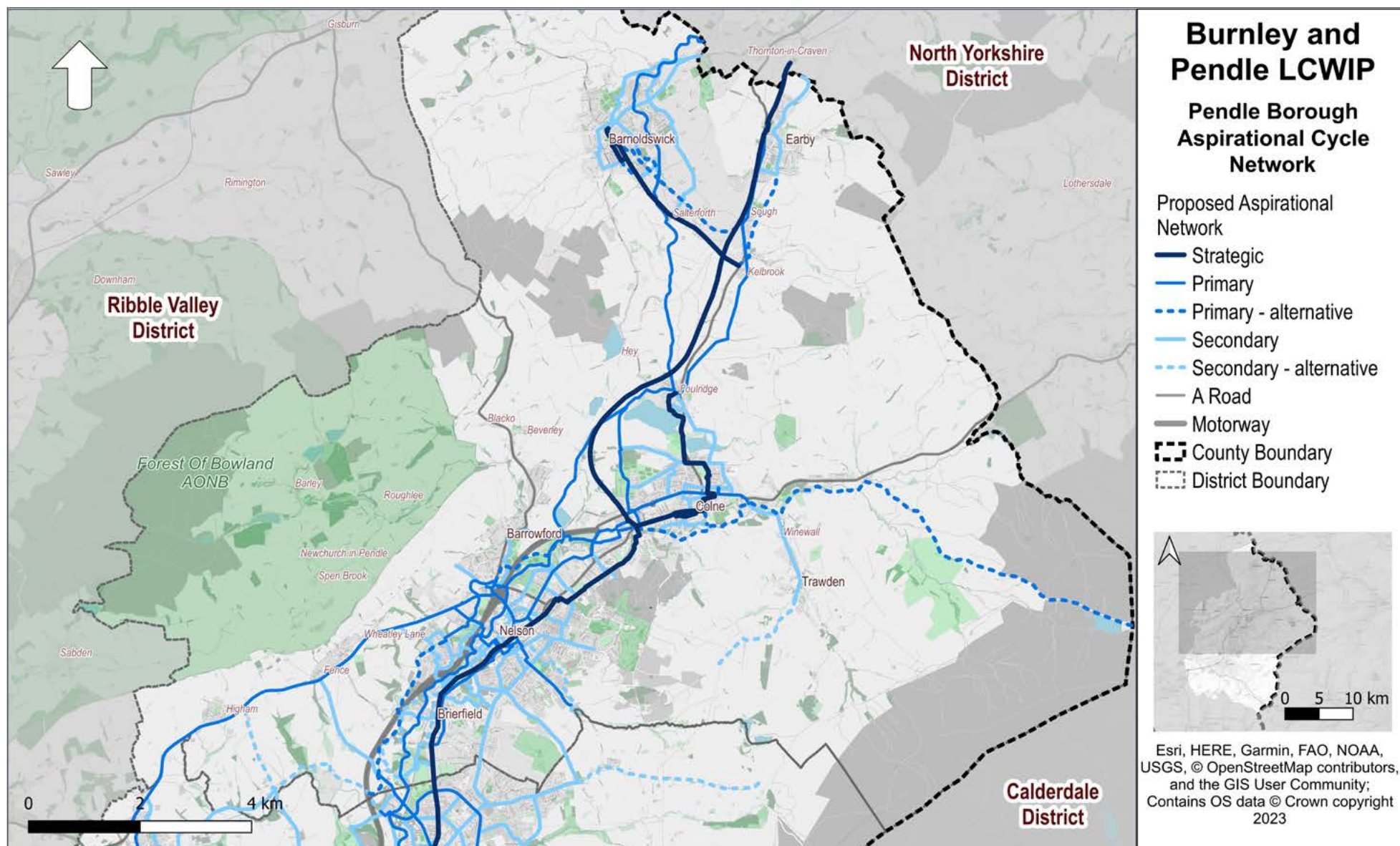


Figure 46. Proposed aspirational cycle network for Pendle Borough (strategic and primary routes enumerated)

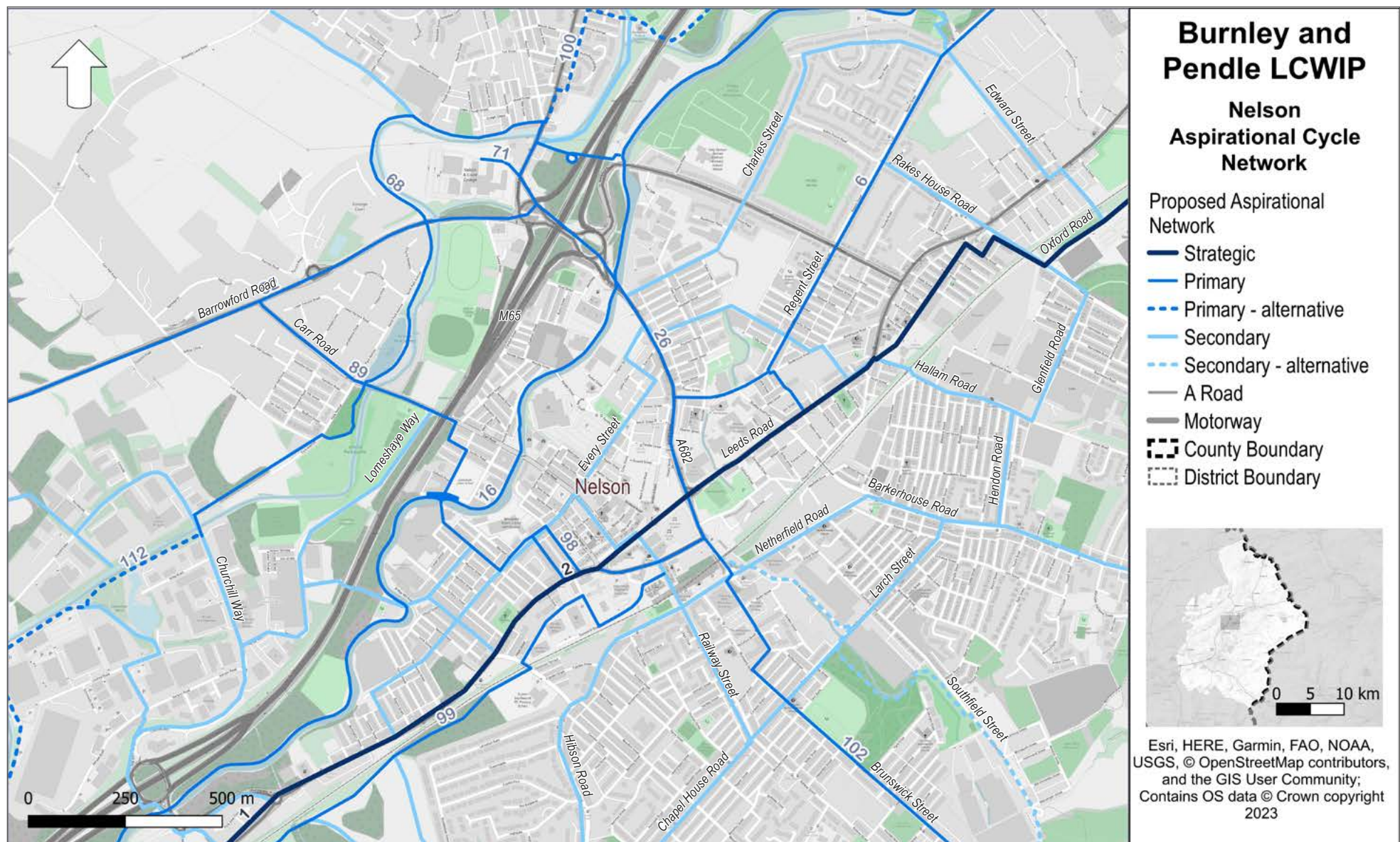


Figure 47. Proposed aspirational cycle network for Nelson in Pendle (strategic and primary routes enumerated)

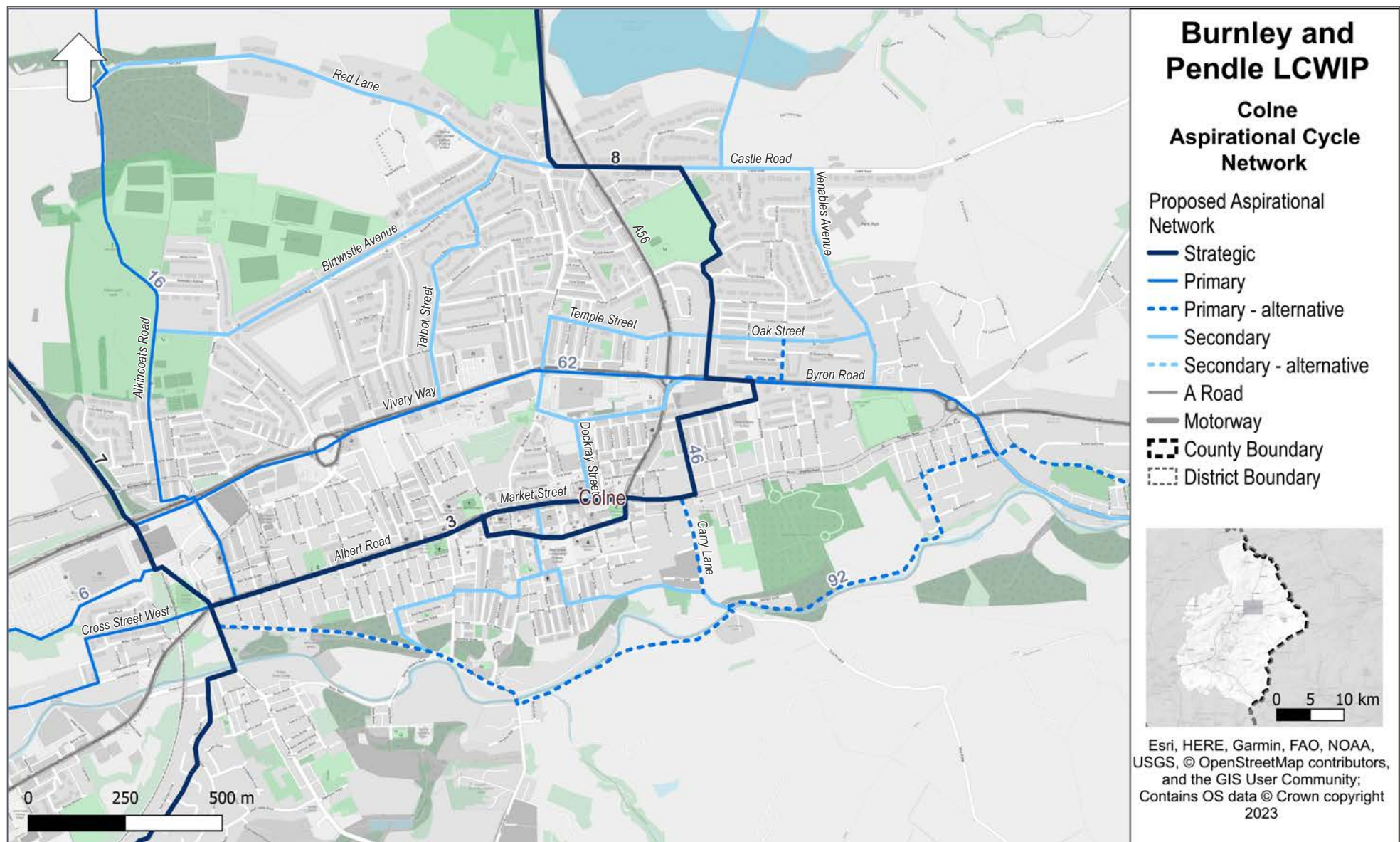


Figure 48. Proposed aspirational cycle network for Colne in Pendle (strategic and primary routes enumerated)

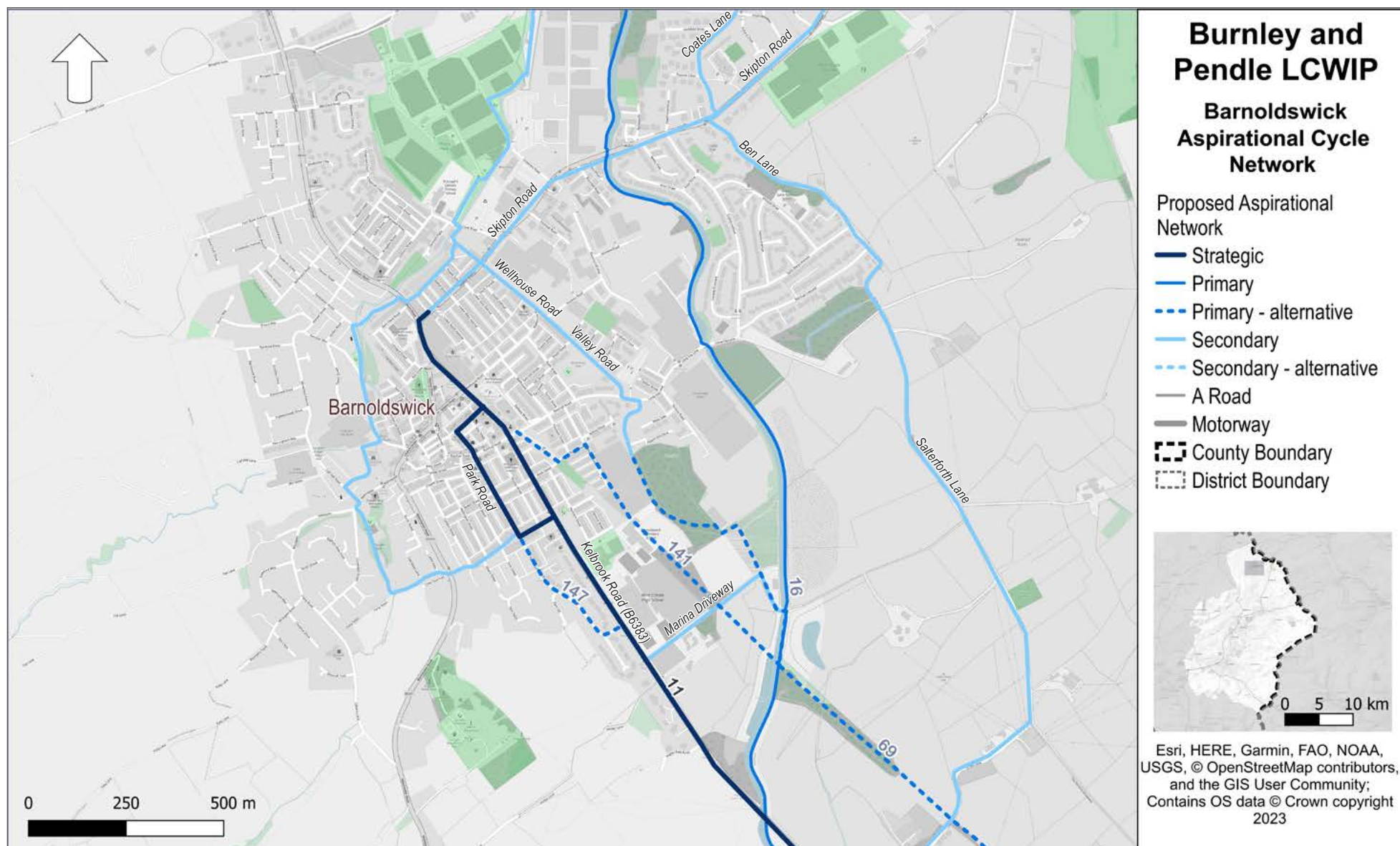


Figure 49. Proposed aspirational cycle network for Barnoldswick in Pendle (strategic and primary routes enumerated)

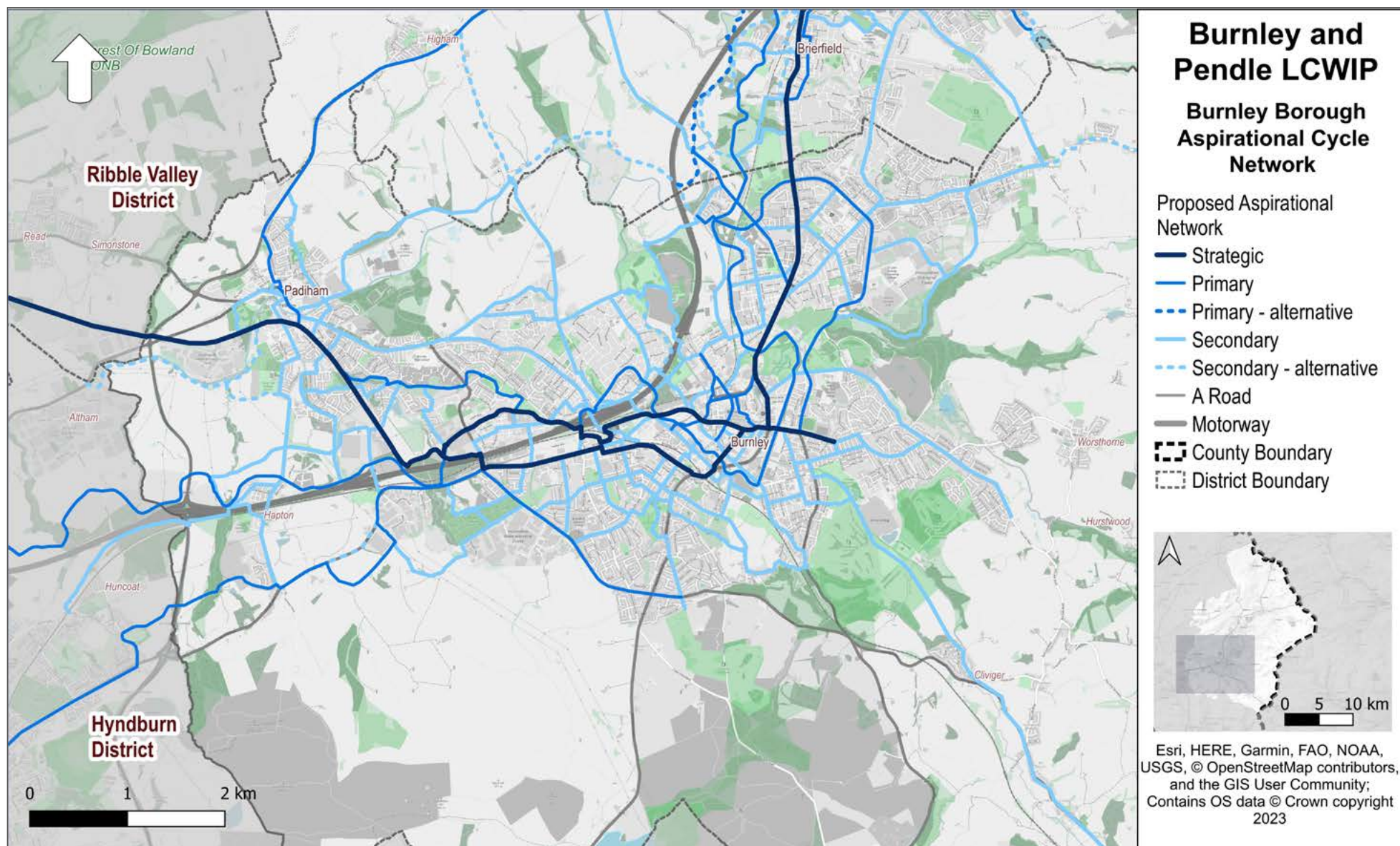


Figure 50. Proposed aspirational cycle network for Burnley Borough (strategic and primary routes enumerated)

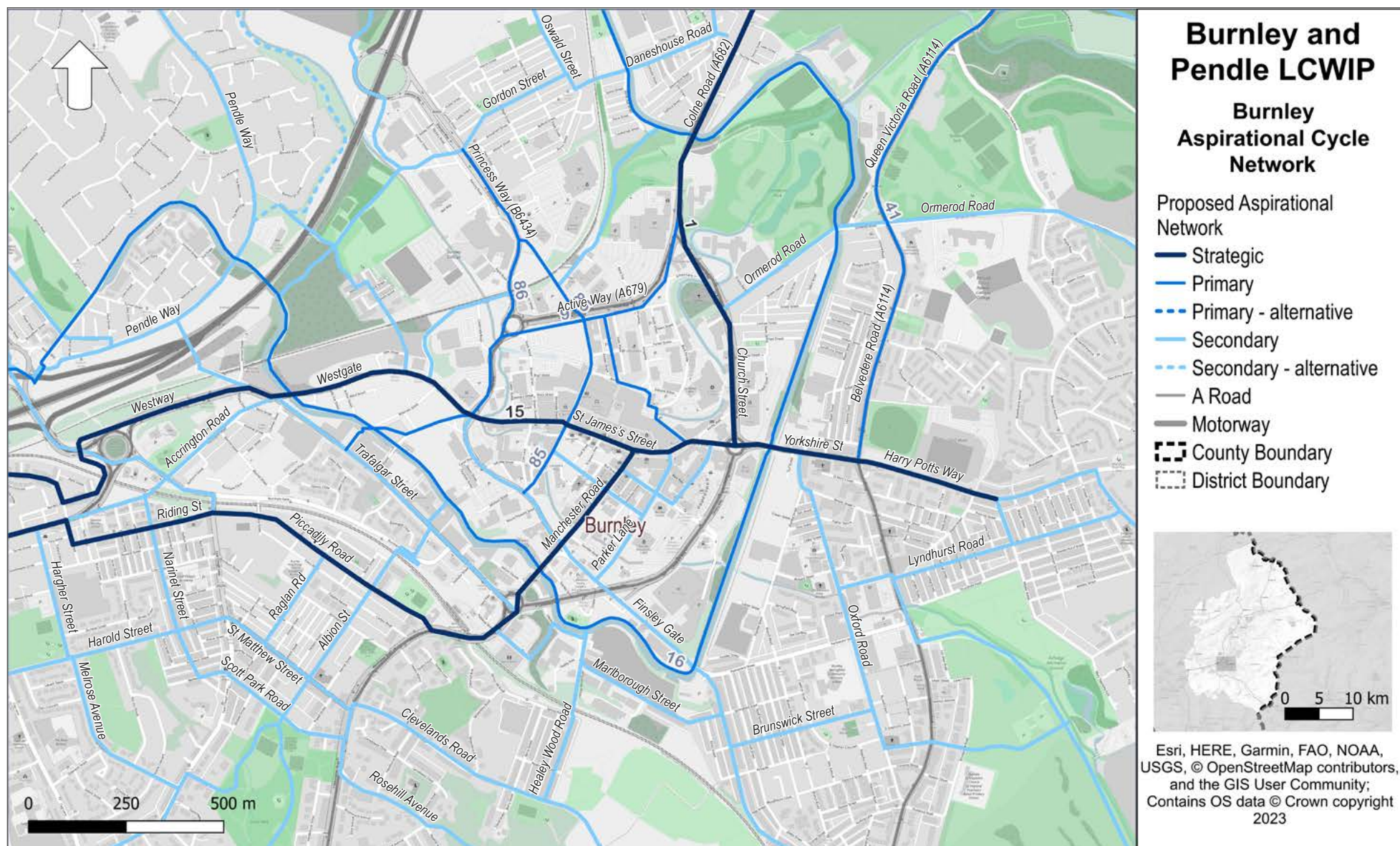


Figure 51. Proposed aspirational cycle network for Burnley Town Centre in Burnley (strategic and primary routes enumerated)



Figure 52. Proposed aspirational cycle network for Padiham in Burnley Borough (strategic and primary routes enumerated)

5.2.5. Strategic and Primary Cycle Network

The strategic and primary cycle networks for Burnley and Pendle are shown in Figure 54. This highlights the core cycle network within the two Boroughs, along with its connections to proposed facilities in neighbouring authorities (e.g., adopted and proposed LCWIPs).

The proposed Strategic and Primary network reflects:

- » Local priorities to link the centres of Burnley, Brierfield, Nelson, Colne and Barnoldswick.
- » Higher propensity / potential demand for short utility trips in the urban areas around the town centres of Burnley and Nelson.
- » Connections to neighbouring districts (e.g., Hyndburn, Rossendale, North Yorkshire and Ribble Valley).
- » Local priorities to utilise existing or proposed off-road assets, such as the Padiham Greenway, the Colne-Skipton Greenway, and the Leeds and Liverpool Canal towpath.

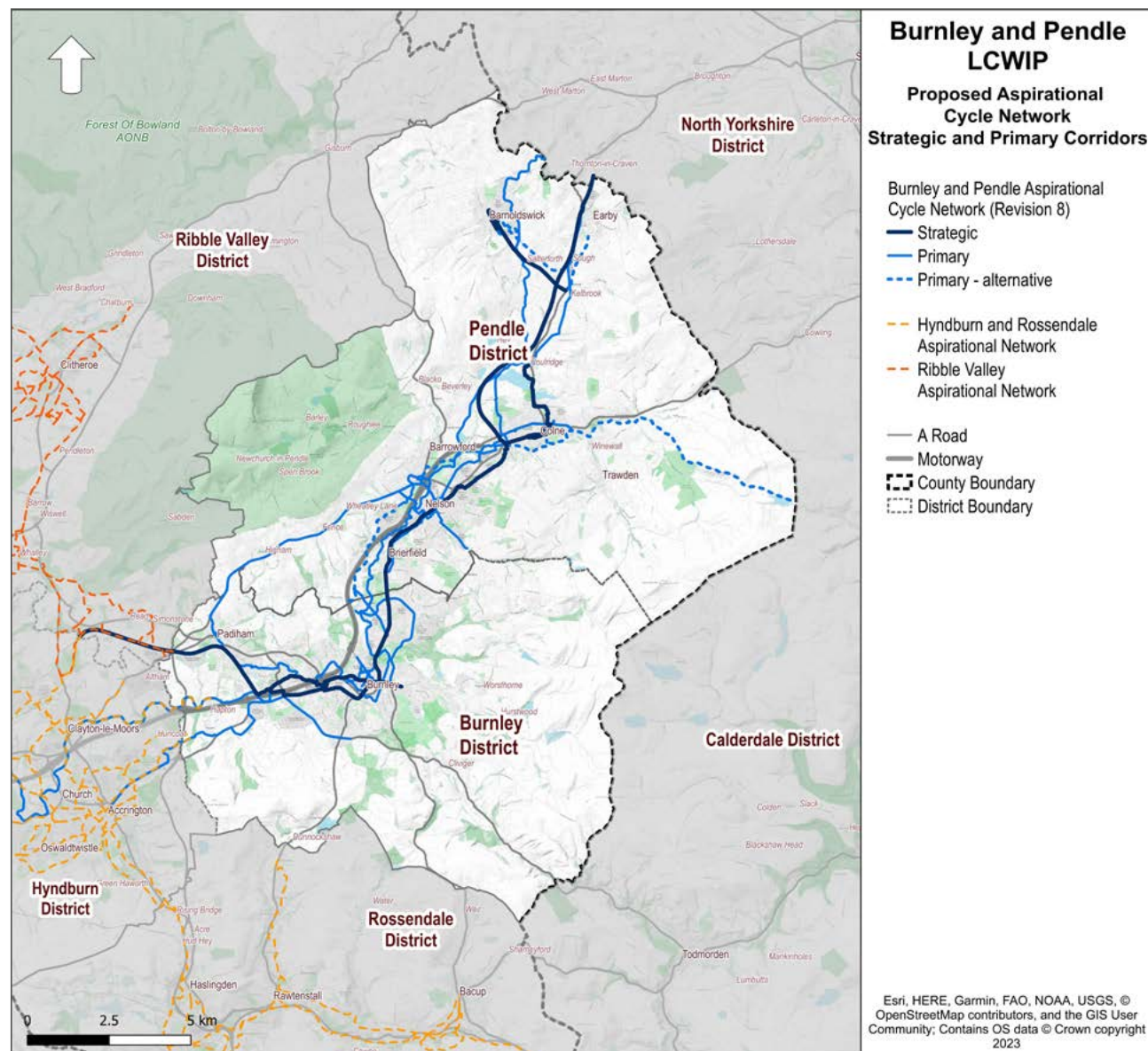


Figure 53. Strategic and primary cycle corridors

5.2.6. Selected Cycle Corridors

The strategic and primary cycle corridors form the core cycle network, becoming candidates for further development. It was agreed with LCC and the districts that in 11 cycle corridors will be advanced for identification of high-level interventions as part of this LCWIP. The remaining primary and the secondary cycle corridors remain part of the aspirational cycle network, and will be reviewed and assessed in the future as opportunities arise. To sift corridors for further development, it was agreed that:

- » All strategic corridors included.
- » Alternative alignments excluded.
- » Primary corridors that extend primarily off-road excluded, as they are likely to be typical off-road path interventions to upgrade the provision for cycling.

The table below shows these selected corridors.

Table 10. Selected cycle corridors

ID	Cycle corridor	Area
1	Burnley to Nelson	Burnley
2	Nelson to Colne	Pendle
3	Colne Town Centre	Pendle
4	Accrington Road to Burnley TC	Burnley
6	Nelson to Colne	Pendle
7	Colne to Skipton Greenway	Pendle
8	Cone to Foulridge	Pendle
11	Kelbrook to Barnoldswick	Pendle
14	Burnley to Padiham	Burnley
15	Burnley TC - Cog Lane to Turf Moor	Burnley
41	Heasandford Cycleway	Burnley

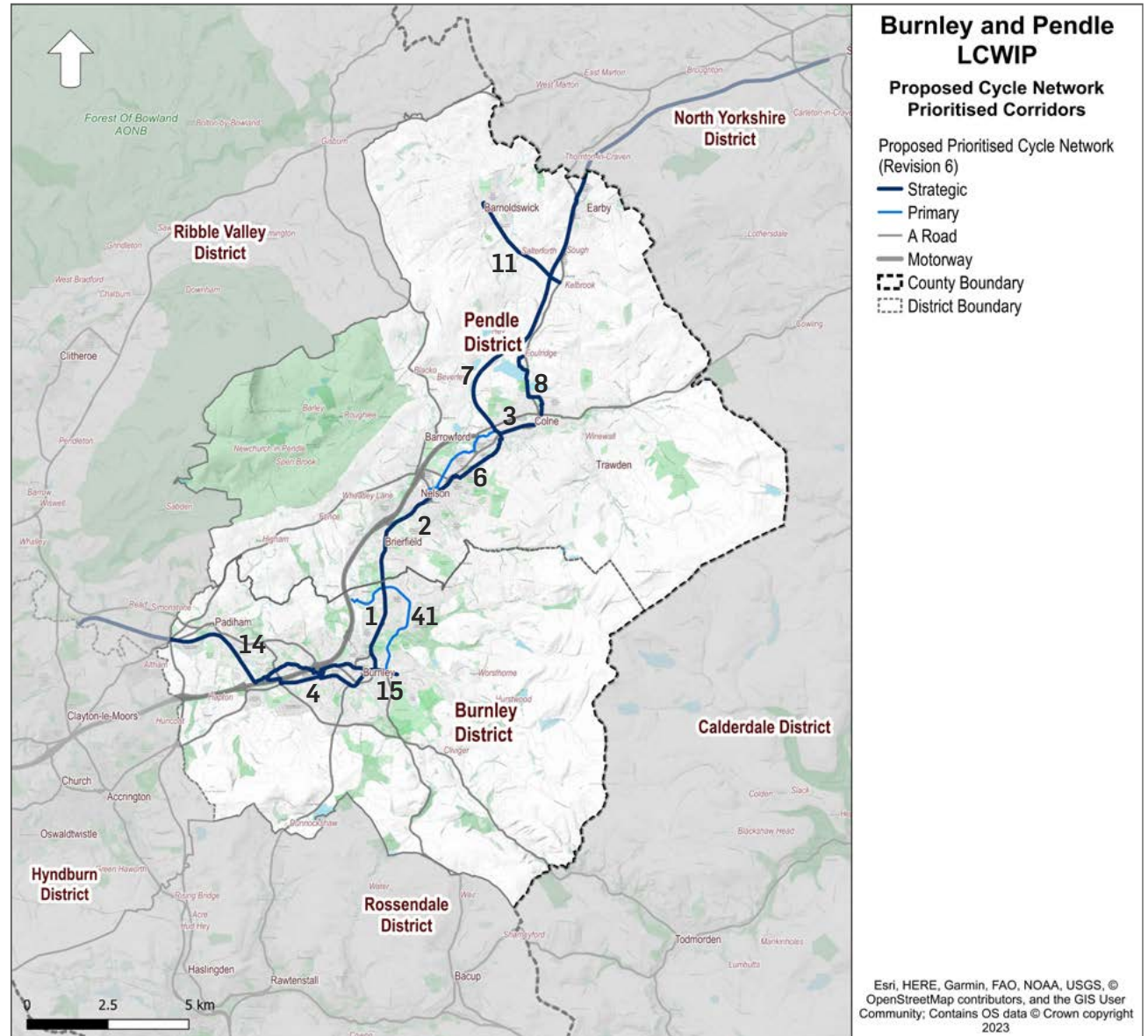


Figure 54. Strategic and primary cycle corridors advanced for identification of potential cycle improvement measures

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 (5.2.6). 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 principles¹ and DfT's Inclusive Mobility guidance².

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

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

² Department for Transport, Inclusive Mobility, section 1.5.

should complement and enhance the character of an area, adapted to fit the local context and constraints. Finally, cycle infrastructure 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 interventions 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 & 2³
- » Inclusive Mobility (DfT, 2022)

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 11 selected corridors are presented by:

- » District-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.

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

- Primary cycle corridors.
- » Photo examples and descriptions of different types of cycle infrastructure are provided in Section 5.4 on page 113.

5.3.2. Cycle typology

The proposed cycle facility typologies across the strategic and primary cycle corridors are illustrated in Figure 55. 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. Pendle and Burnley

The proposed cycle facility typologies across the strategic and primary cycle corridors are illustrated in the following pages. A summary and indicative examples of the various types of facilities are provided in Section 5.4 on page 113.

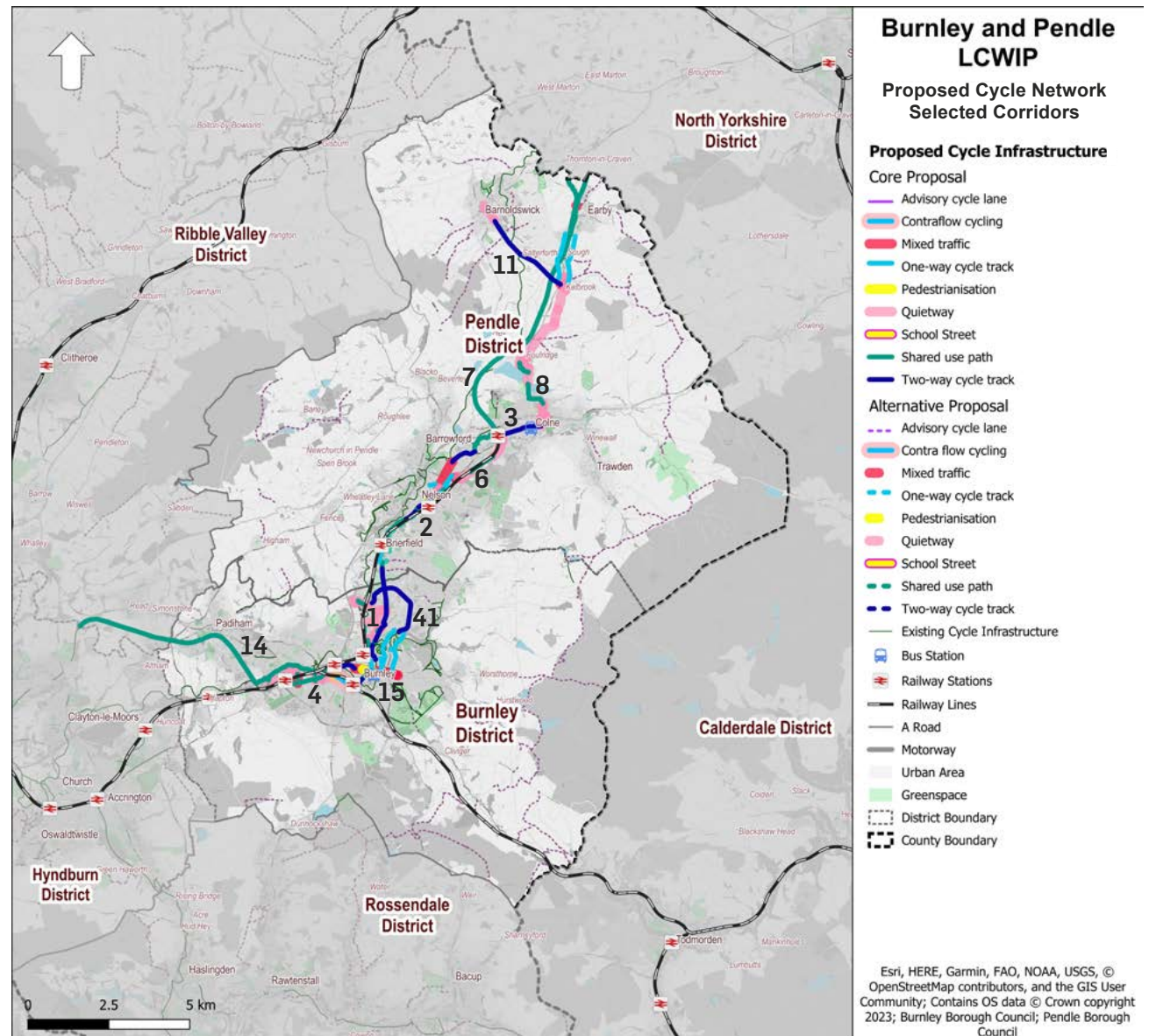


Figure 55. Indicative cycle topology map for selected corridors in Pendle and Burnley

5.3.4. Cycle Corridor 1: Burnley to Nelson

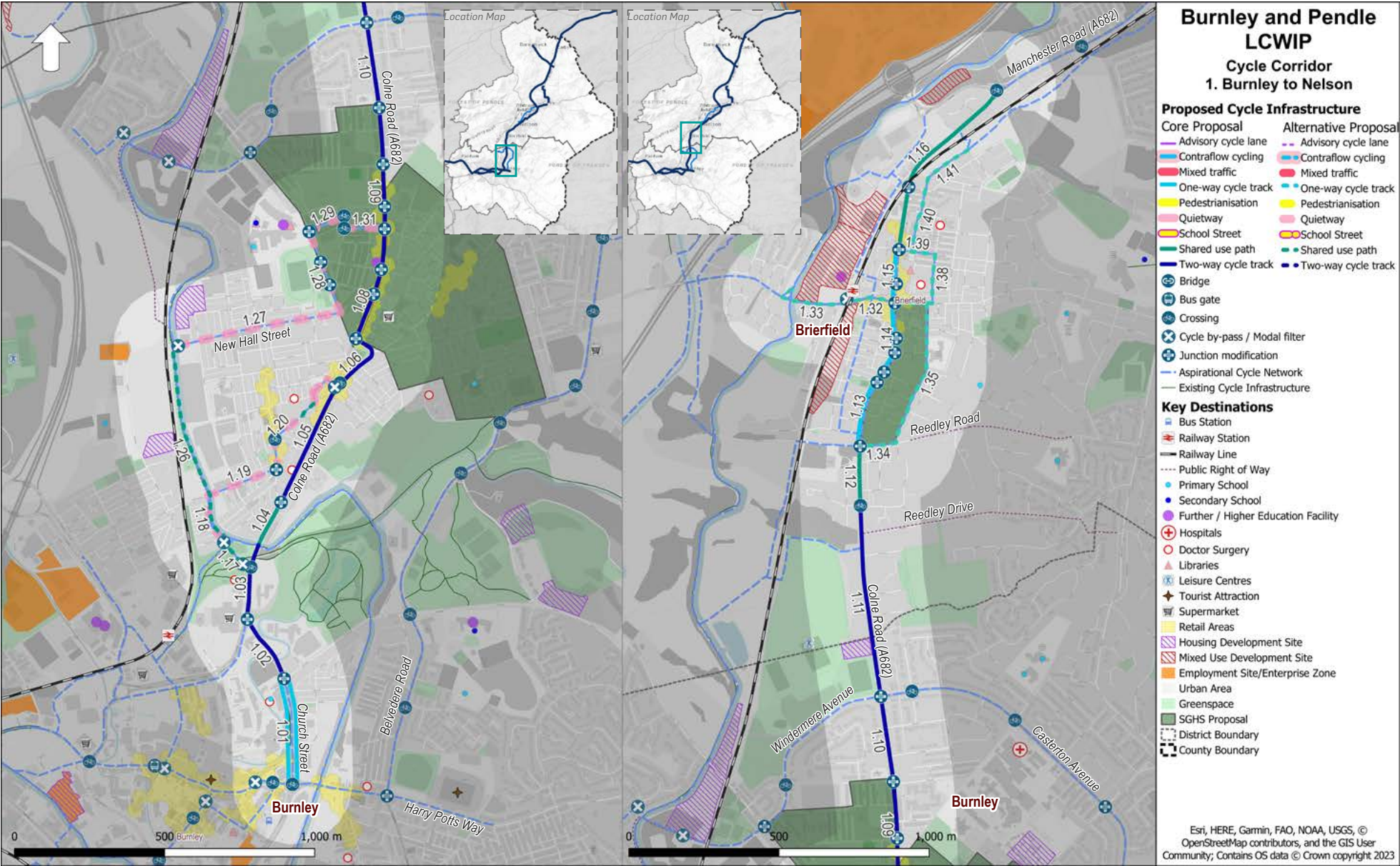


Figure 56. Indicative proposed cycle infrastructure, Cycle Corridor 1: Burnley to Nelson

5.3.4.1. Cycle Corridor 1: Burnley to Nelson

The cycle corridor, approximately 4.8km, starts in Burnley Town Centre, running along Church Street and Colne Road and ending at the Churchill Way Roundabout north of Brierfield. The corridor serves schools such as Casterton Primary Academy, Heasandford Primary School and Barden Primary School. The corridor also connects several key destinations including Burnley General Teaching Hospital, Burnley Campus, as well as development sites in Brierfield. The corridor extends along the A682 Colne Road which is characterised by high traffic flows and stretches of dual carriageway.

Table 11. Proposed indicative typology and high-level interventions along cycle corridor 1

Link ID	Road Name	Length (m)	Indicative Typology	High-level Initial Proposal Summary
1.01	Church Street (A682)	355	Segregated cycle track	One-way segregated cycle track proposed on both sides of road by reallocating space from carriageway or footpath. This proposal would require localised parking restrictions depending availability of highway width. Additional measures include signalisation of Church Street/Ormerod Road Junction along with addition of controlled crossings on both roads.
1.02	Church Street (A682)	235	Segregated cycle track	Two-way segregated cycle track proposed on the eastern side of carriageway by reallocating space from existing central reservation (existing central hatch marking) on carriageway. Additional measures include tightening of Church Street/A682/A679 junction along with an upgrade of the existing puffin crossing to a toucan crossing.
1.03	Colne Road (A682)	252	Segregated cycle track	Two-way segregated cycle track proposed on the eastern side of carriageway by reallocating space from existing central reservation (hatch markings) on carriageway. Additional measures include introduction of a controlled crossing near Thursby Garden entrance to provide connectivity to that amenity.
1.04	Colne Road (A682)	162	Shared-use path	Shared-use path proposed on the eastern side of the road by reallocating space from carriageway or existing central reservation (hatch markings) on carriageway. Additional measure include tightening of A682/Hebrew Road junction along with addition of a controlled crossing on both roads. This proposal is not LTN compliant as described, therefore alternatives have been provided. In the next stage of design, opportunity for road widening via land acquisition should be explored to meet design guidance.
1.05	Colne Road (A682)	445	Segregated cycle track	Two-way segregated cycle track proposed on the eastern side of carriageway by reallocating space from existing central reservation (hatch markings) or carriageway. Additional measures include upgrading the existing puffin crossing to toucan on A682/Extwistle Street junction (triangular gyratory)
1.06	Briercliffe Road (A682)	135	Segregated cycle track	Two-way segregated cycle track proposed on the eastern side of carriageway by reallocating space from carriageway.

Link ID	Road Name	Length (m)	Indicative Typology	High-level Initial Proposal Summary
1.07	Barden Street	80	Segregated cycle track	Two-way segregated cycle track proposed on the eastern side of carriageway by reallocating space from carriageway. However, since it is a part of gyratory, it is recommended to consider the potential to widen the road via land acquisition in the next stage of design. Also, preferred typology to be investigated further in next stages of scheme development.
1.08	Colne Road (A682)	247	Segregated cycle track	Two-way segregated cycle track proposed on the eastern side of carriageway by reallocating space from existing central reservation. As per SGHS proposal, additional proposed measures include junction improvement and existing traffic signal upgrade along with addition of new/improved crossing and wayfinding signage on A682/Newman Street junction and A682/Bright Street/Ivy Street junction. Also, school crossing patrols are proposed on A682/Bright Street/Ivy Street junction in order to assist Barden Primary School children to cross the street. For more details on these measures, please refer to the latest version of the SGHS proposals document.
1.09	Colne Road (A682)	540	Segregated cycle track	Two-way segregated cycle track proposed on the eastern side of carriageway by reallocating space from existing central reservation. As per SGHS proposal, additional proposed measures include junction improvement and existing traffic signal upgrade along with addition of new/improved crossing and wayfinding signage on A682/Murray Street junction and A682/Pratt Street junction. Also, controlled crossings are proposed on arms of A682/Keswick Road/Peat Street junction. For more details on this measure, please refer to the latest version of the SGHS proposals document.
1.10	Colne Road (A682)	286	Segregated cycle track	Two-way segregated cycle track proposed on the western side of carriageway by reallocating space from carriageway. Additional measures include tightening of A682/Windermere Avenue/Casterton Avenue junction to improve access between sections. Also, the proposed cycle facilities on this junction are to be integrated with separate phase in existing signal system.
1.11	Colne Road (A682)	642	Segregated cycle track	Two-way segregated cycle track proposed on the western side of carriageway by reallocating space from carriageway. Additional measures include introduction of controlled crossing on A682 road at A682/Roundwood Avenue/Clarkson Cl junction.
1.12	Colne Road (A682)	198	Shared-use path	3m wide shared-use path proposed on the western side of the road by reallocating space from carriageway and widening existing footway.

Link ID	Road Name	Length (m)	Indicative Typology	High-level Initial Proposal Summary
1.13	Burnley Road (A682)	264	Segregated cycle track	One-way segregated cycle track proposed on western side of road by reallocating space from carriageway. As per SGHS proposal, additional proposed measures include junction improvement along with addition of new/improved pedestrian crossing and wayfinding signage on A682/Regent Street/Townley Street junction and A682/Albion Street/Richard Street junction. For more details on these measures, please refer to the latest version of the SGHS proposals document.
1.14	Burnley Road (A682)	241	Segregated cycle track	One-way segregated cycle track proposed on western side of road by reallocating space from carriageway. As per SGHS proposal, additional proposed measures include minor junction improvements on A682/Crabtree Street and A682/High Street; existing puffin crossings on A682/B6248/Halifax Road junction to be upgraded to toucan crossing; also, this junction to have traffic signal upgrade and wayfinding signage. For more details on these measures, please refer to the latest version of the SGHS proposals document.
1.15	Colne Road (A682)	178	Segregated cycle track	One-way segregated cycle track proposed on western side of road by reallocating space from existing footway or carriageway. As per SGHS proposal, additional proposed measures include junction modification via addition of new/improved pedestrian crossing and wayfinding signage on A682/Bridge Street junction and A82/John Street/Chapel Street junction. Also, the later junction is proposed to be a signalised one and existing southern arm pedestrian crossing to be removed, as new crossings being added within junction. For more details on these measures, please refer to the latest version of the SGHS proposals document.
1.16	Colne Road (A682)	655	Shared-use path	3m wide shared-use path proposed on the western side of the road by reallocating space from carriageway and widening existing footway. Other measures include junction improvement along with addition of new/improved pedestrian crossing and wayfinding signage on A682/Bank Street junction. Additionally, a signalised crossing to be added on western arm of A682/A682/A682 roundabout for the continuity of cycling infrastructure.

See "Appendices" Table 29 on page 154 for alternative proposals 1.17 to 1.41.

5.3.5. Cycle Corridor 2: Nelson to Colne

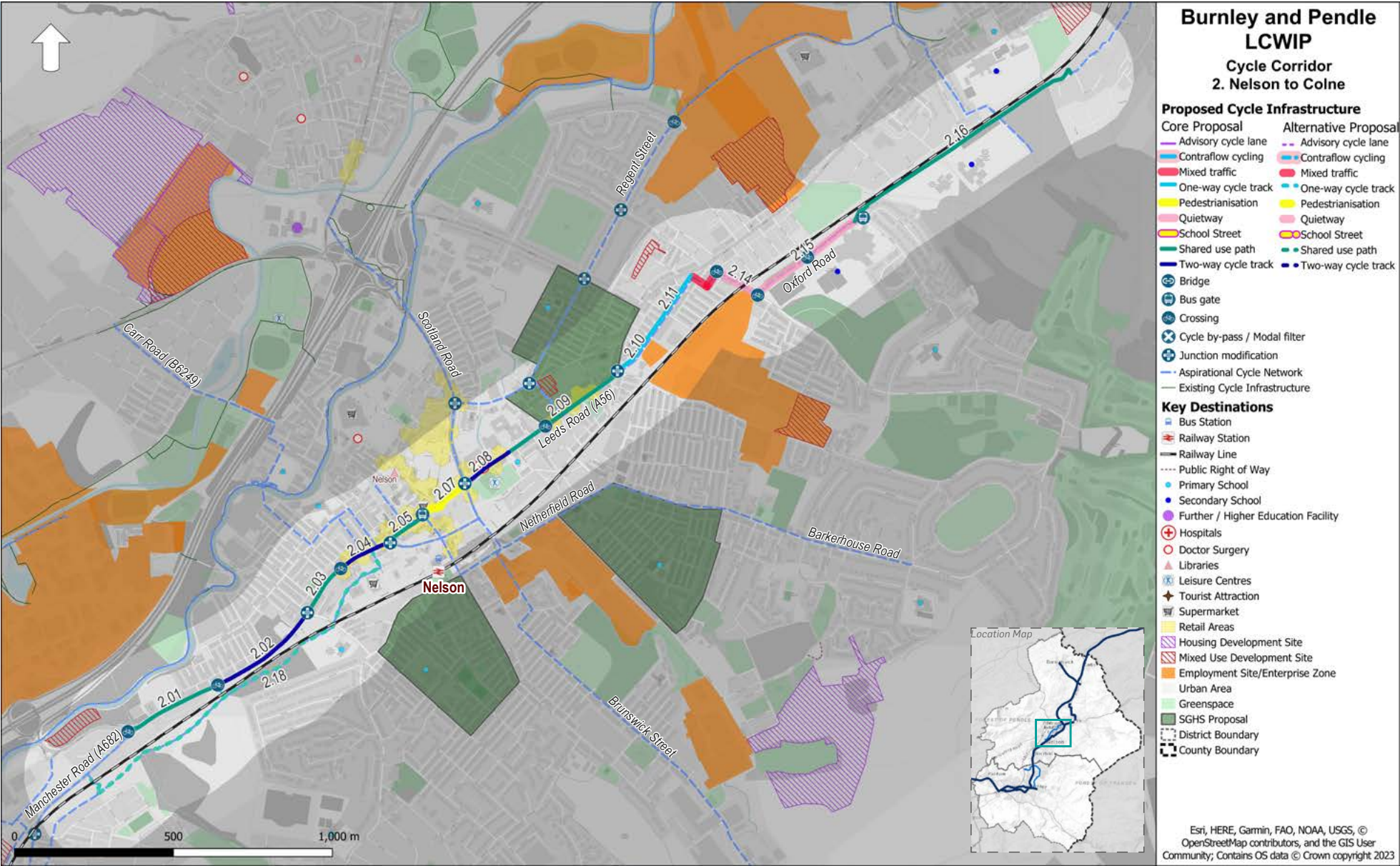


Figure 57. Indicative proposed cycle infrastructure, Cycle Corridor 2: Nelson to Colne

5.3.6.1. Cycle Corridor 2: Nelson to Colne

The strategic cycle corridor links Brierfield and CC1 from Burnley Town Centre to Nelson and Colne and is approximately 3.7km in length. The corridor primarily serves Nelson Town Centre. Schools such as Marsden Community Primary School, Pendle Vale College and John Fisher and Thomas More Roman Catholic High School are also near the corridor. From the west, the corridor runs along Manchester Road, through Nelson Town Centre, onto Leeds Road before travelling along Bradley Hall Road, Walton Lane. The corridor's eastern section runs parallel to the railway line, ending close to Colne Primet Academy.

Table 12. Proposed indicative typology and high-level interventions along cycle corridor 2

Link ID	Road Name	Length (m)	Indicative Typology	High-level Initial Proposal Summary
2.01	Manchester Road (A682)	319	Shared-use path	3m wide shared-use path proposed by reallocating space from carriageway and widening existing western side footway. Additional measures include upgrade of existing puffin crossing to toucan. In the later stages of design, feasibility for on-street parking restriction to be checked. In the later design stages, opportunity for road widening via land acquisition should be explored.
2.02	Manchester Road (A682)	367	Segregated cycle track	Two-way segregated cycle track proposed on the western side of carriageway by reallocating space from carriageway. Additional measures include tightening of Manchester Road/Lomeshaye Road intersection along with improvement of accessibility within its sections.
2.03	Manchester Road (A682)	176	Shared-use path	3m wide shared-use path proposed by reallocating space from carriageway and widening existing western side footway. Additional measures include introduction of controlled crossings on Manchester Road/Victoria Street intersection. At present, the stretch has Highway width constraint. In the later designs stages, opportunity for road widening via land acquisition should be explored.
2.04	Manchester Road (A682)	177	Segregated cycle track	Two-way segregated cycle track proposed on the western side of carriageway by reallocating space from carriageway. Additional measures include tightening of Manchester Road/Lomeshaye Road intersection along with improvement of accessibility within its sections.
2.05	Manchester Road	143	Shared-use path	3m wide shared-use path proposed on the central landscaped reserve. Additional measures include introduction of bus on far north of this stretch to filter out traffic movement.
2.06	Manchester Road	61	Segregated cycle track	Complete pedestrianisation proposed, only bus and cycle movements allowed through this stretch. Commercial vehicles to be allowed during night time for loading and unloading only.
2.07	Leeds Road	111	Segregated cycle track	Complete pedestrianisation proposed, only bus and cycle movements allowed through this stretch. Commercial vehicles to be allowed during night time for loading and unloading only. Additional measures include upgrade of existing puffin crossings to toucan at Leeds Road/A682/A56/A682 junction.

Link ID	Road Name	Length (m)	Indicative Typology	High-level Initial Proposal Summary
2.08	Leeds Road (A56)	170	Segregated cycle track	Two-way segregated cycle track proposed on the western side of carriageway by reallocating space from carriageway.
2.09	Leeds Road (A56)	428	Shared-use path	3m wide shared-use path proposed by reallocating space from carriageway and widening existing western side footway. Additional measures include introduction of controlled crossings on Leeds Road/Bradley Road/Leeds Road/Barkerhouse Road junction; and upgrade of existing mini roundabout at A56/A56/Bradley Hall Road/Hildrop Road to signalised one along with addition of crossings. At present, the stretch has Highway width constraint. In the later designs stages, opportunity for road widening via land acquisition should be explored.
2.10	Bradley Hall Road	204	Segregated cycle track	One-way segregated cycle track/lane (depending on available width) proposed on western side of road by reallocating space from carriageway. In the later design stages, a parking management plan recommended to be prepared to organize the on-street parking within area.
2.11	Bradley Hall Road	184	Segregated cycle track	One-way segregated cycle track/lane (depending on available width) proposed on western side of road by reallocating space from carriageway. In the later design stages, a parking management plan recommended to be prepared to organize the on-street parking within area.
2.12	May Street	53	Mixed traffic	Mixed traffic provision with low traffic flows due to Highway width constraint. Traffic calming measure to be added to enhance safety of cyclists. Investigate the opportunity for segregation in the next stage of design, which might require third party land.
2.13	Parker Street	56	Mixed traffic	Non LTN compliant carriageway and Highway width, hence mixed traffic provision with low traffic flows and added traffic calming measures. Investigate the opportunity for road widening in the next stage of design, which might require third party land. Additional measures include introduction of priority crossings at parking Street/Walton Lane junction.
2.14	Walton Lane	149	Mixed traffic	Quietway provision proposed with added traffic calming measures. Additional measures include addition of priority crossings at Walton Lane/Oxford Road/Walton Lane junction.
2.15	Oxford Road	385	Mixed traffic	Quietway provision proposed with added traffic calming measures. Additional measures include addition of table top crossing in front of car parking area and introduction of bus gate towards extreme north of this stretch to restrict only southbound mixed traffic movement.
2.16	Huncoat Greenway	849	Shared-use path	3m wide shared-use path proposed by widening existing path. Lights to be added to enhance safety.

See "Appendices" Table 29 on page 154 for alternative proposals 2.17 and 2.18.

5.3.7. Cycle Corridor 3: Colne Town Centre

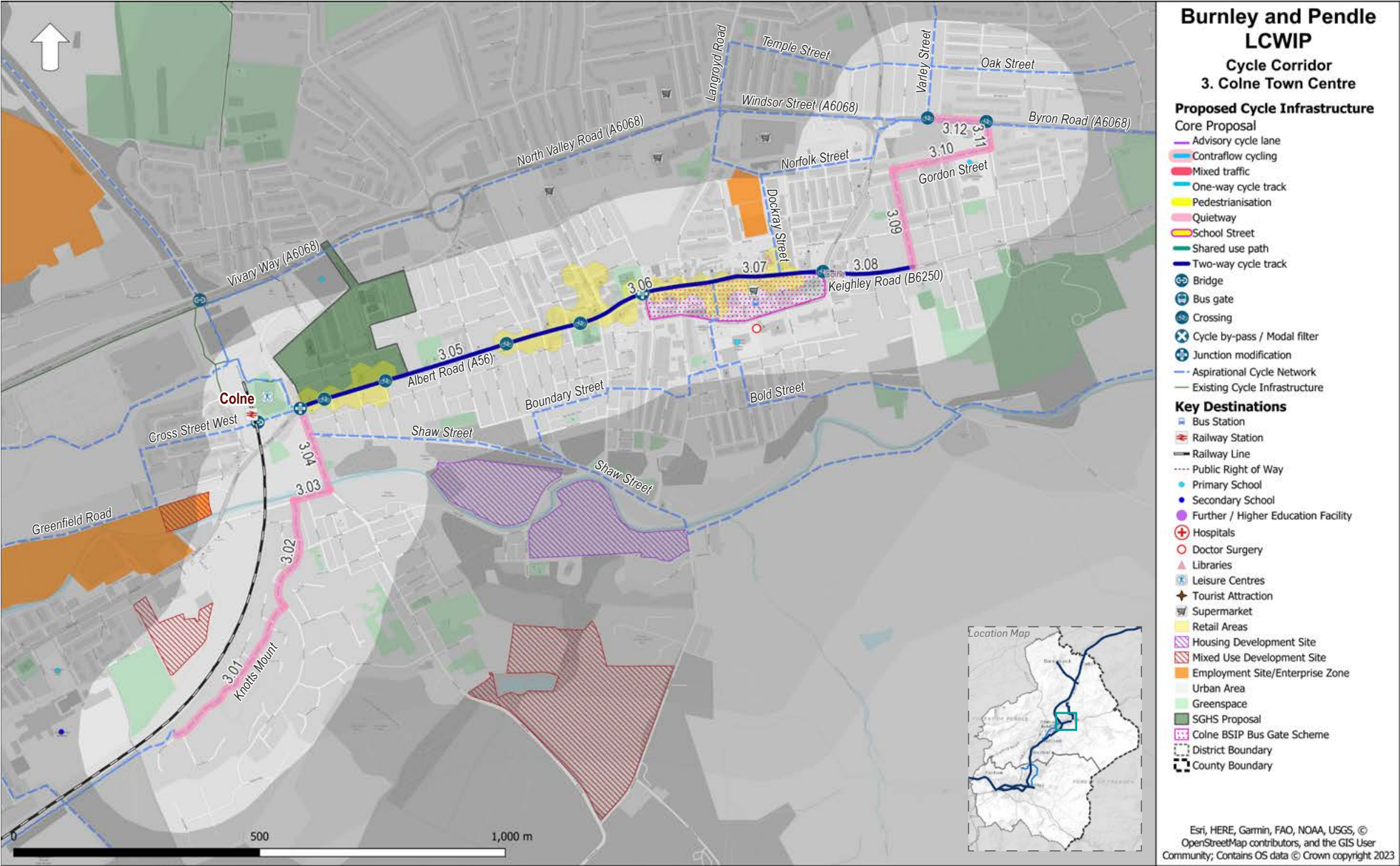


Figure 58. Indicative proposed cycle infrastructure, Cycle Corridor 3: Colne Town Centre

5.3.7.1. Cycle Corridor 3: Colne Town Centre

The cycle corridor, approximately 2.7km, links Nelson and CC2 to Colne Town Centre and onwards toward Foulridge. The corridor connects key destinations including Colne Railway Station, Pendle Leisure Centre, Garden Vale Business Centre and retail establishments along North Valley Road. Schools such as Colne Primet Academy, Colne Park Primary School and Lord Street Primary School are also near the corridor. The corridor interacts with the SGHS proposals surrounding Lord Street Primary School.

Table 13. Proposed indicative typology and high-level interventions along cycle corridor 3

Link ID	Road Name	Length (m)	Indicative Typology	High-level Initial Proposal Summary
3.01	Knotts Mount	353	Mixed traffic	Quietway provision proposed through residential area with low traffic and added traffic calming measures.
3.02	Knotts Driveway	234	Mixed traffic	Quietway provision proposed through residential area with low traffic and added traffic calming measures.
3.03	Knotts Lane	77	Mixed traffic	Quietway provision proposed through residential area with low traffic and added traffic calming measures.
3.04	Bridge Street	177	Mixed traffic	Quietway provision proposed through residential area with low traffic and added traffic calming measures. Highway constraints observed at bridge above Colne Water, for which widening scope to be explored in later stages of design. Additional measures include signalisation of Bridge Street/A56/Guysyke/A56 junction; crossings also to be added in this junction.
3.05	Albert Road (A56)	653	Segregated cycle track	Aspirational either side two-way cycle track proposed, for which strategic level traffic rerouting need to be considered to reduce traffic from this route. Additional measures include upgrade of all existing puffin crossings to toucan crossings and introduction of toucan crossing at A56/Lord Street/A56/Sutherland Street.
3.06	Church Street (A56)	168	Segregated cycle track	Aspirational either side two-way cycle track proposed, for which strategic level traffic rerouting need to be considered to reduce traffic from this route. Additional measures include Walton Street/Church Street/Walton Street junction modification to suite before-mentioned traffic rerouting along with addition of controlled crossings on approaches.
3.07	Market Street	286	Segregated cycle track	Aspirational either side two-way cycle track proposed, for which strategic level traffic rerouting need to be considered to reduce traffic from this route. Additional measures include introduction of toucan crossings at A56/A56/Keighley Road/A56 junction. In this location, there are Bus Improvement Plan proposals , which could introduce two-way traffic to Craddock Road in order to reduce congestion in Market Street. Other proposals may include public realm works in the area to introduce shared space.
3.08	Keighley Road (B6250)	181	Segregated cycle track	Aspirational either side two-way cycle track proposed, for which strategic level traffic rerouting need to be considered to reduce traffic from this route.

Link ID	Road Name	Length (m)	Indicative Typology	High-level Initial Proposal Summary
3.09	Granville Street	202	Mixed traffic	Quietway provision proposed through residential area with added traffic calming measures.
2.10	East Beach (A584)	98	Segregated cycle track	Two-way cycle track on the south side by reallocating space from the carriageway.
3.10	Gordon Street	204	Mixed traffic	Quietway provision proposed through residential area with added traffic calming measures.
3.11	Rutland Street	55	Mixed traffic	Quietway provision proposed through residential area with added traffic calming measures. Additional measures include introduction of controlled crossings on Rutland Street/A6068/A6068 junction.
3.12	Byron Road (A6068)	120	Mixed traffic	Quietway provision proposed through residential area with added traffic calming measures. Additional measures include introduction of controlled crossings on A6068/Varley Street/A6068 junction.

5.3.8. Cycle Corridor 4: Accrington Road to Burnley Town Centre

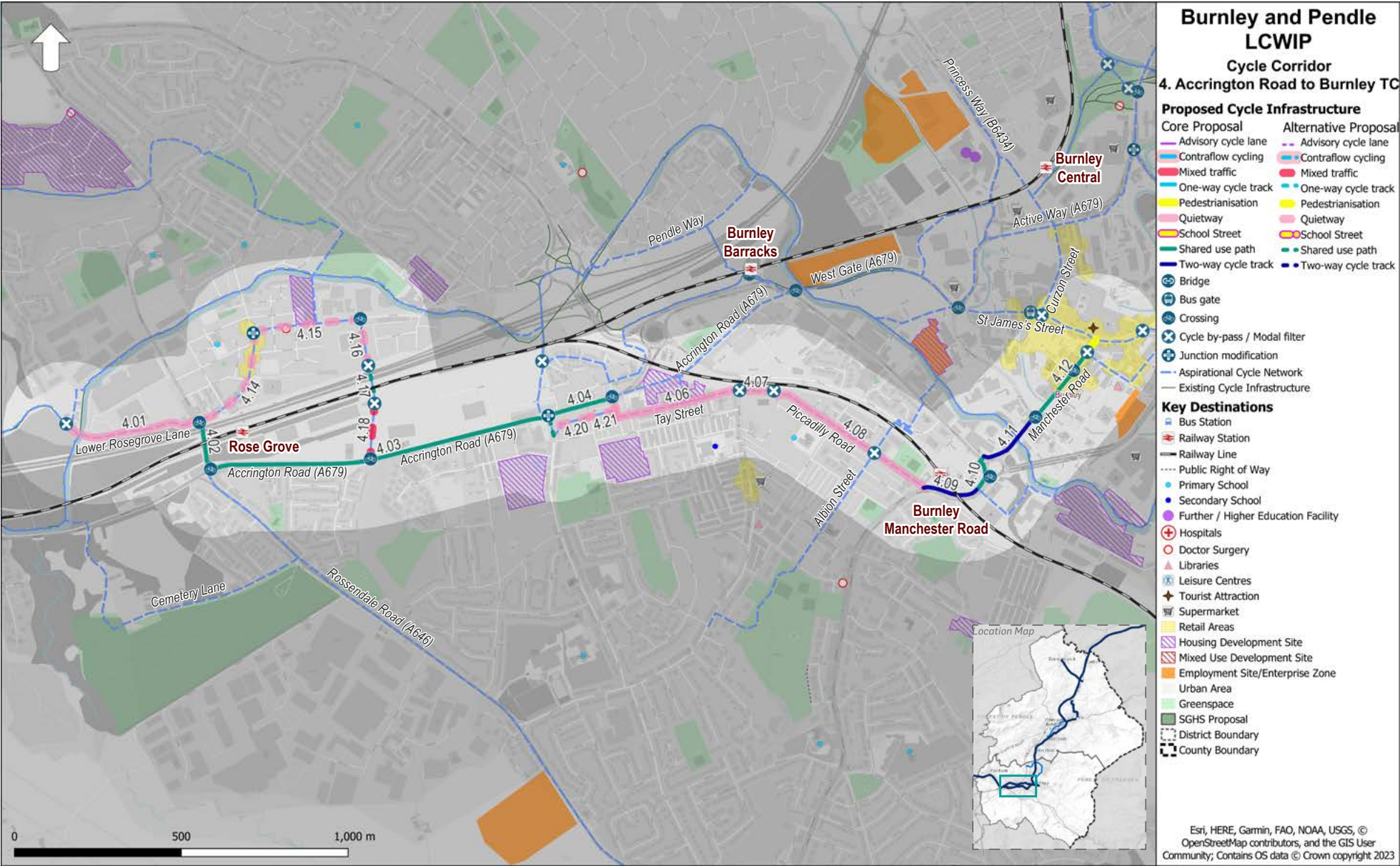


Figure 59. Indicative proposed cycle infrastructure, Cycle Corridor 4: Accrington Road to Burnley Town Centre

5.3.8.1. Cycle Corridor 4: Accrington Road to Burnley Town Centre

This cycle corridor links Burnley Town Centre to areas west of Burnley including Lowerhouse, Ightenhill and Coal Clough and extends for 3.7km. The corridor runs from Burnley Town Centre along Manchester Road to Burnley Manchester Road Railway Station. The corridor then travels along Piccadilly Road before joining Accrington Road for the remainder of the route. The corridor serves education sites such as Holy Trinity Primary School, UCLan Burnley and Coal Clough Academy. The corridor also connects several key destinations including Burnley Manchester Road and Rose Grove railway stations and employment sites along Accrington Road as well as development sites in the west of Burnley.

Table 14. Proposed indicative typology and high-level interventions along cycle corridor 4

Link ID	Road Name	Length (m)	Indicative Typology	High-level Initial Proposal Summary
4.01	Lower Rosegrove Lane	417	Mixed traffic	Quietway provision proposed with added traffic calming measures. Additional measures include introduction of controlled crossings on A646/Lower Rosegrove Lane/A646/Rosegrove Land junction.
4.02	A646	133	Shared-use path	3m wide shared-use path proposed on the eastern side of road by reallocating space from carriageway i.e., by removal of bollards and lane narrowing without hampering existing network capacity. This eastern side route alignment would facilitate existing direct connectivity to Rose Grove Railway Station.
4.03	Accrington Road (A679)	1055	Shared-use path	3m wide shared-use path proposed on the south side of the road by reallocating space from carriageway. Additional measure include upgrade of existing puffin crossing to toucan at Accrington Road arm of Accrington Road/Rosendale Road/A546 junction; and signalisation of Cog Lane/Accrington Road/Accrington Road junction along with addition of crossings on the same. In the later stages of design, the scope for segregation of cycling infra via road widening and land acquisition to be explored. Also, shared-use path may not be comfortable for all classes of cycle users, hence an alternate for the same has been proposed. Further, there is a high potential available to make use of northern side of road to provide shared-use path, feasibility of which to be investigated in next design phase.
4.04	Accrington Road	199	Shared-use path	3m wide shared-use path proposed on the south side of the road by reallocating space from carriageway. Additional measure include introduction of controlled crossing on Accrington Road/Hameldon Approach/Clough Street junction in order to provide access to this SUP from other roads. In the later stages of design, the scope for segregation of cycling infra via road widening and land acquisition to be explored. Also, shared-use path may not be comfortable for all classes of cycle users, hence an alternate for the same has been proposed. Further, there is a high potential available to make use of northern side of road to provide shared-use path, feasibility of which to be investigated in next design phase.

Link ID	Road Name	Length (m)	Indicative Typology	High-level Initial Proposal Summary
4.05	Clough Street	64	Mixed traffic	Quietway provision through the residential area, as low traffic expected on this route. Traffic calming measures to be introduced to support low speeds.
4.06	Tay Street	375	Mixed traffic	Quietway provision through the residential area, as low traffic expected on this route. Traffic calming measures to be introduced to support low speeds.
4.07	Riding Street	104	Mixed Traffic	Quietway provision through the residential area, as low traffic expected on this route. Traffic calming measures to be introduced to support low speeds.
4.08	Piccadilly Road	547	Mixed traffic	Quietway provision through the residential area, as low traffic expected on this route. Traffic calming measures to be introduced to support low speeds. In the later stages of design, one way system can be explored through the neighbourhood area of this route and provide safe cycling access to Holy Trinity Primary School.
4.09	Manchester Road (B6240)	167	Segregated cycle track	Two-way segregated cycle track proposed on northern side of carriageway by reallocating space from existing central and kerbside reservation (ladder marking) on carriageway. In the later stages of design, a detailed swept path analysis recommended as route has curvature and LGV/HGVs are expected to traverse through it.
4.10	Manchester Road (A682)	118	Shared-use path	As per Manchester Road LUF Proposal, a shared-use path is proposed on western side of the road. For more details on it, refer the latest version document of this proposal.
4.11	Manchester Road (B6240)	207	Segregated cycle track	As per Manchester Road LUF Proposal, a two-way segregated cycle track proposed on western side of the road. For more details on it, refer the latest version document of this proposal. Additional measures to it include upgrade of existing crossings to toucan crossings at Manchester Road/Hammerton Street/Manchester Road/Finsley Gate junction.
4.12	Manchester Road (B6240)	249	Shared-use path	As per Manchester Road LUF Proposal, a shared-use path is proposed on western side of the road by reallocating space from carriageway and widening existing footway. For more details on it, refer the latest version document of this proposal. Additional measures to it include upgrade of existing puffin crossing to toucan on arms of Manchester Road/Hargreaves Street/Manchester Road/Grimshaw Street junction.

See "Appendices" Table 29 on page 154 for alternative proposals 4.14 to 4.21.

5.3.9. Cycle Corridor 6: Nelson to Colne (School Route)

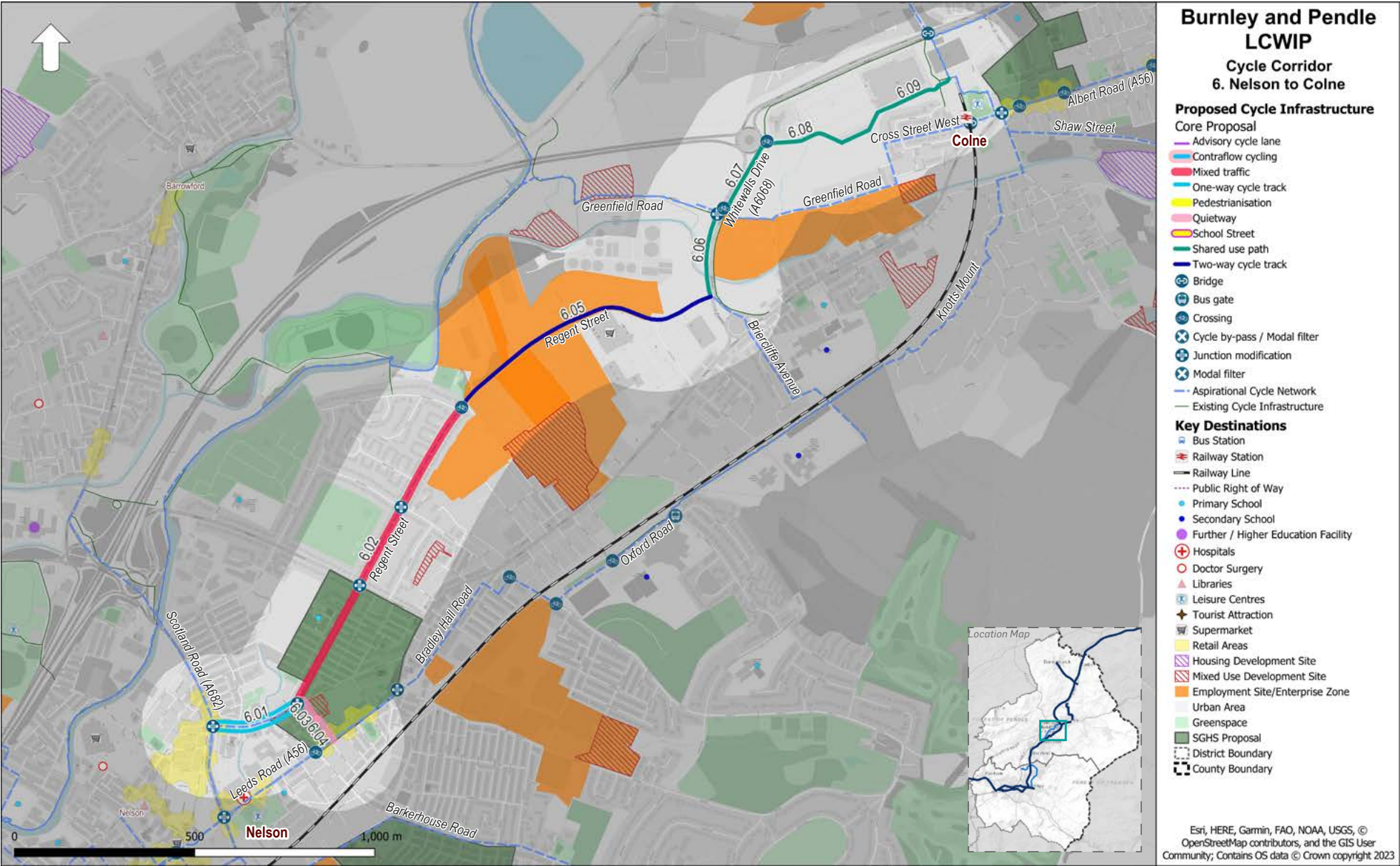


Figure 60. Indicative proposed cycle infrastructure, Cycle Corridor 6: Nelson to Colne

5.3.9.1. Cycle Corridor 6: Nelson to Colne (School Route)

The strategic cycle corridor links Nelson and Colne and is approximately 3.2km in length. The corridor is one of two corridors connecting Nelson and Colne, alongside CC2. This route travels further north along Regent Street and Burnley Road. Schools such as Colne Primet Academy, Nelson St Philip's Church of England Primary School and Bradley Primary School are also near the corridor. The corridor also connects several key destinations including Colne Railway Station, Boundary Outlet Colne, Garden Vale Business Centre and Whitewalls Industrial Estate. The corridor interacts with the SGHS proposals surrounding Bradley Primary School.

Table 15. Proposed indicative typology and high-level interventions along cycle corridor 6

Link ID	Road Name	Length (m)	Indicative Typology	High-level Initial Proposal Summary
6.01	Bradley Road	249	Segregated cycle track	One-way segregated cycle track proposed on the both sides of road by reallocating space from carriageway. Additional measures include signalisation of A682/Scotland Road/Bradley Road junction and modification in Regent Street/Bankhouse Road/Bankhouse Road junction to give priority to north-south cycle movement.
6.02	Regent Street	935	Mixed traffic	Mixed traffic provision with low traffic flows, added traffic calming measures. On-street parking observed at various places. Hence, in the later stages of design, a parking management plan for this road, along with neighbouring areas needs to be prepared to control demand . Additional measures include the potential conversion of Regent Street/Reedyford Road mini roundabout and Rakes House Road/Regent Road mini roundabout to priority junctions.
6.03	Throstle Street	78	Mixed traffic	Quietway provision proposed with low traffic and added traffic calming measures.
6.04	Beech Street	73	Mixed traffic	Quietway provision proposed with low traffic and added traffic calming measures.
6.05	Regent Street	814	Segregated cycle track	Two-way segregated cycle track proposed on northern side of road by reallocating space from existing shared use path. Also, priority to cyclists to be given at side road junctions.
6.06	Whitewalls Driveway	258	Shared-use path	Improvements to existing shared use path on western side of road proposed along with extension of 30mph speed limit. Additional measures include improvements to existing toucan crossing to provide wider waiting area within central reservation near Greenfield Hall and Greenfield Hall junction improvements to offer priority to pedestrians and cyclists.
6.07	Whitewalls Driveway	217	Shared-use path	Improvements to existing shared use path on eastern side of road proposed along with road widening to provide buffer between proposed path and carriageway.
6.08	Boundary MI	399	Shared-use path	3m wide shared use path proposed on southern side of road by road widening. This widening might entail land acquisition of potentially privately owned land.
6.09	Pendle Leisure Centre to Boundary MI	200	Shared-use path	3m wide shared use path proposed on southern side of road by road widening. This widening might entail land acquisition of potentially privately owned land.

5.3.10. Cycle Corridor 7: Colne to Skipton Greenway

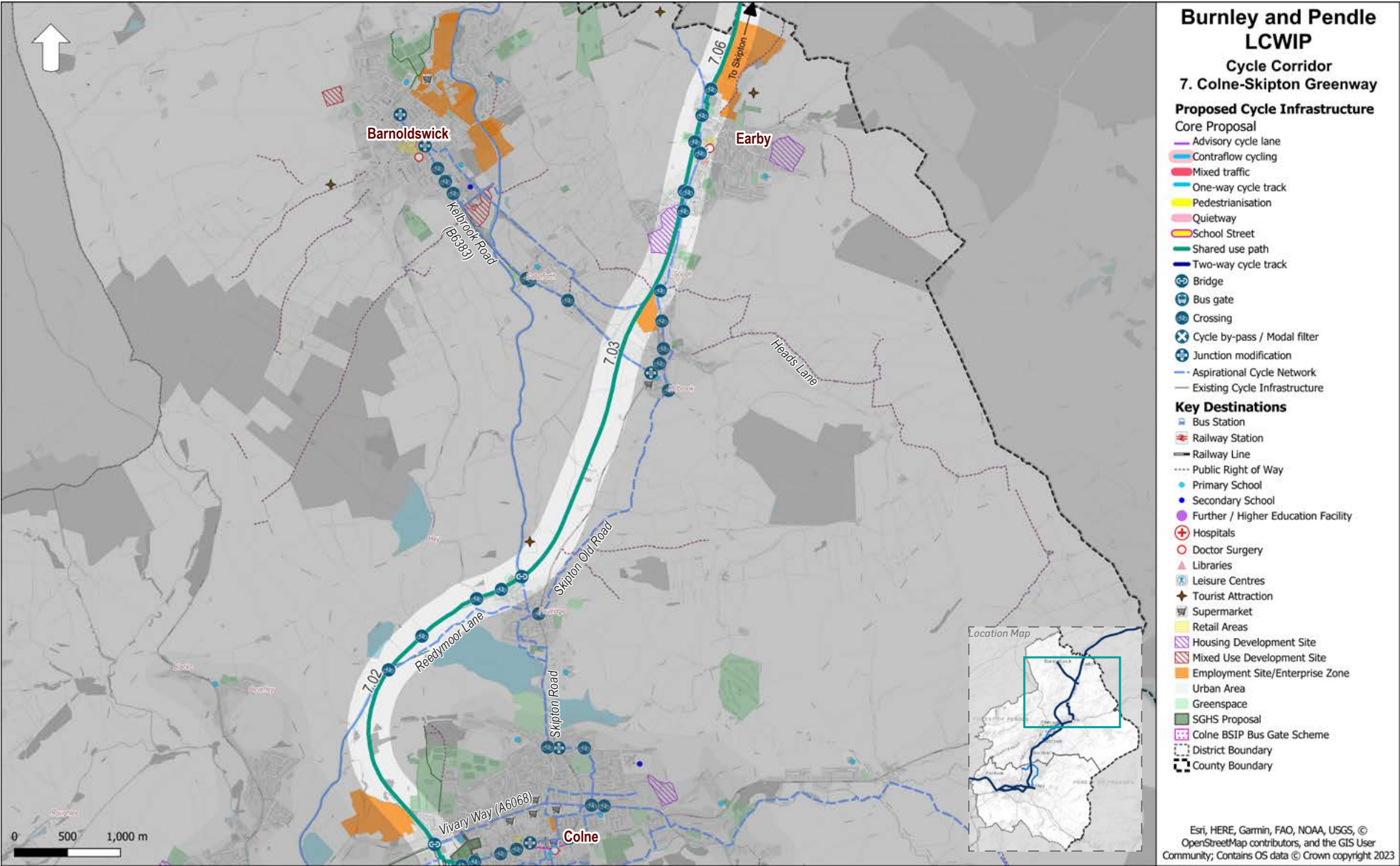


Figure 61. Indicative proposed cycle infrastructure, Cycle Corridor 7: Colne to Skipton Greenway

5.3.10.1. Cycle Corridor 7: Colne to Skipton Greenway

This cycle corridor connects Colne, Foulridge and Earby via the off-road Skipton Greenway and extends for 18.1km. Additional connectivity is provided towards Barnoldswick by CC11. The corridor connects with key destinations including Colne Railway Station, West Craven Drive Business Park, Eden Works Business Park and the development site at Barrowford Road.

Table 16. Proposed indicative typology and high-level interventions along cycle corridor 7

Link ID	Road Name	Length (m)	Indicative Typology	High-level Initial Proposal Summary
7.01	Colne-Skipton Greenway	359	Shared-use path	4.5m wide shared-use path proposed by widening existing path. Additional measures include overbridge above Vivary Way for cyclists to cross, as the road has high traffic volumes.
7.02	Colne-Skipton Greenway (Old Railway Line)	3448	Shared-use path	4.5m wide shared-use path proposed by widening existing path. Resurfacing and vegetation clearance is proposed to enhance user experience. Introduce lighting to enhance safety. Additional measures include introduction of priority crossing at all at-grade intersection points of this greenway with other minor roads, some of which are Slipper Hill, Whitemoor Road and Station Road. Also, an overbridge proposed over Leeds and Liverpool Canal for route continuity.
7.03	Colne-Skipton Greenway	4698	Shared-use path	4.5m wide shared-use path proposed by widening existing path. Resurfacing and vegetation clearance is proposed to enhance user experience. Introduce lighting to enhance safety. Additional measures include introduction of priority crossing at all at-grade intersection points of this greenway with other minor roads i.e., Salterforth Road and Hill Top Lane.
7.04	Skipton Road (A56)	51	Shared-use path	2.5-3m wide shared-use path proposed by widening either side footway and reallocating space from carriageway. Irregular Highway width observed throughout the length of route, hence a non-LTN compliant measure proposed. In the later stages of design, scope for road widening via land acquisition to be explored. Additional measures include introduction of controlled crossings on arms of Skipton Road/School Lane/Skipton Road junction.
7.05	School Lane	29	Mixed traffic	Mixed traffic provision due to Highway width constraint. Investigate the opportunity for segregation in the next stage of design, which might require on-street parking restriction or third party land acquisition.
7.06	Colne-Skipton Greenway	9562	Shared-use path	4.5m wide shared-use path proposed by widening existing path. Resurfacing and vegetation clearance is proposed to enhance user experience. Introduce lighting to enhance safety.

5.3.11. Cycle Corridor 8: Colne to Foulridge

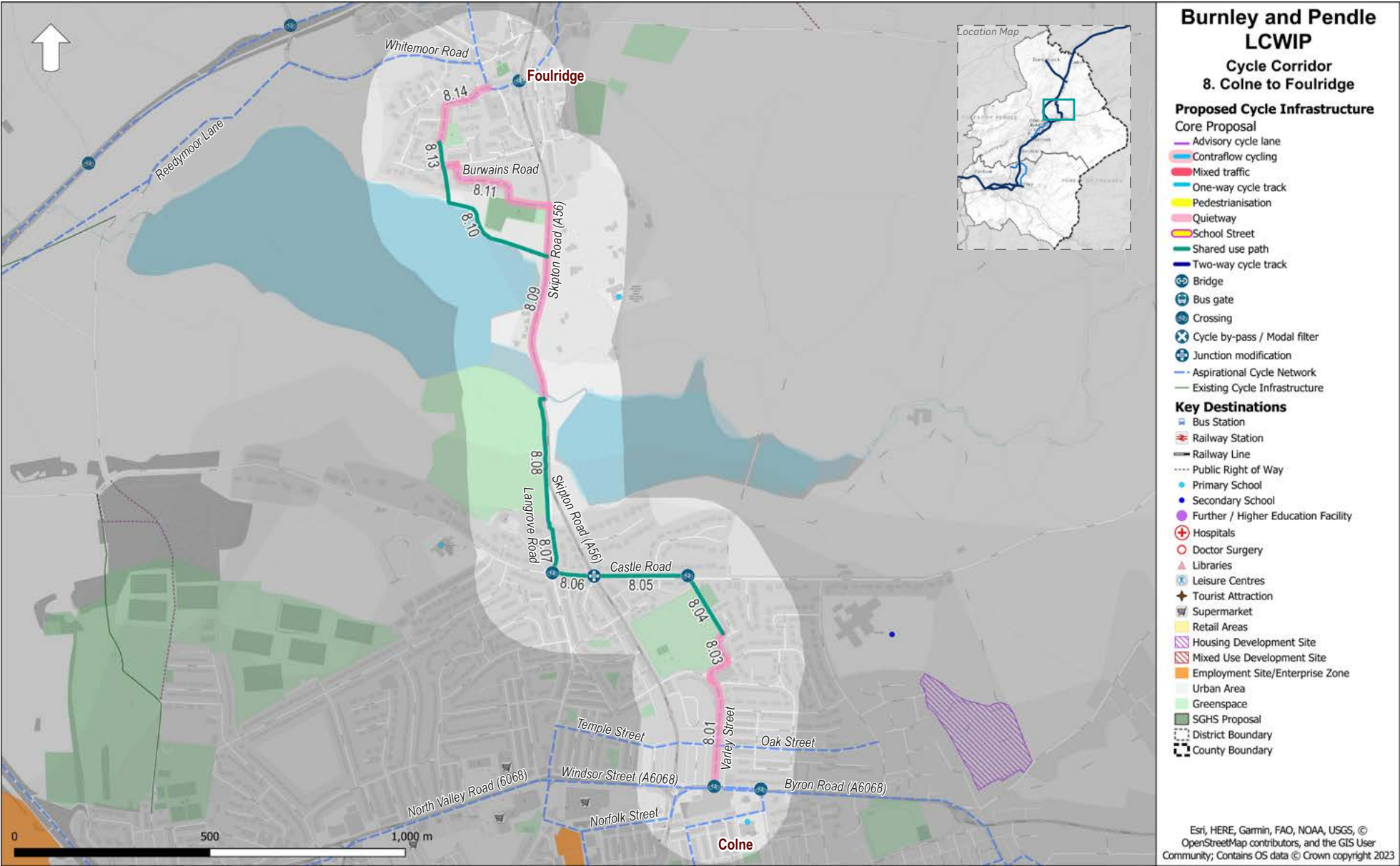


Figure 62. Indicative proposed cycle infrastructure, Cycle Corridor 8: Colne to Foulridge

5.3.11.1. Cycle Corridor 8: Colne to Foulridge

This cycle corridor connects Colne and Foulridge via Varley Street, Castle Road and Skipton Road, with a length of approximately 2.5km. As the primary route connecting Barnoldswick and Earby, the section along the A56 Skipton Road is characterised by high traffic flows. The corridor connects several key destinations including the North Valley Road retail area, Langroyd Country Park, Lake Burwain and the development site Red Lane. Schools such as Sacred Heart RC Primary School, Foulridge Saint Michael, Park High School and All Angels CofE VA Primary School are also near the corridor.

Table 17. Proposed indicative typology and high-level interventions along cycle corridor 8

Link ID	Road Name	Length (m)	Indicative Typology	High-level Initial Proposal Summary
8.01	Varley Street	283	Mixed traffic	Quietway provision proposed through residential area. Traffic calming measures to induce low traffic speeds are proposed.
8.02	Casserley Road	69	Mixed traffic	Quietway provision proposed with low traffic and added traffic calming measures.
8.03	Allison Grove	80	Mixed traffic	Quietway provision proposed with low traffic and added traffic calming measures.
8.04	Alison Grove-Castle Road Greenway	174	Shared-use path	3m wide shared-use path proposed by widening existing path. Resurfacing and lighting additions are proposed to enhance user experience and safety. Additional measures include introduction of priority crossing at the meeting points of Castle Road.
8.05	Castle Road	240	Shared-use path	3m wide shared use path on northern side of road by widening existing footway via reallocating space from existing green strip between carriageway and footway. All existing trees are to retained. Introduce lighting to enhance safety. Proposed widening of existing path. Additional proposals include signalisation and tightening of A56/Regent Avenue/Skipton Road/Castle Road junction along with addition of crossings for cyclist and pedestrians.
8.06	Regent Avenue	107	Shared-use path	3m wide shared use path on northern side of road by widening existing footway via reallocating space from existing green strip between carriageway and footway. All existing trees are to retained. Introduce lighting to enhance safety. Proposed widening of existing path. Additional proposals include introduction of priority crossings on all arms of Langroyd Road/Red Lane/Langroyd Road/Regent Avenue Roundabout.
8.07	Langroyd Road	113	Shared-use path	3m wide shared use path on western side of road by widening existing footway via reallocating space from existing green strip between carriageway.
8.08	Lake Burwain Greenway	352	Shared-use path	3m wide shared use path proposed by widening existing path. Lighting to be added to enhance safety and user experience.

Link ID	Road Name	Length (m)	Indicative Typology	High-level Initial Proposal Summary
8.09	Foulridge (A56)	503	Mixed traffic	Quietway provision proposed with added traffic calming measures.
8.10	Lake Burwain Greenway	400	Shared-use path	3m wide shared use path proposed by widening existing path. Vegetation clearing, resurfacing and lighting addition to be done to enhance safety and user experience.
8.11	Burwains Avenue	305	Mixed traffic	Quietway provision proposed through residential area with low traffic flows and added traffic calming measures.
8.12	Alma Avenue	34	Mixed traffic	Quietway provision proposed through residential area with low traffic flows and added traffic calming measures.
8.13	Lake Burwain Greenway	63	Shared-use path	3m wide shared use path proposed by widening existing path. Land availability for this widening needs to be checked.
8.14	Sycamore Rise	219	Mixed traffic	Quietway provision proposed through residential area with low traffic flows and added traffic calming measures.

5.3.12. Cycle Corridor 11: Kelbrook to Barnoldswick

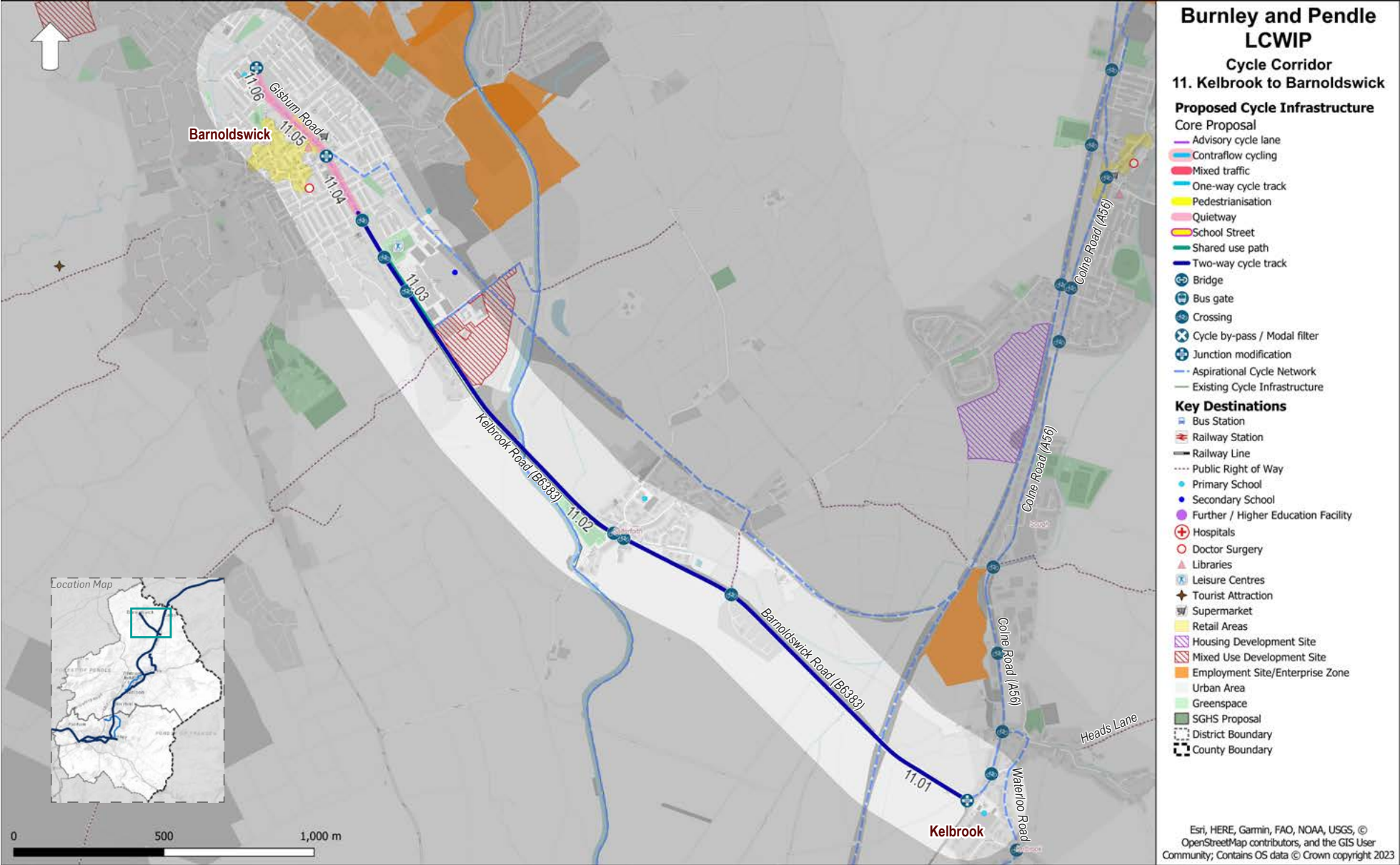


Figure 63. Indicate proposed cycle infrastructure, Cycle Corridor 11: Kelbrook to Barnoldswick

5.3.12.1. Cycle Corridor 11: Kelbrook to Barnoldswick

This cycle corridor links Barnoldswick to CC7 at Kelbrook. The route runs along Kelbrook Road between the roundabout with Colne Road and Gisburn Road Community Primary School and extends for 4.4km. The corridor serves key destinations including West Craven High School, West Craven Sports Centre and employment sites in Barnoldswick.

Table 18. Proposed indicative typology and high-level interventions along cycle corridor 11

Link ID	Road Name	Length (m)	Indicative Typology	High-level Initial Proposal Summary
11.01	Barnoldswick Road (B6383)	350	Segregated cycle track	Two-way segregated cycle track proposed on the southern side of carriageway by reallocating space from existing green buffer between footway and carriageway. Additional measures include signalisation of B6383/A56 Colne Road/A56 Colne Road roundabout and introduction of crossings on the same.
11.02	Kelbrook Road (B6383)	2515	Segregated cycle track	Two-way segregated cycle track proposed on the southern side of carriageway by reallocating space from existing green buffer between footway and carriageway. Additional measures include introduction of controlled crossing near Lower Greenhill Caravan Park; introduction of priority crossings on Salterforth Lane and Earby Road at Kelbrook Road/salter forth Lane/Earby Road junction; conversion of existing uncontrolled crossing to controlled one; retainment of all existing toucan crossings. The track section in front of West Craven High School is to be protected via a railing to improve safety of cyclists and pedestrians
11.03	Kelbrook Road (B6383)	286	Shared-use path	Existing shared-use path to be widened to 3m by reclaiming space from existing available green space. This facility to be protected from vehicular traffic via railing.
11.04	Essex Street (B6383)	216	Mixed traffic	Quietway provision with added traffic calming measures. Additional measures include introduction of cycle box on Fern Lea Avenue approaches at Essex Street/Rainhall Road junction and implement early release for cyclists within existing signal phases.
11.05	Fern Lea Avenue (B6383)	272	Mixed traffic	Quietway provision with added traffic calming measures.
11.06	Skipton Road (B6383)	111	Mixed traffic	Quietway provision with added traffic calming measures. Additional measures include signalisation of Skipton Road/Gisburn Road/Skipton Road mini roundabout and introduction of crossings on the same.

5.3.13. Cycle Corridor 14: Burnley to Padiham

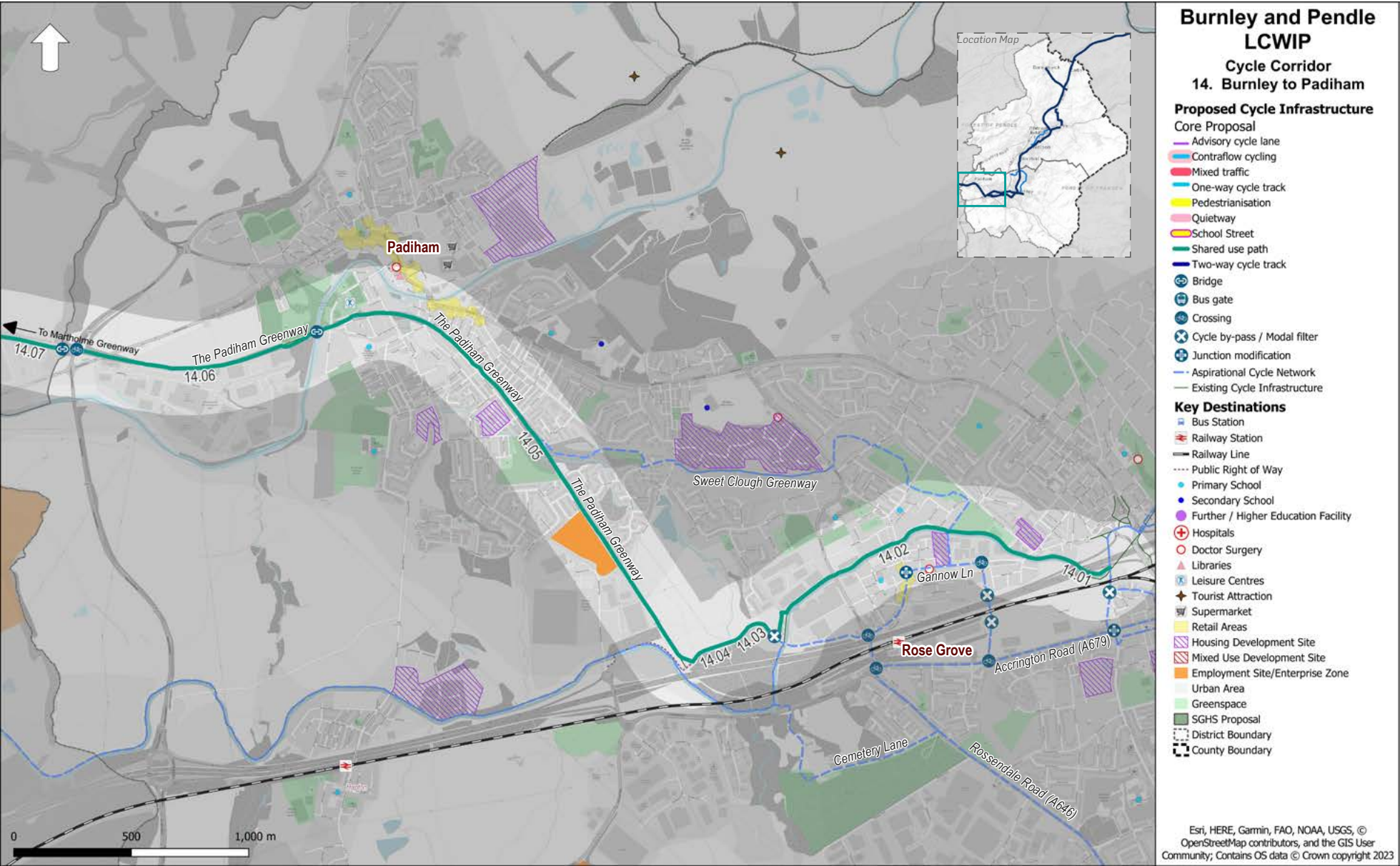


Figure 64. Indicative proposed cycle infrastructure, Cycle Corridor 14: Burnley to Padiham

5.3.13.1. Cycle Corridor 14: Burnley to Padiham

The cycle corridor connects Burnley to Padiham and onwards to the Martholme Greenway towards Great Harwood, extending approximately 8.5km. The corridor provides connections to schools such as Burnley Lowerhouse Junior School, Padiham Primary School and Padiham Green Church of England Primary Schools and serves Rose Grove Railway Station. Other key destinations include Shuttleworth Mead, Empire Business Park and development sites at the former Hameldon Schools Sites and Perseverance Mill, Padiham. The corridor runs along the Leeds and Liverpool Canal between the Gannow Tunnel and Molly Wood Lane before joining the Padiham Greenway where it travels through Padiham Town Centre and to the Martholme Greenway.

Table 19. Proposed indicative typology and high-level interventions along cycle corridor 14

Link ID	Road Name	Length (m)	Indicative Typology	High-level Initial Proposal Summary
14.01	71 Gannow Lane	291	Shared-use path	Shared-use path proposed by widening existing path to 3m. Introduce lighting to enhance safety.
14.02	Rose Grove to Gannow Tunnel (Canal)	1400	Shared-use path	Shared-use path proposed by widening existing path to 3m. Introduce lighting to enhance safety.
14.03	Lower Rosegrove Lane	247	Shared-use path	Shared-use path proposed by widening existing path to 3m. Introduce lighting to enhance safety. Additional measures include improvement to existing on-site modal filters.
14.04	Molly Wood Lane	192	Shared-use path	Shared-use path proposed by widening existing path to 3m. Introduce lighting to enhance safety.
14.05	The Padiham Greenway	2348	Shared-use path	Shared-use path proposed by widening existing path to 3m. Resurfacing and vegetation clearance is proposed to enhance user experience. Introduce lighting to enhance safety. Additional measures include reopening of existing bridge on River Calder at Padiham near Padiham Leisure Centre, investigation for reconstruction of which are currently ongoing.
14.06	The Padiham Greenway	1126	Shared-use path	Shared-use path proposed by widening existing path to 3m. Resurfacing and vegetation clearance is proposed to enhance user experience. Introduce lighting to enhance safety. Additional measures include introduction of controlled crossing at Padiham Greenway/A6068 intersection along with new bridge proposal over Dean Brook.
14.07	The Padiham Greenway	2945	Shared-use path	Shared-use path proposed by widening existing path to 3m. Resurfacing and vegetation clearance is proposed to enhance user experience. Introduce lighting to enhance safety.

5.3.14. Cycle Corridor 15: Gannow Tunnel to Burnley Town Centre

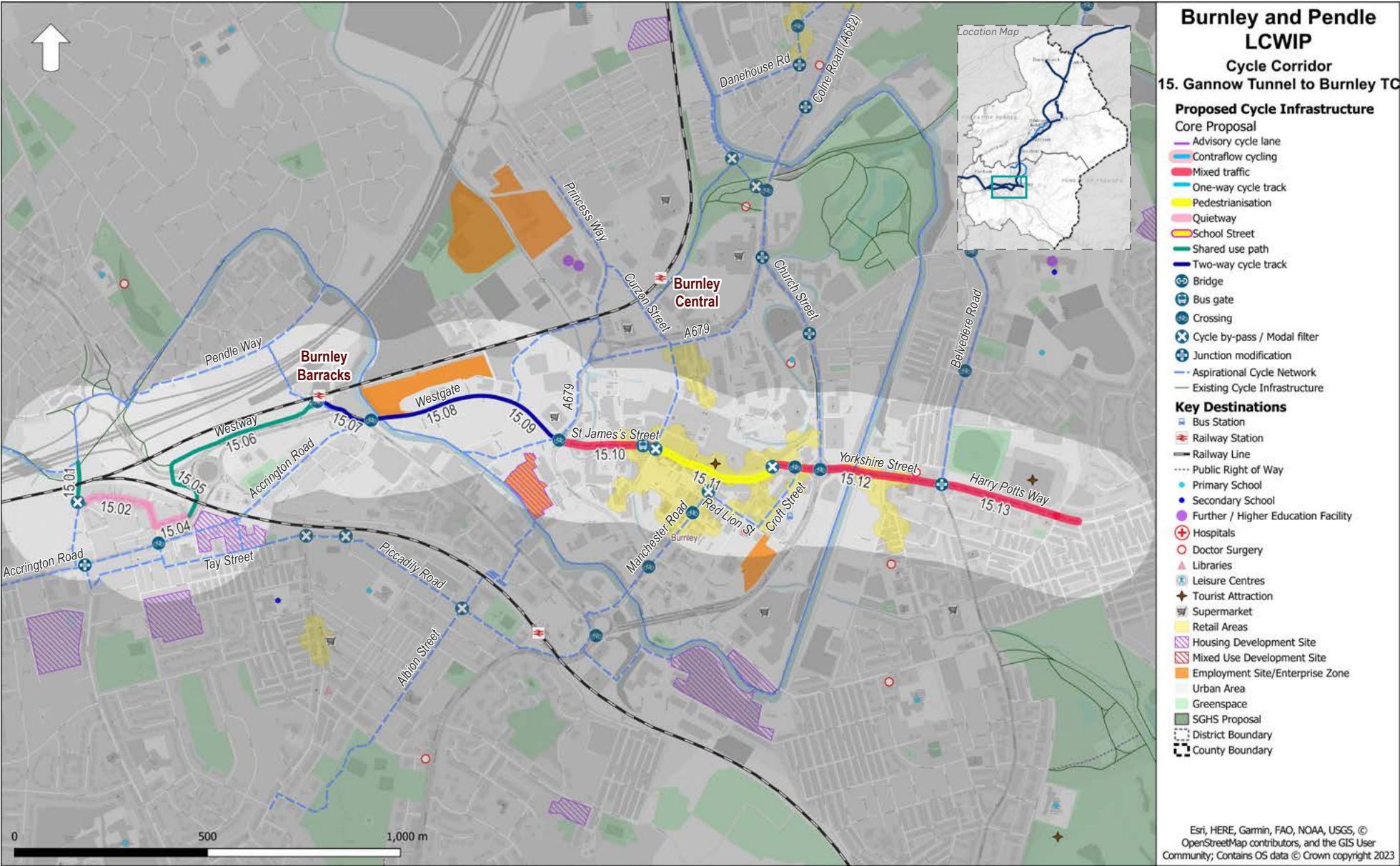


Figure 65. Indicative proposed cycle infrastructure, Cycle Corridor 15: Gannow Tunnel to Burnley Town Centre

5.3.14.1. Cycle Corridor 15: Gannow Tunnel to Burnley Town Centre

The cycle corridor runs from east to west through Burnley Town. From the Gannow Tunnel in the west, the route travels along Westway/Westgate into Burnley Town Centre. Through the town centre, the corridor travels along the largely pedestrianised St James's Street and towards Turf Moor along Yorkshire Street and Harry Potts Way. Owing to its location in the centre of Burnley, the corridor connects several key destinations including Burnley Barracks Railway Station, Burnley Bus Station, Charter Walk Shopping Centre, UCLan Burnley and the Weaver's Triangle development site. The corridor incorporates proposals from the Town 2 Turf Levelling Up Fund project.

Table 20. Proposed indicative typology and high-level interventions along cycle corridor 15

Link ID	Road Name	Length (m)	Indicative Typology	High-level Initial Proposal Summary
15.01	Gannow Tunnel	124	Shared-use path	Existing shared-use path. Public realm improvements proposed along with aesthetic improvements to existing on-site modal filter.
15.02	Fielden Street	174	Mixed traffic	Quietway provision, with added traffic calming and speed limit lowered to 20mph.
15.03	Clough Street	58	Mixed traffic	Quietway provision, with added traffic calming and speed limit lowered to 20mph.
15.04	Burdett Street	91	Mixed traffic	Quietway provision, with added traffic calming and speed limit lowered to 20mph.
15.05	Hameldon Approach	135	Shared-use path	Shared-use path proposed by reducing verge and widening existing path to 4m
15.06	Westway (A671)	465	Shared-use path	Shared-use path proposed by reducing verge and widening existing path to 4m
15.07	Westway (A671)	192	Shared-use path	Aspirational either side two-way stepped cycle track or shared-use path is proposed by reallocating space from existing central reservation. Existing toucan crossing at Westway/Accrington Road/Trafalgar Street to be retained.
15.08	Westgate	288	Segregated cycle track	Aspirational either side two-way stepped cycle track or shared-use path proposed by reallocating space from carriageway. In the later stages of design, opportunity to widen the road via land acquisition should be explored.
15.09	Westgate	207	Segregated cycle track	Aspirational either side two-way stepped cycle track or shared-use path proposed by reallocating space from central reserve (ladder marking) or carriageway. In the later stages of design, opportunity to widen the road via land acquisition should be explored. Additional measures include upgrade of existing crossings of B6240/Westgate/A679/St James's Street junction to toucan crossings

Link ID	Road Name	Length (m)	Indicative Typology	High-level Initial Proposal Summary
15.10	St James's Street	255	Mixed traffic	Mixed traffic provision due to Highway width constraint. Investigate the opportunity for segregation in the next stage of design, which might require third party land. Additional measures include retention of existing on-site bus gate to filter out through vehicular movement along with retention of existing on-site modal filter at St James's Street/Curzon Street/Hammerton Street.
15.11	St James's Street	332	Segregated cycle track	Existing well designed pedestrianised street, to be retained.
15.12	Yorkshire Street	443	Mixed traffic	Mixed traffic provision due to Highway width constraint. Investigate the opportunity for segregation in the next stage of design, which might require third party land. Additional measures include conversion of existing uncontrolled crossing of Croft street at Yorkshire Street/Croft Street junction to priority crossing; conversion of Yorkshire Street/Church Street/Yorkshire Street/A682 roundabout to signalised one; and addition of cycle bypasses on each left turn movements of before said roundabout. This stretch is part of Town to Turf LUF Proposal. Please refer the latest version of proposal for more details.
15.13	Harry Potts Way	310	Mixed traffic	Mixed traffic provision due to Highway width constraint. Investigate the opportunity for segregation in the next stage of design, which might require third party land. This stretch is part of Town to Turf LUF Proposal. Please refer the latest version of proposal for more details.
15.14	Brunshaw Road	57	Mixed traffic	Mixed traffic provision due to Highway width constraint. Investigate the opportunity for segregation in the next stage of design, which might require third party land. This stretch is part of Town to Turf LUF Proposal. Please refer the latest version of proposal for more details.

5.3.15. Cycle Corridor 41: Heasandford Cycleway

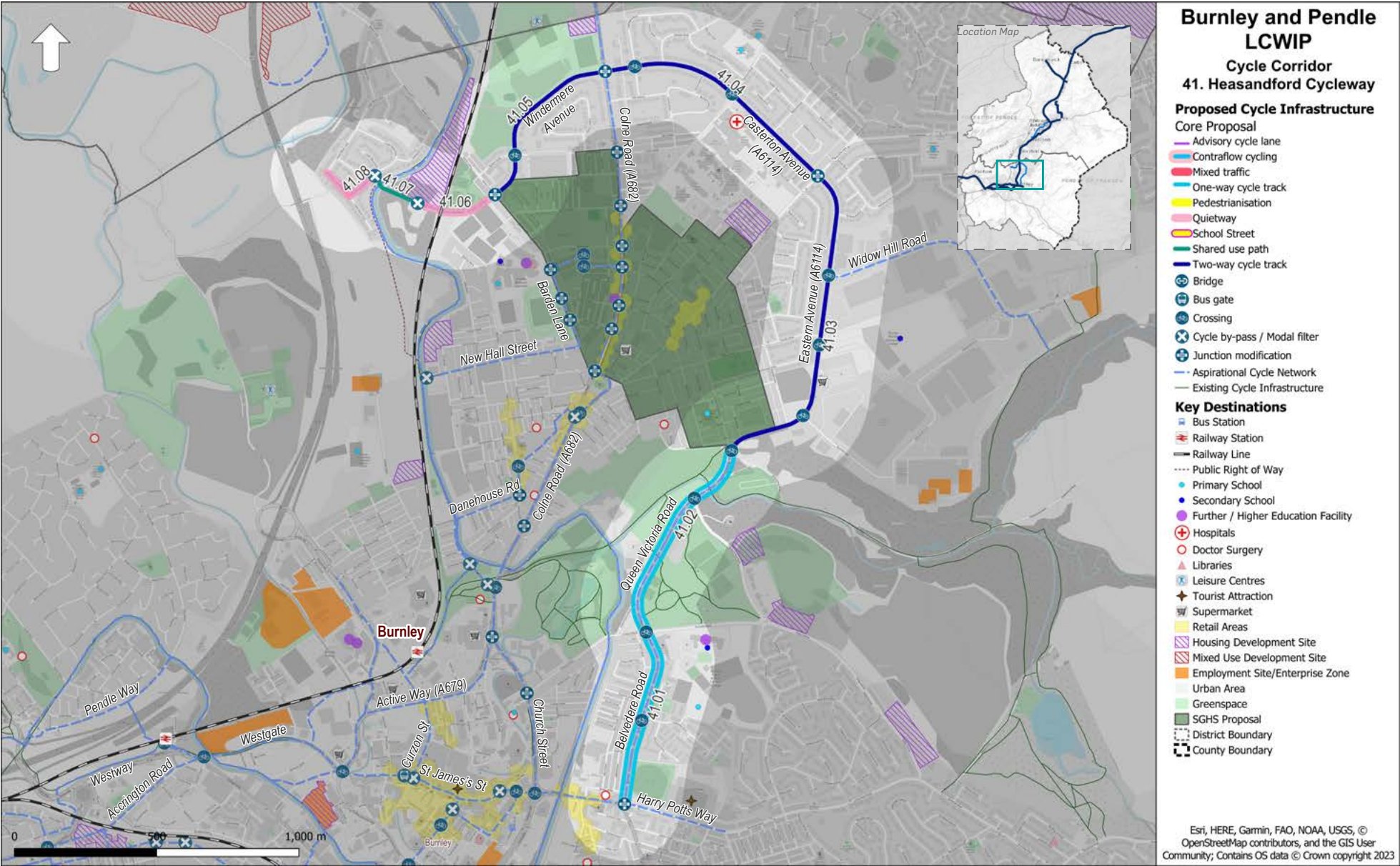


Figure 66. Indicative proposed cycle infrastructure, Cycle Corridor 41: Heasandford Cycleway

5.3.15.1. Cycle Corridor 41: Heasandford Cycleway

The cycle corridor connects areas of north and east Burnley via A6114 Belvedere Road/Queen Victoria Road/Eastern Avenue/Casterton Avenue. The route runs from Turf Moor in the south to Heald Wood in the north, extending approximately 4.8km. The corridor provides connections to schools such as Blessed Trinity College, Barden Primary School, Ridgewood Community High School and Casterton Primary Academy. Other key destinations include Burnley General Hospital, Heasandford Industrial Estate, Burnley Campus and Thompson Park.

Table 21. Proposed indicative typology and high-level interventions along cycle corridor 41

Link ID	Road Name	Length (m)	Indicative Typology	High-level Initial Proposal Summary
41.01	Belvedere Road	744	Segregated cycle track	One-way segregated cycle track proposed on the both sides of road by reallocating space from central reserve i.e., ladder marking. Both tracks proposed at footway level but with a physical segregation between track and footway. Additional measures include introduction of toucan crossing near Hobart Street intersection point and retention of existing toucan crossing at Belvedere Road/Ormerod Road intersection point. At present, a lot of on-street parking observed on this stretch, hence in the later stage of design proposal, a parking management plan is recommended to rationalise (expand or reduce) on-street parking.
41.02	Queen Victoria Road (A6114)	641	Segregated cycle track	One-way segregated cycle track proposed on the both sides of road by reallocating space from central reserve i.e., ladder marking and existing advisory cycle lanes. Both tracks proposed at footway level but with a physical segregation between track and footway. Additional measures include introduction of toucan crossing near Queen's Park Road/Queen Victoria Street intersection Queen Victoria Road/Eastern Avenue intersection.
41.03	Eastern Avenue (A6114)	1169	Segregated cycle track	Two-way segregated cycle track proposed on western side of carriageway by reallocating space from existing advisory lanes and green strip between footway and carriageway. All existing trees on green strip to be retained and this track to be located between carriageway and green strip. Additional measures include introduction of toucan crossings at Eastern Avenue/Bancroft Road intersection, retention of existing toucan crossing near Eastern Avenue/Thursby Road intersection, upgrade of existing puffin to toucan crossing at Eastern Avenue/Widow Hill Road intersection and signalisation of Eastern Avenue/Briercliffe Road roundabout along with introduction of crossings at the same.
41.04	Casterton Avenue (A6114)	895	Segregated cycle track	Two-way segregated cycle track proposed on southern side of carriageway by reallocating space from existing central reserve (i.e., ladder marking) and green strip between footway and carriageway. All existing trees on green strip to be retained and this track to be located between carriageway and green strip. Additional measures include introduction of toucan crossings at Casterton Avenue/Thames Avenue intersection, Casterton Avenue/Highfield Avenue intersection. Eastern Avenue/Bancroft Road intersection, and tightening of junction along with integration of cycling facilities with its geometry and existing signals to improve access between sections.

Link ID	Road Name	Length (m)	Indicative Typology	High-level Initial Proposal Summary
41.05	Windermere Avenue	651	Segregated cycle track	» Two-way segregated cycle track proposed on southern/eastern side of carriageway by reallocating space from existing central reserve (i.e., ladder marking) and green strip between footway and carriageway. All existing trees on green strip to be retained and this track to be located between carriageway and green strip. Additional measures include introduction of toucan crossings at Windermere Avenue/Blacker Street intersection and tightening of junction along with addition of controlled crossings at Windermere Avenue/Barden Lane/Heald Road/Barden Lane junction.
41.06	Heald Road	296	Mixed traffic	Quietway provision proposed through residential area. Traffic calming measures are proposed to enhance safety of cyclists as low vehicular traffic expected through it.
41.07	Heasandford Cycleway	192	Shared-use path	3m wide shared-use path proposed by widening existing path. Lights to be added to enhance safety. Resurfacing and vegetation clearing proposed to enhance user experience. Additional measures include improvement to existing on-site modal filter near Barden Canal Bridge.
41.08	Lower Mead Driveway	115	Mixed traffic	Quietway provision proposed through residential area. Traffic calming measures with low traffic are proposed.
41.09	Lower Manor Lane	113	Mixed traffic	Quietway provision proposed through residential area. Traffic calming measures with low traffic are proposed.

5.4 Examples of Cycle Infrastructure

The following pages provide examples of types of cycle facilities that could be considered in the Burnley and Pendle LCWIP proposals, as referenced in Section 5.2.5.



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)



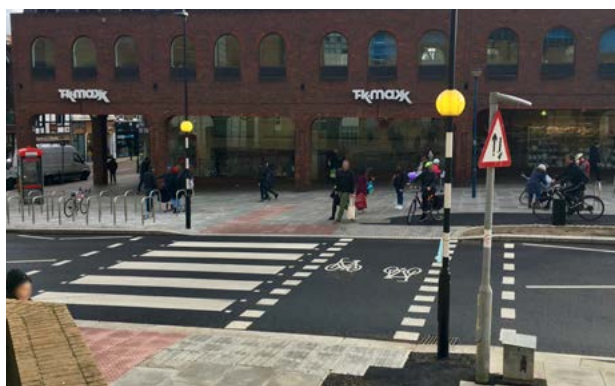
Greenway

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.



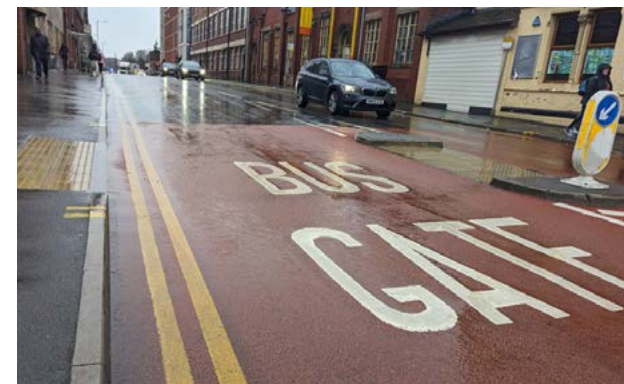
Safer, Greener and Healthier Streets

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 accommodate 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.



Photo credit: Lancashire County Council

6. Network Planning for Walking (Stage 4)

6.1 Introduction

This chapter summarises the development of the walking network for the Burnley and Pendle 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 classifying 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 Burnley and Pendle LCWIP focused on identification of 'core walking zones' (CWZs), as per the DfT's LCWIP technical guidance, which is illustrated in Figure 67. 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.

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 centres (e.g., town centres, district centres, local centres) typically encompass the high streets and areas with local commercial activity.

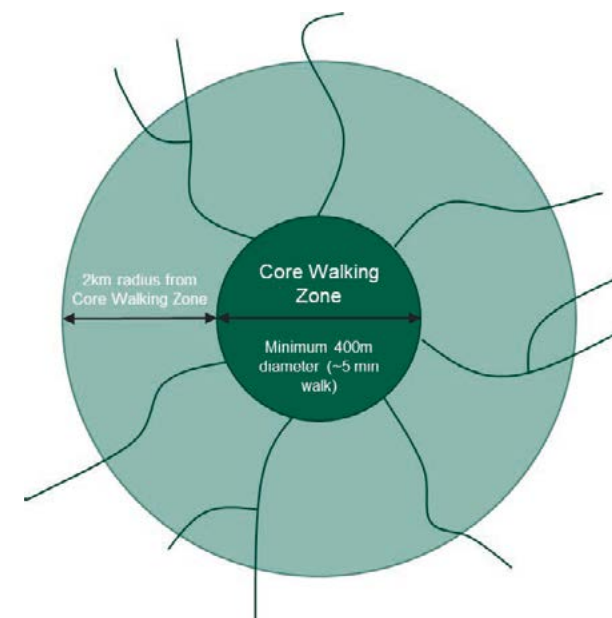


Figure 67. Process of identifying the walking network (DfT, LCWIP - Technical Guidance for Local Authorities)

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.

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:

- » Centres and retail areas
- » Educational facilities
- » Hospitals and doctor surgeries
- » Railway stations
- » Employment sites / enterprise zones
- » Development sites
- » Areas with high 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 68.

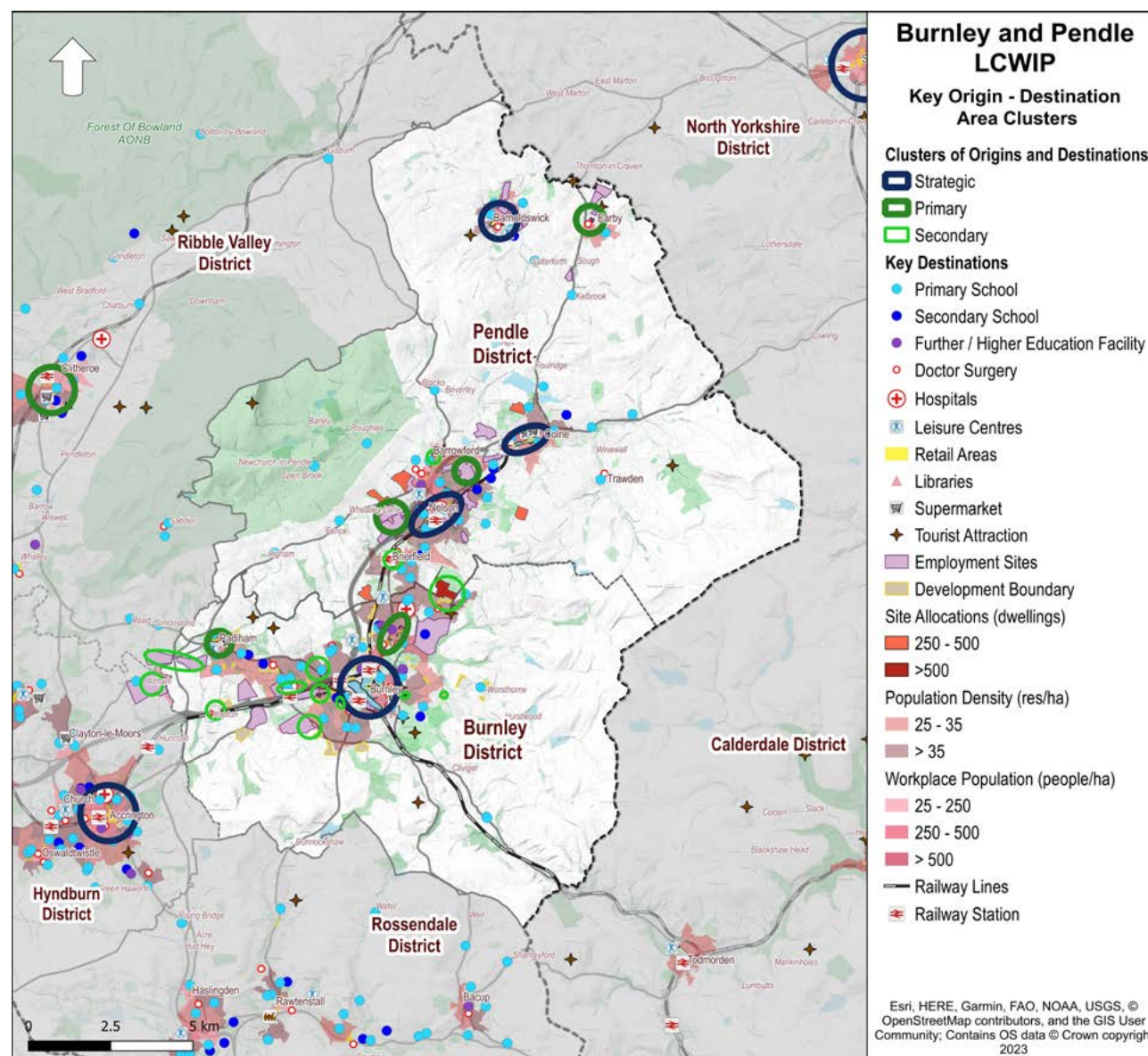


Figure 68. Identification and classification of trip attractor clusters

6.2.1.3. Data 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 69, where the darker, more intense colour indicates greater potential or opportunity for short utility walking trips.

The heatmap was then overlaid with the clusters of trip attractors and the centres, as shown in Figure 70.

Based on this process, as well as feedback from the internal stakeholder workshop and project steering group, several additional CWZs were added to capture areas with potential trip generators not formally classified as a local centre in the local plans. The process identified 21 potential CWZs in Burnley and Pendle.

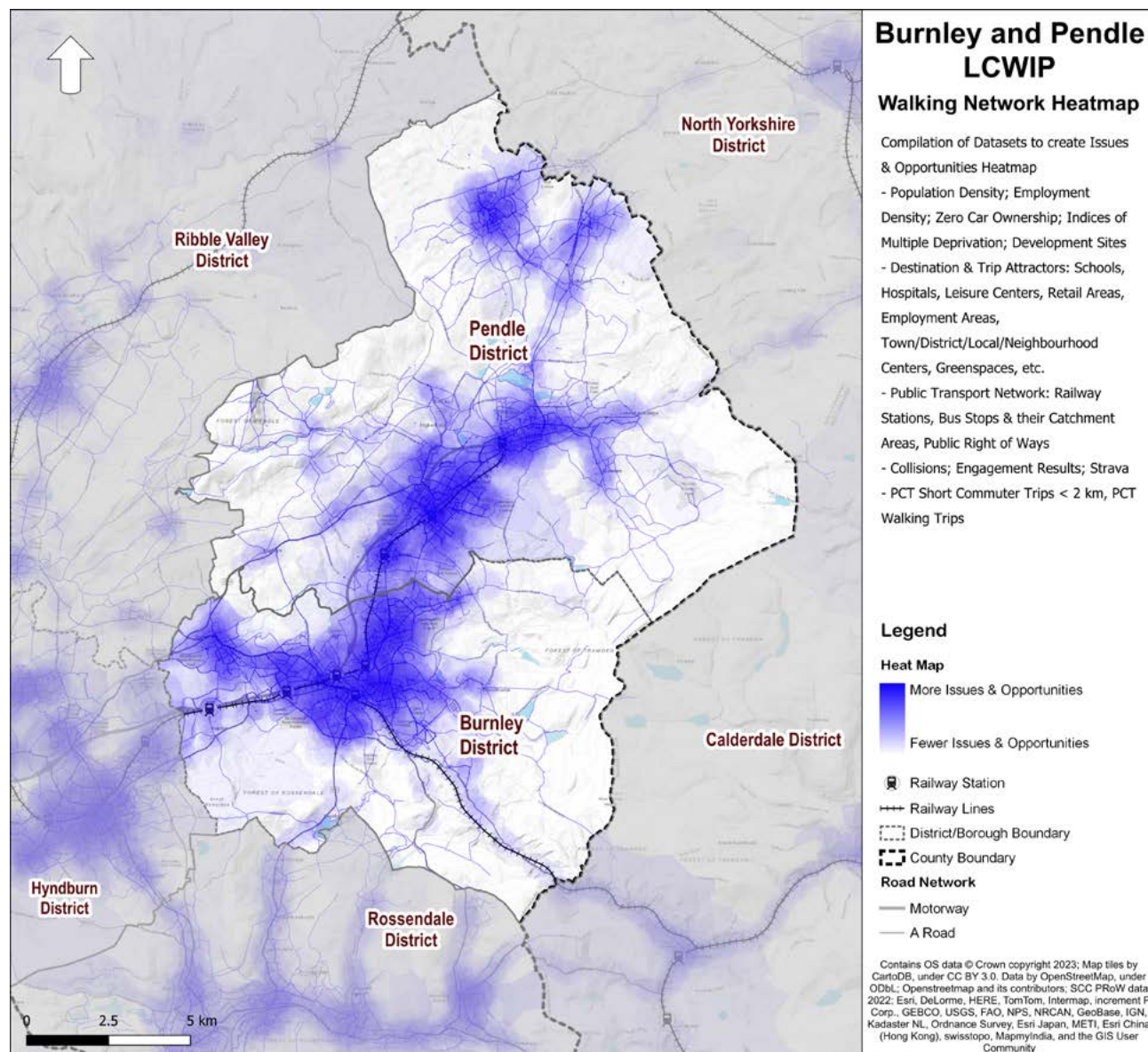


Figure 69. Qualitative 'heatmap' of data related to the potential for short, utility walking trips

6.2.2. CWZ Classification

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

- » Primary CWZ: town centre
- » Secondary CWZ: large village centre
- » Tertiary CWZ: small village / district centre / added CWZs following the 'heatmap' analysis

The town centres are the primary core walking zones, as they 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 utility walking trips.

The primary CWZs were advanced for further review as part of the LCWIP, while the secondary and tertiary remain as part of the broader walking network, which is shown in Figure 71 and listed in Table 22 on the following page.

Once selected, the primary core walking zone extents were amended to ensure key destinations were captured and to reflect stakeholder suggestions. (refer to Section 2.3 on stakeholder engagement).

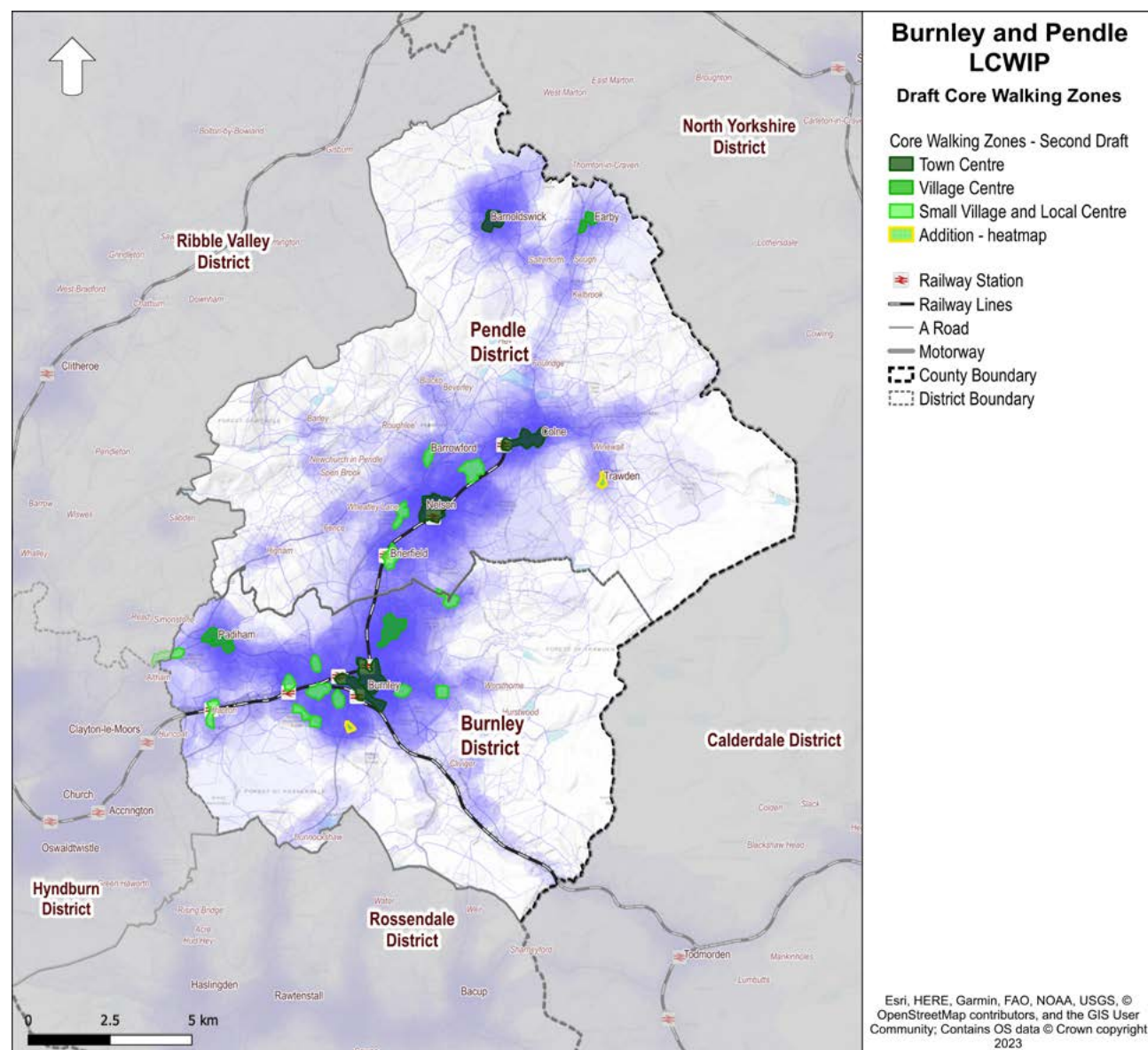


Figure 70. Qualitative 'heatmap' overlaid with the trip attractor clusters and centres

Table 22. Summary of Core Walking Zones

Primary		
ID	Core Walking Zone	Area
1	Burnley	Burnley
2	Barnoldswick	Pendle
3	Colne	Pendle
4	Nelson	Pendle
5	Padiham	Burnley
7	Colne Road	Burnley
Secondary		
ID	Core Walking Zone	Area
8	Earby	Pendle
Tertiary		
ID	Core Walking Zone	Area
6	Whitewalls Industrial Estate	Pendle
9	Lomeshaye Industrial Estate	Pendle
10	Rose Grove	Burnley
12	Accrington Road	Burnley
14	Coal Clough	Burnley
15	Pike Hill	Burnley
16	Lyndhurst Road	Burnley
17	Shuttleworth	Burnley
18	Barrowford	Pendle
19	Brierfield	Pendle
20	Local Plan Development	Pendle
21	Hapton	Burnley
22	Rose Hill	Burnley
23	Trawden	Pendle

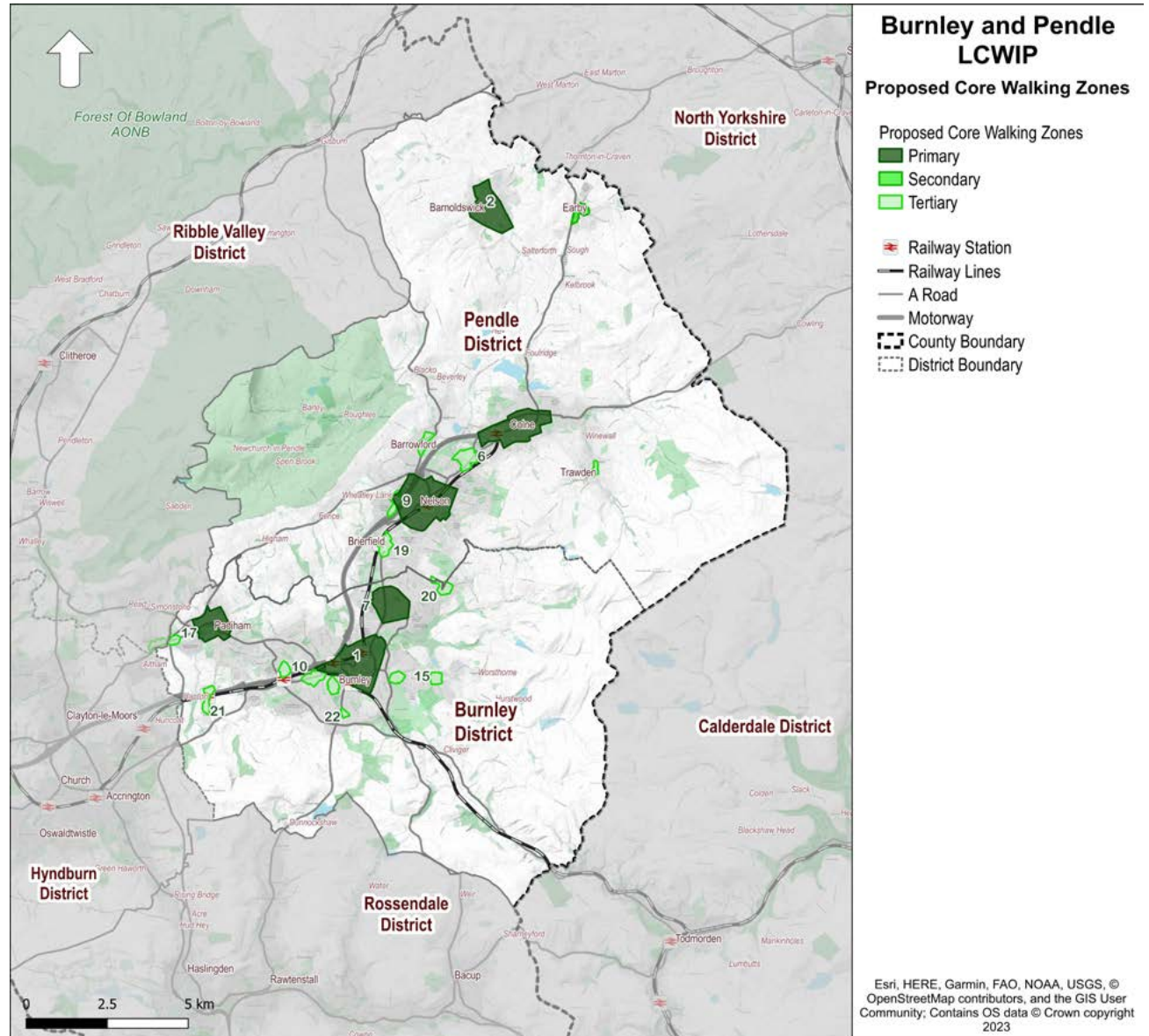


Figure 71. Network of CWZs in Burnley and Pendle

6.2.3. Selected Core Walking Zones

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:

- » Burnley:
 - Burnley Town Centre (ID #1)
 - Padiham Town Centre (ID #5)
 - Colne Road (ID #7)
- » Pendle
 - Barnoldswick Town Centre (ID #2)
 - Colne Town Centre (ID #3)
 - Nelson Town Centre (ID #4)

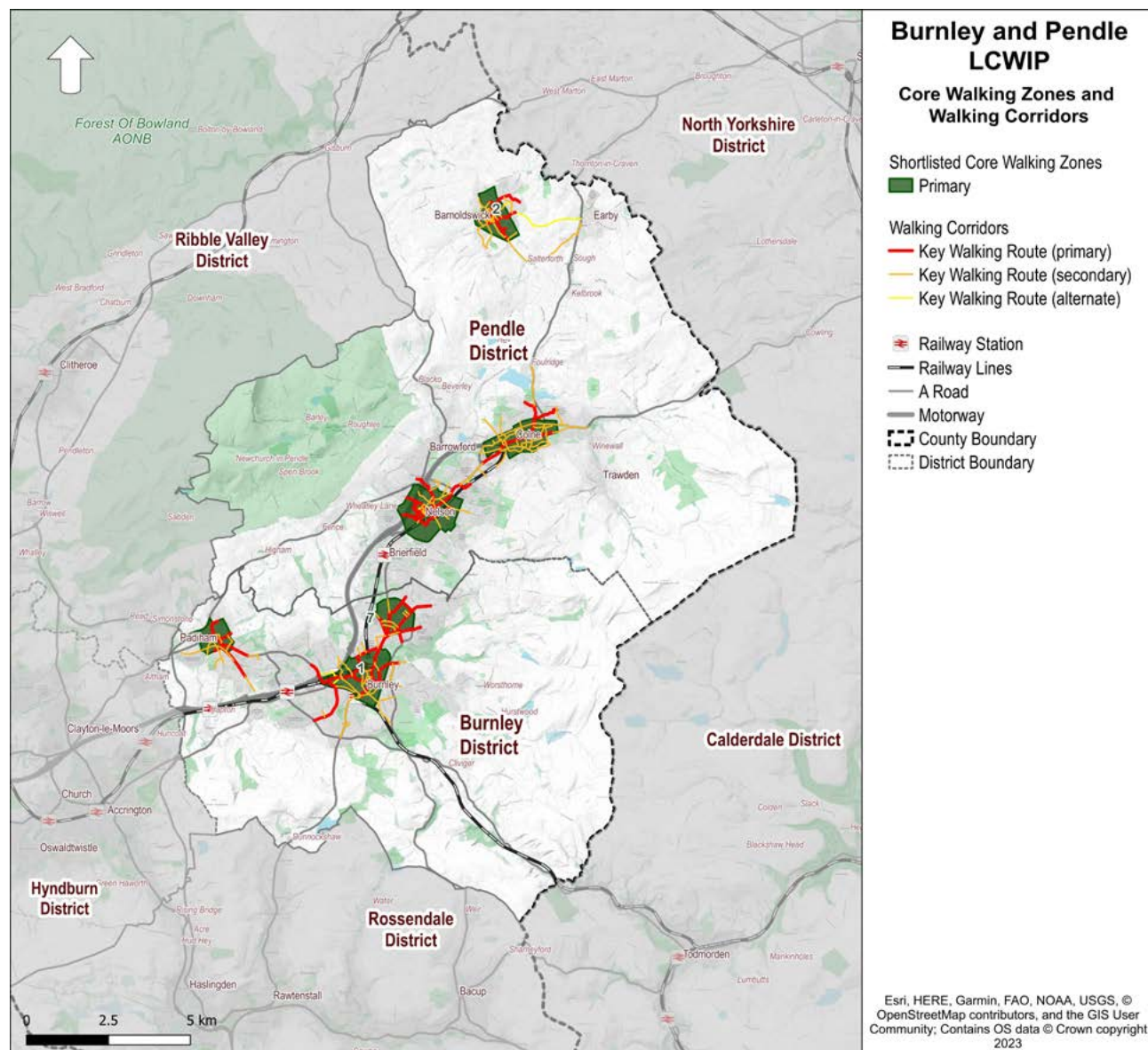


Figure 72. Primary CWZs and related walking corridors in Burnley and Pendle

6.3 Primary Core Walking Zones and Potential Improvements

6.2.4. Introduction

6.2.4.1. 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. 'Funnel' 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 classified as primary or secondary. Primary routes were defined as providing direct access to high street / retail frontage, schools, or railway stations; routes that provide crossings of the key barriers and routes that are considered as key local priorities. Secondary routes consisted of the remaining key walking routes. Also included in the network were aspirational routes, which present potential future connections through development sites to future proof walking links or local aspirations for new alignments.



Figure 73. Leisure facilities in Pendle (Photo credit: LCC)



Figure 74. Leisure activity in Burnley (Photo credit: Burnley Council)

6.2.4.2. 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.

6.2.4.3. 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.

6.2.4.4. Section outline

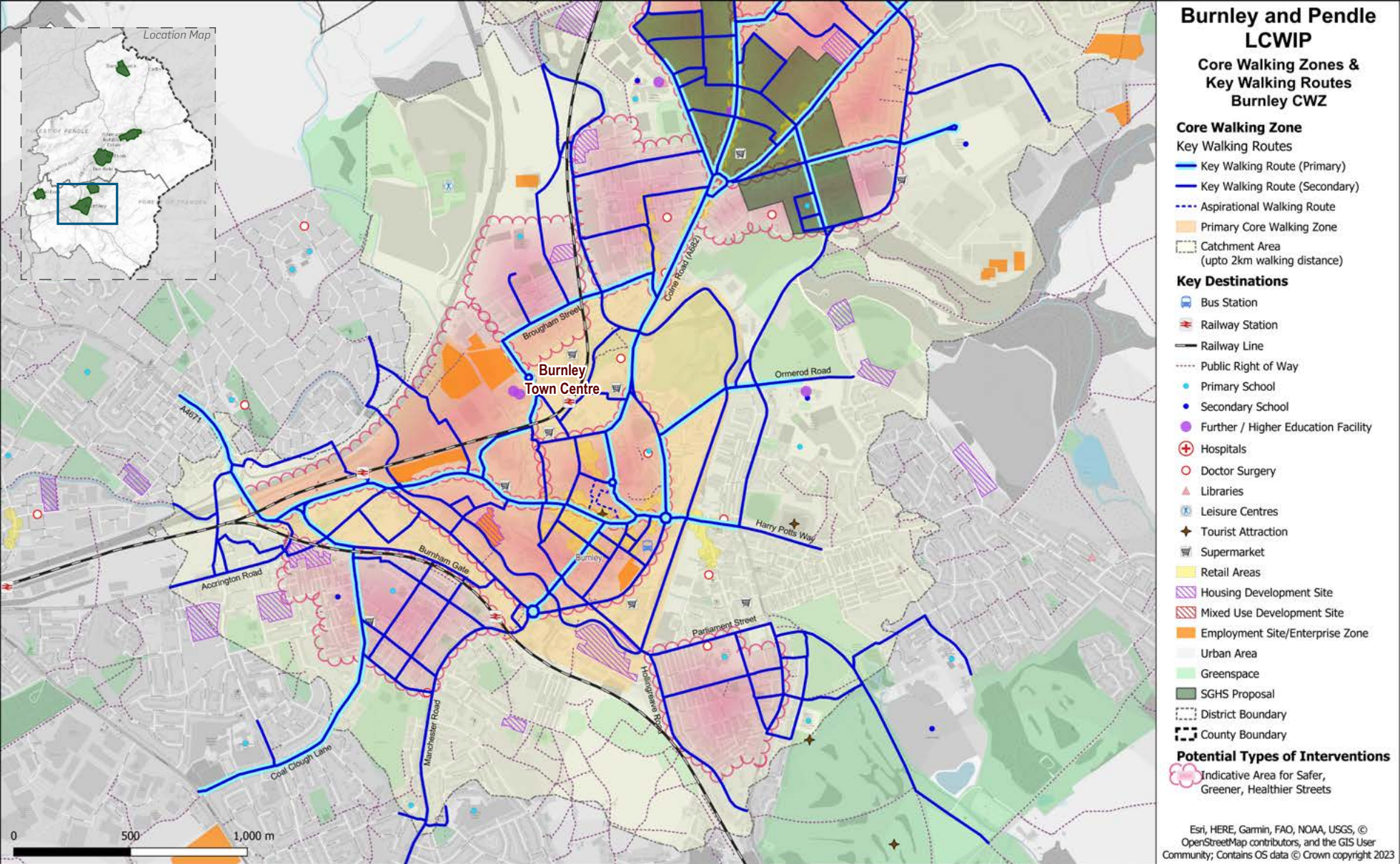
The following pages present each of the primary CWZs and their key walking routes and potential interventions. A summary and indicative examples of the various types of walking infrastructure are provided in Section 6.4 on page 142 page 139.

¹ At the time of development of this LCWIP report, a revised Manual for Streets is in development by DfT.



Figure 75. Residential street in Burnley
(Photo credit: Jacobs)

6.3.1. Core Walking Zone 1: Burnley Town Centre



6.3.2. Burnley Town Centre (CWZ 1)

The Burnley Town Centre CWZ is centred around St. James Street, Curzon Street and Manchester Road. Destinations within the CWZ include Charter Walk Shopping Centre, Burnley Police Station, University of Central Lancashire, St. Peter's Leisure Centre, Thompson Park, Burnley Manchester Road Railway Station, Burnley College, Westgate Employment Site, Vision Park Employment Site.

Other key destinations within 2km of CWZ include Queens Park, Burnley Youth Theatre, Burnley Cricket Club, Turf Moor, Scott Park and educational facilities such as Blessed Trinity College, St Mary's Roman Catholic Primary School & Holy Trinity Primary School. There are also some moderately sized development sites west and south of the CWZ.

6.3.2.1. Potential Key Issues

- » The railway line and motorway (M65) are two major causes of severance and potential barriers to pedestrian connectivity to the east and west. Further, the A682 (Manchester Road, Centenary Way, Church Street, Colne Road) are busy roads creating severance issues for walking trips.
- » Footway parking on several key routes.
- » Car dominance along main roads.
- » 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 perception of car dominance.

- » Wide carriageway along A682, creating longer crossings and encouraging higher traffic speeds.
- » General street clutter, lack of greenery/'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.

6.3.2.2. Potential Opportunities and Walking Infrastructure Interventions

- » Investigate opportunities for 'school streets' and other measures to improve road safety and encourage walking and cycling to school.
- » Consider extending the existing 20mph speed limit in the town centre to include Westgate, and Parker Lane and investigate need for other traffic calming measures.
- » Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic and prioritise pedestrian movement
- » Consider strategies to reduce car dominance along A682, Active Way, Padiham Road and Coal Clough Lane such as reallocating space from on-street parking to introduce kerb buildouts to support informal crossing opportunities or parklets to widen the public realm.
- » Consider potential for bus gates and/or time of day vehicle restrictions on sections of Manchester Road to reduce vehicle traffic through the core of the town centre.

- » Consider potential SGHS (Safer, Greener, Healthier Streets) measures or bus gate on Church Street to reduce traffic flows near the schools and prioritise the road as a sustainable travel corridor.
- » Consider a network of mobility hubs at railway stations and across the CWZ to encourage uptake of active travel modes and support place-making.
- » Review footway parking to allow sufficient space for pedestrians, wheelchair users and prams.
- » Review potential need for controlled crossings of the A682 and Belvedere Road to mitigate severance and link existing residential areas to the town centre.
- » Review desire lines and potential need for additional crossing points, particularly along the key walking routes within the CWZ.
- » 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 updates, such as providing totems.



Figure 77. Toucan crossing in Trafalgar Street (photo credit: Jacobs/LCC)

6.3.4. Core Walking Zone 5: Padiham Town Centre

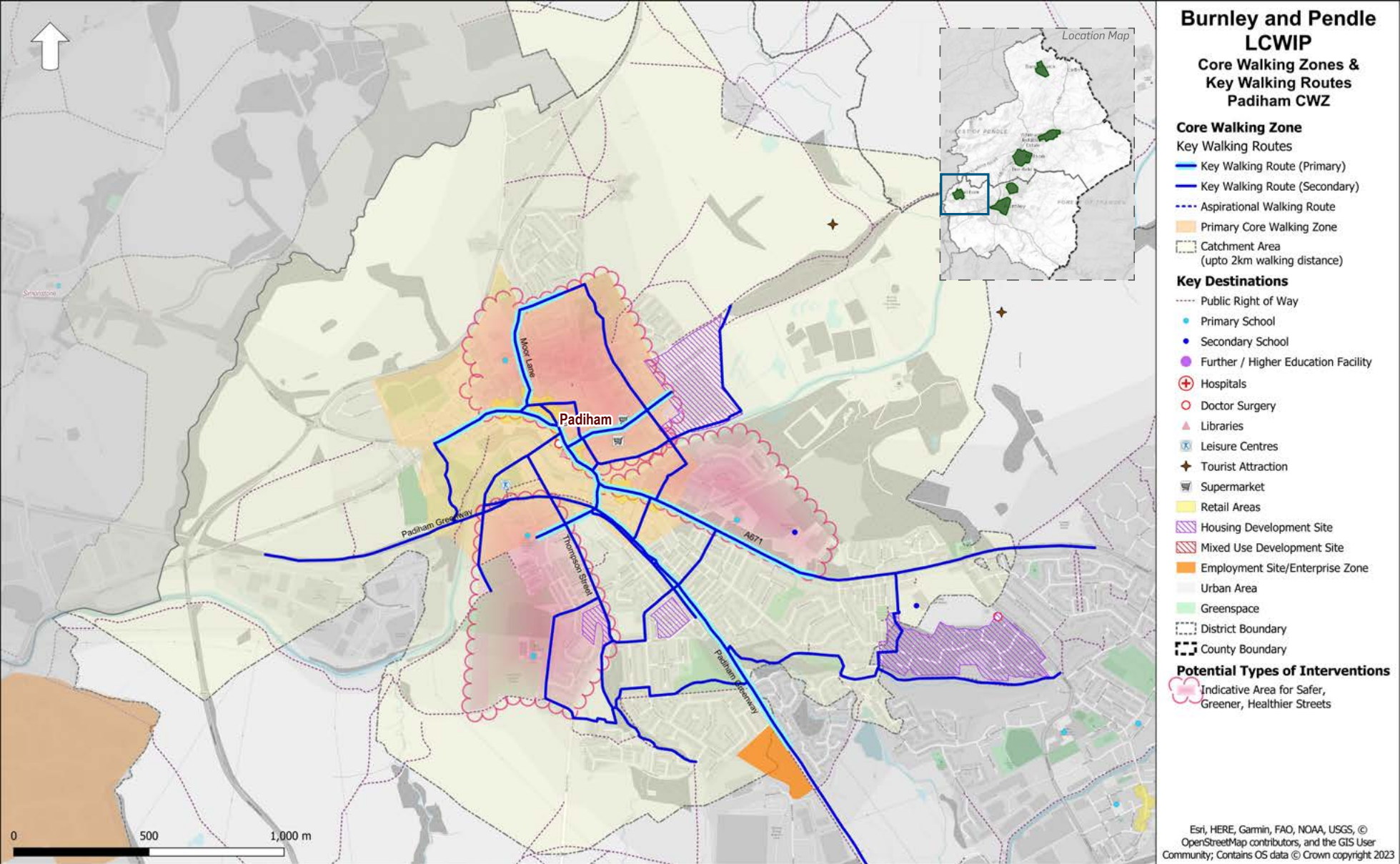


Figure 79. Padiham Village Centre (CWZ 5)

6.3.3. Padiham Town Centre (CWZ 5)

The Padiham town centre CWZ is focused around Padiham Greenway, Burnley Road (A671), Church Street (A671), Moor Lane and Wyre Street corridor, which includes shopping, dining, and other services and amenities.

Other destinations within the CWZ include the Padiham Leisure Centre, Padiham Bowling Club Padiham, Padiham Memorial Park, Padiham Cricket and Football Club, Burnley Music Centre, Hargrove Playground, Padiham Green Church of England Primary School.

Within 2km of the CWZ, other destinations include the national Trust-Gawthorpe Hall, Burnley FC Training Centre, Padiham Primary School, Shuttleworth College, Padiham Greenway, Burnley Bridge Employment Site & St John The Baptist Roman Catholic Primary School. There is also a moderate size development site south and east of the CWZ.

6.3.3.1. Potential Key Issues

- » Severance between areas caused by A4671.
- » A4671 street area dominated by vehicle traffic and on-street parking.
- » Footway parking on walking routes.
- » Conflicts between vehicles and pedestrians along A4671 at peak times.
- » High number of pedestrian collisions along A4671 within Town Centre.
- » Car dominance throughout the Padiham area.
- » Extensive on-street parking contributes to a car-dominant environment.
- » Narrow streets within the CWZ, which constrain potential options for improvement.

- » Existing footway surface quality and accessibility.
- » Access issues along with Anti Social Behaviour (ASB) issues related to moped and motorcycle-nuisance onto the Padiham Greenway due to topography.

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, such as at Kirkham and Wesham Primary School (Nelson Street).
- » Incorporate improvements for existing cycle corridors on A4671, which traverse the CWZ
- » Consider extending the existing 20mph speed limit in the town centre.
- » 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 Burnley Road, such as reallocating space from on-street parking to introduce kerb buildouts to support informal crossing opportunities or parklets to widen the public realm.
- » Consider potential SGHS measures or bus gate on Moor Lane and Green Lane 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 throughout the Padiham Greenway to improve connectivity and natural wayfinding. Also, consider topographical improvements to enhance permeability to Padiham Greenway from neighbouring walkways.
- » Consider interventions at A4671 (Burnley Road), Church Street, Moor Lane and Wyre Street to enhance pedestrian priority, improve access to 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 A4671 to mitigate severance and link existing residential areas on north and south of Padiham.
- » 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, dropped kerbs, etc.
- » Review / improve accessibility at bus stops.

6.3.5. Core Walking Zone 7: Colne Road

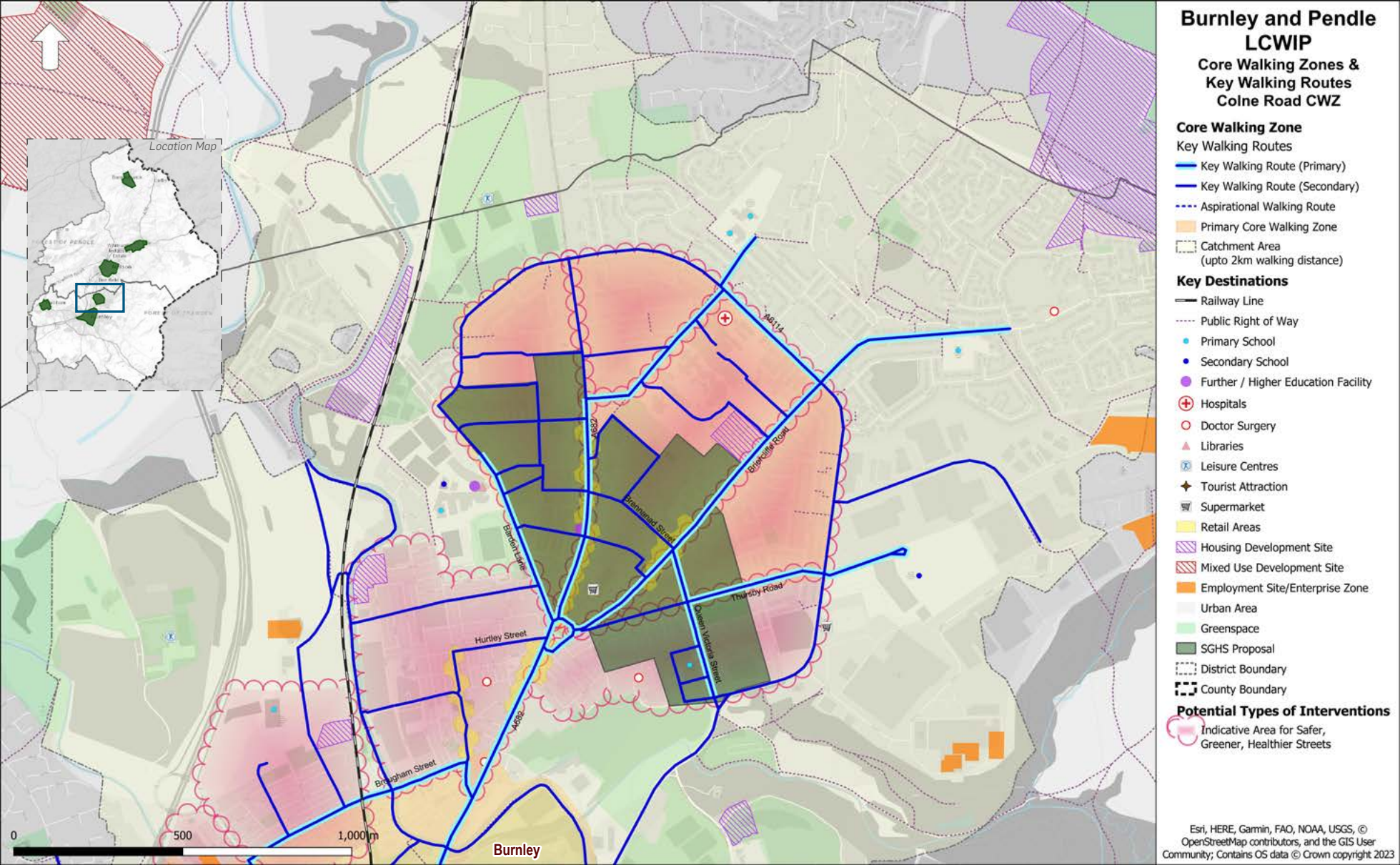


Figure 80. Colne Road (CWZ 7)

6.3.6. Colne Road (CWZ 7)

The Colne Road CWZ is centred around A682 and Briercliffe Road and encircled by Barden Lane, Thursby Road, Windermere Avenue, Casterton Avenue & Eastern Avenue. This includes shopping, dining and other services and amenities. Other destinations within the CWZ include Disraeli Street Park, Burnley General Hospital and St John the Baptist RC Church.

Within 2km of the CWZ, other destinations include Barden Primary School, Burnley Campus, Prairie Sports Village, Kibble bank Park, Casterton Primary Academy, Briercliffe Medical Centre, Ridgewood Community High School, Lancashire Digital Technology Park, Brun Valley Forest Park, Barden Gardens, various employment sites such as Stoneyholme Gas Works Employment Site, Balderstone Lane Employment Site and Innovation Drive Employment Site. There are also development sites west and north east of the CWZ.

6.3.6.1. Potential Key Issues

- » Footway parking on several key walking routes
- » A682, Briercliffe Road and Thursby Road creating severance issues and potential barriers to pedestrian connectivity to the east and west.
- » Car dominance along the main roads through the CWZ.
- » Narrow streets within the CWZ, which constrain potential options for improvement.
- » Wide carriageway along Colne Road, creating longer crossings and encouraging higher traffic speeds.

- » General street clutter, lack of greenery/'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

- » Integrate with potential improvements that are part of the emerging Colne Road SGHS.
- » 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 Ridgewood Community High School and Barden Primary School.
- » Consider extending the existing 20mph speed limit in the town centre to include Thursby Road and Queen Victoria Road.
- » Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic and prioritise pedestrian movement.
- » Consider strategies to reduce car dominance along Colne Road, such as reallocating space from on-street parking to introduce kerb buildouts to support informal crossing opportunities or parklets to widen the public realm.
- » Consider potential for bus gates and/or time of day vehicle restrictions on sections of Colne

Road to reduce vehicle traffic through the core of the town centre.

- » Consider potential SGHS measures or bus gate on Barden Lane and Thursby Road to reduce traffic flows near the schools and prioritise the road as a sustainable travel corridor.
- » Consider interventions at Colne Road, Thursby Road, Briercliffe Road and Queen Victoria Road to enhance pedestrian priority, improve access to central 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 footway parking to allow sufficient space for pedestrians, including wheelchair users, prams, etc.
- » Review potential need for controlled crossings of the Colne Road, Thursby Road and Briercliffe Road to mitigate severance and link existing residential areas to the town centre.
- » 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 accessibility at bus stops.
- » Review existing wayfinding and consider potential updating, such as providing totems.

6.3.7. Core Walking Zone 2: Barnoldswick Town Centre

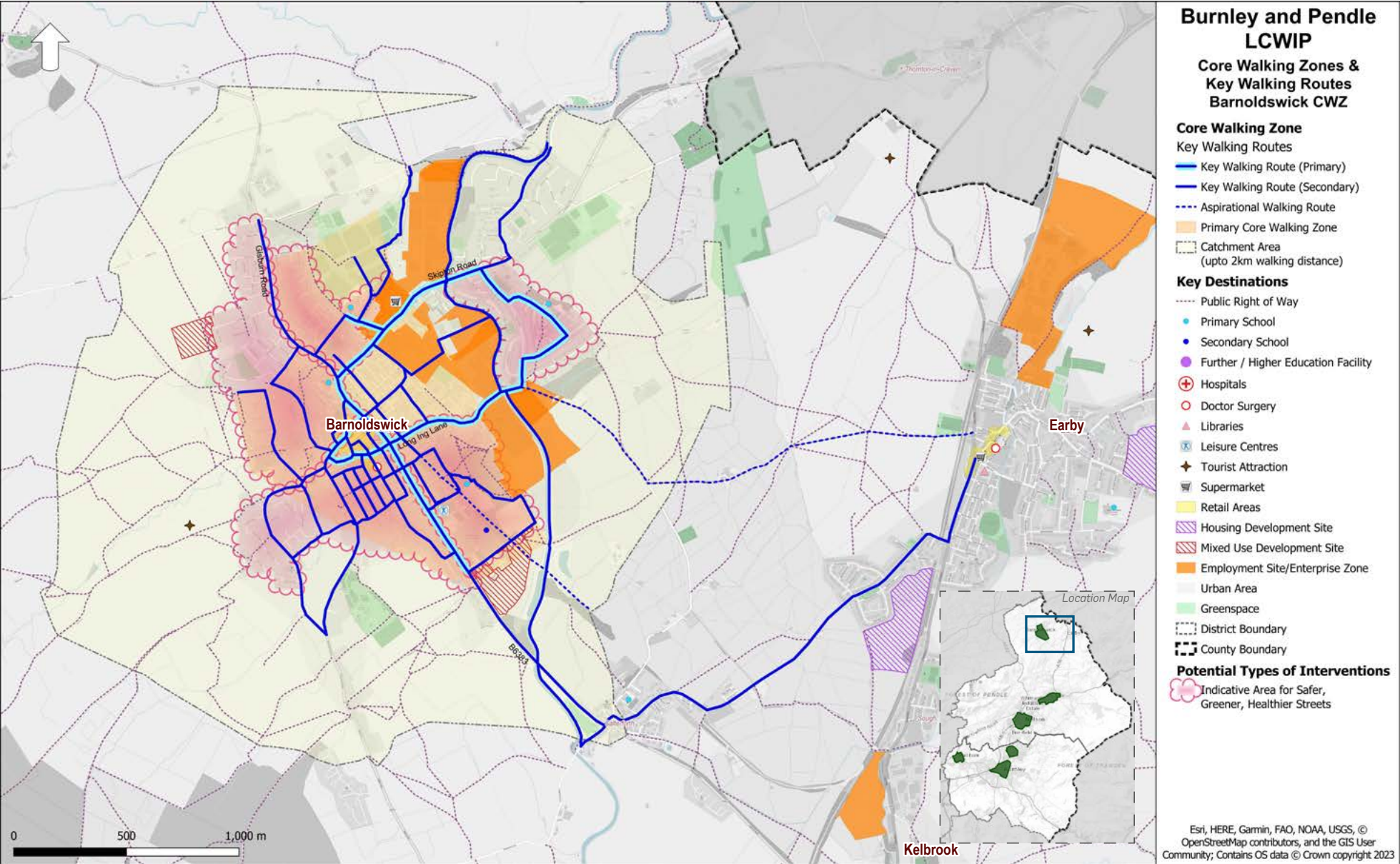


Figure 81. Barnoldswick Town Centre (CWZ 2)

6.3.8. Barnoldswick Town Centre (CWZ 2)

The Barnoldswick Town Centre is focused around Essex Street, Rainhall Road, Church Street/Station Road/Wellhouse Road, which includes shopping, dining and other services and amenities. Other destinations within the CWZ include Victory Park, Gisburn Road Community Primary School, West Craven High School and Sport Centre, Memorial Park, Barnoldswick Music and Arts Centre, Skipton Road Business Centre.

Other key destinations within 2km of CWZ include Long Lane, Crow Nest and Bankfield Employment Centre, Former Barnsey Shed Employment Centre, Bancroft Mill Engine Museum and Rolls Royce Leisure. There are also some moderate size development sites on south, west and north of the CWZ.

6.3.8.1. Potential Key Issues

- » Severance between areas caused by B6353 road
- » B6383 road dominated by vehicle traffic and on-street parking.
- » Footway parking on several key walking routes.
- » B6383, Essex Street, Fern Lea Avenue and Skipton Road are major roads creating severance issues and potential barriers to pedestrian connectivity to the east-west and north-south.
- » Narrow streets within the CWZ, which constrain potential options for improvement.
- » Extensive on-street parking contributes to a car-dominant environment.
- » Existing footway surface quality and accessibility

6.3.8.2. Potential Opportunities and Walking Infrastructure Interventions

- » Integrate with potential improvements that are part of the emerging Barnoldswick Masterplan.
- » 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.
- » Consider extending the existing 20mph speed limit in the town centre to include Essex Street, Fern Lea Avenue, Skipton Road.
- » Consider side road entry treatments (e.g., tighten kerb radii, raised tables, continuous footways) along the key walking routes to slow turning traffic and prioritise pedestrian movement.
- » Consider strategies to reduce car dominance along Skipton Road, Gisburn Road such as reallocating space from on-street parking to introduce kerb buildouts to support informal crossing opportunities or parklets to widen the public realm.
- » Consider potential SGHS measures on Rainhall Road, Fern Lea Avenue, Gisburn Road, Gisburn Road, Coates Avenue 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 interventions at Essex Street, Rainhall Road, King Street, Church Street, Station Road and Skipton Road to enhance pedestrian priority, improve access to town centre, 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 footway parking to allow sufficient space for pedestrians, including wheelchair users, prams, etc.
- » Review potential need for controlled crossings of the Skipton Road to mitigate severance and link existing residential areas and new development to the town centre.
- » 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, dropped kerbs, etc.



Figure 82. The Town Green in Barnoldswick (photo credit: LCC)

6.3.9. Core Walking Zone 3: Colne Town Centre

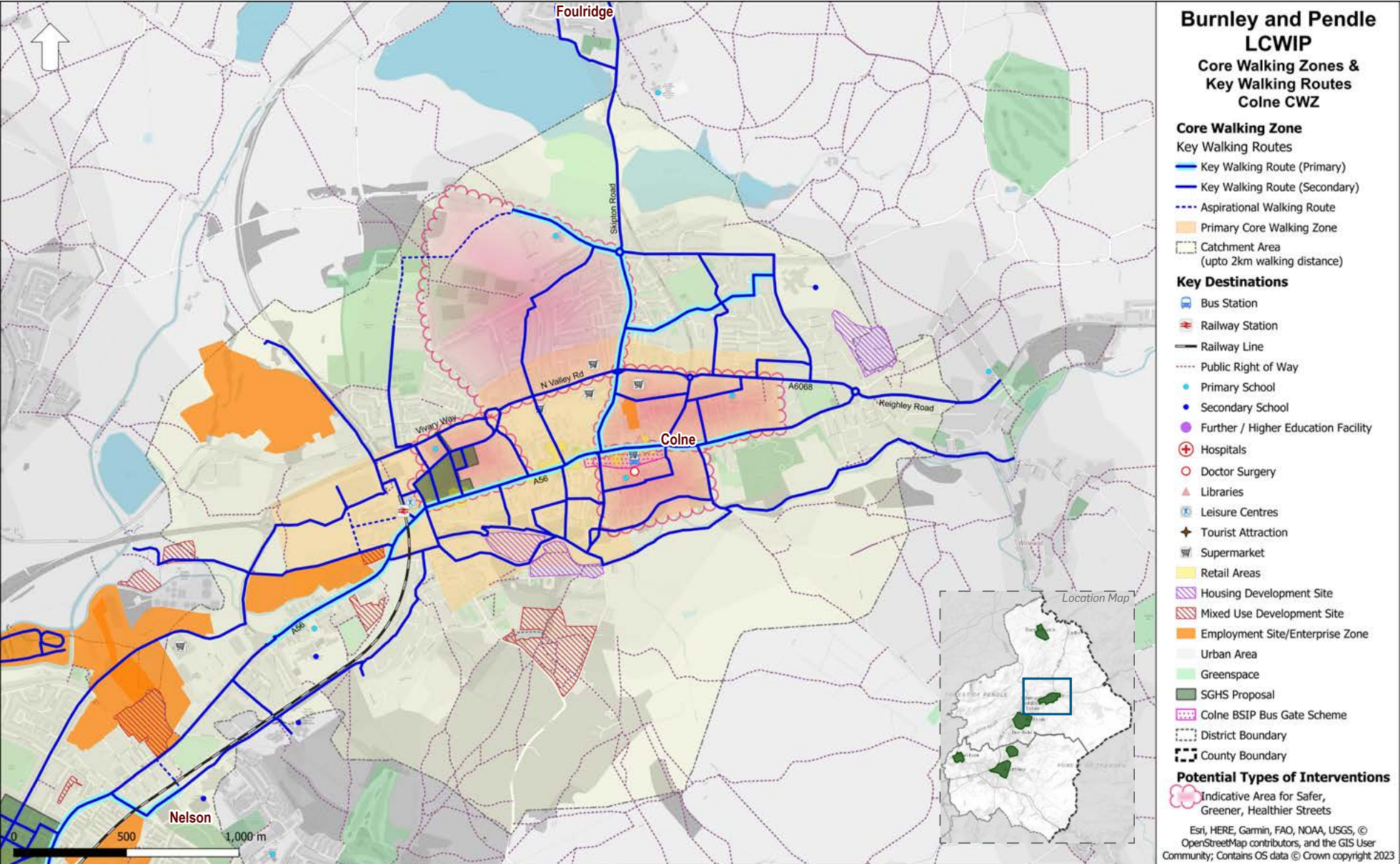


Figure 83. Colne Town Centre (CWZ 3)

6.3.10. Colne Town Centre (CWZ 3)

The Colne Town Centre CWZ is focused around Albert Road (A56), Market Street (A56), Keighley Road, Windy Bank and New Market Street, which includes shopping, dining and other services and amenities. Other destinations within the CWZ include Colne Railway Station, Greenfield Road Employment Site, Pendle Leisure Centre, Lord Street Primary School, North Valley Retail Park, Colne Park Primary School, West Street Community Primary School and Dockray Street Employment Site.

Within 2km of the CWZ, other destinations include Knotts Lane Community Garden, Colne Primet Academy, Fisher More High School, Whitewalls Industrial Estate Employment Site, Barrowford Road Employment Site, Alkincoats Park, Holt House Pavilion, Holt House Fields, Langroyd Country Park, Sacred heart RC Primary School, Park High School, Turn Hill Recreation Ground. There is also some moderate development sites all four directions (i.e., east, west, north & south) of the CWZ.

6.3.10.1. Potential Key Issues

- » Severance between areas caused by A6068.
- » Footway parking on several key walking routes.
- » Car dominance along the main roads through the CWZ including A6068.
- » A6068 Vivary Way is a busy road which can create a barrier and severance issue for walking trips.
- » Narrow streets within the CWZ, which constrain potential options for improvement.

- » Wide carriageway along Vivary Way, creating longer crossings and encouraging higher traffic speeds.
- » Extensive on-street parking contributes to a car-dominant environment.
- » Existing footway surface quality and accessibility.

6.3.10.2. Potential Opportunities and Walking Infrastructure Interventions

- » Integrate with potential improvements that are part of the emerging Colne Town Centre Masterplan.
- » 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 Colne Park Primary School and Sacred Heart RC Primary School.
- » Consider extending the existing 20mph speed limit in the town centre to include A56-Albert Road, A56-Market Street and Skipton Road
- » 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.
- » Consider strategies to reduce car dominance along A56, such as reallocating space from on-street parking to introduce kerb buildouts to support informal crossing opportunities or parklets to widen the public realm.
- » Consider potential for bus gates and/or time of day vehicle restrictions on sections of A56



Figure 84. Pendle Hill (photo credit: Pendle Borough Council)

Albert Road and Market Street to reduce vehicle traffic through the core of the town centre.

- » Consider potential SGHS measures or bus gate on Market 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 interventions at A56 Albert Road and A56 Market Street to enhance pedestrian priority, improve access to 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 footway parking to allow sufficient space for pedestrians, including wheelchair users, prams, etc.
- » Review potential need for controlled crossings of the A56 and A6068 to mitigate severance and link existing residential areas and new development to the town centre.
- » 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, dropped kerbs, etc.
- » Review accessibility at bus stops.
- » Review existing wayfinding
- » Review accessibility throughout the CWZ and provide appropriate tactile paving, dropped kerbs, etc.
- » Investigate opportunities for 'school streets' and other measures to improve road safety and encourage walking and cycling to school, such as St Mary's Catholic Primary School (via London Street).
- » Review existing wayfinding and consider potential updating, such as providing totems.
- » Review / improve accessibility at bus/tram stops.
- » Review accessibility at crossings of the tram way. If needed, introduce a pedestrian-friendly system for the tram rails (such as rubber based protection) to provide a level surface and improve accessibility for all users.
- » Review / manage footway parking to allow sufficient space for pedestrians, including wheelchair users, prams, etc.
- » Incorporate improvements for cycle corridors 18 and 41, which traverse the CWZ.

6.3.11. Core Walking Zone 4: Nelson Town Centre

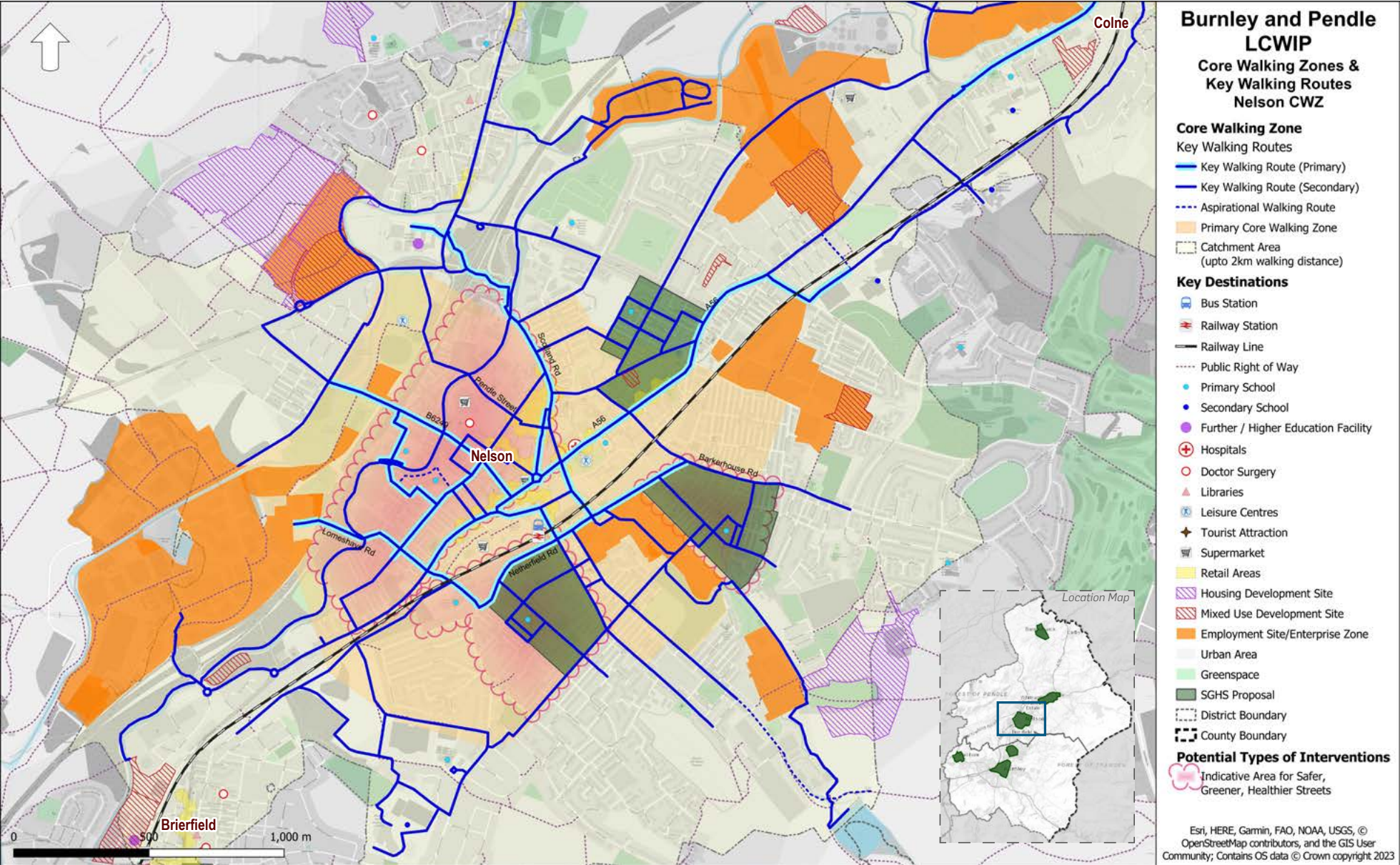


Figure 85. Nelson Town Centre (CWZ 4)

6.3.12. Nelson Town Centre (CWZ 4)

The Nelson Town Centre CWZ is centred around Manchester Road (A682), Leeds Road (A56), Carr Road (B6249), Netherfield Road and Scotland Road (A682) corridors, which includes shopping, dining, and other services and amenities. Other destinations within the CWZ include Nelson Railway Station, Nelson Cricket & Bowling Club, Seedhill Athletics and Fitness Centre, Pendle Community Hospital, Walverden Park Play, various educational institutions such as St John Southworth RC Primary School, Marsden Community Primary School, Whitefield Infant School and Nursery, Lomeshaye Junior School, and employment sites such as Lomeshaye Industrial Estate Employment Site, Carr Road Employment Site, Valley Mills Employment Site.

Other key destinations within 2km of CWZ include Riverside Business Park employment site, Nelson & Colne College, Lower Park Hill Recreation Ground, Holy Saviour Primary School, Hodge House Playground, Marsden Heights Community College, Steven Burke Sports Hub, BMX Pump Track, Brierfield Library, Brierfield Railway Station and various employment sites such as Swinden Playing Field Employment Site, Whitewall Industrial Estate Employment Site, Hallam Road Employment Site. There are also some moderate size development sites west, south and south-east of the CWZ.

6.3.12.1. Potential Key Issues

- » Footway parking on several key walking routes.
- » Motorway (M65) and railway line create severance issues and potential barriers to pedestrian connectivity to the east and west. Though crossings are provided at some places but permeability is insufficient.
- » Car dominance along the main roads in CWZ.
- » Narrow streets within the CWZ, which constrain potential options for improvements.
- » Several pedestrians collisions noted along A56.
- » Existing footway surface quality and accessibility

6.3.12.2. Potential Opportunities and Walking Infrastructure Interventions

- » Integrate with potential improvements that are part of the Accessible Nelson LUF scheme.
- » 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 Lomeshaye Junior School and Bradley Primary School.
- » Consider extending the existing 20mph speed limit in the town centre to include Manchester Road and A56 Leeds Road
- » 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 Manchester Road, Scotland Road and

A56, such as reallocating space from on-street parking to introduce kerb buildouts to support informal crossing opportunities or parklets to widen the public realm.

- » Consider potential for bus gates and/or time of day vehicle restrictions on sections of A56 to reduce vehicle traffic through the core of the town centre.
- » Consider a network of mobility hubs at the railway station and across the CWZ to encourage uptake of active travel modes and support place-making.
- » Consider interventions at A56, Manchester Road, Scotland Road, and Netherfield Road to enhance pedestrian priority, improve access to town centre, 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 footway parking to allow sufficient space for pedestrians, including wheelchair users and prams.
- » Review potential need for controlled crossings of the A56 to mitigate severance and link existing residential areas and new development to the town centre.
- » 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 and dropped kerbs.
- » Review 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 Burnley and Pendle 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 Burnley and Pendle LCWIP sets out a long-term strategy for the future active travel network including potential infrastructure improvements 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 walking, wheeling and cycling within the Burnley and Pendle 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 and 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. Appendices

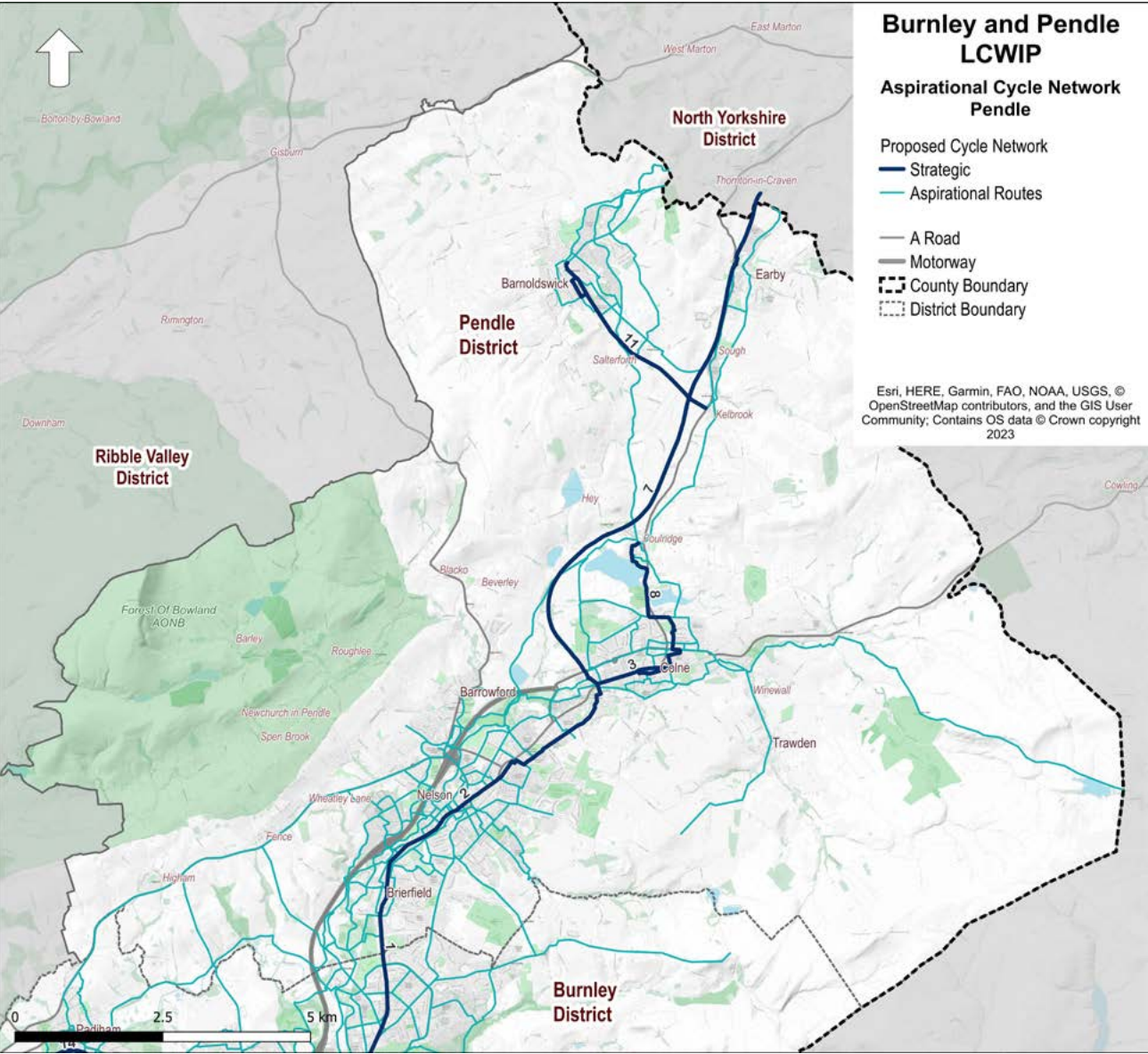


Table 23. Summary of Strategic Cycle Corridors

ID	Strategic	
	Cycle corridor	Length
2	Nelson to Colne	3710
3	Colne Town Centre	3256
7	Colne to Skipton Greenway	9839
8	Cone to Foulridge	2435
11	Kelbrook to Barnoldswick	4013

Figure 86. Summary of Strategic Cycle Corridors in Pendle

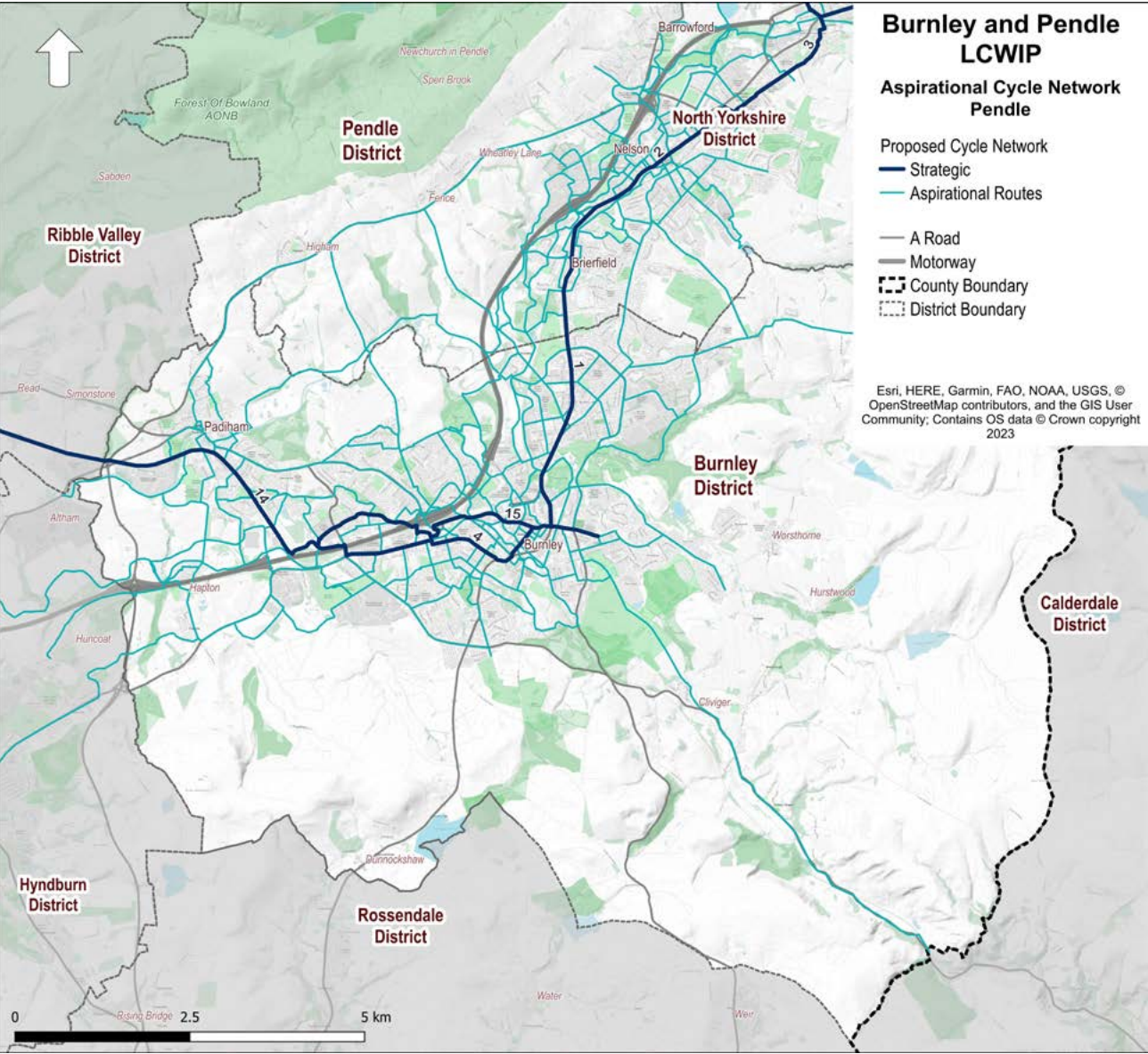


Table 24. Summary of Strategic Cycle Corridors

ID	Strategic	
	Cycle corridor	Length
1	Burnley to Nelson	4846
4	Accrington Road to Burnley Town Centre	3653
14	Burnley to Padiham	8526
15	Burnley Town Centre - Cog Lane to Turf Moor	3085

Figure 87. Summary of Strategic Cycle Corridors in Burnley

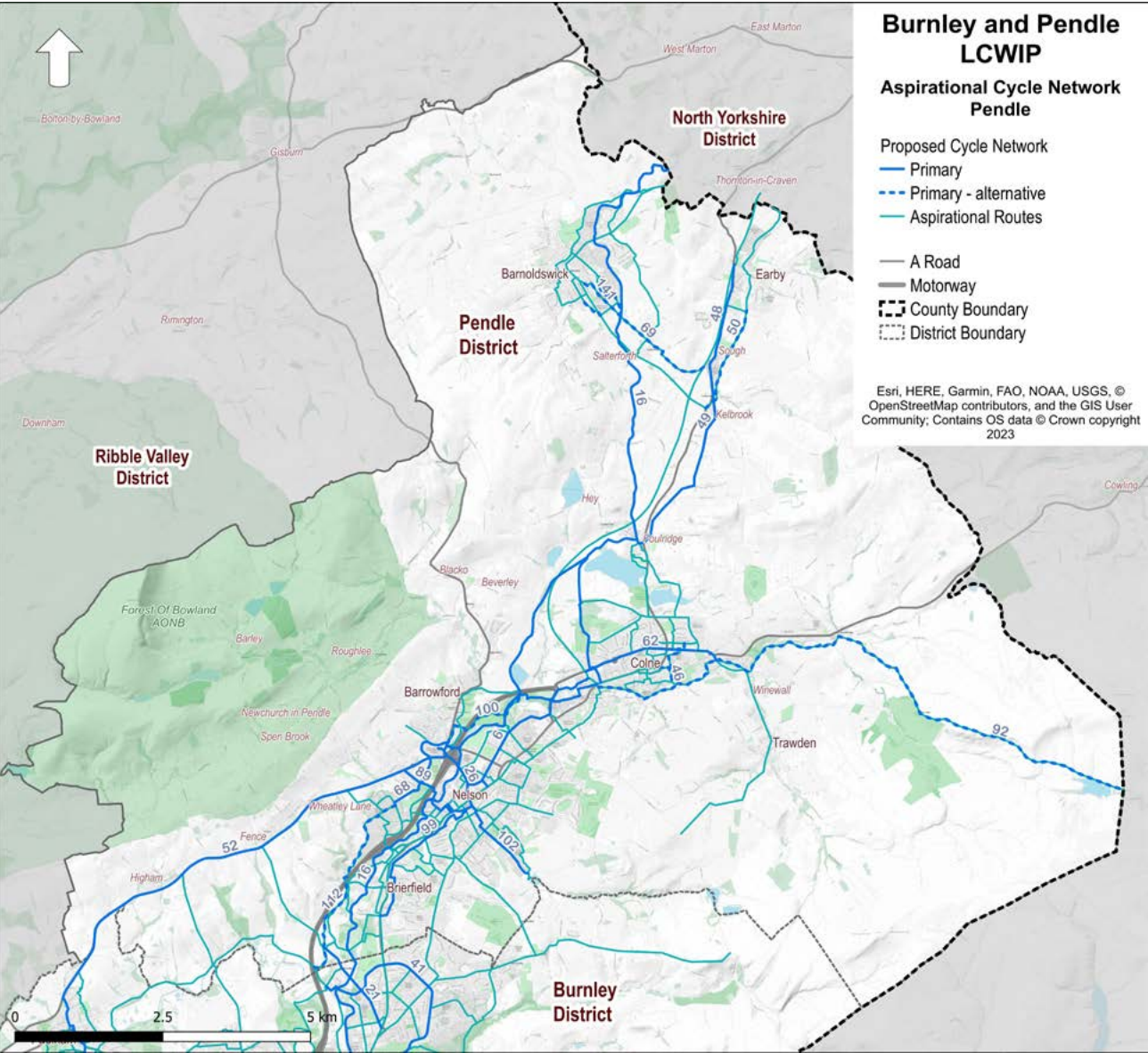


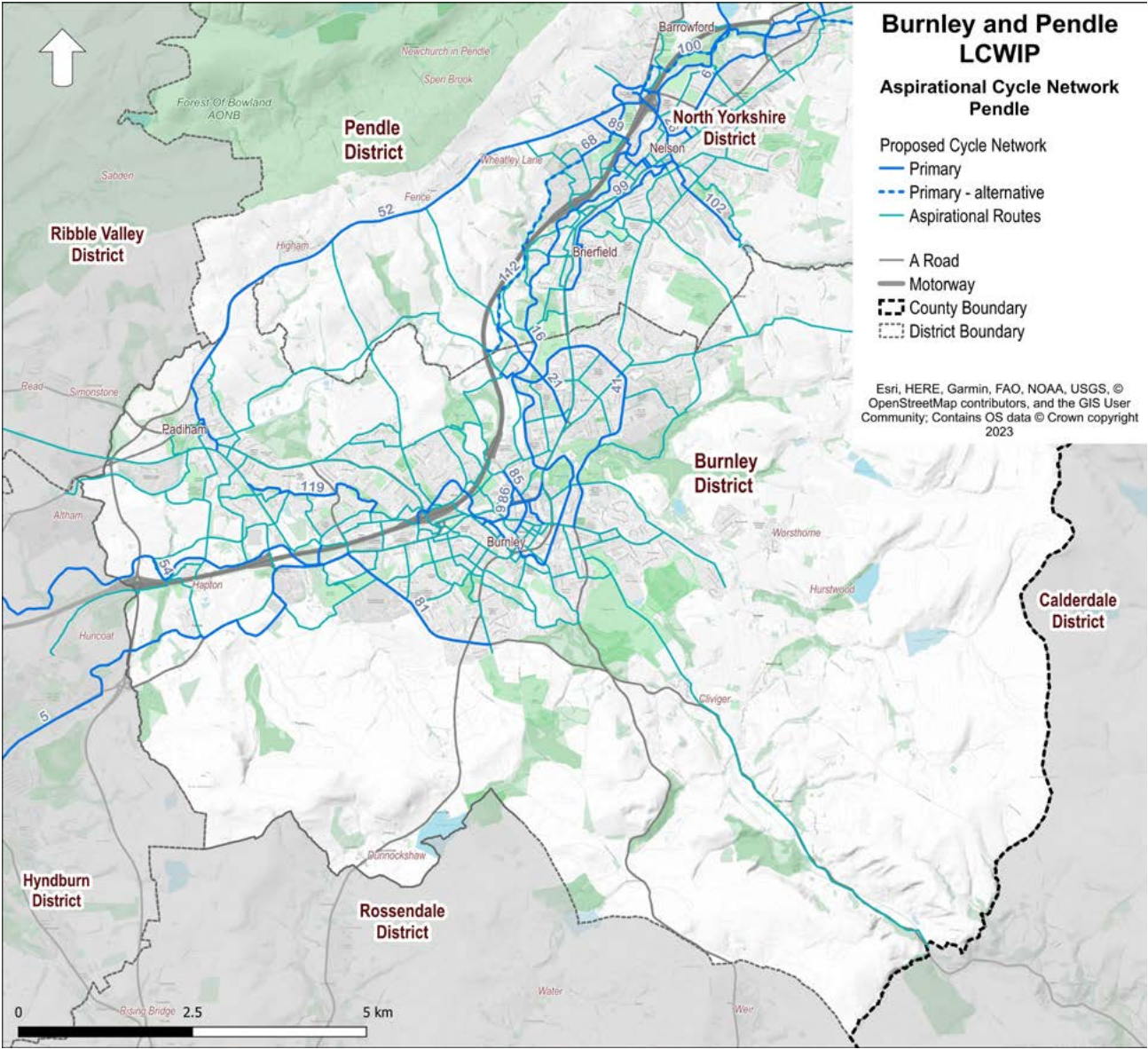
Table 25. Summary of primary cycle corridors

ID	Primary Cycle corridor	Length
6	Nelson to Colne	3227
16	Cross District via Leeds and Liverpool Canal	30512
26	Nelson to Barrowford	1482
46	Carry Lane	1266
48	Kelbrook to Earby	1767
49	Foulridge to Kelbrook	3647
50	Kelbrook Off Road	1864
52	Padiham Bypass Shared Use Path - link to Padiham Greenway	9277
62	A6068 - Colne	2362
68	Pendle Valley Greenway	2272
69	Barnoldswick Extension	2611
71	N&C College Link	113
89	Accessible Nelson LUF	1520
92	Colne Valley Greenway	17367
98	Albert Street LUF	194
99	Nelson to Brierfield Quietway	2796
100	Colne Water Path	1791
102	Brunswick Street	1583
112	Reedley Hallows Greenway	3560
141	Unnamed	970
147	Pennine Bridleway	501

Figure 88. Summary of Primary Cycle Corridors in Pendle

Table 26. Summary of primary cycle corridors

Primary		
ID	Cycle corridor	Length
5	Rose Grove to Accrington	7784
9	Burnley TC	1664
21	Reedley extension	1720
41	Heasandford Cycleway	4803
54	Leeds Liverpool Canal	15096
81	Rosendale Road	2543
85	Hammerton Street	207
85	Princess Way/Burnley College	828
86	Princess Way Link	259
119	Sweet Clough Greenway	2415



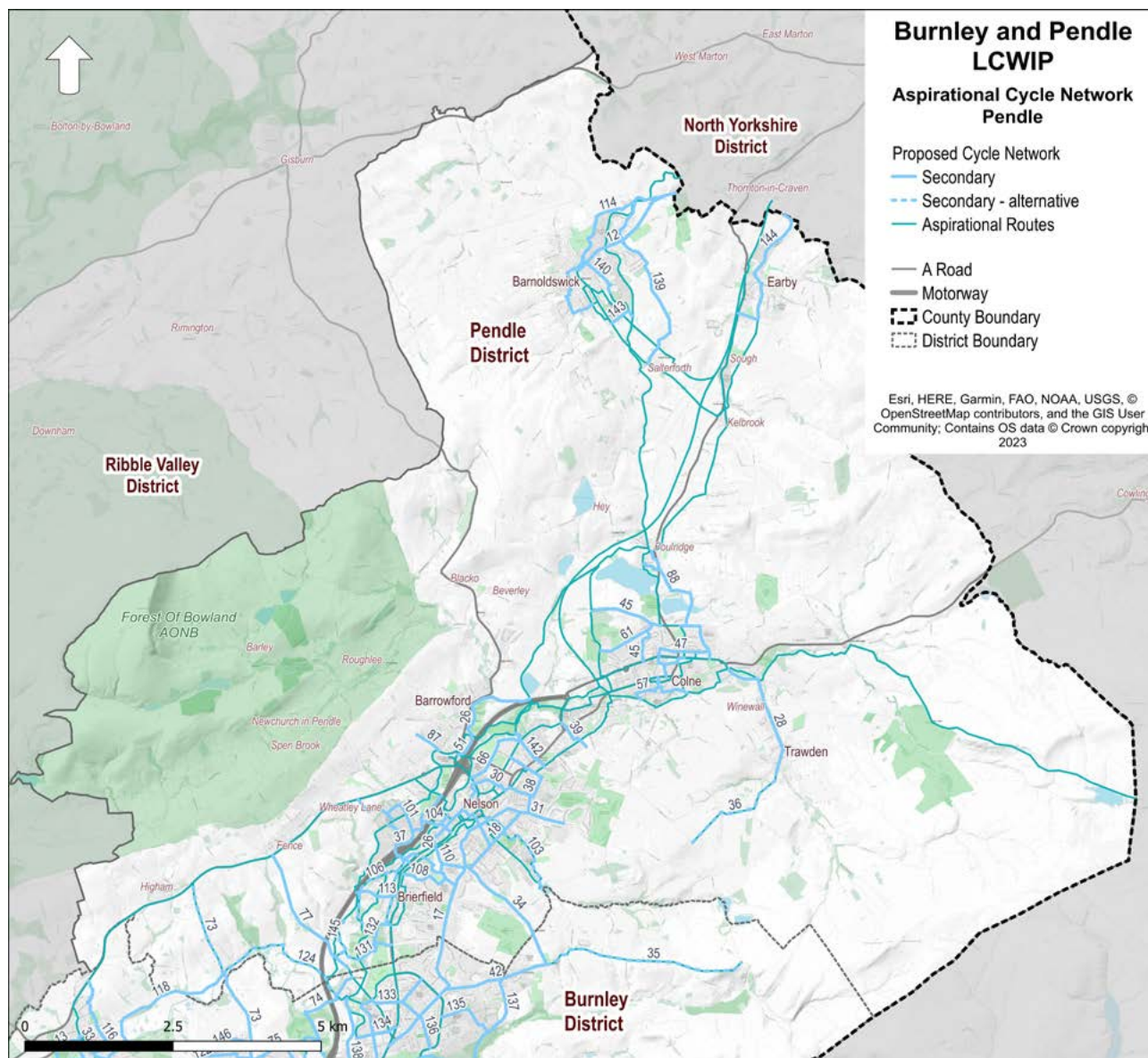


Figure 90. Summary of local Cycle Corridors in Pendle

Table 27. Summary of secondary cycle corridors (continued on next page)

Secondary		
ID	Cycle corridor	Length
12	Barnoldswick towards Skipton	2300
17	Burnley Hospital to Nelson	4493
18	Chapel House Road	774
26	Nelson to Barrowford	1641
26	Nelson to Barrowford	1415
28	Trawden Link	2194
30	Crawford Street to Glenfeld Park	1103
31	Marsden to Nelson Railway Station	2002
34	Haggate to Nelson	3262
36	Trawden to Black Lane NCN	2061
37	Lomeshaye Access	2651
38	Pendle Vale College Link	1336
39	Colne - College Link	642
45	Red Lane	1079
45	Secondary	620
47	West Street to Venables Avenue	1966
51	Scotland Road to Wilton Street (off-street path)	445
57	Shaw Streety to Carry Bridge	1155
58	Barrowford Road to Lomeshaye	754
61	Byron Road to Alkincoats Road	2118
66	Charles Street and Cravendale Avenue	1190

Secondary		
ID	Cycle corridor	Length
73	Higham/Ightenhill Bridge to Barrowford Road	1639
77	Reedley extension	2387
87	Wheatley Lane Road to Pendle Valley Greenway	457
88	Foulridge to Colne (off-street path)	2009
101	Churchill Way	778
103	Nelson Viaduct to Walverden Reservoir	2023
104	Turner Road to Victoria Street	517
105	Lomeshaye Road	227
106	Burnley Road to Brierfield Interchange	2645
108	Victoria Avenue to Hibson Road	1108
109	Edge End Lane to Manchester Road (off-street path)	640
110	Hibson Road to Manchester Road (off-street path)	678
111	Off-street paths connector	159
113	Pendle Water to Brierfield (Clitheroe Road)	829
114	Thornton-in-Craven Cycleway	3784
124	River Calder Greenway (Wood End)	2521
131	Reedley Hallows Greenway (east)	724

Secondary		
ID	Cycle corridor	Length
132	Reedley Hallows (north)	688
139	Coates Lane - Salterforth	3404
140	Salterforth - Victory Park	797
142	Edward Street Link to Canal	834
143	Pennine Bridleway	493
144	Earby Beck Greenway	2496

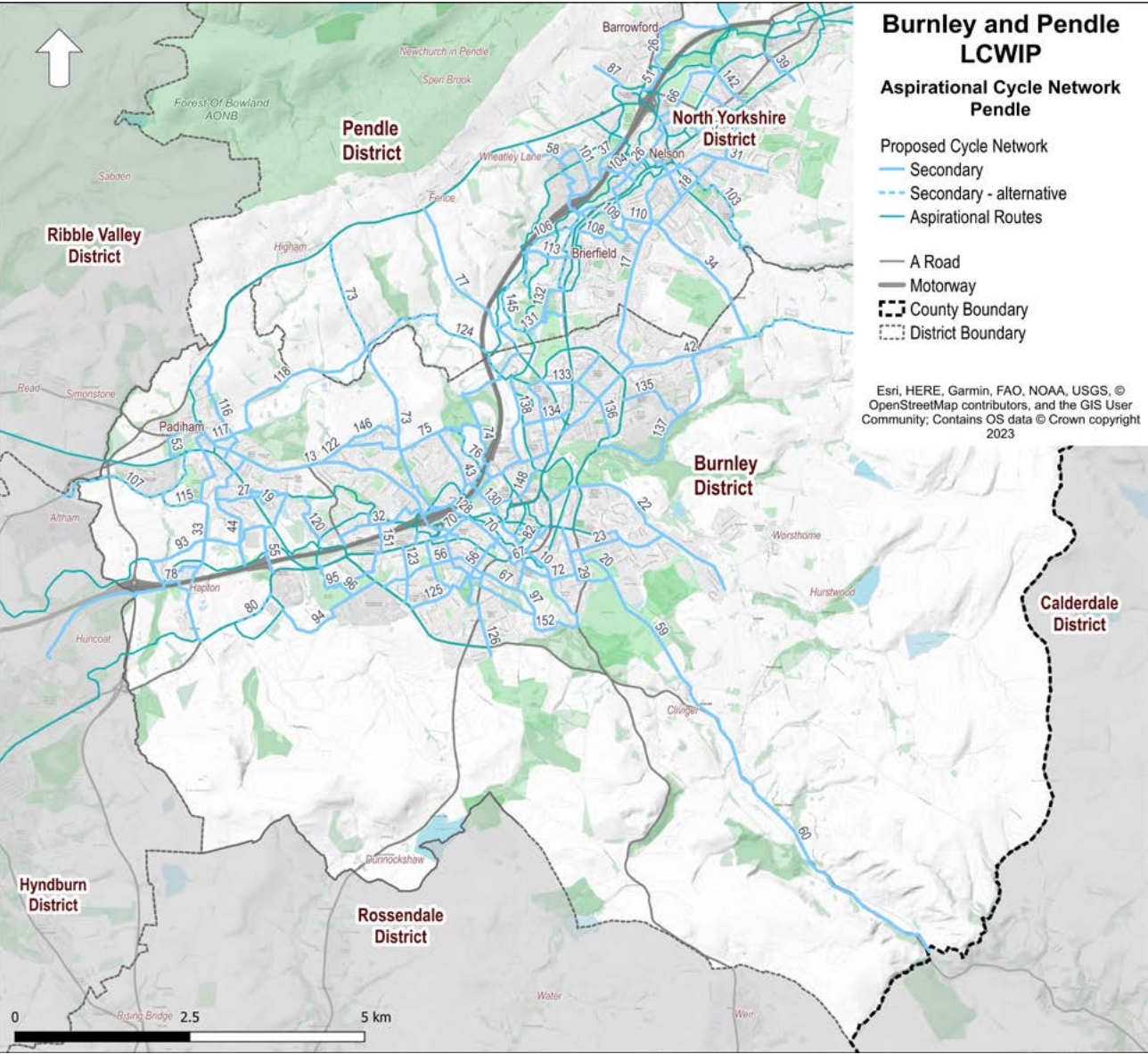


Table 28. Summary of secondary cycle corridors (continued on next page)

Secondary		
ID	Cycle corridor	Length
10	Burnley Town Centre	1965
13	Burnley Town Centre to Padiham	4901
19	Low Bank and Printers Fold	468
20	Unity College Link	762
22	Burnley to Pike Hill and Ridge Avenue	3259
23	Fulledge Loop	1986
27	Secondary	1435
29	Burnley Town Centre Parliament St	1293
32	Rose Grove Link	2273
33	Padiham to Hapton	3656
35	Briercliffe link to NCN	3510
42	Colne Road to Harle Syke	1776
43	Pendle Way	993
44	Canal Path to Burnley Road (A4671)	1975
53	Bridge Street via Memorial Park	377
55	Access to Burnley Bridge	661
56	Harold Ave	1624
56	Melrose Avenue to George Street Mill	1570
59	Burnley Unity College to Cliviger	2191

Figure 91. Summary of local Cycle Corridors in Burnley

Secondary		
ID	Cycle corridor	Length
60	Cliviger to Portsmouth (via Burnley Road-A646)	5076
67	Accrington Road	339
67	Scott Park Road to Burnley Spiritualist Church	1105
70	Accrington Road	636
70	Trafalgar Street	829
72	Marlborough Street	872
73	Burnley Barracks to Higham/Igntenhill Bridge	2729
74	Hebrew Road to Barden via Crow Wood Leisure Centre	3468
75	Igntenhill Park Lane to Crow Wood Leisure Centre (off-street path)	1375
76	Pendle Way to Calder Park (off-street path)	1236
78	Hapton to Canal Path	452
79	Canal Path to Manchester Road	599
80	Rose Grove to Accrington	687
82	Parker Lane	388
83	Red Lion and Croft Street	346
84	Grimshaw and Hargreaves Street	284
93	Huncoat-Altham-Padiham	5212
94	Billington Road	1841

Secondary		
ID	Cycle corridor	Length
95	Burnley Cemetery Greenway	1021
96	Burnley Cemetery Greenway	369
97	Howorth Road-Rock Lane Route	505
107	River Calder Greenway (Padiham)	2574
115	Calder Valley Greenway Link	664
116	Hargrove Park Link	1347
117	Lune Street Link	310
118	Calder Valley Greenway Link	3120
120	Sweet Clough Greenway Link to Canal	803
121	Gannow Lane to Canal Path	145
122	Highcroft	1260
123	Florence Street	797
125	Coal Clough Lane and Melrose Avenue	1490
126	Albion Street	1309
127	Healey Wood Greenway	85
128	Pendle Way to Westway	276
129	Stoneyholme Greenway	458
130	Clifton Street Link	590
133	Rakehead Path	2299
134	Williams Road	719
135	Widow Hill Road	1006
136	Melville Street	951

Secondary		
ID	Cycle corridor	Length
137	Burnley Road to Queen Victoria Road (off-street path)	2735
138	Garden Street to Barden Canal Bridge	1261
146	Highcroft Greenway	883
148	Thursby Garden- Ralway Street	502
149	Accrington Road to Gannow Tunnel (off-street path)	153
150	Ashfield Road	365
151	Burnley Cemetery to Gannow Lane	1017
152	Healey Wood Greenway	2765

Table 29. Proposed typology and interventions for alternate route alignments

Link ID	Road name	Length (m)	Typology	Proposal Description
1.17	Thursby Garden Path	142	Shared use path	Improve surface quality, add street furniture i.e., seating etc.
1.18	Monk Hall Street	157	Mixed traffic	Mixed traffic provision with low traffic flows and added traffic calming measures.
1.19	Danehouse Road	244	Mixed traffic	Mixed traffic provision with low traffic flows and added traffic calming measures.
1.2	Hebrew Road	224	Mixed traffic	Mixed traffic provision with low traffic flows and added traffic calming measures.
1.21	Hebrew Road	61	Shared use path	Widen existing path to 3m, add lighting, improve the pavement surface.
1.22	North Street	37	Mixed traffic	Non-LTN compliant road, mixed traffic provision with low traffic flows and added traffic calming measures.
1.23	Angle Street	63	Mixed traffic	Mixed traffic provision with low traffic flows and added traffic calming measures.
1.24	Extwistle Street	37	Mixed traffic	Mixed traffic provision with low traffic flows and added traffic calming measures.
1.25	A682	32	Shared use path	Utilise existing footway for shared use path.
1.26	Leeds and Liverpool Canal Path	699	Shared use path	Widen existing path to 3m, add lighting.
1.27	New Hall Street	552	Mixed traffic	Mixed traffic provision with low traffic flows and added traffic calming measures, enforce 20mph speed limit.
1.28	Barden Lane	290	Mixed traffic	Mixed traffic provision with low traffic flows & added traffic calming measures, enforce 20mph speed limit.
1.29	Godiva Street	128	Mixed traffic	Mixed traffic provision with low traffic flows & added traffic calming measures, enforce 20mph speed limit; SGHS- Improved walking & cycling.
1.3	Cardinal Street	42	Mixed traffic	Mixed traffic provision with low traffic flows & added traffic calming measures, enforce 20mph speed limit; SGHS- Improved walking & cycling.

Link ID	Road name	Length (m)	Typology	Proposal Description
1.31	Murray Street	135	Mixed traffic	Mixed traffic provision with low traffic flows & added traffic calming measures, enforce 20mph speed limit; SGHS- Improved walking & cycling.
1.32	Railway Street (B6248)	221	None	Alternative alignment to be explored in next phase of design.
1.33	Clitheroe Road (B6248)	270	None	Alternative alignment to be explored in next phase of design.
1.34	Reedley Road	121	None	Alternative alignment to be explored in next phase of design.
1.35	Walter Street	488	None	Alternative alignment to be explored in next phase of design.
1.36	Halifax Road	106	None	Alternative alignment to be explored in next phase of design.
1.37	Halifax Road	19	None	Alternative alignment to be explored in next phase of design.
1.38	Arthur Street	163	None	Alternative alignment to be explored in next phase of design.
1.39	Chapel Street	122	None	Alternative alignment to be explored in next phase of design.
1.4	Humphrey Street	211	None	Alternative alignment to be explored in next phase of design.
1.41	Victoria Avenue	205	None	Alternative alignment to be explored in next phase of design.
2.17	Hard Platts Link	44	None	Alternative alignment to be explored in next phase of design.
2.18	Hard Platts Greenway	1335	None	Alternative alignment to be explored in next phase of design.
4.14	Rosegrove lane	342	Mixed traffic	Mixed traffic provision with added calming measures.
4.15	Gannow Lane	325	Mixed traffic	Not LTN compliant, enforce 20mph speed limit with added traffic calming measures.
4.16	Smallshaw Lane	143	Mixed traffic	Mixed traffic provision with low traffic and added traffic calming.
4.17	Smallshaw Lane	116	Shared use path	Existing underpass with shared use infrastructure.
4.18	Smallshaw Lane	170	Mixed traffic	Not LTN compliant, Low traffic, Enforce 20mph speed limit.
4.19	Cog Lane	62	Shared use path	Widen eastern side existing footway by removing central hatch markings.
4.2	Tarren Grove	135	Mixed traffic	Mixed traffic provision with low traffic and added traffic calming measures.
4.21	Cog Street	79	Mixed traffic	Mixed traffic provision with low traffic and added traffic calming measures.



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