Rakehead Lane Crossing
Residents who live closest to the proposed path at Brandwood Park, Rakehead Lane and Blackwood Road were all notified of the proposals by letter before the planning application was submitted. Since then, several informal meetings have been held with individual residents and with a larger group of residents to discuss their concerns. These mainly related to safety of their property and loss of privacy.

From the plans it is clear that the proposed route will bring the path closer to the properties at 3 Brandwood Park and 2/3 Brandwood Farm Cottages (off Rakehead Lane) though further away for other residents on Brandwood Park.

Mitigation proposals put forward by Proffitts include:

- Fencing/screening where appropriate (at a height to provide privacy – likely to be 2 - 2.2m)
- Creation of a new native hedgerow boundary
- Shrub planting/screening
- Creation of a bitmac pavement to prevent weed spread into adjacent gardens (if budget permits)
- Installation of additional drainage to prevent run off to properties from hillside
- Making good and repairing stone parapets to former railway bridge (with potential to make good and paint the iron bridge sections if the budget permitted)

Below is a plan of the originally proposed Rakehead Lane crossing.

[Map of Rakehead Lane Crossing]

**KEY**
- Red line indicates the current path
- Green dashed line indicates the proposed route of the path
Below is a revised plan that has been put forward to residents who would be most affected by the proposals. This would still bring the new entrance point in closes to 3 Brandwood Road and 2/3 Brandwood Farm Cottages but the route of the path would immediately veer away from the houses and be screened from view by fencing. The exact route would have to be determined on site though as there are many unknown aspects such as the construction and stability of the existing bridge beneath Rakehead Lane. Other mitigation measures would be as before.

KEY
Red line indicates the current path
Green dashed line indicates the proposed route of the path
Yellow is the revised proposed path route
Brown dashed line indicates where the proposed fence line might be

There are two important reasons for proposing to move the path and Rakehead Lane crossing:
1. The sightlines along Rakehead Lane (to the south) are poor because of a sharp corner in the road. By moving the entrance approximately 15-20m further north, the views each way will be greatly improved, therefore creating a safer crossing point. It is proposed to have a barrier of some sort at the crossing point as well obviously for safety reasons and we will take advice from LCC Highway Officers on the specification of this.
2. The aim of the whole cycleway project (from Rawtenstall to Rochdale) is to create an easily accessible, easy to use route that will encourage commuting as well as leisure use. We want to reduce the total height climbed along the entire cycleway route as this route will be used by commuters daily. We want to create a gradient of 1:20 that conforms to DDA requirements, as far as is possible. The current path gradient at Rakehead Lane is very steep and could prove slippery when surfaced with bitmac. And a bitmac surface is required in order to create a surface that is usable all year round. By bringing the path further down Rakehead Lane, the start point of each section of path is approximately 2-2.5m lower down than current levels which will allow for creating a more shallow gradient.
Site Photographs

This photo shows the current entrance point (to the east of Rakehead Lane) and the proposed position of the new entrance (shown by the red lines). The difference in height between the two points is clearly visible.

The existing stone wall and bridge parapets would be rebuild/repaired as part of the project and keep them secure. We could use stone from the newly created entrance points to make repairs to damaged sections of wall.

We would like to paint the original cast iron metalwork from the former tunnel to make it into a focal point if the budget allows.
These two photos show a 'pavement' between Rakehead Lane and the boundary of 3 Brandwood Park. If the budget allows, the proposal here is to surface this area with bitmac, creating actual pavement that will lead up to the new cycleway as well as stopping weeds from travelling through into the adjacent garden. We could also look at the option of repairing/re-fencing this boundary if the budget allowed.

This photo is taken from one of the rear windows of a property on Brandwood Park. The red line indicates the suggested route of the new path – approximately 15m further south from the current path position, coming to meet the existing path towards the rear of 8 Brandwood Park. Residents have concerns about their privacy as the new path will be higher and further away than the current path meaning path users have longer views across into private rear gardens and windows. We have suggested screening along the path itself (rather than to the rear of the properties) as we feel this would give a greater degree of privacy. The form of this screening has yet to be agreed but it will need to be low maintenance. The suggestions have been for timber fencing, native hedgerows or thickets of shrubs around 2m high.

Proposed new entrance point looking east from Rakehead Lane. One more reason for choosing this position (as well as better sightlines and shallower gradient) is that it is easier and safer to create a new entrance within the stone wall (retaining the parapets/pillars at each side) than it is to create an entrance in the cast iron section of barrier. The path would enter here then veer south along the existing boundary with Rakehead Lane.
Proposed new entrance point looking west from Rakehead Lane (to rear of Brandwood Park).

The current state of the path is not great – it is muddy, prone to waterlogging and flooding. The existing drainage ditch is often insufficient to cope with the quantity of water running down the steep banking. It is proposed to install two parallel covered drains that link into the existing culvert with manhole and silt trap for ease of maintenance and repair. This should help prevent flooding in the private gardens of residents on Brandwood Park.

Residents have explained that the lack of woodland maintenance on this section of route can lead to their rear gardens becoming shaded and a lack of sunlight. Some residents have undertaken small amounts of crown lifting, lopping and felling themselves. We have suggested that we could carry out a more extensive tree felling/crown lifting service as part of the wider works as several trees will need to be cleared or raised to accommodate the cycleway.

This photo taken from the current path (looking west towards Rakehead Lane). The red line indicates the proposed route of the new path to bypass the steep gradient of the current path.
The red line here indicates the approximate route of the proposed path diversion. This starts at the rear of 8 Brandwood Park (close to the existing culvert) and crosses the existing ditch, coming further away from the houses numbered 7 – 4 Brandwood Park, then joins Rakehead Lane at the rear of 3 Brandwood Park.

Relevant Local Strategies
The following are excerpts from local strategies that support cycling and this project.

**Lancashire Rights of Way Improvement Plan June 2005**
This plan has several themes that fit in with the proposals for Rossendale based on 7 themes. Those highlighted are those that are relevant to the Rossendale Cycleway plans.

1. Theme DM (Definitive Map)
2. Theme IIN (Inspection and Improvement)
3. Theme EIP (Education and Information Provision)
4. Theme CCL (Community to Countryside Links)
5. Theme BCC (Bridleways and Off-Road Cycling Circuits and Routes)
6. Theme RMVI (Reduced Mobility and Visually Impaired)
7. Theme HRO (Higher Rights and Other Provisions)

Some relevant policies from these themes are listed below:

**THEME EIP**

**Policy EIP2:** In implementing our strategy, we will develop information and promotional material that:
- will bring benefits to the local community (especially communities, and sectors of communities, that have not normally used the local network);
- promotes the health benefits of walking and the further development of healthy walking initiatives;
- assists in the delivery of other, linked strategies, such as ‘safe routes to schools’ and sustainable transport initiatives;
- safeguards the interests of existing users of local rights of way;
- promotes the principle of social inclusion;
- promotes responsible behaviour amongst visitors to the countryside

**Policy EIP3:** We will set measurable and realistic targets for the comprehensive provision of self-guided routes and countryside events, linking these to public transport facilities, where possible.

**Policy EIP5:** We will work in partnership with sustainable tourism and rural development initiatives:
- To ensure that information provided will contribute to the wellbeing of the rural economy;

THEME CCL

**Policy CCL2**: We will, where possible, promote the development of safe routes (able to be used by as many people as is feasible):
- In areas of least provision and greatest latent demand for ‘community to countryside’ and ‘community to community’ links;
- That provides benefits (such as opportunities for enjoyment) for many groups of users, including reduced mobility and visually impaired users, when reasonable opportunities to do so arise;
- That provides links that create circuits;
- That are well-served by public transport links from urban areas;
- That ensure the public is able to benefit from the access provided by Part I of the Countryside and Rights of Way Act 2000 through creating, where possible, new routes and providing means of access where necessary;

THEME BCC

**Policy BCC1**: Where possible, cost effective and safe, and without unacceptable environmental effects, we will:
- create links from our towns and villages, or from existing bridleways, onto the Pennine Bridleway National Trail;
- create new sections of bridleway which can be used to provide the missing links in bridleway circuits or networks, or which can be used to provide access to bridleway networks from towns and villages;
- improve existing bridleways;
- Actively seek funding to implement this policy.

**Policy BCC3**: We will promote better use of the existing network of bridleways and off-road cycling circuits in areas where we assess there to be an unmet need, including cross-border links.

THEME RMV

**Policy RMVI2**: We will actively seek to extend and improve the network of routes available to people with reduced mobility and visual impairment where reasonable and safe, giving priority to:
- Where possible the creation of specially designed ‘Access for All’ routes;
- The possible removal of barriers on existing routes;
- Routes that can be improved to achieve an appropriately high standard of design and maintenance at reasonable cost;
- Routes that have public transport links from communities that are suitable for use by those with reduced mobility and visually impaired people;

**Policy RMVI3**: We will ensure that our publicity and promotional material:
- is adequate for reduced mobility and visually impaired people to be aware of the facilities available to them at the start and end of their trip and so make an informed judgment of their capacity to undertake the trip;
- is reviewed and updated on a regular basis.

**Policy RMVI4**: We will ensure that our on-site interpretation, signposting and waymarking practices do not place reduced mobility and visually impaired people at an unnecessary disadvantage.


**Lancashire Transport Plan 2011-2021**

Our transport goals - To make walking and cycling more safe, convenient and attractive, particularly in the more disadvantaged areas of Lancashire, bringing improvements in the health of Lancashire's residents.

Our Priorities and Activities – what we will do

1. **Improving Access into Areas of Economic Growth and Regeneration** - Promote sustainable travel options to important visitor destinations.

2. **Improving People’s Quality of life and Wellbeing** - Expand our network of footways and cycleways where it will contribute to the wider objective of creating quality neighbourhoods.
   - Provide opportunities for people of all abilities and social backgrounds to access fresh produce and participate in a full range of social and leisure activities, including access to the countryside (with one of the focus areas being Bacup)

3. **Providing Safe, Reliable, Convenient and Affordable Transport Alternatives to the Car** - Provide safe and convenient new infrastructure for walking and cycling where it will reduce reliance on private car journeys between home and work, schools, and leisure activities, and particularly along congested routes, and improve opportunities for regular exercise.

4. **Reducing Carbon Emissions and its Effects** - Improving the range of sustainable transport options available, including trains, buses, coaches, trams, cycling and walking, ensuring that these are as affordable and convenient as possible.

**Integration with Public Transport**

The main Rossendale Cycleway route is adjacent to the main road through Rossendale. This is the A681 (Bacup Road/Newchurch Road), leading to the A6066 (New Line) and the A671 Rochdale Road. These roads tend to be busy at all times of the day as they are the only roads through the Valley. Therefore the Rossendale Cycleway route is never more than a few hundred yards from the main road and bus stops.

Each of the 8 proposed circular loop paths ends either on the Rossendale Cycleway route or the main roads which would give opportunities for all users to access the paths and also to build up to longer walks by getting the bus back on the return journey of their walk. It also means that visitors to Rossendale can access the adrenalin sites using public transport or wider National Cycle Network rather than driving.

Rawtenstall is home to the East Lancashire Railway, a restored railway that runs steam trains and diesel locomotives. This runs to Heywood and Bury, where there are metro links to Manchester.

**Cycling In Lancashire – Joint Action Plan 2012 – 2015**

The delivery of this joint action plan is underpinned by the following core principles. All partners will work together to:

1. Provide coordination where the product and the infrastructure cross local authority boundaries

2. Work to enhance the existing cycling initiatives across Lancashire.

3. Present cycling across Lancashire as a single coherent offer to residents and visitors.

4. Attract private and public sector investment into cycling across Lancashire

5. Develop events, training, awareness and cycling initiatives among other things that can only take place in a Lancashire sub regional footprint

**Where we are now**

Lancashire has below average cycling participation rates… and there remains a challenge across the sub region that above average numbers of adults and children and young people
are considered overweight or obese. The current figure is that 61.3% of adults and 28.3% of children are overweight with 23% of adults obese and 14% of children are obese.

**Action Plans**

**Partnership working**
- aim for local authority plans, policies and activities to help deliver cohesive promotion of cycling
- Work with partners to establish cycling as an easy, everyday activity that people can use for transport, recreation or sport as part of their everyday life.

**Marketing, promotion and profile**
- work with appropriate partners to ensure that cycling becomes a real mode of transport through the provision of marketing and promotional activities
- Work with appropriate partners to improve national and regional promotion and use of routes and trails, and cycling infrastructure across Lancashire

**Education and training**
- encourage delivery partners to work in areas of deprivation to provide cycle training and self development opportunities for young people

**Appropriate and suitable facilities and infrastructure**
- Support partners to identify gaps in cycling infrastructure provision and develop an approach to address these issues
- Seek to enhance cycling infrastructure through targeted investment
- Seek resources to provide and refurbish cycle facilities in pursuit of the plans stated aim

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**Cycle Pennine Lancashire Business Case, January 2011**

The Lancashire Sports Partnership and its partners and seeking to develop Pennine Lancashire as:

‘A cycle friendly environment and a premier location for competition and leisure cycling’

The rationale for further developing the existing cycling activity into the Cycle Pennine Lancashire (CPL) offer is based on a number of factors:
- There is a well developed, existing cycling offer – routes, clubs, events, venues - in Pennine Lancashire, however, the offer is disparate and lacks integration; there is significant potential to build on the area’s cycling heritage and better ‘sell’ it as a cycling destination for all ages and abilities.
- Promoting an integrated cycling offer will maximise the opportunities afforded by the natural environment.
- There is an opportunity to use cycling to further promote tourism opportunities, and generate increased visitor spend in the Pennine Lancashire area.
- Cycling can be used to promote participation in physical activity, and the consequent health benefits at recreational and performance level.
- The CPL offer aligns with a wide range of national and local policy objectives, including encouraging economic growth, tackling social inclusion, addressing issues of poor health, stimulating tourism and culture, achieving sporting success, protecting the local environment and addressing climate change.

While CPL is primarily sport and leisure focussed, the scope of the proposal is much wider and includes:
- increasing cycling participation;
- delivering sporting success;
- increasing physical activity and health;
- encouraging tourism;
- sustaining economic growth;
- creating opportunities for regeneration and employment;
- enhancing community cohesion;
- protecting the environment; and
- Integrating with the existing Pennine Lancashire offer.


Relevant excerpts from the above strategy are highlighted below and show how perfectly the ‘Routes around Rossendale’ project corresponds with these aims:

*Tourism, and in particular the active sports industry, is important to Rossendale, and is a key opportunity for the whole Borough. Tourism growth will capitalise on leisure pursuits and the unique sense of place within the Valley, including its heritage assets, giving particular emphasis to the east of the Borough.

Tourism throughout the Borough will be promoted by:

- Ensuring through the Allocations Document that key sites are identified for tourism in general and specifically to support the “Adrenaline Gateway”
- The development, extension and upgrading of footpaths, cycleways and bridleways (specifically the Rossendale Way, Irwell Sculpture Trail and Mary Towneley Loop, and more generally the Public Rights of Way network), and supported by appropriate signage, interpretation and public art.
- Support for the clustering of tourism related activities.
- Events promotion
- Taking a positive approach to development of complementary accommodation and hospitality facilities. Rossendale has a strong cultural offer, and proposals for the enhancement of existing facilities and activities as well as the development of new facilities and activities will be considered favourably. This will also include any
- Supporting necessary infrastructure requirements, such as enhanced access through car parking, bike racks, public realm and public transport improvements. The use of existing buildings will be encouraged, particularly where located outside the urban boundary.

257. Remote in parts, yet on the Lancashire border with West Yorkshire and Greater Manchester, these moorland areas also provide opportunities for recreation. For example, Lee Quarry in Bacup is used for mountain bike trails, Cowm Reservoir in Whitworth for water sports and the Pennine Bridleway for horse riding and hill walking. In addition to providing outstanding recreational opportunities for local people, these assets could be maximised to provide employment and income generating opportunities, given the Borough’s proximity to the conurbations of Greater Manchester and West Yorkshire.

258. The Council is committed to promoting the tourism opportunities available within Rossendale, recognising their economic, social and environmental potential for the Borough’s residents. It is intended that any tourism development should have a low impact on Rossendale’s natural environment and cultural heritage, while helping to generate income and employment opportunities for local people.

260. The “Adrenaline Gateway” is a concept that seeks to market and develop extreme and outdoor sports facilities in the Borough. A mountain biking facility at the disused Lee Quarry near Bacup is attracting riders from throughout the north-west. An extension of the facility to Cragg Quarry (Cowpe) has been completed and provides additional walking and mountain biking trails using rights of way and old tramways. In addition an indoor facility and “basecamp”
is proposed near Bacup. Other major outdoor sports facilities include …. The Mary Towneley Loop bridleway. Long distance walkways include the Rossendale Way and Irwell Sculpture Trail, and it is intended that through Policy 9 (on Accessibility) the footpath, cycleway and bridleway network will be developed and enhanced.

262. Tourism facilities are available throughout the Borough. However, given how the Borough has evolved, with the west being generally more prosperous and the east experiencing signs of deprivation, it is considered appropriate to focus on providing new opportunities in the east. Lee Quarry and Bacup’s heritage, for example, could act as catalysts for expanding the tourism industry and provide a new focus for employment and economic opportunities, while allowing established tourism attractions throughout the Borough to flourish. The benefits of tourism to the Borough include, in addition to employment and income generating opportunities, health and well-being benefits, an increased awareness of the natural and historic environments, and social and recreational opportunities.

Key policies:
1. To increase patronage at key tourist destinations:
   Lee Quarry: 100% over plan period

2. Percentage of jobs associated with tourism to increase over the Plan period from 7.2% (NOMIS ABI Data, 2008, based 1527 jobs) to 10% over the plan period”

Also linked in with the Tourism policies is the Rossendale Tourism Study completed in 2010. The key points have been pulled from the report and are shown below.

“Existing Features
Natural assets also contribute to the attractions. The outdoor dry ski slope at Rawtenstall attracts 50-70,000 visitors. Other significant outdoor sporting activities include Lee Quarry mountain biking centre; Whitworth water ski; Cowm Leisure motorsport. These adrenaline sports are augmented by a range of equestrian facilities and long distance bridleways, footpaths and cycleways that capitalise on the Borough’s geography and topography. Art in the landscape features through sculpture trails as well as the iconic Halo Panopticon”.

Relevant sections from Rossendale Tourism Offer Issues, Constraints, Opportunities table include:
- “Need to improve quality of the tourism offer, not just the quantity of attractions
- Interpretation and wayfinding information is patchy and marketing activity fragmented
- Natural assets provide platform for growth associated with natural tourism market
- Expand visitor accommodation by addressing supply gaps of hotels, youth hostels, bunkhouses, caravan and camping sites”

The Routes around Rossendale project would improve the quality of tourism in the east of Rossendale as well as provide a comprehensive wayfinding and interpretation system, promote the natural assets of the Valley and help to promote what visitor accommodation exists. As visitor numbers increase, so the demand for accommodation will increase.

Rosendale Sustainable Community Strategy
‘By 2018, Rossendale will have strong communities with an enhanced environment and heritage. It will be an attractive place to live where tourists visit and employers invest.’

People:
Rossendale will have prosperous sustainable communities, where each one celebrates their own distinctiveness and diversity with a strong sense of identity and pride. The people of Rossendale rightfully have high aspirations. The Partnership’s vision is to enable people to maximise their opportunities to achieve. It is our guiding principle that above all, no one within our communities will be disadvantaged by where they live.

**Places:**
The Rossendale Valley is defined by its beautiful moorland countryside and the small towns and villages located along its length. It is a place that is easily accessible to many millions of people living in the North West. This is part of the unique attraction of Rossendale and gives us opportunities to create new prosperity. We will develop sustainable communities, make efficient use of natural resources and encourage sustainable production and consumption along with minimising waste. We want affordable, high quality housing of all sizes and to have a transportation infrastructure that enables people to earn their living and enjoy their leisure time in an environmentally responsible manner.

**Prosperity:**
Many parts of Rossendale are already prosperous, thanks mainly to its attractiveness as a place to live and its connectivity with Manchester. These attributes have brought many highly skilled and reasonably well-paid people into the Valley. Sustaining and balancing our economy so that all can benefit from our prosperity, now and in the future, is a priority for Rossendale Partnership.

**Priority Outcomes**
1. We want more people to enjoy better health and mental wellbeing.
2. We want people to live longer with fewer deaths from cancer, strokes, heart disease and accidents.
3. We want more people to be more physically active.
10. We want more people to come to Rossendale and enjoy our fantastic countryside and attractions which we will continue to protect and enhance.

**Outcomes:**
- There will be a year-on-year increase in the value of tourism to the Borough’s economy.
- An increase in the percentage of visitors and residents who are satisfied with the quality of the local environment, including countryside, parks and open spaces.
- There will be an improvement in our Rights of Way network.
- An increase number of countryside facilities enhanced or restored.

12. We want a thriving economy based on the growth of our vibrant business service sector and attracting people here to enjoy our shops, cultural facilities and exciting adrenaline sports.

**Outcomes:**
- An increase in the proportion of locally owned businesses in the leisure/tourism sector as a total percentage of our VAT registered businesses in Rossendale.
- An increase in the proportion of locally owned businesses in the business services sector as a total percentage of our VAT registered businesses in Rossendale.

13. We want everyone to share in the Borough’s prosperity, with more people of working age in work, rather than claiming benefits.

**Outcomes:**
- There will be a decrease in benefit dependency in the eastern wards of the Borough.

14. We want noticeable improvements in public transport, better links across the Borough and fewer journeys made by car.

**Outcomes:**
An increase in the percentage of residents who agree that public transport and levels of traffic congestion has got better or stayed the same.

An increase in the percentage of the residents who travel to work by public transport, on foot or bicycle.

**Active Travel Plans**

Lancashire County Council have Sustainable Transport Advisors for schools within the County and are active in their aim that schools should encourage alternative means of getting to school, particularly on foot or by bicycle.

**Bacup and Rawtenstall Grammar School Travel Plan 2007**

**Objectives and Targets**

1. Reduce reliance on private cars - Reduce total car-miles per day by 2% in two years.
2. Reduce road congestion on adjacent streets - Reduce number of cars using Townsend Street and Millar Barn Lane at peak times by 10% in two years.
3. Improve safety for pedestrians and other road users - Meet regularly with Police and local residents to reduce inconsiderate parking. Meet regularly with traffic engineers to discuss road safety.
4. Encourage healthier lifestyles - Increase number of pupils cycling to school by 10% in first year and increase number of pupils walking for part of their journey to or from School by 10% in two years.
5. Improve liaison with local residents and businesses - Set up a regular two-way communication system with local residents and invite a local resident to be a member of the Action Group.