



Blackburn with Darwen Borough Council, Local Cycling and Walking Infrastructure Plan

Cycling and Walking Scheme Prioritisation

Phase 3 Report

October 2023

Foreword

Blackburn with Darwen Borough Council is currently preparing a new Local Transport Plan (LTP4) for the borough – linked to our ambitious, £1bn vision for the future. We're working alongside Lancashire County Council and Blackpool Borough Council on the LTP4 with a strong, shared commitment to making walking and cycling the first choice for short journeys. To help achieve this, we've prepared this Local Cycling and Walking Infrastructure Plan – setting out our long-term ambitions for improving conditions for active travel across Blackburn with Darwen well into the 2030s.

Once complete, the LTP4 and associated documents, such as this plan, will look at a wide range of transport measures and interventions to help us in delivering on the Council's core missions of: creating a more prosperous borough where no one is left behind; delivering on our climate emergency action plan; and building healthier, happier and safer communities.

Here in Blackburn with Darwen, we have a high population density, a high rate of residents who commute shorter distances to work, lower car ownership levels, and low levels of physical activity. We believe that this means there are significant opportunities for growing active travel across the borough. By encouraging residents to be more active and healthy for shorter journeys by offering them the right opportunities, we can also help address other challenges we face around deprivation, road safety and air quality. We believe that all of this points to the potential for a transformational change, effecting positive and permanent changes in travel behaviour locally.

Of course, we are already working on a number of ambitious projects across the borough to make walking, wheeling and cycling easier and more attractive. The Blackburn with Darwen Walking and Cycling Plan (2021-2024) set ambitious targets for the borough to see a 10% increase in walking rates from 2018-2028, and a doubling of cycling rates over the same period. The preparation and publication of this LCWIP, and other future transport initiatives, will be key to delivering on these ambitions.

To ensure we put forward a strong plan, we've worked with many stakeholders in preparing this document, including ongoing public consultation through our 'Have Your Say on Walking and Cycling' scheme. A steering group of partners has also overseen the preparation of the LCWIP and will help to manage its delivery as funding is made available. We will continue to work closely with our partners, all stakeholders and internally with our Public Health, Planning and Transport Officers to develop schemes in line with the priorities identified in this LCWIP. Further public consultations will also be provided as individual schemes come forward at design stages.

Finally, we do not underestimate the challenges we face here in Blackburn with Darwen, but we strongly believe the benefits of delivering the ambitions set out in this LCWIP will be felt by all of our residents through better health, cleaner air and better journeys.



Cllr Quesir Mahmood - Executive Member for Growth & Development



Cllr Damian Talbot - Executive Member for Public Health, Prevention & Wellbeing

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1 Introduction

1.1 Background

1.1.1 Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy (CWIS), are a new, strategic approach to identifying walking, wheeling and cycling improvements required at the local level. They enable a long-term approach to developing local walking, wheeling and cycling networks, typically over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

1.1.2 'Walking and wheeling' represents the action of moving as a pedestrian, whether or not someone is walking or wheeling unaided or using any kind of wheeled mobility aid, including wheelchairs, mobility scooters, walking frames, prams or buggies. Throughout this report reference to walking and cycling improvements and networks should be consideration to include wheeling. Consideration shall be given to wheeling in the further design and development of all priority walking and cycling schemes.

1.1.3 The key outputs of LCWIPs are:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development;
- a prioritised programme of infrastructure improvements for future investment; and
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

1.1.4 By taking a strategic approach to improving conditions for cycling and walking, LCWIPs will assist Local Authorities (LAs) to:

- identify cycling and walking infrastructure improvements for future investment in the short, medium and long term;
- ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies; and
- make the case for future funding for walking and cycling infrastructure.

1.2 LCWIP Process

1.2.1 The Department for Transport (DfT) has produced guidance to develop a LCWIP; this defines 6 distinct stages in the production of an LCWIP, as outlined in Table 1.1 below.

Table 1.1 – LCWIP Process

Stage	Name	Description
1	Determining 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 movement. Review transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

1.2.2 The Blackburn with Darwen LCWIP has been split into three distinct phases:

- Phase 1: Covering Stages 1 and 2 and reported within the Blackburn with Darwen LCWIP Baseline Report
- Phase 2: Evidence review and network development, reflecting Stages 3 and 4 of the LCWIP guidance and reported in separate Network Planning Reports for Blackburn and Darwen.
- Phase 3: Development of network priorities into ‘bid-ready’ schemes, commensurate with Stage 5 of the LCWIP guidance.

1.2.3 The LCWIP priorities will be taken forward for integration and application (Stage 6 of the LCWIP guidance) within Blackburn with Darwen Borough Council’s wider policy and strategic frameworks.

1.3 Report Purpose

1.3.1 This Phase 3 report has been prepared for the whole of the Blackburn with Darwen borough and considers prioritisation of both walking and cycling schemes included within the Network Plans for both Blackburn and Darwen.

1.4 Report Structure

1.4.1 This Phase 3 report is structured into chapters which reflect the prioritisation process as follows:

- Chapter 1: Introduction – providing the background and purpose of the report.
- Chapter 2: Prioritisation - setting out the approach and methodology adopted to prioritise identified schemes.
- Chapter 3: Cycle Scheme – providing the results of the cycle scheme prioritisation.
- Chapter 4: Walking Schemes – providing the results of the walking scheme prioritisation.
- Chapter 5: Activation – summarising how priority schemes shall be progressed.
- Chapter 6: Evaluation – describing the process for reviewing the LCWIP and monitoring progress on delivery of the plan and the desired outcomes.
- Chapter 7: Integration and Application – setting out how the LCWIP shall be incorporated within wider strategic planning and transportation policy and the next steps to drive the plan forward.

2 Prioritisation

2.1 Introduction

2.1.1 As outlined within the LCWIP guidance, the key outputs of the LCWIP prioritisation process are as follows:

- Developing timescales for short, medium and long term schemes; and
- Prioritising each corridor based on a range of criteria including policy alignment, deliverability and effectiveness.

2.1.2 The programme of improvements will divide the proposed schemes into those which should be prioritised for immediate development (programmes schemes), high priority corridors which should be developed within the next five years, medium priority in the next ten years and the remaining primary corridors identified within the network plan.

2.1.3 As our transport network and future growth plans evolve, there will be a need to regularly review the ranking of priority corridors. We will also need to review the LCWIP ranking based on any changes required to the new Local Plan and the emerging joint Local Transport Plan. As we continue to develop our walking and cycling networks, there is the potential for new priorities to emerge, this could include new corridors emerging from proposed developments.

2.1.4 The key aim of the LCWIP prioritisation process is to identify the highest priority walking and cycling schemes. This will enable a focus of immediate resource to develop these schemes through the design process and develop the business case to secure funding.

2.2 Methodology

2.2.1 This prioritisation process follows the principles set out in the Department for Transport's Local Cycling and Walking Infrastructure Plan (LCWIP) Technical guidance. Each potential scheme was assessed against the following four criteria:

1. Effectiveness
 - Walking or Cycling demand
 - Contribution to overall network
 - Deficiency of existing infrastructure
 - Improvements in road safety
2. Policy
 - Connects to public transport
 - Connects to employment / education
 - Connects to new development or growth sites
3. Deliverability
 - Scheme feasibility (Land ownership, physical constraints, affordability)
 - Public Acceptability
 - Dependency on other schemes
 - Environmental constraints
4. Economic
 - Funding already secured
 - Potential to attract external funding
 - Likely cost of interventions

2.2.2 Walking and cycling schemes are considered separately because changes to walking infrastructure differ from cycling requirements, are generally smaller in scale and cost, and could be delivered incrementally if required.

2.2.3 Further consideration has been given to the suitability of current provision of walking and cycling facilities to determine the appropriate level of priority. Where priority routes have good quality walking and/or cycling facilities already in place they have been reprioritised to a low level of priority.

2.3 Scoring Criteria

2.3.1 Table 2.1 below presents the scoring criteria which has been developed to assess and prioritise the walking and cycling links from the Blackburn and Darwen Network Planning Reports.

Table 2.1 – Blackburn with Darwen LCWIP Appraisal Framework

Assessment categories	Criteria	1	2	3	4	5
Effectiveness	Walking demand	Rural	Edge of town	Suburban	Edge of Town Centre	Town Centre
	Cycling demand (PCTx6)	<25	25-50	50-75	75-100	100+
	Contribution to overall network	Isolated route not likely to be connected to network	Further work required to link to network	Connects to a small number of routes or key destinations	Connects to several routes and key destinations (3-5)	Connects to multiple routes and key destinations (5+)
	Condition of existing infrastructure	Very good	Good	Okay	Poor	Very poor
	Improvements in Road Safety	Potential negative impact on road safety	Neutral Impact	Positive impact in area with reasonable safety record	Moderate positive impact in area with poor safety record	Significant positive impact in area with poor safety record
Policy	Connects to public transport	Not PT connections	Connects to 1 or 2 low frequency bus routes	Connect to a high frequency bus route	Connects to Rail or 1 or 2 High frequency bus routes	Connect to multiple PT nodes including rail
	Connects to employment / education	No connections to employment / education	1 or 2 primary schools or small employment areas	3+ primary schools or small employment areas	1 or 2 High schools, colleges or large employment areas	3+ High schools, colleges or large employment areas
	Connects to new development / growth sites	No links to development sites	Links to one or two development sites	Links to multiple housing or employment sites	Links new housing and employment sites	Links multiple small development sites or a strategic site
Deliverability	Scheme feasibility (Land ownership, physical constraints, affordability)	Complex scheme not likely to be delivered	Several challenging constraints to mitigate	One or two challenging constraints or a number of minor constraints	A small number of constraints that should be easy to overcome	Simple Delivery
	Public Acceptability	Likely to be strong public opposition	Moderate Opposition	Neither opposed or supported by the public	Moderate support	Likely to have strong public support
	Dependency on other schemes	Dependant on other schemes	Significant interaction with other scheme / schemes	Moderate interaction with other scheme / schemes	Small interaction with other scheme / schemes	Not dependant on other schemes

Assessment categories	Criteria	1	2	3	4	5
	Environmental Constraints	Show stoppers likely to prevent delivery	A number of constraints which are challenging to mitigate	One or two constraints that may be challenging to mitigate or high number of constraints easily mitigated	Small number of constraints likely to be easily mitigated	No environmental constraints
Economic	Funding already secured	No current funding	0-40% Part funded	40-60% Part funded	60-100% Part funded	Scheme fully funded
	Potential to attract external funding	No links to development sites, low levels of demand and unlikely to attract grant funding	Some policy alignment or potential for small scale development nearby.	Small/ medium sites nearby, reasonable demand and some policy alignment.	One or two large development sites, medium / high demand and good policy alignment.	Links to multiple large development sites, high demand and meets policy objectives
	Likely cost of interventions	Very high	High	Medium	Low	Very low

2.4 Priority Categories

2.4.1 Consideration has been given to the likely levels of resource available within the Council and realistic funding levels in determining appropriate splits for scheme prioritisation. Scheme prioritisation has been determined based on the total scores received as follows:

Walking Schemes:

- High Priority – >45
- Medium Priority - >40 to 45
- Low Priority – 40 or below

Cycling Schemes:

- High Priority – >50
- Medium Priority - >45 to 50
- Low Priority – 44 or below

3 Walking Schemes

3.1 Blackburn

3.1.1 Table 3.1 below lists the walking schemes in Blackburn (north of the M65) in order of priority. Average scores are provided for each category with the total score across all criteria used for prioritisation.

Table 3.1 – Blackburn Priority Walking Schemes

Ref	Scheme	Effectiveness	Policy	Deliverability	Economic	TOTAL
High Priority Schemes						
BL1-5	A678 Burnley Road to Salford	3	4	4	3	53
BL1-3	Larkhill, Penny Street and Whalley New Road	4	3	4	2	51
BL1-7	Roman Road to Darwen Street	4	3	4	2	49
BL1-10	Blakey Moor, Barton Street, Cardwell Place and Preston New Rd	4	3	4	3	49
BL1-8	A666 Bolton Road from Aqueduct Street to Wainwright Way	3	3	4	2	47
BL1-6	Audley Range, Higher Audley Street & Cicely Lane	3	3	3	2	46
Medium Priority Schemes						
BL1-4	Whalley Old Road from Laburnum Road to Whalley New Road	3	3	3	3	45
BL1-2	Victoria Street, Whalley Range & Plane Street / Plane Tree Rd	3	3	3	2	44
BL6-1	Higher Barn St, Chester Street	2	3	4	2	43
BL4-2	Robinson St	2	3	4	3	42
BL6-2	Lambeth St	2	3	4	2	42
BL1-9	A674 Redlam, Bank Top & King Street	3	2	3	2	41
Low Priority Schemes						
BL2-1	Nab Lane (Reprioritised as good provision already in place)	3	3	4	3	51
BL1-1	B6232 Shear Brow & Limbrick	3	2	3	2	40
BL5-2	Earl St (from Corwen Close junction), Brookhouse Lane	3	2	4	2	40
BL6-4	A6078 Lower Audley St to Audley Range (Durham Close)	3	3	3	1	40
BL7-1	Mill Hill St to New Chapel St (St Aidans Avenue)	2	3	4	2	40
BL2-2	Addison St, Addison Close, Sunnyhurst Road	3	2	3	2	39
BL2-3	Downham St & Johnson St	3	2	3	1	39
BL3-2	Emerald Street	2	2	3	2	36
BL8-3	Moorgate St to Livesey Branch Rd	3	2	3	2	36
BL3-1	A666 Whalley New Road from Willow Mount Rd to Emerald Ave	2	2	3	2	35
BL5-1	Balaclava St	3	1	3	2	35
BL7-4	St George's Avenue	2	2	3	2	35
BL6-3	Queens Park Road (from Audley Range to Queens Rd)	2	2	3	2	34
BL3-3	Alderman Arthur Townsend Way, Campell St (Rosewood Ave)	2	2	3	1	33
BL8-1	Bolton Road (from Alanshearer Way to Velvet St junction)	2	2	3	2	33
BL8-2	Bolton Road (from Velvet St junction to Branch Road junction)	2	2	3	2	33
BL4-1	Willow St, Beardsworth St	2	2	4	2	32
BL7-3	Queen's Terrace to King's Road via Bentham Road	2	1	3	2	32
BL7-2	New Chapel St (St Aidans Avenue Junc) to New Wellington St	2	1	3	2	30

3.1.2 A plan of the proposed Blackburn walking network is provided in Appendix A.

3.2 Darwen

3.2.1 Table 3.2 below lists the walking schemes in Darwen (south of the M65) in order of priority.

Table 3.2 – Darwen Priority Walking Schemes

Ref	Scheme	Effectiveness	Policy	Deliverability	Economic	TOTAL
Programmed Schemes						
DTD1	Heritage Walk	4	3	4	3	52
DTD2	Makers Trail	4	3	4	3	52
High Priority Schemes						
DL1-1	A666 Blackburn Road from Birch Hall Avenue to Market St	4	3	4	3	53
DL1-2	Goose House Lane & Chapels, Chapels Brow, Robin Bank Rd & Knott St	4	3	3	2	47
DL2-1	Lower Eccleshill Road, Hollins Grove St	3	3	4	3	45
Medium Priority Schemes						
DL1-3	Pott House Lane (Roman Rd) to Railway Road (Knott St)	3	3	3	2	43
DL1-6	A666 - Cemetery Road & Bolton Road	3	3	3	3	43
DL1-8	Harwood St to Avondale via Wood St Sunnyhurst Lane, Owlet Hall Rd	3	2	4	2	43
DL2-2	Exchange St, Dove Lane, Olive Lane, Stanhope St	3	3	4	2	42
DL1-4	Marsh House Lane, Sudell Road	3	2	3	2	41
DL1-5	Redearth Road to Cranberry Lane	3	2	4	2	41
Low Priority Schemes						
DL1-7	Bank Bottom, Belgrave Road, Limes Avenue	3	2	3	2	40
DL2-5	Sunnyhurst Lane, Earnsdale Road (to Blackburn Road)	2	2	3	2	36
DL2-4	Harwood St to Blackburn Road	2	2	3	2	35
DL2-3	Crewdson St, Alexandra Road, Wood St Livesey Fold	3	2	3	2	34

3.2.2 A plan of the proposed Darwen walking network provided in Appendix B.

3.3 Google Maps: Walking Networks

3.3.1 The updated walking network maps for Blackburn and Darwen can also be found using the following hyperlinks:

[Blackburn Walking Network Map](#)

[Darwen Walking Network Map](#)

4 Cycle Schemes

4.1 Blackburn

4.1.1 Table 4.1 below lists the programmed, high priority and medium priority cycling schemes in Blackburn (north of the M65) in order of priority.

Table 4.1 – Blackburn Priority Cycle Schemes

Ref	Scheme	Effectiveness	Policy	Deliverability	Economic	TOTAL
Programmed Schemes						
SE1	M65 J5 to Blackburn Town Centre	3	3	3	4	48
SE2	Leeds and Liverpool Canal to Jack Walker Way	3	3	4	4	50
SE3	Queens Park to Little Harwood	3	3	3	4	47
SE4	Arran Trail	2	2	4	4	45
SE5	Weavers Wheel to SES	2	2	4	4	45
SE6	RBH to Jack Walker Way	2	2	4	3	43
SE7	RBH to A666/Leeds & Liverpool Canal	4	3	3	3	49
High Priority Schemes						
LLC	Leeds & Liverpool Canal	4	4	4	4	61
PR3	Barbara Castle Way	4	4	4	3	59
PR4	Little Harwood to Blackburn Town Centre	4	4	4	3	56
PR6	Eccleshill Road Link to Darwen	4	3	5	3	56
PR1	A666 Alternative North of Blackburn Town Centre	4	3	4	3	53
SR5	The Royal Oak Link	3	4	4	3	52
SR12	Parklands to Mill Hill Station	3	4	5	2	52
WW4	Weavers Wheel A679 to A6077	3	4	4	3	51
Medium Priority Schemes						
WW1	Weavers Wheel Whitebirk Drive	2	4	5	2	49
WW6	Weavers Wheel A666 to A674 (includes parts Leeds & Liverpool Canal)	3	3	4	2	49
WW5	Weavers Wheel A6077 to A666	2	4	5	2	48
WW2	Weaver Wheel Whitebirk Retail Park to Red Lion	2	4	4	2	47
FC3	A6077 Haslingden Road (includes parts of SE1)	3	4	3	3	47
WW3	Weavers Wheel Red Lion to A679	2	4	5	2	46
LL3	Lancashire Link to Rishton	3	3	4	3	46
WW7	Weavers Wheel A674 to A677 Witton Patk	3	3	4	2	45
PR9	Southwest Blackburn M65 to Leeds & Liverpool Canal	3	3	4	2	45

4.1.2 Table 4.2 below lists the low priority cycling schemes in Blackburn (north of the M65) in order of priority.

Table 4.2 – Blackburn Low Priority Cycle Schemes

Ref	Scheme	Effectiveness	Policy	Deliverability	Economic	TOTAL
Low Priority Schemes						
WW8	Weavers Wheel A677 to A666	2	3	5	2	44
FC1	A666 North	3	3	3	2	44
FC4	A666 South	3	4	3	2	44
PR2	North Blackburn Weavers Wheel Alternative Route	3	2	4	2	44
SR7	Milking Lane to Walker Road	3	3	3	3	44
SR10	Aqueduct Alternative	2	3	4	3	44
FC6	A674	3	4	3	2	43
FC7	A677	3	4	3	2	43
PR5	West Blackburn	3	2	4	2	43
SR2	Inner Orbital East	3	2	3	3	43
PR7	Southwest Blackburn	2	3	4	2	42
SR8	Newfield Drive Link	2	4	3	2	42
LL7	Link to Bamber Bridge LCC	2	3	4	2	42
FC2	A678	3	3	3	2	40
PR8	Witton Park to College	2	3	4	2	40
SR11	Parkes Way Alternative	2	2	4	2	40
SR4	Inner Orbital West	3	3	3	2	40
SR1	Inner Orbital North	3	2	3	2	39
LL1	Link to Wilpshire	2	2	4	2	38
LL2	Link to Rishton / Great Harwood	2	2	4	1	38
SR3	Inner Orbital South	3	2	3	2	37
SR6	Belthorn Link	2	3	3	2	37
LL6	Disused Railway Line to Chorley	2	2	4	1	37
SR13	3 Arches Bridge	2	2	3	2	36
LL5	Link to Oswaldtwistle 2	2	1	4	2	35
LL9	A679 Preston New Road to Salmesbury	2	2	3	2	34
SR9	Lower Darwen to Blackburn	2	2	3	2	33
SR14	Pilmuir Link Road	2	2	3	2	33
LL4	Link to Oswaldtwistle 1	2	2	3	1	33
LL8	Link to Salmesbury Quiet Route	2	2	3	1	32

4.1.3 The LCWIP cycle networks have also considered future developments identified within the new Local Plan (expected to be formally adopted early 2024) with routes through the site and connections with other routes identified.

Table 4.3 – Blackburn New Development and Aspirational Routes

Ref	Scheme	Effectiveness	Policy	Deliverability	Economic	TOTAL
Low Priority Schemes						
ND1	West Blackburn	3	3	4	3	48
ND2	North Blackburn Strategic Site	3	3	4	3	48
ND3	Strategic Employment Site and Belthorn	3	3	4	2	46

4.1.4 Despite the ‘Medium’ priority scores these routes should be treated as a high priority, particularly in relation to the offsite connections to existing and proposed networks to inform s106 discussions with developers and provide a robust basis for contribution request.

4.1.5 A plan of the proposed Blackburn Cycling network is provided in Appendix C.

4.2 Darwen

4.2.1 Table 4.4 below lists the cycling schemes in Darwen (south of the M65) in order of priority.

Table 4.4 – Darwen Priority Cycle Schemes

Ref	Scheme	Effectiveness	Policy	Deliverability	Economic	TOTAL
High Priority Schemes						
PR11	Darwen East (A666 Alternative)	4	4	4	3	55
Medium Priority Schemes						
PR12	Darwen East - West	3	4	4	2	49
PR10	Darwen West (A666 Alternative)	3	3	4	2	45
SR16	Darwen NW – SE	3	3	4	2	45
SR17	Darwen Alum House Brook	3	3	4	2	45
Low Priority Schemes						
FC5	A666 Darwen	3	4	3	2	44
SR15	Darwen North	2	3	4	2	44
SR19	Darwen Backs	2	3	4	2	43
SR18	Darwen Marton Walk	2	2	4	2	42

4.2.2 The LCWIP cycle networks also include more aspirational leisure routes in the rural areas of the borough. Table 4.5 below lists the aspirational cycling schemes in Darwen.

Table 4.5 – Blackburn New Development and Aspirational Routes

Ref	Scheme	Effectiveness	Policy	Deliverability	Economic	TOTAL
Low Priority Schemes						
ND4	Hoddlesden Loop	3	3	4	2	44

4.2.3 The aspirational route would be a low priority when scored against the other Darwen cycle routes.

4.2.4 A plan of the proposed cycle network for Darwen is provided in Appendix D.

4.3 Google Maps: Cycling Network

4.3.1 The updated cycling network map for Blackburn and Darwen can also be found using the following hyperlink:

[Blackburn with Darwen Cycling Network Map](#)

5 Activation

5.1 Timescales

5.1.1 Following the prioritisation process, it is possible to categorise each scheme in terms of timescale for delivery and to create a pipeline of cycling schemes (subject to funding):

- Programmed schemes (with either full or partial funding towards implementation) = short-term delivery, next 1-2 years
- High Priority Schemes (0-5 years): improvements which can be implemented quickly or are under development;
- Medium Priority Schemes (5-10 years): improvements where there is a clear intention to act, but delivery is dependent on further funding availability or other issues (e.g. detailed design, securing planning permissions, land acquisition, etc); and
- Low Priority Schemes (10+ years): more aspirational improvements or those awaiting a defined solution.

5.2 Delivery

5.2.1 For the priority schemes identified, we will begin the feasibility and preliminary design process where resources permit. Subject to funding being secured, further business case and detailed design works shall be progressed to provide shovel ready schemes for delivery. Priority proposals shall be progressed working in conjunction with Active Travel England and other key stakeholders as appropriate.

5.2.2 The feasibility and preliminary design stage will consider the improvements along the priority route section identified and key connections to local trip attractors and producers. Consideration shall be given to what interventions may be appropriate on a scheme-by-scheme basis including Low Traffic Neighbourhoods and School Streets.

5.2.3 We will continue to monitor future developments within the borough, proposed transport infrastructure and funding avenues to identify opportunities to provide quick win active travel provision.

5.2.4 Localised improvements may also come forward independently of the prioritisation set out in this report subject to specific local demand. Active Travel provision within and connecting new developments shall be funded through developer contributions and adhere to LTN1/20 and Manual for Streets 2 standards as appropriate.

5.2.3 The business case process will provide the rationale for each project and determine a schemes' overall value for money. Cycling and walking schemes are generally acknowledged to be good value for money. The business case process is an important stage in the overall implementation of a scheme and is likely to be beneficial when bidding for delivery funding.

5.3 Cost Estimates

5.3.1 More detailed cost estimates shall be prepared as part of the feasibility and preliminary design work for specific schemes. High-level costs can be estimated based on the length of route and type of measures. The Department for Transport LCWIP Technical Guidance for Local Authorities provides some indicative costs of cycling infrastructure, and these can be further refined using recent experience within Blackburn with Darwen.

5.3.2 More detailed cost estimates shall then be prepared based on the detailed design and an updated bill of quantities taking account of risk (based on a quantified risk register) and other contingencies as appropriate.

5.4 Funding Opportunities

5.4.1 Attaining appropriate funding levels is a critical component of planning for cycling and walking infrastructure. Public expectations of cycling and walking infrastructure continue to mount with active travel seen as key component in the COVID-19 recovery and climate change. It is becoming increasingly necessary for local governments to implement sustained funding for cycling and walking.

5.4.2 In May 2020, the DfT announced a £2bn package for cycling and walking. This significant pot of dedicated active travel funding will support the delivery of schemes identified by LCWIPs across the country. The second statutory cycling and walking investment strategy (CWIS2) covers the period between 2021 and 2025. The strategy includes new and updated objectives including doubling cycling, increasing levels of walking across the community, and walking to school, whilst also setting out the funding in place to achieve these.

5.4.3 It includes the projection that a total of nearly £4 billion will be invested in walking and cycling over the CWIS2 period – delivering new and improved walking and cycling routes across England and behaviour change programmes.

5.4.4 Further measures are outlined by the DfT to transform cycling and walking to deliver the government's aims to double cycling and increase walking by 2025. These include:

- The creation of a national cycling and walking commissioner and inspectorate
- Higher standards for permanent infrastructure across England
- Getting GPs to prescribe cycling and exercise
- Creating a long-term budget for cycling and walking similar to what happens for roads

5.4.5 It is imperative that the Blackburn with Darwen LCWIP is integrated into local policy to capitalise on increased active travel investment. The development of the Blackburn and Darwen Cycling Network Plans and CWZs ensures a strategic approach can be applied to delivering improved cycling and walking provision and prepare schemes in readiness for funding opportunities.

5.4.7 Funding opportunities to explore include:

- Department for Transport Funding (through Active Travel England) – Opportunity to attract long term investment through the Department for Transport £2bn Cycling and Walking Programme either through the Active Travel Fund, Levelling Up Fund or other future funding programmes.
- Incorporating cycling and walking infrastructure into other works programmes. Cycling and walking infrastructure, relative to other infrastructure items, is not necessarily expensive and can often be readily incorporated into other works.
- Developer funded schemes/agreements (such as S106) – Opportunity to use future developments (regardless of scale) to implement high quality cycling and walking infrastructure within new developments. S106 agreements could be utilised to encourage improvements to existing and proposed offsite improvements.
- Funding through Lancashire Enterprise Partnerships (LEP) – The Blackburn with Darwen LCWIP is an opportunity to promote the benefits of cycling and walking to the LEP.
- Local Transport Plan: Integrated Transport Block.

6 Evaluation

6.1 Reviewing the LCWIP

6.1.1 The Blackburn with Darwen LCWIP is an ongoing process and will require regular reviews to keep pace with changes in policy and funding at local, regional and national levels. The delivery programme will be overseen by the Walking Cycling and Wheeling Operational Group. Progress updates will be prepared each year.

6.2 Monitoring Progress

6.2.1 In addition to reviewing the LCWIP itself, there will also be a need to monitor progress on delivery of the LCWIP and the impact on levels of walking and cycling activity within the borough. Monitoring involves the collection of both qualitative and quantitative data, some of which is already analysed as part of annual cordon counts of Blackburn and Darwen town centres. Existing and emerging strategies such as the Climate Change Action Plan and the new Local Transport Plan will also set out local approaches to monitoring.

6.2.2 In order to review and monitor the LCWIP, as well as the new Local Transport Plan, there needs to be greater co-ordination and compilation of walking and cycling data. Table 6.1 below outlines the main types of data that could be included.

Table 6.1 – Data on Walking and Cycling

What is measured?	How?	Where?
Number of users / levels of walking and cycling activity	Town Centre Cordon Counts	Existing and New Walking/Cycling Infrastructure Highway Network Towpaths National Cycle Network
	Automatic Counters	
	Manual Surveys	
	User surveys / visitor surveys (e.g. National Travel Survey)	
	Strava	
Safety	Census	Schools
	Sport England (Active Lives)	
Infrastructure Provision (Length of routes, crossings, cycle parking spaces)	Crashmap / STATS19	Workplaces
	Digital maps and asset records	
Condition of Infrastructure	Maintenance inspections	Town Centres
	Audits	
Satisfaction with facilities	Equality Assessments	Railway Stations
	User surveys	
		Country Parks

6.2.3 Data collection should therefore be factored into the monitoring requirements and scheme budgets for future schemes, whether this is led by Blackburn with Darwen Borough Council or a third party. Costs should consider both the monitoring equipment and commuted sums (to cover costs for at least a 5-year period).

6.2.4 Ultimately the key measures of success for the Blackburn with Darwen LCWIP will be the continued delivery of consistently high-quality infrastructure over the next decade, and more people choosing to walk and cycle for local trips and leisure activities.

7 Integration and Application

7.1 Embedding into Local Policy

7.1.1 The Blackburn with Darwen LCWIP will help make the case for future funding for cycling and walking infrastructure. To support this aim the LCWIP will be incorporated and/or referenced in other council policies, strategies and plans, including in the following ways:

- The new Local Transport Plan will set out the policy basis which supports the LCWIP;
- The LCWIP Delivery Plan will contribute to the Local Transport Plan Implementation Plans; and
- The LCWIP will form evidence to support implementation of the new BwD Local Plan, and inform any future updates to it.

7.2 Next Steps

7.2.1 The highest priority improvement schemes shall be developed into shovel ready schemes in readiness for future funding opportunities. The design development of high priority schemes shall include public consultation giving residents and other key stakeholders an opportunity to comment and shape the proposals.

7.2.2 A substantial range of tools and guidance is available to support the development of walking and cycling improvements outlined in the LCWIP. This includes:

- LTN 1/20 provides comprehensive guidance on standards to apply to cycle infrastructure designs, along with design principles and processes to follow.
- The Healthy Streets approach, which focuses on creating streets that are pleasant, safe and attractive, where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people - particularly the most vulnerable people - from getting out and about.
- The Manual for Streets (2007), setting out design guidance for new residential streets, and Manual for Streets 2 (2010), setting out design guidance for all urban and rural streets and roads. The Planning for Walking Toolkit (2020) published by Transport for London, is a handbook providing advice of planners and designers involved in the redesign of creation of public spaces, including streets and footpaths.

7.2.3 Technical work on the LCWIP prioritisation presented in this report shall be used as supporting evidence in future funding bid submissions to the DfT/Active Travel England. The LCWIP will be used to support and inform other bids, strategies and delivery plans as they arise.

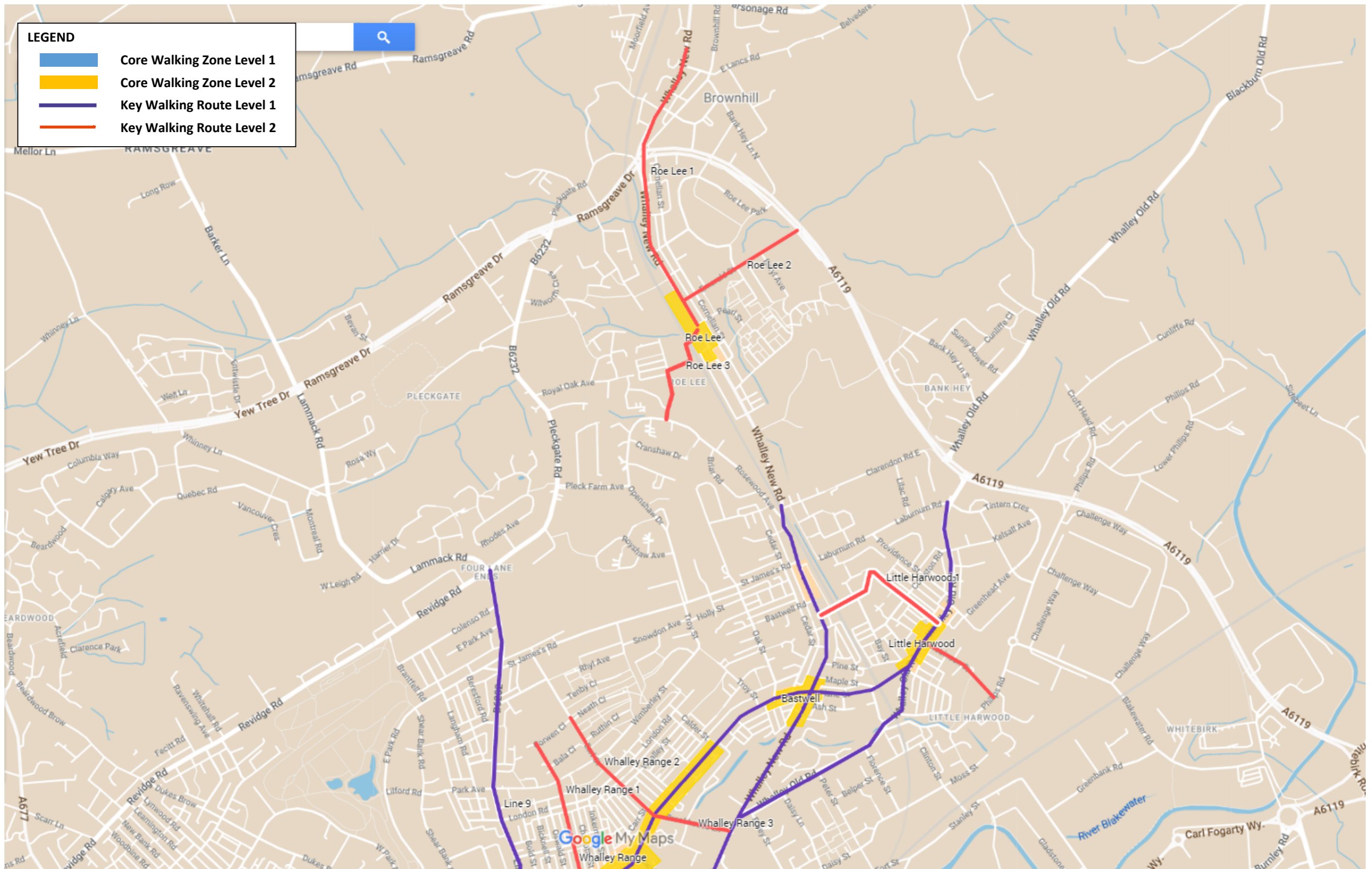
7.3 Recommendation

7.3.1 The LCWIP has identified and prioritised numerous locations across Blackburn with Darwen for improvement to facilitate and promote increased levels of active travel across the borough. The locations identified have been prioritised to provide a clear strategy for delivery over the next ten years.

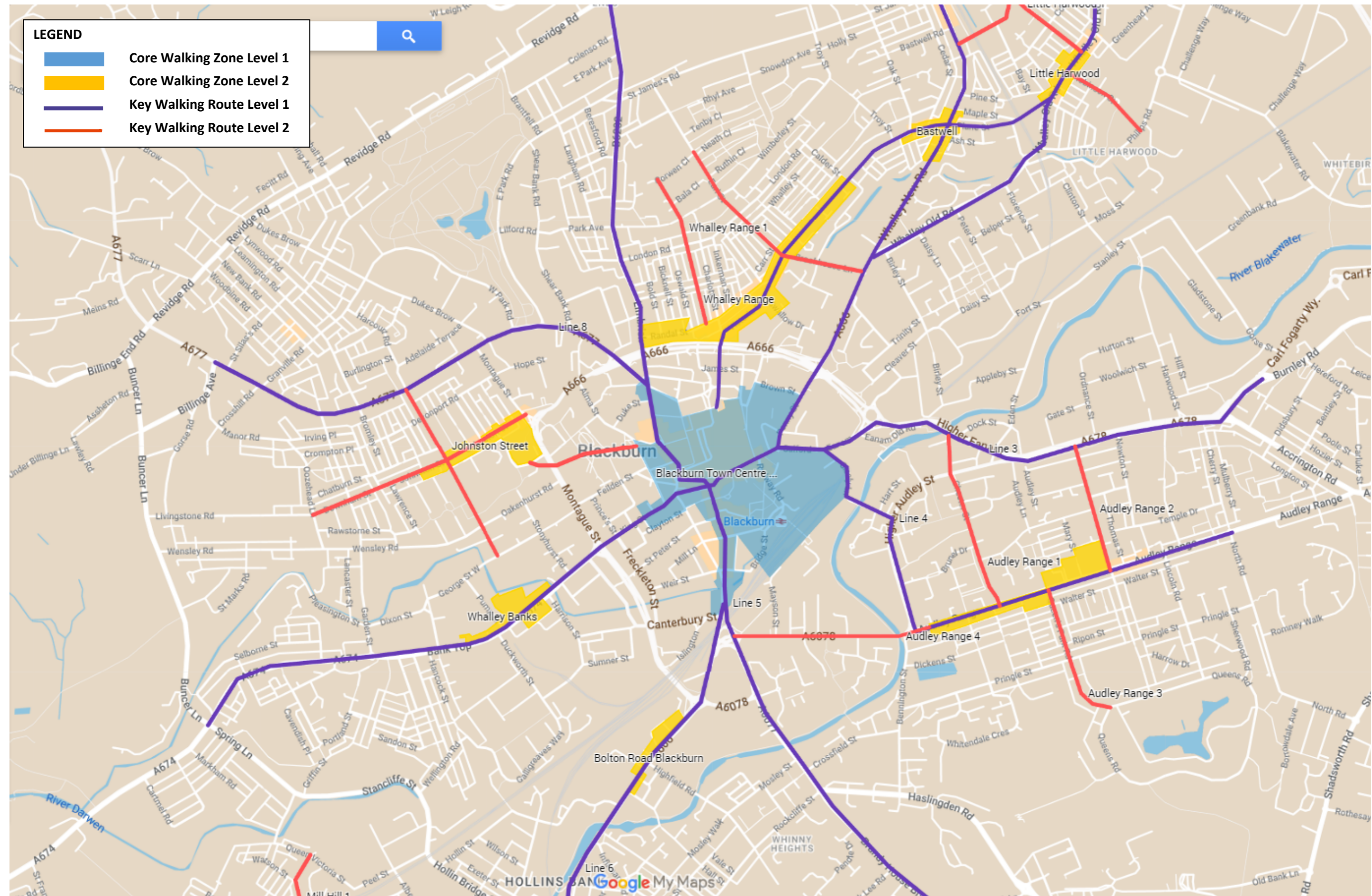
7.3.2 It is recommended that the LCWIP is considered in all future developments and major planning applications across Blackburn with Darwen which either directly impact upon the LCWIP networks or are likely to affect conditions for walking and cycling in general.

APPENDIX A – BLACKBURN WALKING ROUTE PLANS

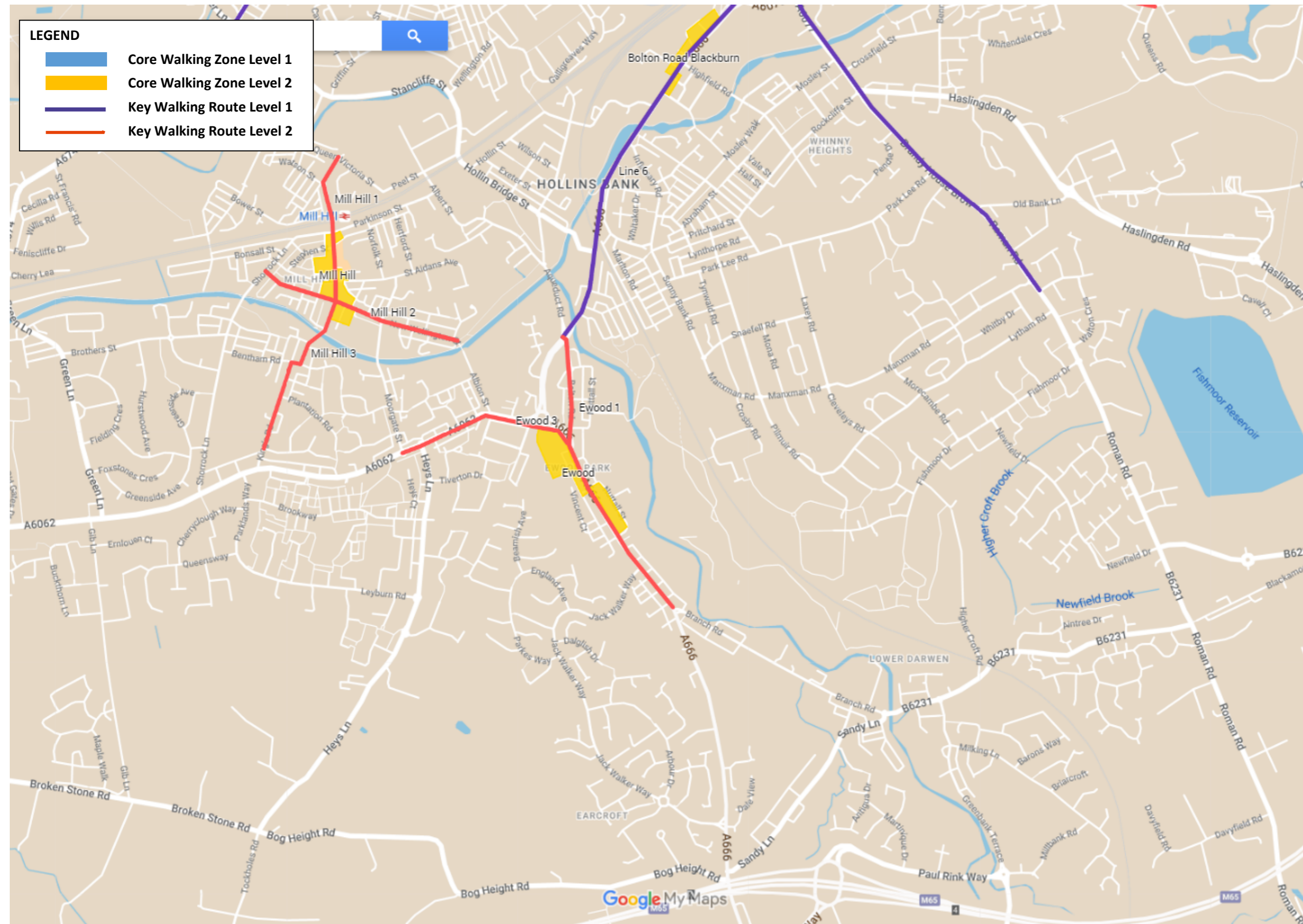
Blackburn Key Walking Routes and Core Walking Zones - North



Blackburn Key Walking Routes and Core Walking Zones - Central

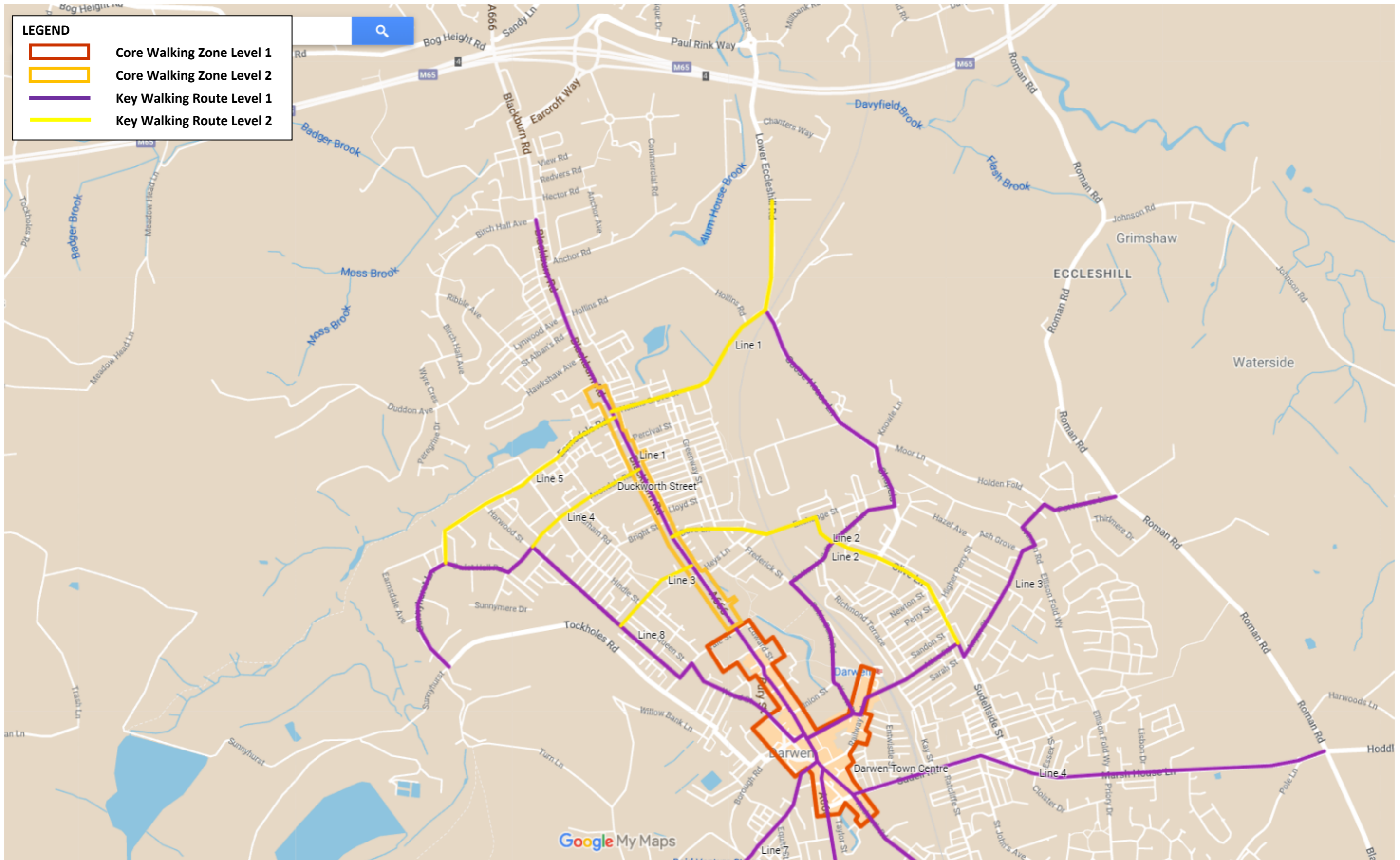


Blackburn Key Walking Routes and Core Walking Zones – South

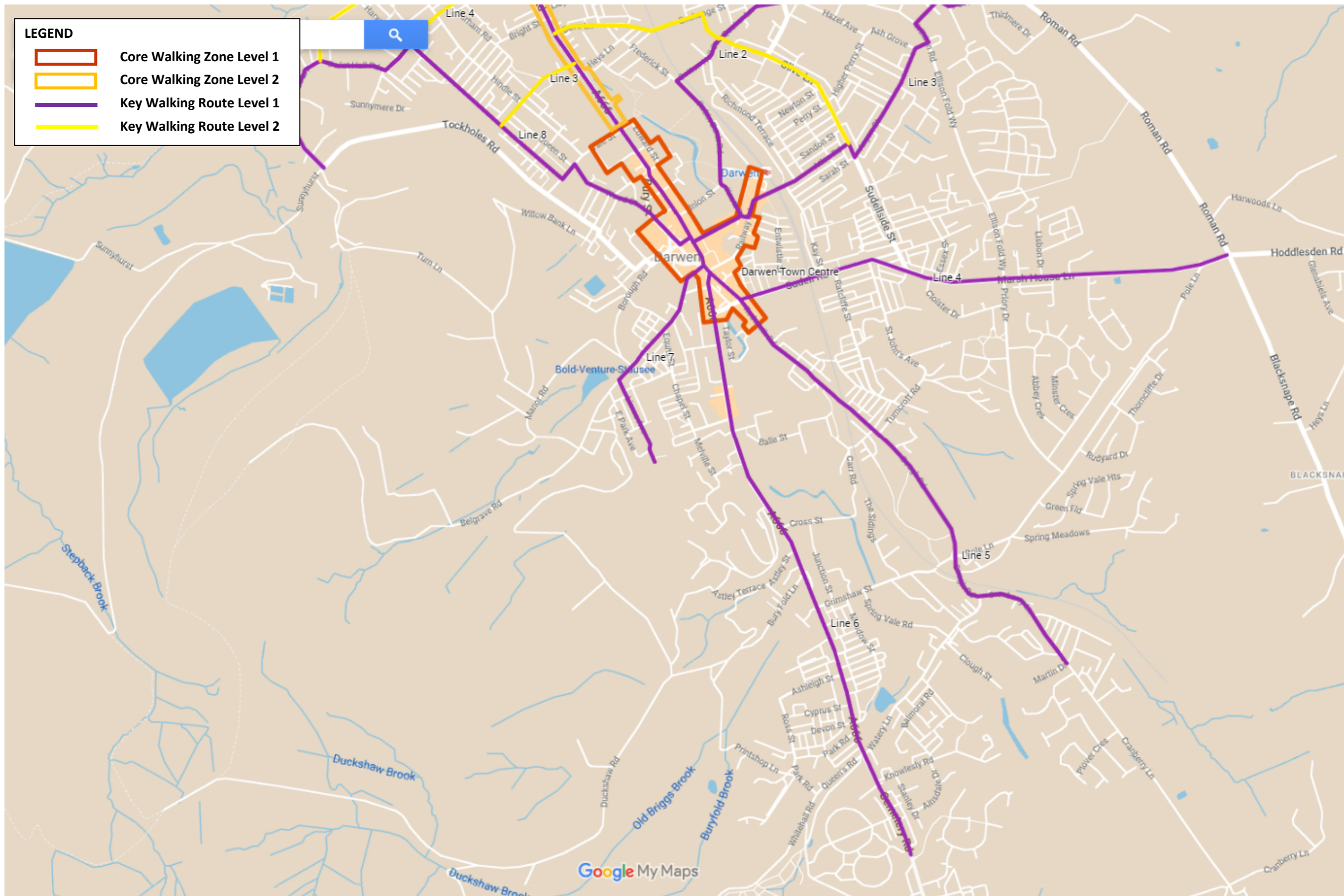


APPENDIX B – DARWEN WALKING ROUTE PLANS

Darwen Key Walking Routes and Core Walking Zones - North

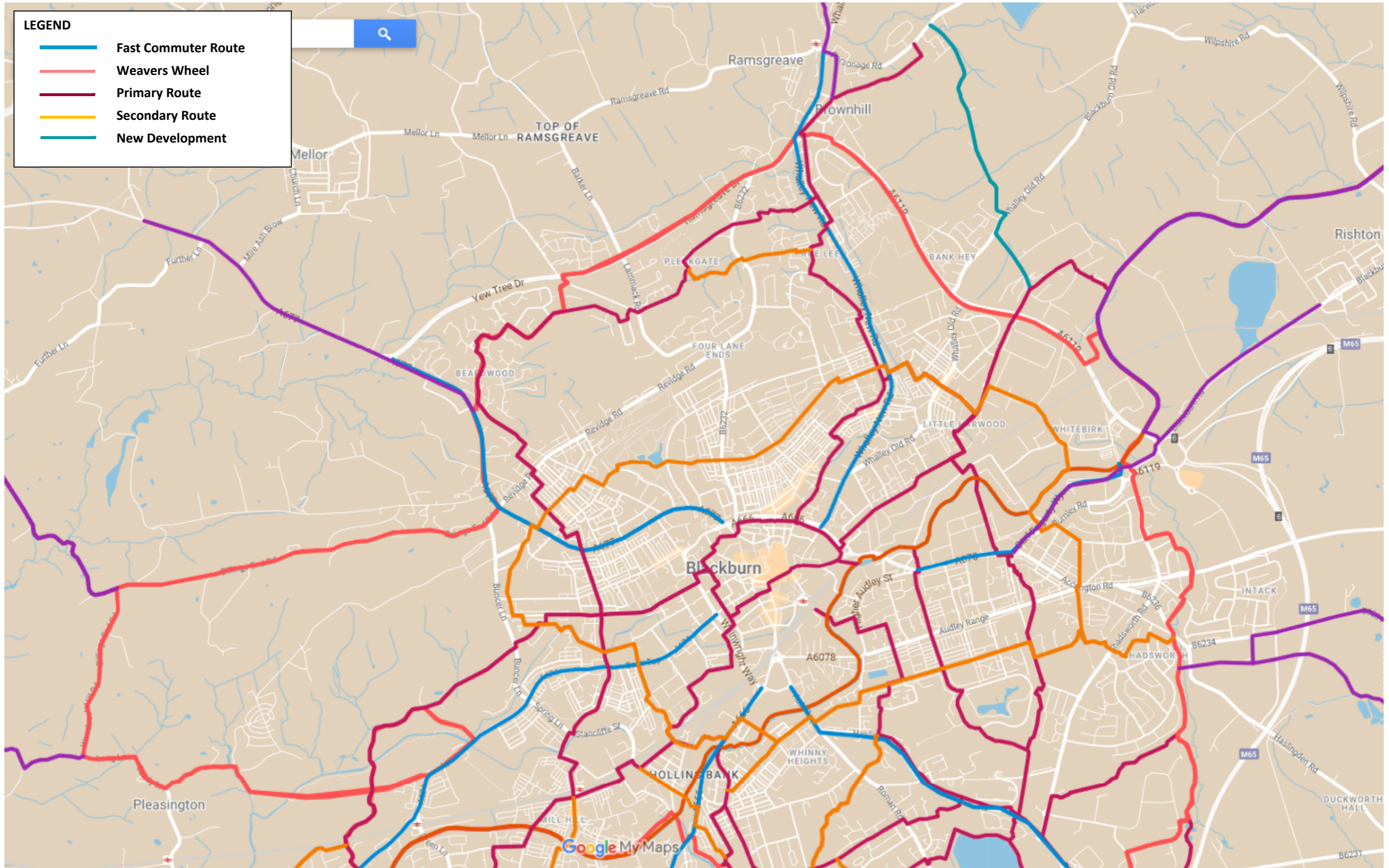


Darwen Key Walking Routes and Core Walking Zones - North

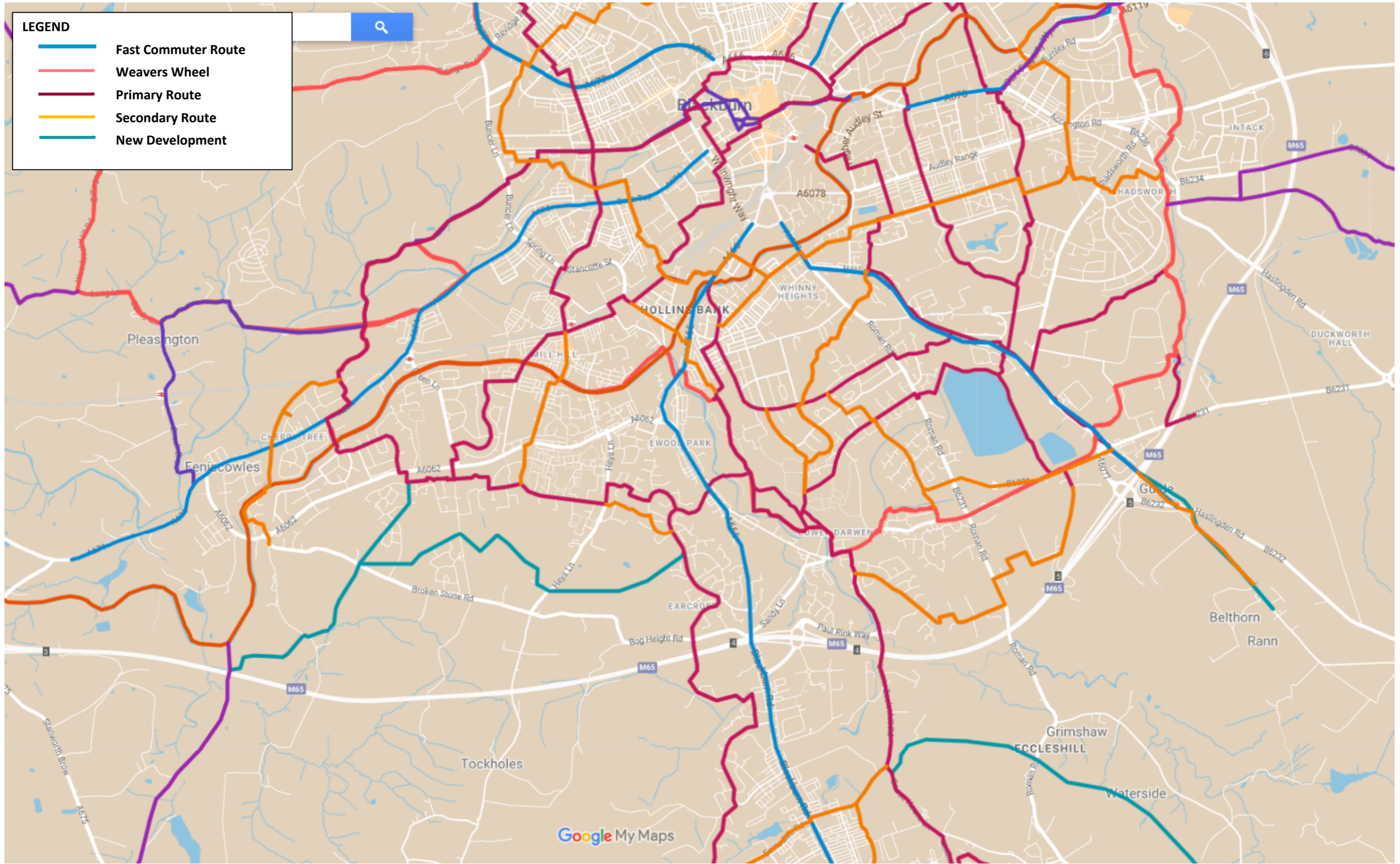


APPENDIX C – BLACKBURN CYCLING ROUTE PLANS

Blackburn Cycle Network - North



Blackburn Cycle Network – South



APPENDIX D – DARWEN CYCLING ROUTE PLANS

Darwen Cycle Network

