

# COLNE ROAD SPATIAL MASTERPLAN STRATEGY

PLANIT







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*Towards a safer,  
greener and healthier  
urban neighbourhood.*



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# 1

# INTRODUCTION

## Two Complementary Strategies

The document includes strategies for both the overall masterplan area, and specific strategies for both Colne Road and Briercliffe Road.



### Colne Road Neighbourhood Strategy

The masterplan for the wider neighbourhood explores how the vision and objectives outlined can be achieved through a series of spatial moves.



### Colne Road and Briercliffe Road Strategy

More specific design strategies are provided for the two primary streets, with a range of interventions proposed to enhance road safety and sense of place



### Project Prioritisation

Proposed projects and interventions have been prioritised - measured against the established vision objectives and local policy objectives to support future delivery.



## 1.1 Scope and Purpose

The Colne Road Spatial Strategy has been prepared by Planit in collaboration with Lancashire County Council, Burnley Borough Council and Jacobs. The document outlines a long-term strategy for enhancing the experience along both Colne Road and Briercliffe Road, as well as surrounding residential neighbourhoods.

### Purpose

The document supports and builds on Lancashire County Council and Burnley Borough Council strategies relating to the improvement of walking and cycling infrastructure, public realm and public transport - including but not limited to ['Burnley's Local Plan'](#), [Burnley and Pendle Local Cycling and Walking Infrastructure Plan](#) (2024) and "[Levelling Up: Safer, Greener and Healthier Streets](#)" initiatives.

The strategy identifies priority locations for intervention and tailored proposals to enhance quality of life for local people and the everyday experience of streets and public spaces.

**The ultimate aim is to create a greener, cleaner and healthier place to live, work and socialise.**

### Scope and Approach

The spatial strategy provides a phased approach to delivering positive change in streets and public spaces across the whole neighbourhood area; as well as specific strategies for the two primary streets.

The strategy considers two parallel workstreams as part of the approach, including detailed design interventions for priority locations along Colne Road as part of the Levelling Up Funding (LUF) initiative and interventions proposed in the emerging Speed Management Strategy for the area.

These interventions are identified as the starting point in the strategy; as short-term wins to improve road safety and public experience now.

The strategy then highlights more ambitious and aspirational long-term proposals for the area, providing an approach to achieve transformational change and more liveable neighbourhood.

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2

# SETTING THE SCENE



## 2.1 The Site

The strategy focuses on neighbourhoods situated along Colne and Briercliffe Road just to the north of Burnley Town Centre. In recent years, road safety has become an increasing concern for the local community along the area's primary roads. This is also undermining the lived experience of the local district centres and high streets in the area.

The spatial strategy set out in this document provides a holistic long-term plan and vision for streets and spaces in the area, extending the reach of the first round of Levelling Up Funded 'Safer, Greener, Healthier Streets' initiatives set to being delivered in 2025. The strategy considers the key challenges faced by the area, identifying priority locations for intervention and tailored proposals to enhance the quality of life of local people and the experience of the public realm.

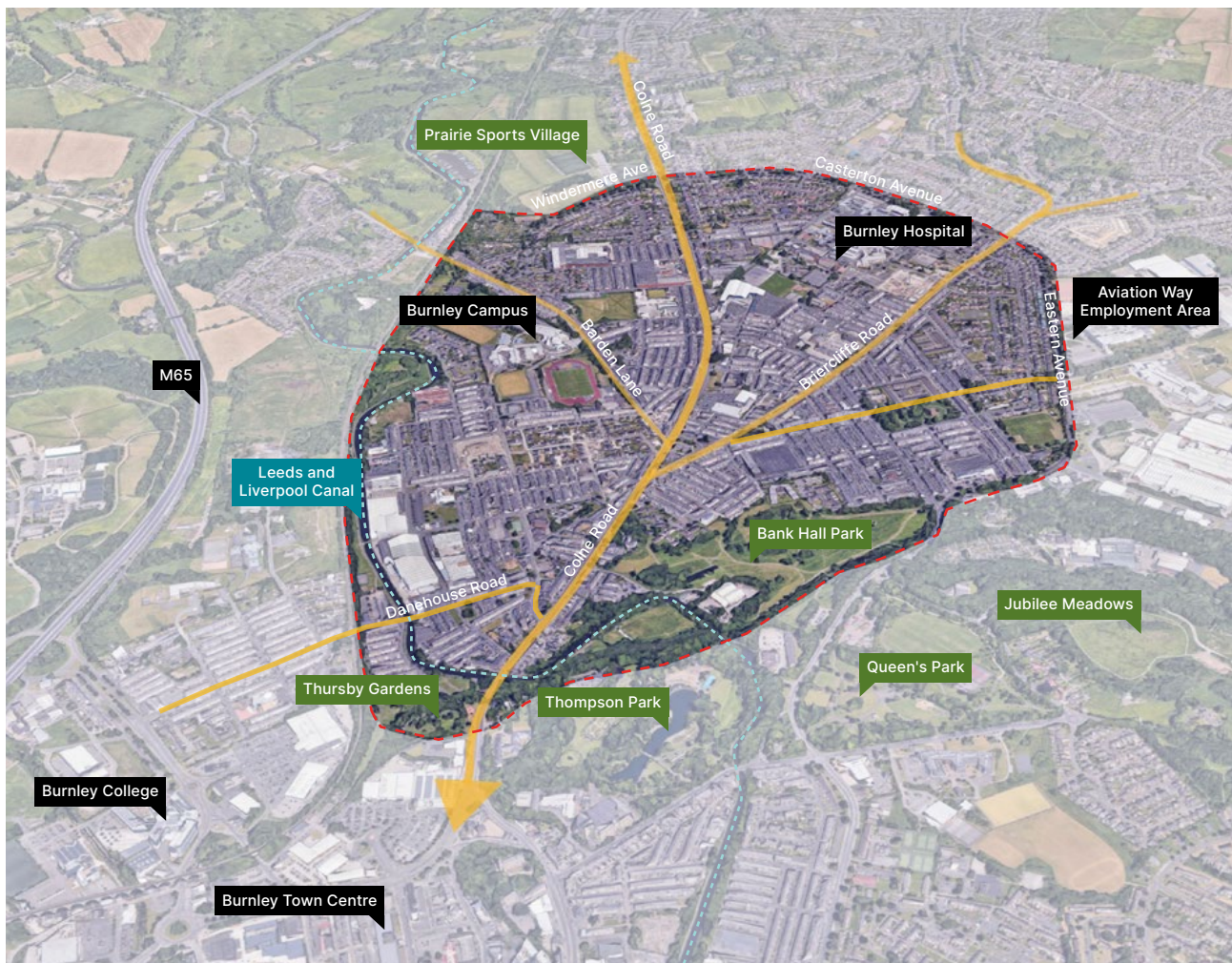


Figure 1 - Site Location Aerial Plan

## 2.2 A Historic and Vibrant Part of Burnley - what's special about the Colne Road area?

The Colne Road area is a vibrant, historic and vital inner suburb of Burnley. It has a variety of qualities that make it a successful place and continue to attract people to choose to live there.

We have identified the following features as:

### Strong Local Community



### A Place with a Rich History



### Distinctive Townscape Character



### Jobs and High Streets Close to Home



### Nature on the Door Step

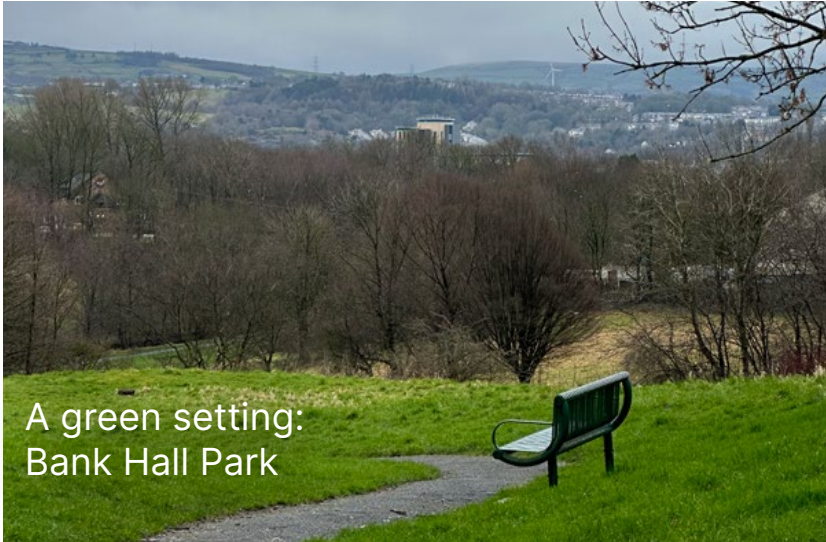


### Easy Access to Burnley Town Centre





## 2.3 First Impressions

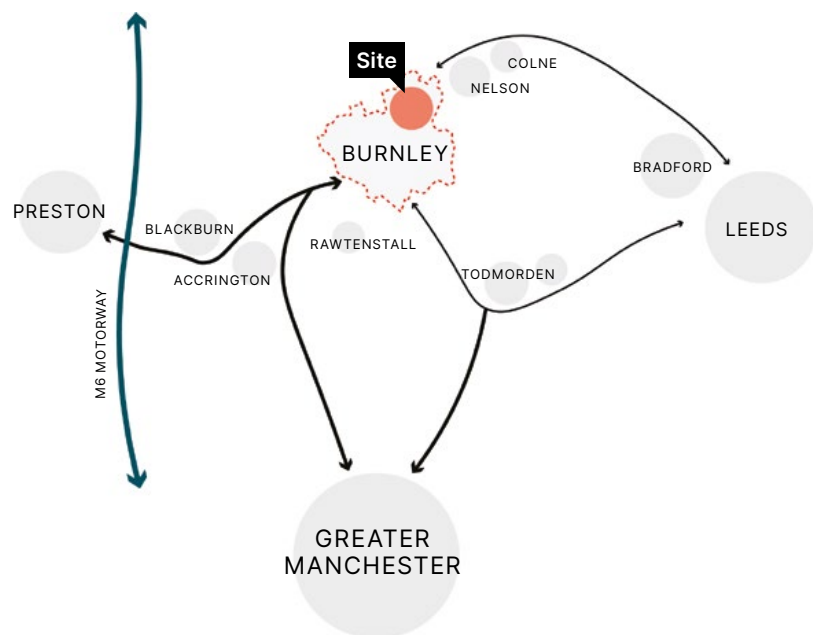


## 2.4 Strategic Context

The site is on the edge of Burnley Town Centre, which gives a wider range of amenities and connectivity to key regional centres. There is also key blue/green infrastructure and landscape assets that sit on the doorstep of the area.

### Key Takeaways:

1. Strategic Allocations to the periphery of the neighbourhood area have potential to increase movement levels through the area.
2. Colne Road is the main local road connecting in to Burnley for the area and the communities to the north and Nelson/Colne.
3. The Brun Valley Forest Park culminating in Queens, Thompson and Bank Hall Park form a green wedge in the structure of Burnley which brings nature right to edge of the Colne Road area.
4. The Leeds and Liverpool Canal Corridor with the associated Pennine Cycle Way provides a recreational, green edge to the site area.
5. Regular Bus Connections along Colne and Briercliffe Road provide good connectivity to Burnley Town Centre for most retail, leisure and employment needs. The the larger City Centres of Preston and Manchester are less than hour away by train.



### Burnley - An Improving and Growing Town Centre:

The site is located on the edge of Burnley Town Centre, which is on a strong growth trajectory underpinned by the following plans and projects:

- Burnley Town Centre and Canal Side Masterplan / Growth Story
- LUF Funding (UCLAN Campus, Eastern Gateway and Manchester Road Station)
- 2024 - Civic Quarter Masterplan



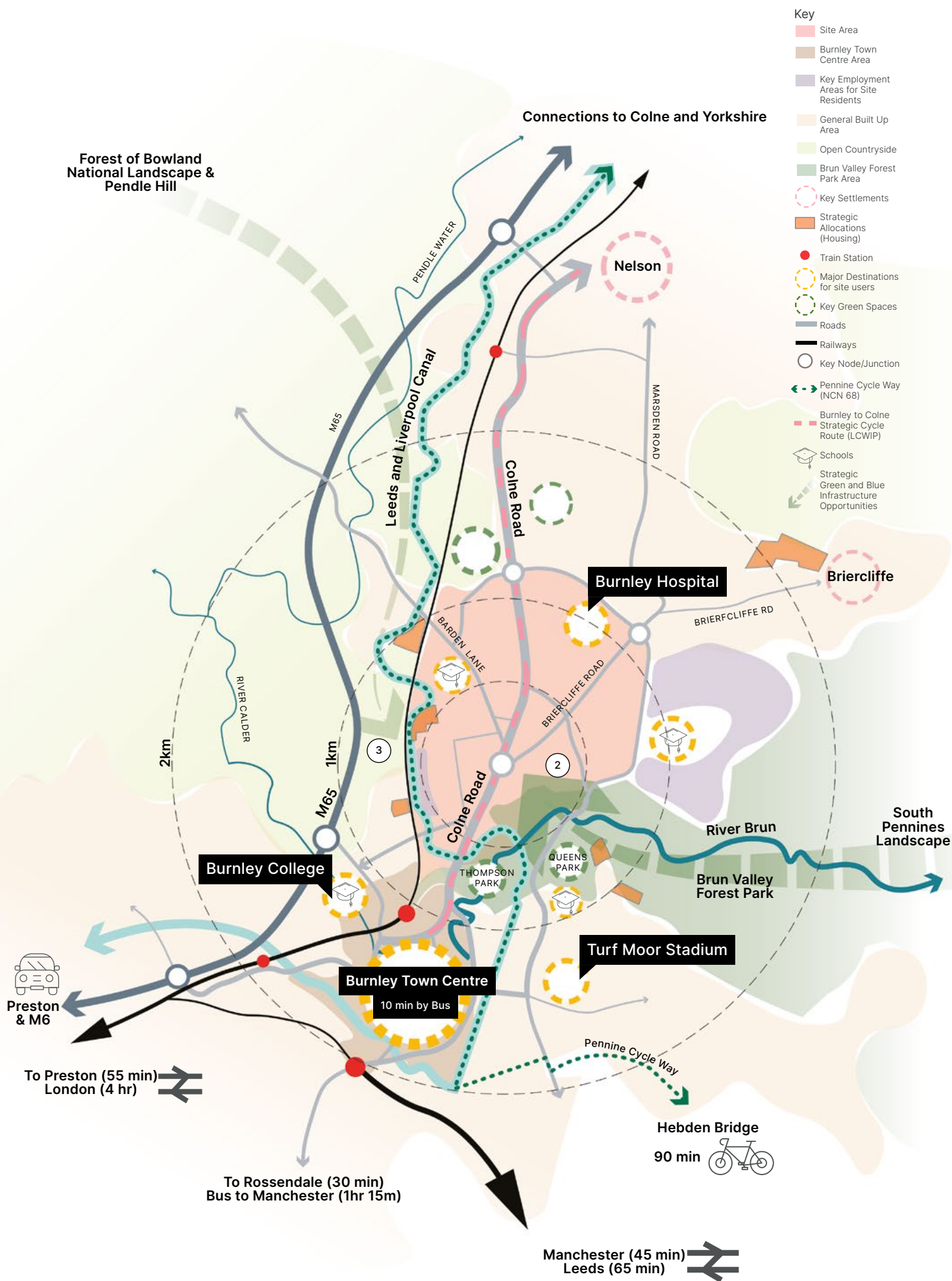


Figure 2 - Site Strategic Location Diagram





## 2.5 Policy Considerations

The spatial strategy is informed by a hierarchy of existing and emerging policies and strategies - from national to local. This section of the masterplan strategy captures the most salient policy considerations, providing a baseline for the masterplan proposals to build on.

### National Policy Considerations

Several policy and guidance documents published at the national level underpin and support the aims and objectives of the Colne Road Strategy. A short summary of the most salient documents is outlined below.

- [National Cycling and Walking Investment Strategy 2](#) (Department for Transport, 2022)
- [Decarbonising Transport: A Better, Greener Britain](#) (DfT, 2021)
- [Gear Change: A Bold Vision for Cycling and Walking](#) (DfT, 2020)
- [Local Transport Note 1/20](#) (DfT, 2020)
- [Inclusive Transport Strategy](#) (DfT, 2018)
- Manual for Streets [1](#) & [2](#) (2007/ 2010)



#### Key Takeaways

Whilst each of the listed documents has its own specific area of focus and objectives, they all share a common goal; to promote cycling and walking as sustainable, healthy, and accessible modes of transport in the UK.

Each of the documents aligns with wider government objectives to reduce carbon emissions, improve air quality, and create healthier communities - which underpins the vision and objectives of this strategy.

- **Promoting cycling and walking** - All documents emphasize the importance of increasing cycling and walking rates, both for individual health benefits and for broader societal goals.
- **Reducing carbon emissions** - Cycling and walking are low-carbon modes of transport, and these documents aim to contribute to the UK's de-carbonisation targets.

- **Improving air quality** - By reducing reliance on cars, these policies aim to improve air quality, particularly in urban areas.
- **Creating healthier communities** - Cycling and walking are associated with better health outcomes, and these documents seek to create environments that support active lifestyles.
- **Improving accessibility** - Many of the documents address the need to make cycling and walking infrastructure more accessible to people of all ages and abilities.
- **Supporting local economies** - By promoting cycling and walking, these policies aim to support local businesses and create jobs.

## Lancashire County Policy Considerations

Lancashire County Council has a number of strategic transport and environment policy documents relating to the delivery of more inclusive, healthier, more sustainable and active travel modes across the county; with objectives aligned with aforementioned national policy.

A list of relevant live strategies is provided below, with a short summary of overlapping aims and objectives which have informed the Colne Road Spatial Strategy.

Further detail on each of the strategies can be found by clicking the hyperlink titles.

### [Lancashire 2050 Strategy \(2022\)](#)

The Lancashire 2050 strategy sets out a vision for a thriving, sustainable county by 2050. The transport and infrastructure priority places particular emphasis on improving low-carbon transport infrastructure, reducing congestion, and promoting sustainable modes of travel such as cycling, walking, and public transport.

### [Lancashire Climate Change Strategy 2023-2025 \(LCC, 2023\)](#)

The strategy provides an overview of how Lancashire will deliver on their commitment to protecting the environment. Three key themes structure the strategy, including:

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

The prioritisation of walking and cycling as an alternative to the private car forms an important part the 'Climate Change' theme.

### [Highways and Transport Strategy 2023 – 2025 \(LCC, 2023\)](#)

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.



Actively Moving Forward - Themes and Objectives diagram  
(Image Source: LCC)

### [Lancashire Safer Cycling Action Plan \(LCC, 2023\)](#)

The action plan identifies six risk reduction focus areas, following analysis of road accident-related data. The focus areas include cycle training delivery, sustainable and active travel and road infrastructure improvement through design. Car driver behavioural change is identified as the most important factor.

### [Actively Moving Forward: A Ten-Year Strategy for Cycling and Walking \(LCC, 2018\)](#)

The strategy sets out three targets:

- Double the number of people cycling at least once a week by 2028 to 268,000 adults in Lancashire;
- Increase the number of people walking across the county by 10% by 2028; and
- Bring levels of physical inactivity in every district below the national average by 2028.

The strategy and delivery programme is built on three themes - Place, People and Promotion - as set out in the adjacent diagram, with deliverables including:

- A high-quality network of active travel facilities;
- Supporting people to make active travel the natural choice; and
- Promotional activities to highlight Lancashire's offer and inspire people to travel actively.

## 2.6 Local Policy Considerations

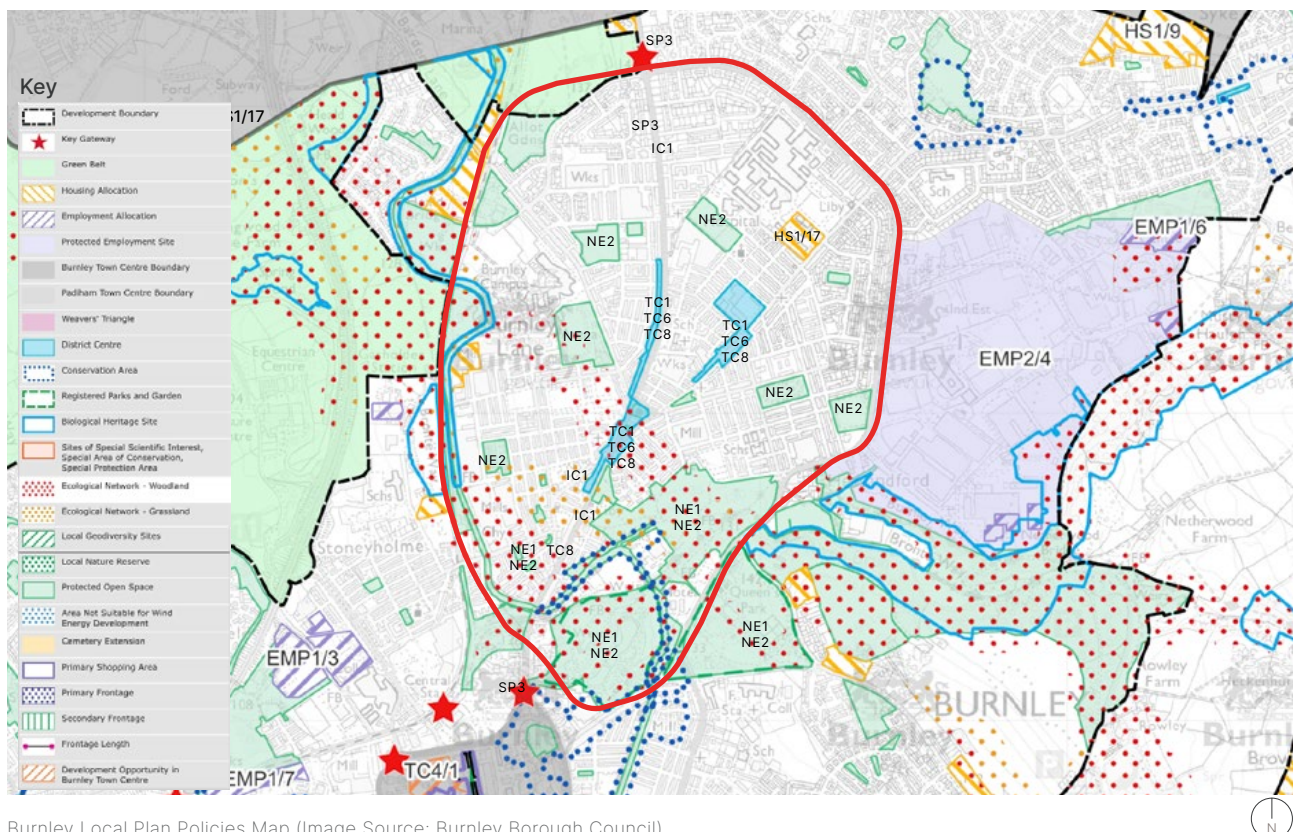
### Burnley's Local Plan (2012-2032)

Burnley's Local Plan outlines the borough's strategic development framework for the period 2012-2032. Its primary aims include promoting sustainable growth, improving the quality of life for residents and protecting the environment. The plan sets out policies for housing, employment, infrastructure, and community development, ensuring that new developments align with the borough's overall vision.

Key local plan objectives include creating jobs, improving transport connectivity, enhancing the town centre, and protecting green spaces.

### Relevant Local Plan Policies

- SP2: Housing Requirement - significant new build in the area.
- SP5: Development Quality and Sustainability
- SP5/2: Design and Layout
- SP5/3: Key Gateways. Colne Road is identified as a key gateway.
- HS1: Housing Allocations
  - HS1/10: Burnley General Hospital - large extra care housing currently under construction
  - HS1/17: Livingstone Mill - brownfield site with canalside frontage to accommodate approx 40 new homes
- TC1: Retail Hierarchy - Briercliffe Road and Colne Road are identified as District Centres
- TC6: District Centres - policies specific to District Centres
- TC8: Shop fronts and advertisements, supported by Shop Fronts and Advertisements SPD.
- HE1 and HE2: on heritage assets
- NE1: Biodiversity and Ecological Networks - woodland and grassland ecology networks cut across the area.
- NE2: Protected open space - numerous sites that you have identified.
- IC1: Sustainable Travel - This establishes a travel hierarchy of Pedestrians, cyclists, public transport and private vehicles.



Burnley Local Plan Policies Map (Image Source: Burnley Borough Council)



## **Burnley Borough Council Supplementary Planning Documents**

Burnley's Local Plan is supported by a number of Supplementary Planning Documents (SPDs) which provide additional policy and guidance to support development plan policies. SPD's are adopted documents and form material considerations for planning applications.

A number of SPDs have directly informed the Colne Road Masterplan Strategy. A short summary is provided here, with key spatial considerations identified in the plan below.

### **Planning for Health SPD (2022)**

This spatial masterplan strategy supports the SPD by seeking to add to detail to how improved public realm, better access to green spaces and living conditions can improve people's physical and mental health within the study area.

### **Burnley Green Infrastructure Strategy 2013-2031**

The strategy identifies much of the masterplan area as having the potential for new or enhanced **green infrastructure** relating to key topics such as flood mitigation, climate change adaptation, learning opportunities and food production. Colne Road identified as a priority corridor for greening.

### **Air Quality Management: Protecting Health and Addressing Climate Change SPD (2020)**

**Area at meeting of Colne and Briercliffe Road identified as one of three pollution hotspots** across borough, highlighting importance to improve the street environment and facilitate more sustainable transport modes in the area.

### **Local List SPD (2022)**

**Listed heritage mainly located to the south**, with highest concentration in the historic centre point of the site at Duke Bar. Listed bridges over the canal.

- Key**
- Masterplan area boundary
  - Listed building
  - Urban greening priority area (approximate area based on SPD plan)
  - Corridor greening priority
  - Area identified as priority for food production (approximate area based on SPD plan)
  - Air Quality Management priority area
  - Area identified as area for 'Supporting Heritage' (GI Strategy)



## 2.7 The Burnley and Pendle Local Cycling and Walking Infrastructure Plan (LCWIP)

### Burnley and Pendle LCWIP (2024)

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.

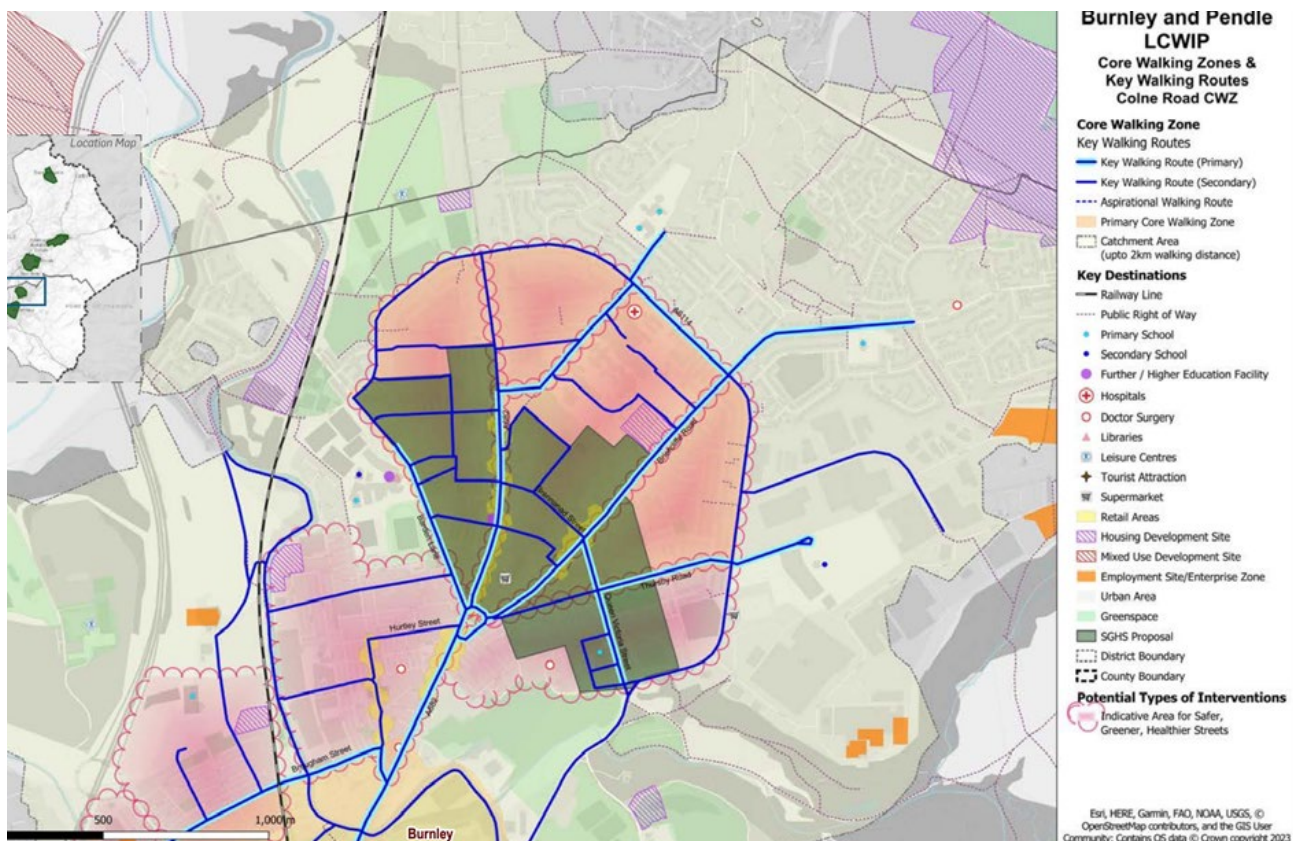
The primary objective for the LCWIP is **to increase the number of people walking, wheeling and cycling in Burnley and Pendle, particularly for short utility journeys.**

A summary of the LCWIP and its proposals is provided here. For further detail on the LCWIP, please use the hyperlink in the title above.

### Key Baseline Statistics

Detailed statistical analysis was undertaken to inform the LCWIP proposals. Key headlines for the masterplan area include:

- Colne Road has an average daily traffic flow of 10,000-15,000 journeys per day (2017-2022)
- Eastern Avenue has an average daily traffic flow >15,000 journeys per day (2017-2022)
- A high percentage of the area's population do not have access to a private car or van.
- Analysis of commuter trips highlights a propensity of shorter commuter journeys within the area.
- Historic cycle counts highlight 100-150 cycles per day on Colne Road and 150-200 on Eastern Ave.
- The "Cycle Propensity Tool" was used to model future active travel routes.
- Several streets within the area ranked highest for road collisions where pedestrians/ cyclists have been seriously injured or killed - including Barden Lane, Colne Rd, Eastern Ave and Thursby Road.



LCWIP Core Walking Zones (LCC, 2024) - the area is designated as 'Core Walking Zone 7'







### LCWIP Proposals and Deviation

The LCWIP provides a sound basis for strategic proposals and interventions included later in this document, supported by extensive statistical and spatial analysis and community engagement.

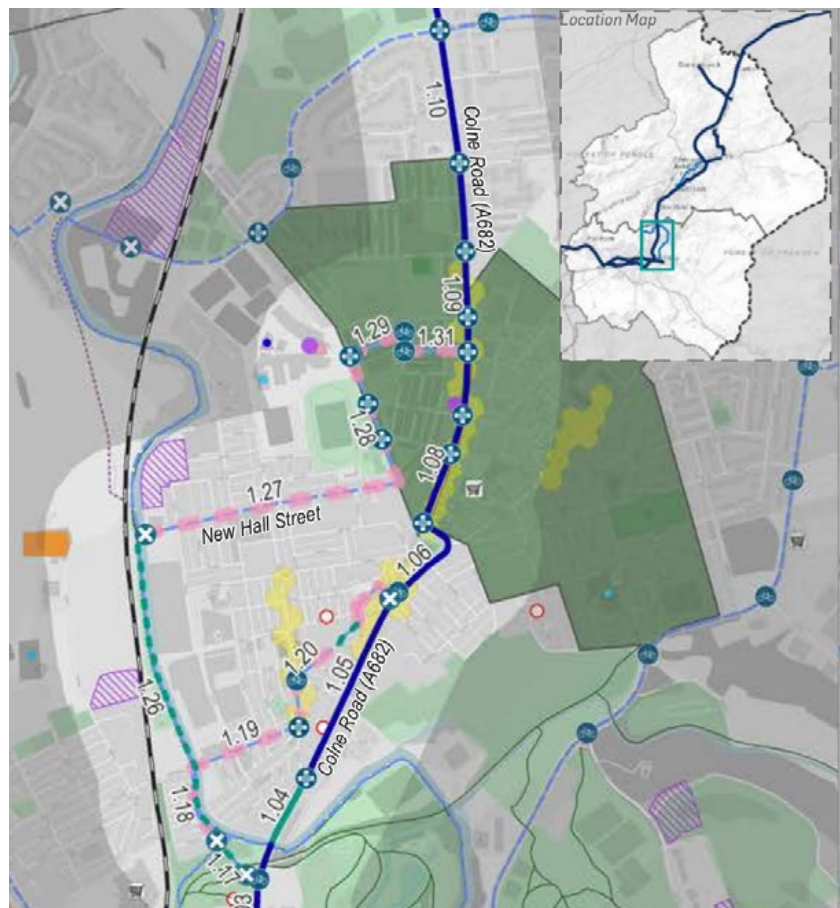
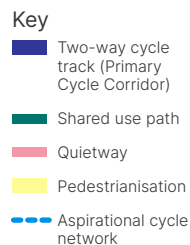
The long-term strategy for the area closely aligns with the LCWIP, which identified Colne Road as a primary cycle corridor. However more detailed analysis of Colne Road and Briercliffe Road highlight areas where LCWIP proposals wouldn't be deliverable. The masterplan strategy has provided alternative proposals in these locations to ensure alignment with the core principles of the LCWIP.

Reasons for deviation from the LCWIP include:

- The road is too narrow to deliver the LCWIP proposed approach in accordance with LTN 1/20 requirements; and
- Areas of conflict where parallel parked cars or cars turning into private curtilage would obstruct a smooth flow of cycle movement.

### Cycle Infrastructure Proposals Summary

- 1.03 / 1.05/ 1.06/ 1.08/ 1.09: Two-way segregated cycle track on the eastern side of Colne Road carriageway.
- 1.04: Shared-use path on the eastern side of Colne Road carriageway.
- 1.07: Barden St - Two-way segregated cycle track proposed on the eastern side
- 1.10: Two-way segregated cycle track on the western side of Colne Road.
- 1.20: Widen existing path to 3m, mixed traffic provision and traffic calming measures on Hebrew Road.
- 1.19/ 1.27/ 1.29/ 1.31 - traffic calming measures, mixed traffic street approach and 20mph speed limit.
- Junction improvements and traffic signal upgrades at all 'Safer, Greener, Healthier Streets' priority location junctions.



LCWIP Proposed  
Cycle Infrastructure  
Provision (LCC, 2024)



## 2.8 Socio-Economic Context

### Key Characteristics of the Place

#### Deprivation

Significant areas of deprivation based on 2019 data within the site, that match the wider trend of persisting hardship along the Leeds and Liverpool canal corridor. Most of the area is highly deprived with less deprivation occurring on communities to the northern edges of the site towards the rural fringe of the Burnley urban area (as shown on the IMD map opposite).

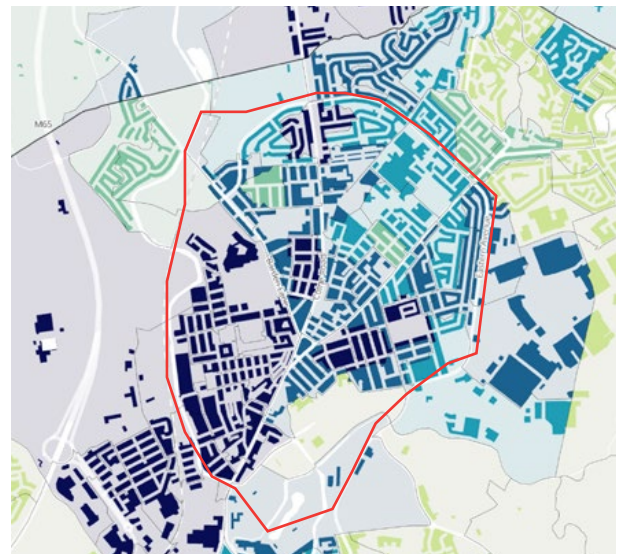
These high levels of deprivation highlight the need in the area for a masterplan which can help secure economic growth, improve the public realm and provide new homes. This will help reduce deprivation by improving health and lifestyle outcomes for the local communities.



Indices of Multiple Deprivation Map (CRDC, 2019)   Site Boundary

#### Demographics / Community

The site is a diverse area, with a range of ethnicities and religious communities existing within it. This adds the vibrancy and sense of belonging in the area as there are a variety of social amenities and hubs along Colne Road, but who share a local centre / high street to come together. The map opposite from the 2021 UK census shows the percentage of people with South Asian ethnic heritage (the darker the blue the higher the percentage). This shows the highest concentration to the south west of the site centered around the Daneshouse and Stoneyholme areas.



Ethnicity Map by LSOA (UK Census, 2021)   Site Boundary

#### Economics - Travel to Work/ Employment Mix and Opportunities

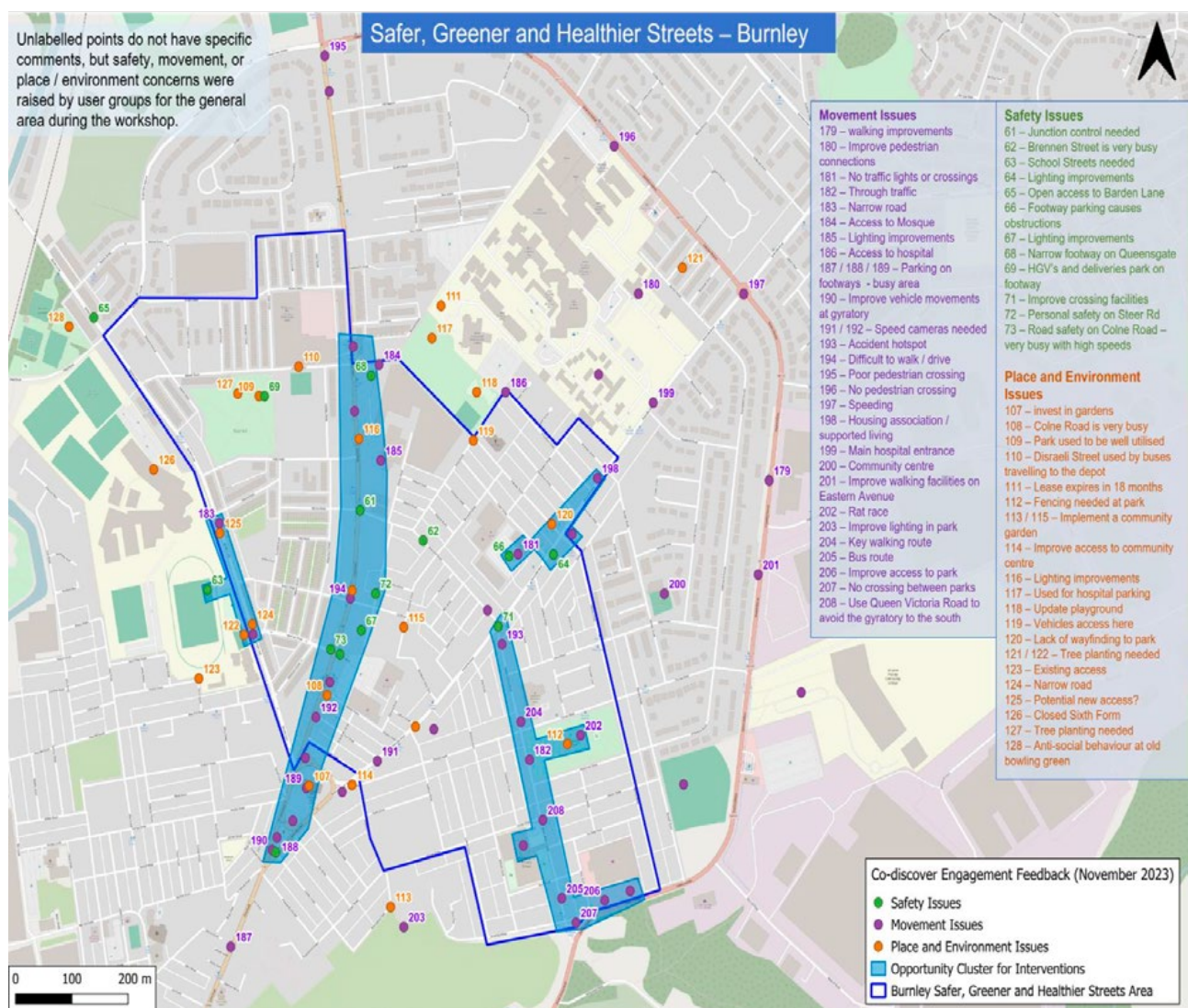
- Manual labour is still a key component of the work opportunities in the local area, with industrial landuses existing within and just bordering the site. Burnley highest % jobs in manufacturing of any borough in England 2019.
- The 2023 SGHS baseline work found that over half of residents travel less than 5km to work - with 20-50% in the southern areas travelling by foot or bike. There are still improvements to be made as this drops to 5% in the northern areas of the site.

## 2.9 Safer, Greener, Healthier Streets – Initial Community Engagement

Prior to the start of preparing the masterplan, consultation work had already taken place through the "Safer Greener Healthier Streets" initiative led by Lancashire County Council and with their appointed framework consultant, Jacobs. It was through this work that the need for a masterplan to coordinate future interventions and improvements was identified. The feedback received from these engagement events provides key information and context for our analysis and proposals for Colne Road and its surrounding communities.

### Key Takeaways for Colne Road Masterplan:

- Colne Road should be the main priority for a long term vision but secondary routes also need to be addressed (highlighted in blue).
- Improvements to and better access to local parks is a major concern of the local community.
- Narrow pavements, poor lighting and poor access to local amenities (religious venues and hospital) were highlighted as key issues for the area.



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3

# UNDERSTANDING THE AREA



# Introduction - Our Approach to Urban Analysis

As this masterplan strategy covers such a wide spatial area but requires detailed street design proposals in the final vision, the analysis will be conducted at two distinct scales. This will lead to a cohesive understanding of the wider area and its context, whilst fully exploring the granular challenges experienced at street level along Colne and Briercliffe Roads.

## **Neighbourhood/Strategic**

Analysing the masterplan study area as a whole to gain a full understanding of the place functions and its identity. This will lead to a good understanding of the overarching opportunities to improve the local area to better the lives of local people in and around Colne Road.

## **Local / Street Scale**

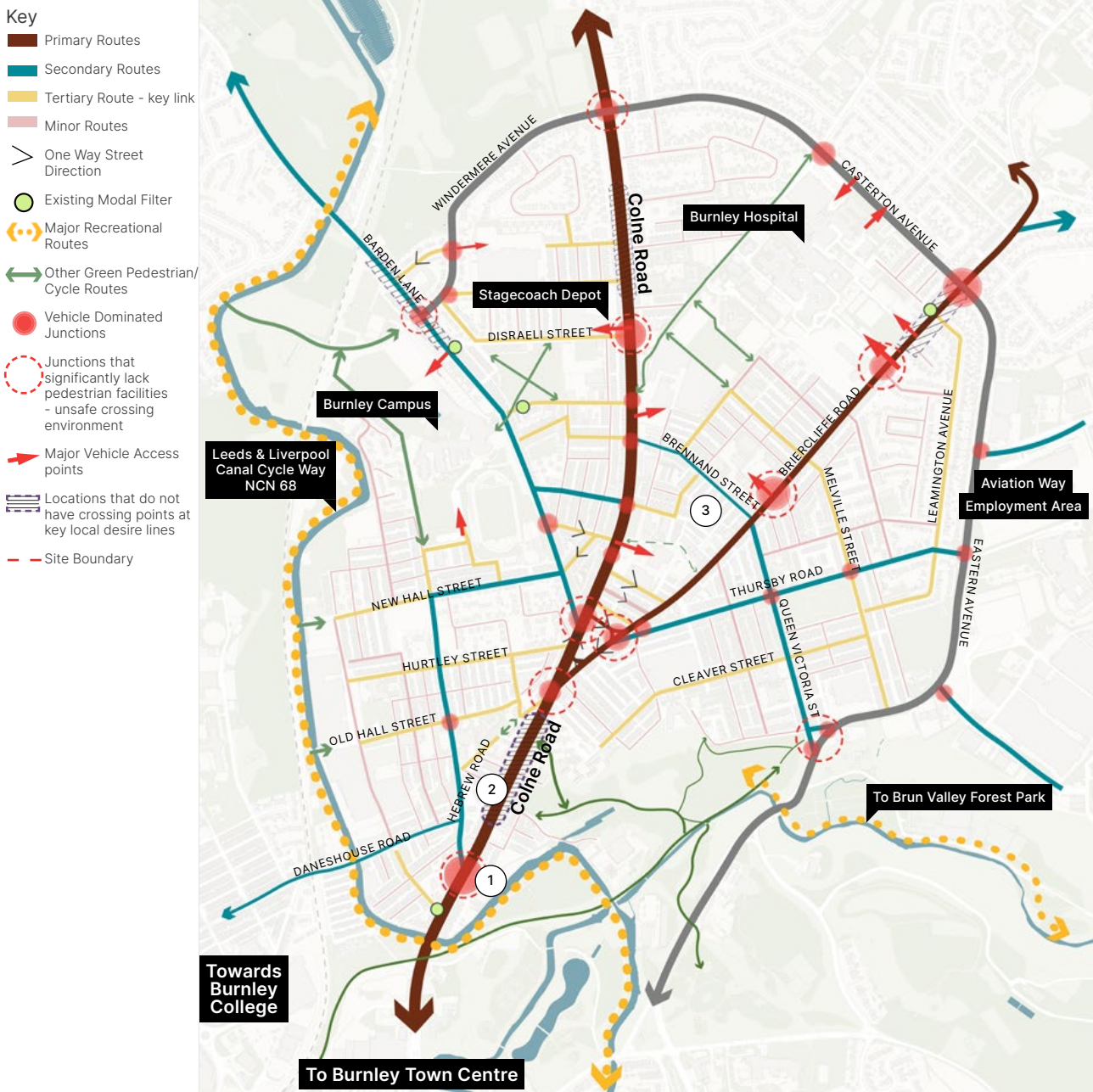
Taking a segmented approach along the primary roads as a set of distinct areas to analyse the detailed issues. This will help gain an understanding of the places to intervene in the short and long term to improve the lives of people along Colne Road.

### 3.1 Movement and Connectivity

Colne and Briercliffe Road run through the site area providing strong connections to Burnley Town centre but also partly create barriers between neighbourhoods. This is down to high vehicle traffic numbers, rat running on local streets combining to create a harsh street environment.

What the community said

Engagement undertaken in 2023 showed speeding, road safety and better pedestrian route lighting as key concerns.

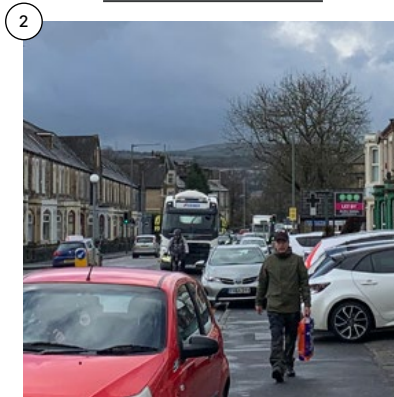


### Dangerous Junctions



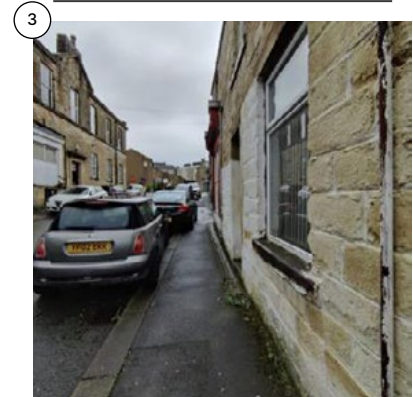
The Colne Road - Barden Lane Junction is very unsafe for pedestrians and cyclists at present as it is nearly 20 metres wide without any pedestrian crossing facilities.

### Poor Street Design



The mix of uses at the southern end of Colne Road without a clear street design for parking creates conflict between pedestrians, cyclists and vehicles. The result is unsafe and unattractive.

### Car-Dominated Local Streets



Many residential streets of terraced houses are of low quality and unfriendly to pedestrians due to a lack of green infrastructure and informal car parking squeezing the space to walk and cycle.

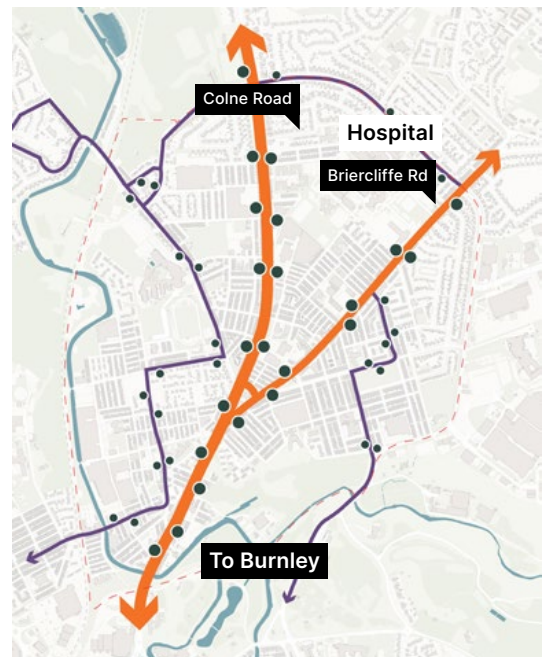
## Public Transport Connectivity

### Key Findings

- Strong links exist North to South along primary routes of Colne and Briercliffe Road, but there is a lack of crossing facilities and many of the junctions are unsafe.
- Whilst there are some clear secondary routes serving the communities off the main routes they do not provide full E-W (orbital) connections through the area.
- There is a fine grain of minor routes that serve residential areas and for local movement needs but some of these are hard to navigate and are largely of poor quality, especially for cycling

- Well Served - 10 Buses per hour along Colne Road providing reliable connections to Burnley and Nelson.
- Minor routes only provide one bus an hour.
- Lack of east-to-west connectivity in current bus network for key employment and education destinations

Key  
 Main Bus Corridors  
 Minor Bus Routes  
 Bus Stops



Bus usage could be improved, only 10-30% of those living on Colne Road use it.



Cycle and pedestrian casualties occur on both major and minor roads.

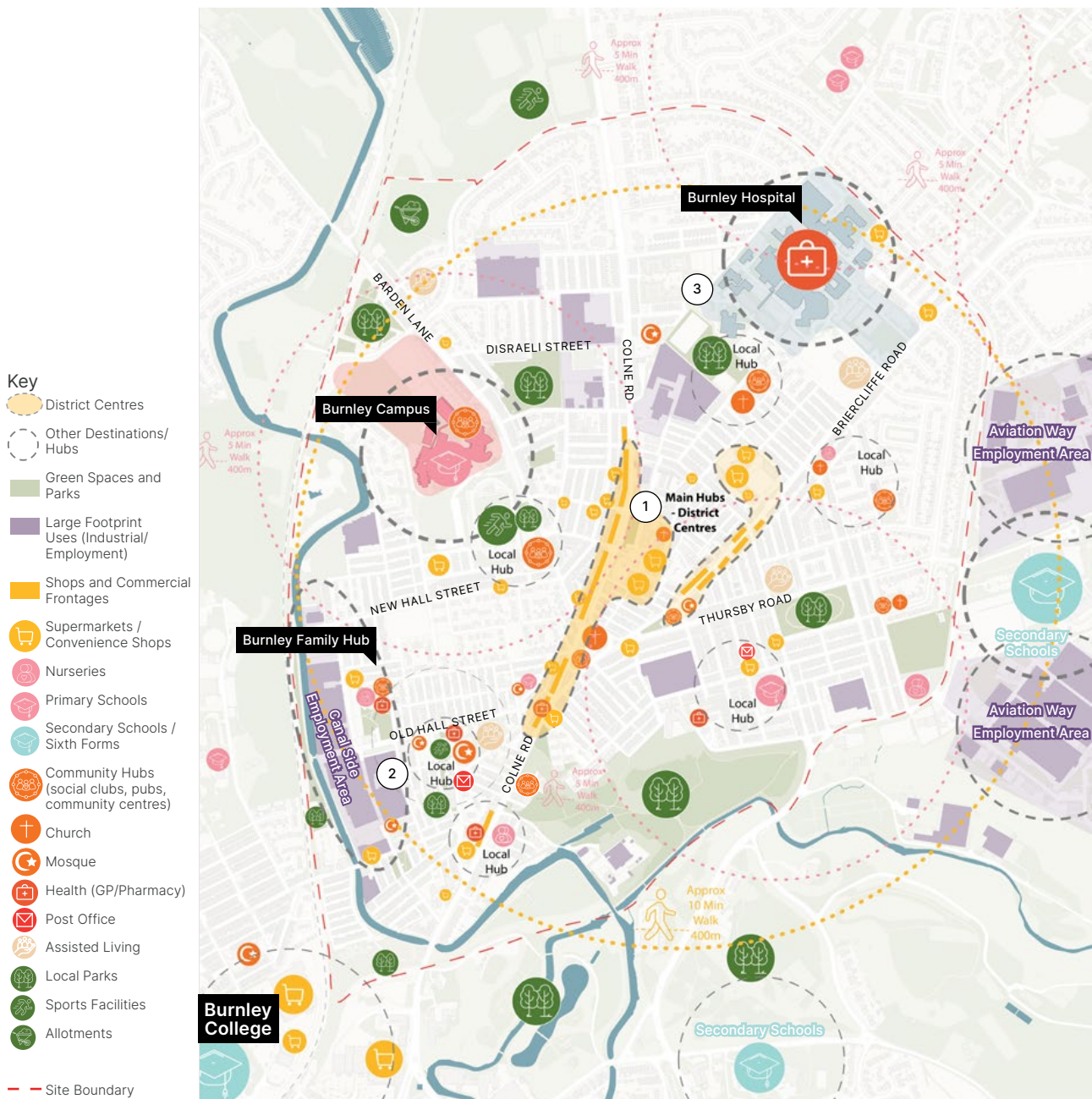


## 3.2 Uses and Destinations

Overall the neighbourhoods in the site area contain many of the key local facilities that are needed to make a sustainable place to live, work and play. There are various community, shopping and employment uses on the doorstep and in a walkable distance for residents.

What the community said

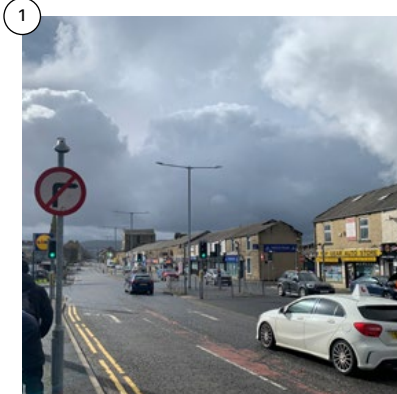
Improving street lighting to make key destinations safer at night was a key concern for local people.



Uses and Destinations Plan

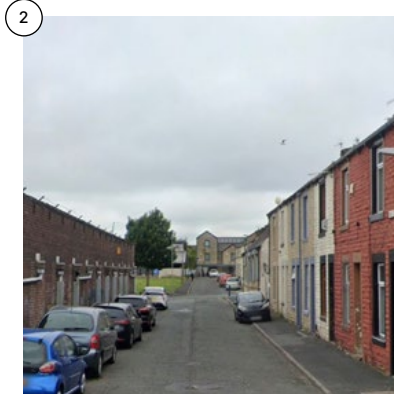


### Car-Dominated High Streets



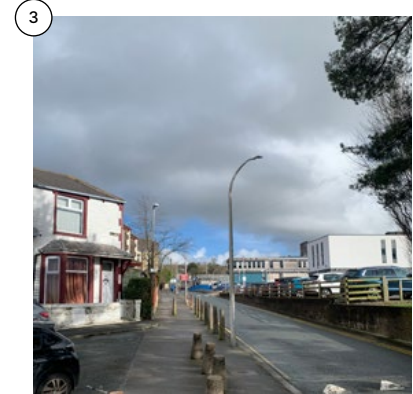
The northern end of Colne Road District Centre remains a very car dominated environment making it unattractive to spend time in

### Blank Frontages Facing Homes



The way industrial uses sit within residential areas leads to homes facing unattractive blank frontages, which negatively impacts these streets.

### Key Amenities Close By

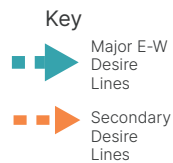


Despite some issues with access, the major destinations such as schools and the hospital are within easy walking or cycling distance of most peoples homes.

## Emerging 'Off Corridor' Desire Lines

### Key Findings

- District centres/high streets on Briercliffe and Colne Road lie at the centre of the area, 5-10 minutes walk from majority of population.
- Other key destinations and amenities lie off the main roads but there are not clear or attractive routes to access these.
- Large footprint uses provide local jobs and are sustainable employment locations but detract from their surroundings with long blank frontages, acting as barriers to movement in the local area and generate large amounts of vehicle movement in the surrounding streets.



- Colne and Briercliffe Road act as the main vehicular movement routes at present as they have historically in and out of Burnley Town Centre.
- However, other desire lines have emerged given the introduction of new destinations more recently. These stress the need for better east-to-west pedestrian and cycle movement. This is supported in the Lancashire Local Cycling and Walking Infrastructure Plan.

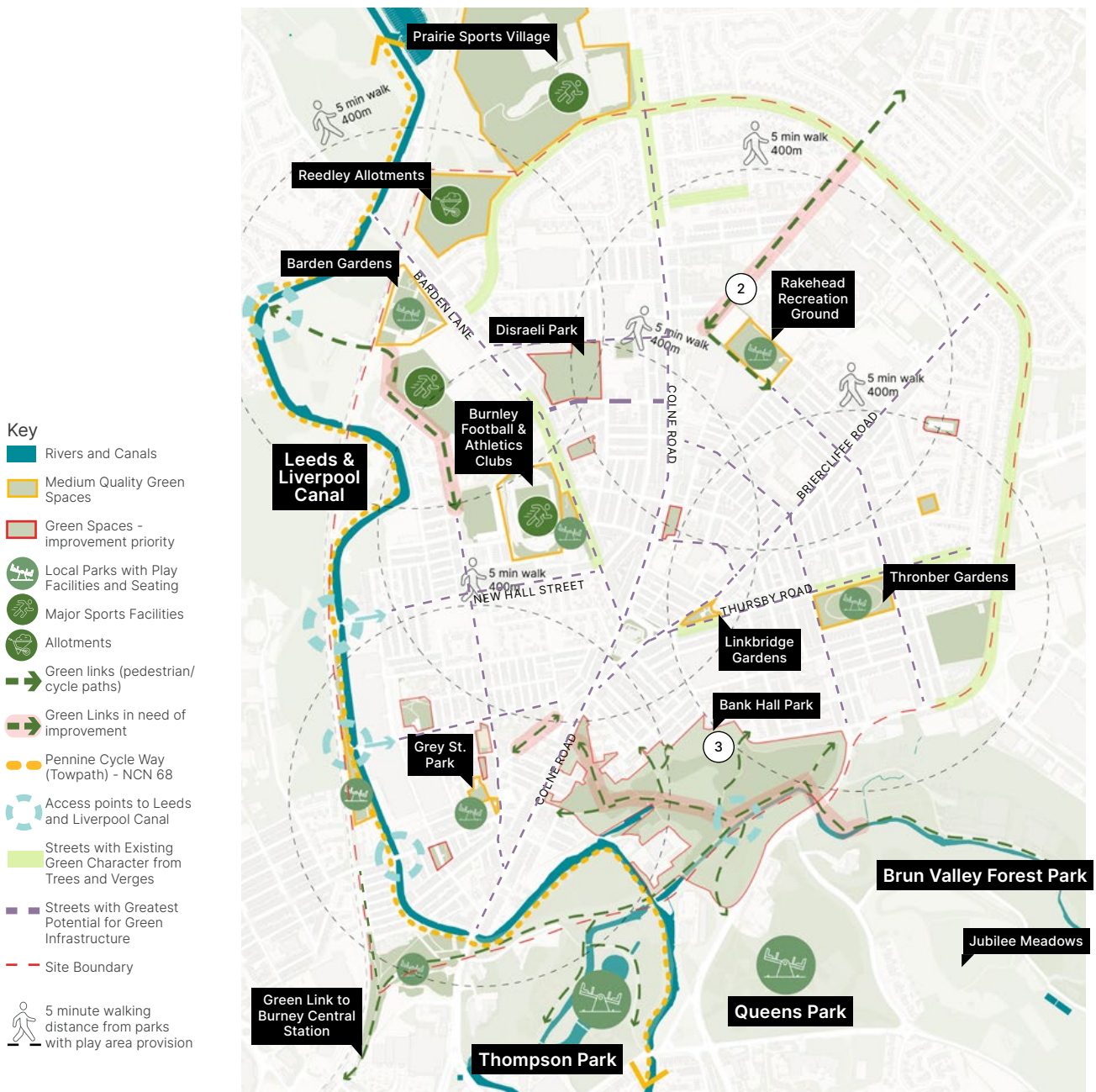


### 3.3 Green and Blue Infrastructure

At both a wider and local level there is a adequate provision of green spaces in the local area, although they are of varying quality and are do not have green links connecting them. There is also a general lack of greenery and nature in the roads and streets in the neighbourhoods.

What the community said

Local people are keen to see improvements for Disraeli Park and Rakehead Recreation Grounds with tree planting a priority.





### Views to the Hills



Despite the public realm often lacking greenery the streets in the area often have views to the wider countryside and moors from them, which is a positive aspect of the area.

### Pedestrian / Cycle Routes



Whilst some traffic free routes exist within the site they are of low quality - lacking lighting, surveillance and safe connections to wider destinations.

### Links to Wider Green Space



One of the major opportunities for the area is to make more of the major natural assets on its doorstep, such as Bank Hall Park (pictured above) and the L&L Canal, the links to these are currently poor.

### Key Public Open Spaces for Colne Road Communities

#### Disraeli Park -

#### **Improvement Priority**

Significant open space with some lighting and clear unpaved desire lines to key destination of Burnley Campus. Currently lacks surveillance, seating, play or exercise provision. Council and community priority to enhance it.



#### Rakehead Recreation

#### **Ground - Medium Quality**

Major community park with sports and play provision and linking to key green route past hospital. Major area is temporarily being used for overspill parking for hospital. Further improvements are supported.



#### Grey Street Park -

#### **Medium Quality**

Introduced in to the dense Daneshouse area to SW as part of 2010s regeneration strategy to improve liveability for the community this space is a key resource providing play, greenery and rest space for local people.



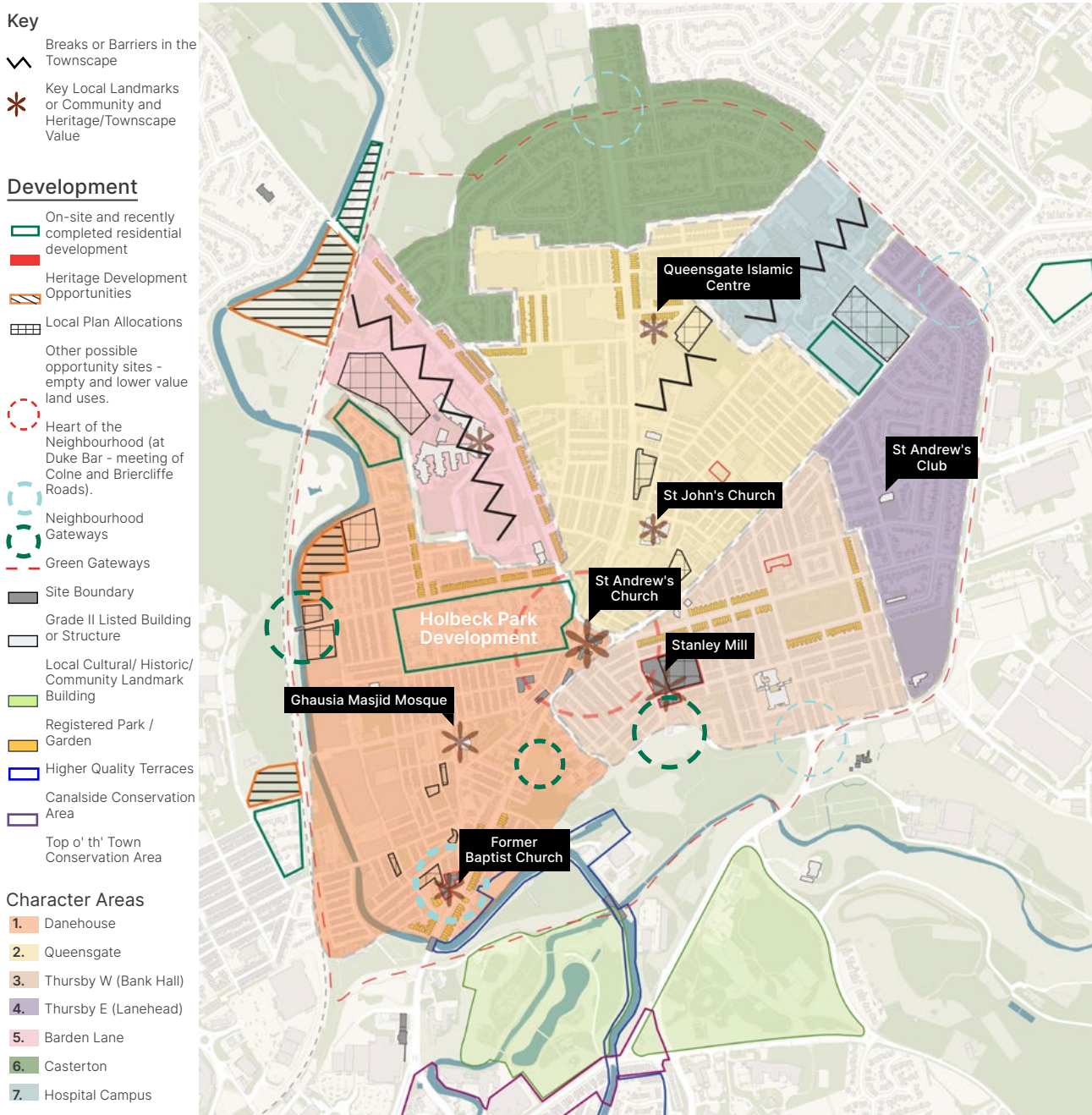
### Key Findings



- Good local park provision, but many low quality or medium quality - they are isolated and disconnected.
- Strong sports provision to North West of the site.
- Small amount of "green" streets but "grey" nature of most reduces the liveability of the communities.
- L&L Canal and River Brun Valley Forest park (ending at Bank Hall) are on the edge of the area but are not well signposted to the area.
- Traffic free walking/ cycle routes have poor wayfinding and lack of surveillance, as do not have homes fronting on to them.

### 3.4 Townscape, Character, Heritage and Development

In order to fully understand this large area it is helpful to break it down according to the character that defines its different parts and the communities that have formed over time. The key visual landmarks and development activity also contribute to their townscape identities.



Character Areas, Landmarks and Development Diagram



### 19th ce. Tight Victorian Streets



The inner areas of **Daneshouse, Thursby West, and Queensgate** are made up of Victorian terraces arranged in a rectangular grid pattern, containing non-resi uses within the layout. The compactness leads to some areas lacking legibility and being hard to navigate.

### Mid 20th Ce. Development



The suburban nature of these 20th century, outer neighbourhoods exemplifies the **Casterton and Thursby East** character areas, with wider streets arranged in curving layouts. This sparser arrangement allows for more street trees and greenery within these areas.

### 21st ce. Major Desinations Dominate



Both the **Barden Lane** and **Hospital Campus** character areas are primarily defined by the large footprint uses of the Burnley Campus (pictured) and Hospital respectively. This makes the areas less permeable and heavily impacted by the vehicular traffic they attract.

### Key Local Visual Landmarks

#### Key Findings

- The outer edges of the site have a more residential character compared to the compact central neighbourhoods, where terraced houses and non-residential uses are more common.
- Major visual landmarks of community value act as key focal points across the area and help provide identity to neighbourhoods either side of Colne Road.
- Residential developments recently completed and under construction to the west increase the need to improve the environment in and connecting to the district centre areas.

#### Ghausia Masjid Mosque

A vital community asset in the Daneshouse area, and as a new build mosque is a clear visual landmark in this area that has suffered fragmentation to its original historic form.



#### St Andrews Church

At the heart of the area this prominent Church is the key focal point for wider communities as it is often visible down connecting streets reinforcing the role of the meeting point of Colne and Briercliffe road as the natural centre.



#### Stanley Mill Chimney

Clearly visible from the northern end of Colne Road looking south towards Burnley, this Grade 2 listed mill's Chimney also helps provide some legibility in the Thursby Road neighbourhood in the south east.





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4

# CHALLENGES AND OPPORTUNITIES

## Summarising the Challenges

Similar to the approach to the urban analysis, the breakdown of the key challenges outlined in this section are at two scales - for the wider neighbourhood as well as for the two main roads.

### **Neighbourhood/Strategic**

An appraisal of the key spatial challenges within the masterplan area considered at an area scale considering how the various issues interact across all neighbourhoods.

### **Local / Street Scale**

An appraisal of Colne Road and Briercliffe Road using a segmented approach, with key findings included here and the full analysis included in the appendix of this document.

## 4.1 Area-Wide Challenges

The Colne Road area faces a number of challenges which prevent it functioning as a safe, connected and prosperous group of neighbourhoods.

The adjacent list provides a summary of the predominant challenges faced by the area, summarising the findings of our analysis and the public engagement events..

### Key Challenges

#### Car-dominated, grey streets

The main primary (Colne and Briercliffe Roads) and secondary routes in the area have high traffic volumes and vehicle focussed street-design with few crossing points, which leads to a poor pedestrian experience. The majority of tertiary, residential streets also lack greenery and are dominated by parked vehicles. Many junctions are also unsafe for those walking or cycling in the area.

#### Poor east-west connectivity and permeability

There is severance created by vehicle dominance of Colne and Briercliffe roads that between stops connecting key green and blue Infrastructure opportunities (L&L canal to Brun Valley Forest Park). This also hampers access to key local employment, healthcare and education destinations. The quality of street network between the main roads also leads to breakages in pedestrian and cycle movement across the area.

#### Poorly defined green spaces

Some of the greenspaces in the area are lacking in natural surveillance and clearly signposted access points. They would be improved by being better connected to the surrounding local area so more people feel safe and are able to enjoy these key local assets.

#### No clear focal point or centre to the area

The natural, visual centre point for the area, St Andrew's Church, is isolated by the gyratory road arrangements around it. This along with the poor visual character of the district centre high streets and local hubs mean the area partly lacks a clear identity.

#### Impact of Larger Footprint Land Uses:

Blank elevations on to residential streets, wide entrances for delivery vehicles and lack of permeability through the area are some of the key negative impacts of these land uses.

#### Poor legibility (lack of) Wayfinding

At times it is difficult to navigate to key local destinations and through areas of tighter terraced streets.

#### Visual Character of High Streets

District centre high streets at Colne and Briercliffe roads are vehicle dominated and are in places lacking in quality, greenery and a sense of place.

#### High levels of deprivation

The relatively high levels of deprivation in the area impact on local people's life outcomes and creating a prosperous and resilient community.





Area-Wide Issues and Challenges Plan

## 4.2 Area-Wide Opportunities

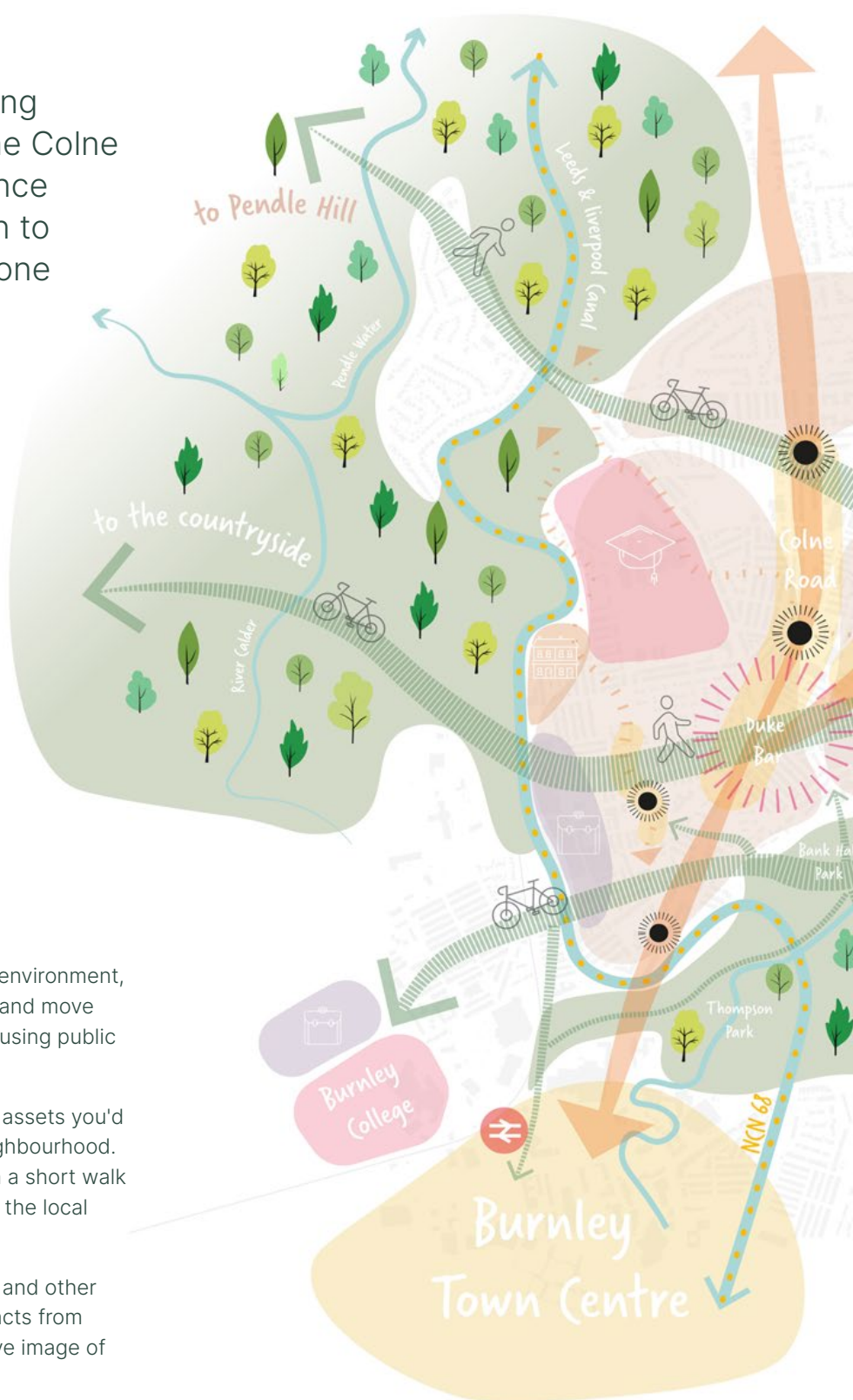
There are a range of exciting spatial opportunities for the Colne Road area to further enhance its role as a key gateway in to Burnley Town Centre and one of its vital inner suburbs.

These focus around improving the living environment, to make it a more attractive place to live and move through for those walking, wheeling and using public transport.

The area already possesses many of the assets you'd expect to find in a sustainable urban neighbourhood. Work, home and countryside all sit within a short walk of one another; and a large proportion of the local population walk or cycle to work.

Despite this, the quality of streets, parks and other areas of public realm is poor, which detracts from local quality of life and portrays a negative image of the area to those passing through.

The range of opportunities identified respond to the existing conditions of place, ultimately aiming to enhance the quality of civic space across the area to improve the everyday experiences of local people.



Area-Wide Opportunities Plan (the drawing is schematic and is not spatially accurate)





## Opportunities

1. Enhancement of connections to Burnley Town Centre, creating conditions for more sustainable transport choices and active everyday journeys.
2. Improve east-to-west movement and legibility through the area between employment, healthcare, education and green spaces.
3. Develop the LCWIP proposals, adding additional design detail to support the strategy.
4. Create an enhanced high street environment along Colne and Briercliffe Road.
5. Create conditions for diverse and inclusive economic growth within the area, complementing but not competing with the Burnley Town Centre offer.
6. Enhance active travel routes between the area and Burnley Town Centre, with significant focus on the Brun Valley route.
7. Draw surrounding nature into the neighbourhood along a series of green streets.
8. Enhanced public realm at local amenity hubs within the residential neighbourhoods
9. Create new amenity public spaces along Colne Road at local community hubs and religious destinations.
10. Improve liveability of local streets and homes, encouraging people to spend more time outside.
11. Enhance the value of the area as a destination through public realm and urban greening interventions.
12. Encourage more people to stop off in the area on long distance walks and cycles



## 4.4 Colne Road and Briercliffe Road Challenges

An appraisal of both Colne Road and Briercliffe Road has been conducted to inform the long-term strategy for each street, bringing together findings of site visits and desktop research. Through the analysis, we have identified four distinctive character areas along Colne Road, and two character areas along Briercliffe Road.

The following pages provide a summary of the findings of the appraisal, highlighting the overarching issues challenges faced by the area's main roads, relating to movement, sense of place and road safety.

The appraisal has allowed us to identify opportunities for improvement and priority locations for intervention along the two main roads, some of which have been taken forward for detailed design as part of the LUF SGHS initiatives. Other opportunities for improvement have been focused on in more detail in Chapter 8 of the document.



Colne and Briercliffe  
Road Character Areas

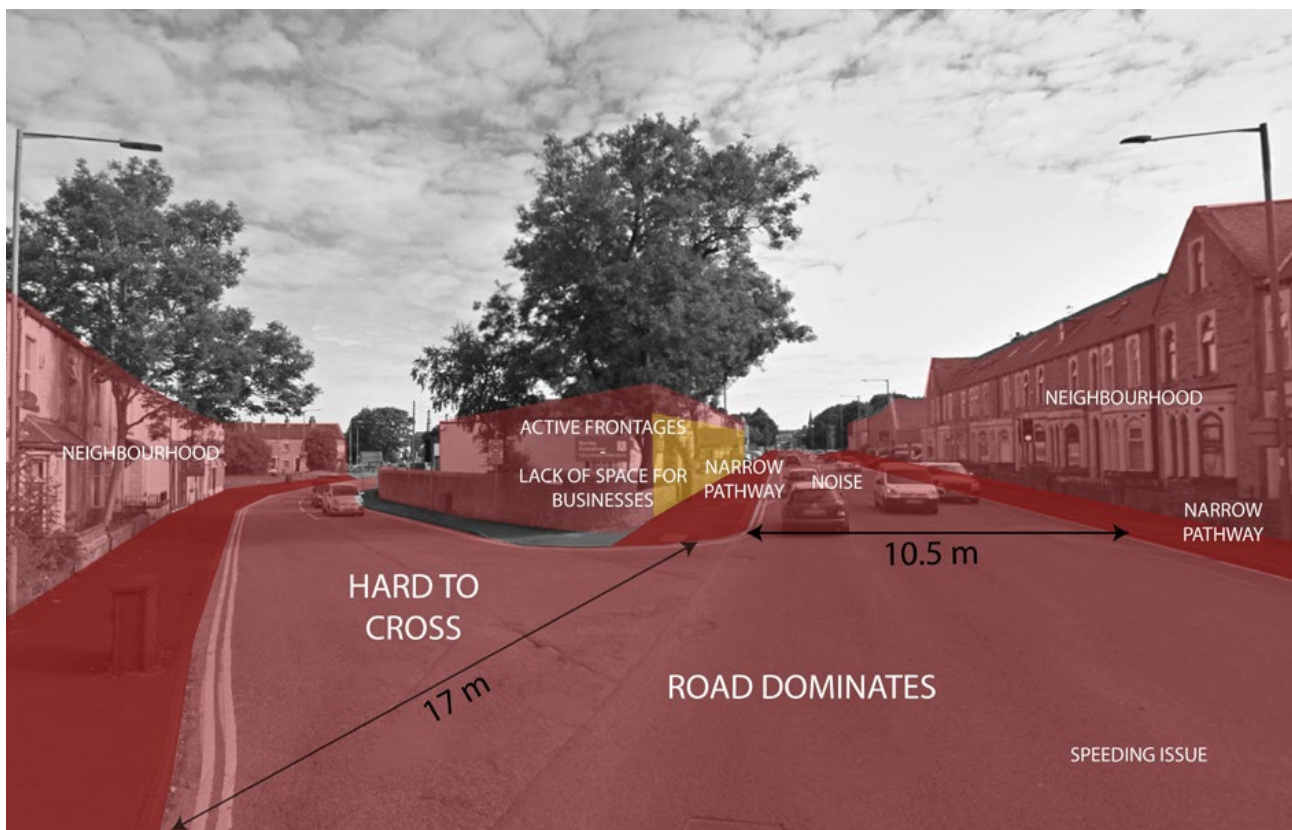


Local business has suffered as a result of the road design, with narrow pavements, no street furniture, cycle parking facilities or short-stay parking options

### Colne Road South - Key Issues

- Poor street environment around higher-quality historic buildings and local landmarks
- Junction with Hebrew Road presents a harsh pedestrian environment, with no formal crossings and poor visibility due to tight geometries.
- No formal parking for GP and pharmacy, resulting in pavement/ kerb parking and informal parking in bike lane.
- No crossings at key intersections and desire lines.
- Low-quality pedestrian environment outside shops - narrow pavements and no opportunity for business spill-out. No formal on-street parking facilities to northern shops
- Large hardstanding space at junction - vehicle priority and lack of pedestrian or cycle crossings at key intersection.
- Narrow, unsegregated bike lanes are regularly obstructed by kerb parking along the road.

### Priority Location 1 - Hebrew Road Junction



SGHS Priority Location - Hebrew Road junction



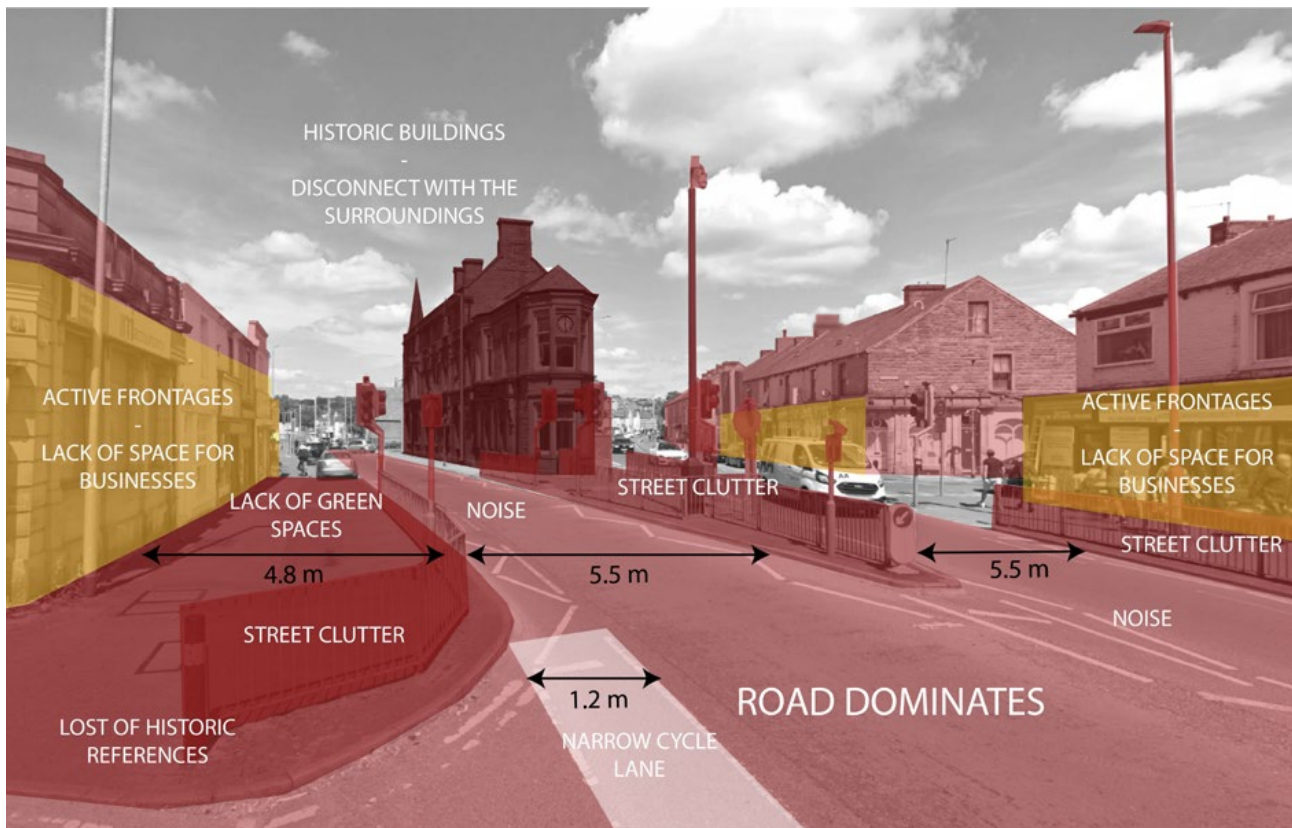


A low-quality arrival experience entering the historic village centre

## The Gyratory - Key Issues

- Poorly defined, vehicle-dominated junction at historic focal point - fails to create a sense of place or arrival to the historic centre.
- Low-quality public realm setting for heritage assets around Duke Bar and the church. Heritage buildings disconnected from surroundings - roadways act as barriers.
- Narrow pavements along shop frontages create a pedestrian environment and prevent businesses from spilling out into the public realm.
- Public realm and pavements dominated by street clutter.
- Where wider pavement spaces occur they lack a clear function - generally hard tarmac surfaces where street trees could be integrated.
- One-way gyratory system is convoluted and creates vehicle-dominated environment around heritage assets.
- Junction with Hurtley Street poor pedestrian crossing environment.
- Junctions to the north of the area are an inefficient use of space and fail to slow-down vehicle traffic entering the area.

## Priority Location 2 - The Gyratory (Southern Entrance)



Street clutter and low-quality tarmac surfaces create a low quality setting for heritage assets





The width and design of the road encourages speeding and creates a low-quality environment for local businesses, pedestrians and cyclists

### Colne Road High Street - Key Issues

- A wide central reservation, tall street lights at the centre of the road and wide road carriageways creates a highway character. Businesses along the western edge operate in a low-quality street environment, with narrow pavements, kerbside parking, no street furniture or green infrastructure.
- Central reservation at its widest, lacking a clear function and emphasising wide highway character
- Poorly-defined and inaccessible green space adjacent to the former school building. Potential to create park and allow green character to better define the street.
- Poor crossing environment at intersection of key east-to-west desire lines linking local destinations.
- High street uses hemmed in by roadway, narrow pavements and low-quality surfaces. No crossings, formal or informal.
- Poor-quality/ dangerous crossing environment at key intersection adjacent to Queensgate Islamix Centre. Pavement ends at large junction with bus depot, creating unsafe junction for pedestrians.

### Priority Location 5 - High Street (Wide Central Reservation)



A wide central reservation and carriageways creates a 'dual-carriageway' effect, making the street feel more like a highway than a high street

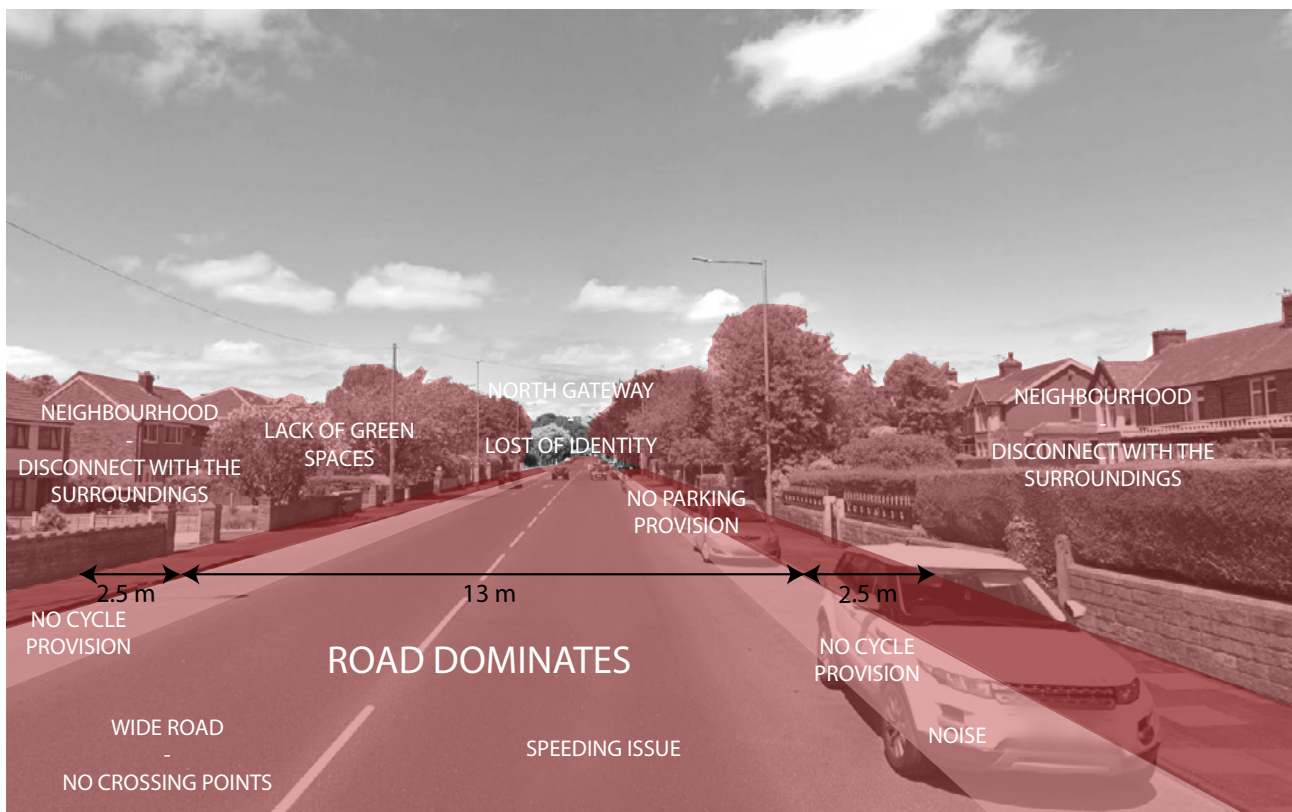


A wider street and sense of openness created by setback buildings, encouraging speeding

### Colne Road North - Key Issues

- A wide and continuous road carriageway creates sense of openness and encourages speeding.
- Parking provided in-street despite large driveways to adjacent dwellings.
- Narrow pavement spaces and greenery confined to gardens.
- Central reservation remains in place despite transition from a high street to a residential street and neighbourhood.
- Large vehicle-dominated junction marks gateway to the area at Casterton Avenue and Windermere Avenue - opportunity to reduce road space and consider cycle-priority measures.
- The street presents a long continuous stretch of road, with no informal crossing points, traffic calming measures or street furniture elements to slow down vehicles. This encourages speeding along the street and through the area.
- No sense of place or arrival at important points entering the High Street and around key destinations, heritage and cultural assets.

### Priority Location 9 - Northern Junction with Casterton Avenue and northern entrance road



A wide road carriageway which encourages speeding on the approach to the High Street and District Centre





The design of Briercliffe Road encourages speeding and lacks any meaningful sense of place

## Briercliffe Road - Key Issues

- The design of Briercliffe Road isolates Linkbridge Community Centre, with no formal crossing points linking residential areas with the asset.
- The lack of formal crossing points along the street creates a barrier to east-to-west movement.
- Briercliffe Road is a historic village high street, comprising a fine urban grain of victorian terraced buildings defining a narrow road. This is a real challenge when seeking to balance the street for multiple users and improve pedestrian and cycle facilities, whilst ensuring a smooth flow of vehicle traffic and bus movement.
- A lack of traffic calming measures along the street encourages speeding, contributing to a hostile street environment and a poor sense of place.
- Pavements are narrow along the street and there is a lack of provision of cycle lanes or parking facilities. Creates a low-quality pedestrian experience and poor street environment for local businesses.
- The wider road carriageway to the north of the high street encourages speeding, exacerbated by a lack of traffic calming measures.



Briercliffe Road is a narrow high street with no short-stay parking, cycling infrastructure or traffic calming



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5

# ENGAGEMENT

## 5.1 Engagement Events Summary

Speaking to the people who live and work along Colne Road has been a key part of preparing this spatial vision for the area's future.

A number of engagement events with the local community and stakeholder events have taken place to help inform and shape the proposals for the Colne Road area along with a draft of the document forming part of LCC's summer 2024 LUF public engagement. A breakdown of the engagement undertaken is given below:



Local stakeholders engagement event at Linkbridge Community Centre, 15th May 2024.

### Colne Road Spatial Masterplan Engagement Events Timeline

#### October 2023 - Safer Greener Healthier Streets

- Initial consultation established initial community priorities, the feedback led to realisation of need for a masterplan approach/wider strategy for neighbourhoods along Colne Road (see p.29 for details).

#### 15th May 2024 (5-7:30pm) - Community Stakeholder Engagement Session, Linkbridge Community Support Centre

- Community Stakeholders invited to share views on a future vision for the Colne Road area.
- Establishing spatial priorities, visioning workshop identifying local needs and opportunities.

#### 22nd May 2024 - Burnley Councillors Briefing Session (Online Meeting)

- A briefing session on the draft Vision and Spatial priorities also took place to make sure it aligned with wider communities needs.

#### July/August 2024- LCC's Levelling Up Fund East Lancashire Projects Engagement (Online & in person event Burnley Library - 29th July)

- Draft of the spatial masterplan document was shared publicly online as part of a county-wide consultation on all Levelling up Fund projects.
- Further feedback received from a wider audience in the context of other plans taking place across Burnley and East Lancashire.

#### Key Takeaways:



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6

VISION:  
A SAFER,  
GREENER,  
HEALTHIER  
PLACE TO LIVE



## 6.1 A safer, green and healthier place to live

The long-term vision for the Colne Road area aims to improve the quality of life and everyday experience local people. Building on the area's strategic location, the spatial strategy provides a blueprint and guide to deliver a safer, more sustainable and greener place to live.

The vision for a safer, green and healthier residential neighbourhood is underpinned by a set of overarching vision objectives, as identified in the diagram below. The vision objectives respond to community and stakeholder feedback and existing [Lancashire and Burnley Council strategic objectives](#), including the [LCWIP](#), and have been used to steer design decisions and proposed interventions.

The vision objectives have been used to prioritise proposed interventions, with proposals which achieve more of the objectives identified as higher priority.



## 6.2 The Spatial Strategy

The spatial strategy for the area is steered by the vision and vision objectives, providing a spatial blueprint to steer future interventions across the area.

The strategic framework drawing on the next page begins to explore how the vision and overarching principles could be delivered spatially; working towards a more liveable, vibrant and sustainable neighbourhood.

→ Make it easier to walk or cycle from east to west across the area



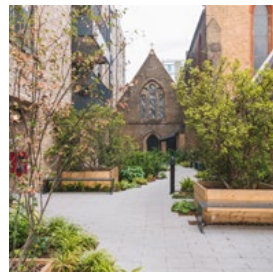
← Make it easier to find your way around the area (e.g. new signage, lighting and art work)

→ Reduce speeding and prevent rat-running through the neighbourhood



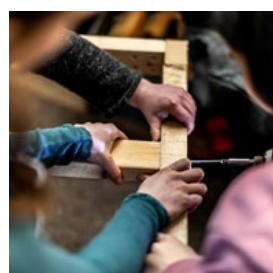
← Shout about the area's history and identity, letting people know they've arrived!

→ Bring landscape and nature into the area and onto Colne Road



← Improve the setting of local amenities, cultural and religious destinations

→ Improve local parks and green spaces and create green streets to connect them



← Explore opportunities to deliver inclusive economic growth and new development within the area





## Key Potential Interventions

- Potential to enhance the crossing environment - potential for informal pedestrian crossing points/ traffic calming
- Potential to enhance landscape gateway/ access point to strategic walk-cycle network
- Potential to enhance sense of place at key corridor "moment" - better integrating heritage assets through enhanced public realm
- Potential to enhance secondary street - including street tree planting, sustainable drainage systems, cycle lanes, improved wayfinding and traffic calming measures
- Potential to create the "heart" at the historic centre of the area - rationalise traffic flow and improve sense of place
- Potential for a high street environment which prioritises people - wider pavements, street trees and planting, seating areas and space for businesses to spill-out into the street
- Potential to rethink neighbourhood streets as sociable places for people, including tree planting, informal seating and areas of play
- Potential to enhance sense of place at local destinations and centres, considering improved public realm
- Potential to enhance the waterfront environment, creating a new active gateway into Burnley
- Potential to consider new development to activate surrounding streets and improve sense of place
- Potential to diversify and improve the quality of existing park or green space



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7

# THE SPATIAL STRATEGY: KEY MOVES

## 7.1 Introducing the Key Moves

The spatial framework on the previous page is underpinned by six "**key moves**", which begin to outline how we can deliver the vision for the Colne Road neighbourhood, to make it a "**Safer, Greener and Healthier Place to Live**" by providing a spatial strategy to help guide interventions in the area over the next 10-15 years.

The Masterplan Key Moves are spatial strategies, focused on achieving the overarching vision objectives identified earlier, which collectively seek to achieve a greener, cleaner and better place to live for local people.



## 1) Creating greener, cleaner and safer primary streets and high streets

Transforming the primary roads along Colne Road and Briercliffe Road is crucial to achieving the long-term vision for the area.

This can be done by creating key moments along the route, providing a safer and greener environment for those walking, cycling or using the bus and supporting new public space and development opportunities at key locations.



## 2) Creating a neighbourhood focal point

Re-establish the visual focal point of the area as a quality place to spend time and help build a unifying identity. It can be achieved through improving the setting of the key heritage buildings, by redesigning the public realm and movement network at this location. This will improve road safety, east-to-west pedestrian movement, create more space for community and commercial uses to thrive.





### 3) Connecting the green, drawing in the blue along active secondary streets

Reconnect people along Colne Road with the assets on the masterplan area's edges: the Leeds and Liverpool Canal, Brun Valley Forest Park and education/work opportunities. This can be done through improving the pedestrian and cycle environment on key secondary routes that run east-to-west through the local area.



### 4) Rebalancing neighbourhood streets

Bring life back to public realm outside people's homes, their local streets and back alleys, to improve their quality of life giving them more outdoor space to relax and spend time in. This would mean introducing greenery, seating, informal play and redesigning car parking arrangements to unlock the space to do this.



## 5) Improving the setting of local centres and community hubs

Improve the setting of key community assets and local hubs located off the main roads to reflect their importance to local people's lives. Upgrading the public realm can improve road and night-time safety to let these places thrive and encourage people to walk and cycle more to these destinations.



## 6) Identifying long-term opportunities for regeneration and inclusive growth

There are some key areas where in the coming years positive change could bring about a brighter future for the Colne Road area. Sensitively considered development proposals could help improve important community connections and public realm benefits, whilst helping to create equitable growth in the local economy.





## 7.2 Key Move 1 - Greener, Safer and cleaner primary roads

As the primary hubs of activity and main connections to Burnley Town Centre, Colne Road and Briercliffe Road are the busiest roads passing through the masterplan area. Currently, the historic high streets running along both roads have been lost to vehicular traffic; with speeding, kerbside parking and low-quality public realm creating a hostile pedestrian environment.

The strategy seeks to transform these main roads into place for people, rather than a dangerous barrier to movement. This requires a drastic rethinking of the function of the street, re-establishing the roads as people-oriented and balanced spaces through the delivery of improved public realm, urban greening and new public spaces.

Further detail on this key move is provided in the [next chapter, The Colne and Briercliffe Road Strategy](#).



A more balanced approach to movement can allow vehicle traffic to co-exist with safer and more vibrant high streets



### Relevant Vision Objectives







## 7.3 Key Move 1 - Greener, Safer and Cleaner primary roads

### What are we trying to achieve?

1. Improve the vitality and success of Colne and Briercliffe high street/district centres by making them safer and more pleasant places to spend time.
2. Make it easier to walk, cycle or use the bus en route to Burnley Town Centre, whilst still allowing private and commercial vehicle traffic to move through the area safely and efficiently.
3. Key moments along the routes that celebrate the unique and historic identity and landmarks.
4. Stop Colne and Briercliffe Road acting as barriers to east-west movement through the area, connecting communities with key work, education and green space destinations.
5. Reduce dominance of private vehicles along Colne and Briercliffe Road, tackling speeding and obstructive pavement parking.

### How will we get there?

- Create higher quality public realm along the route which is better balanced in catering for all modes of transport prioritising pedestrians, public transport users, cyclists and drivers in that order.
- Deliver unobstructed cycle movement along the full length of Colne Road.
- Create high quality new public/green spaces along the route, with a new pocket park at the old St. John's school.
- Consider opportunities for infill development along the eastern edge where the street frontage is currently broken.
- Unified and improved shop fronts to create a better visitor experience.
- Clearer wayfinding to key destinations off the main roads, to make the area more legible.
- Urbna greening and planting along the length of the street, with new street trees and rain gardens/ sustainable urban drainage solutions.
- Widening pavements and narrowing unsafe junctions with improved pedestrian crossings.



### Priority Locations

1. Southern Gateway - respond to heritage buildings, widen footways and narrow Hebrew Road junction.
2. Colne Road shops south - address conflict between pedestrians and uncontrolled car parking.
3. Colne Road High Street - widen footways, narrow vehicle lanes, provide segregated cycle lanes, seating, outdoor dining space and green with trees and sustainable urban drainage systems/ planting.
4. High Street Community Park at Ivy Street.
5. Briercliffe Road High Street - greening, wider pavements, narrow carriageway and junction width at retail park entrance.
6. Northern gateways of Colne and Briercliffe Roads redesign - pedestrian and cycle prioritised.



*Best Practice***Stamford New Road, Altrincham**

This project transformed a key route in Altrincham Town Centre to shift the balance from a vehicles dominated high street to one that put people and "life" first. Crucial to its success was carefully balancing differing priorities of shoppers, businesses and movement to create a functional and attractive public realm. The flow of traffic was maintained but the negative impacts were reduced through narrowed carriageways, widened pavements and seating to make the street a place to dwell as well as move through. The redesign has had a positive impact on the local businesses along it, with increased footfall and opportunity to provide outdoor dining space to increase revenues.

*Delivery***Phasing & Funding:**

- Active Travel England will fund projects to improve streets and highways that improve the environment for pedestrians and cyclists.
- United Utilities will support street redesign works that incorporate sustainable urban drainage systems and thus reduce flooding pressure on the local water network.
- As fully delivering the vision for the main roads requires large-scale intervention (removing the central reservation and lighting infrastructure) - as staged approach is best which is explored in the next chapter in detail.
- Groundwork and Sustrans will support local communities improving their local high streets and public spaces.
- Lancashire County Council - LCWIP funding priorities.



## 7.4 Key Move 2 - Creating the neighbourhood focal point

The meeting point of Colne and Briercliffe Roads at Duke Bar is the areas obvious focal point, as a key intersection in the local movement network and as the historic centre of the area.

This section of Colne Road is currently dominated by a busy and convoluted gyratory road layout, making it unsafe and unpleasant for pedestrians and cyclists; and a poor operating environment for local businesses.

Rationalising vehicle movement and rebalancing the street environment in the area will contribute to a an enhanced environment for local businesses, pedestrians and cyclists; and establish new identity for this historically significant section of the street.

More detail on this key move is provided in [Chapter 8: The Colne and Briercliffe Road Strategy](#).



Interventions around the focal point will create a new community heart along Colne Road  
→ Poynton, Cheshire



### Relevant Vision Objectives









# Key Move 2 - Creating the neighbourhood focal point

## What are we trying to achieve?

- A new pedestrian priority space, which celebrates the historical significance and visual primacy of this section of Colne Road.
- A new centre to the area at its historic heart- where Colne Road is currently lacking in open space provision.
- Improve the setting of two of the most significant heritage assets in the area - Dukes Hotel and St. Andrew's Church - creating a new destination along Colne Road.
- Facilitate smoother and safer pedestrian movement through the area - particularly from east-to-west between strategic employment areas and residential neighbourhoods
- Enhance legibility, creating new waymarkers and a local destination.
- To encourage active travel and more sustainable transport habits, creating safer routes for cyclists and pedestrians.
- Create an enhanced environment for local businesses, creating space for spill-out and encouraging footfall.

## How will we get there?

The following interventions should be considered as part of the delivery strategy. For further detail, please refer to [Chapter 8 - Colne Road Strategy](#).

- Redesigning junctions at Briercliffe Road/ Barden Street and Barden Lane/ Colne Road. Improved pedestrian crossings, surface materials and cycle crossings should all be considered.
- Narrowed road carriageways and changes to vehicular movement around the area between Dukes Bar and Barden Lane along Colne Road - eventually creating a one-way vehicular route northbound along Colne Road.
- Wider pavement spaces adjacent to businesses, encouraging business spill-out into the public realm.
- Tree planting and new areas of seating should be delivered along widened pavement areas, maximising views and enjoyment of St. Andrew with St. Margaret and St. James Church and nursery school.
- Introduce higher-quality, special surface materials to carriageways and public realm areas to signify the importance of the area and celebrate the local heritage assets.



## Priority Locations

1. Colne Road / Briercliffe Road/ Barden Lane Gyratory
2. Hebrew Road / Colne Road junction
3. Thursby Road / Briercliffe Road junction
4. Colne Road - between Hebrew Road and Barden Lane
5. Briercliffe Road between Pheasantford Street and Thursby Road

*Best Practice***Poynton Village Centre, Cheshire**

This high street redevelopment on the outskirts of Manchester focussed on redesigning a very busy and complicated set of junctions at the heart of the village of Poynton. Through employing a place-first shared space approach a final outcome was achieved that carefully balanced vehicle, cycle and pedestrian movement that had the added benefit of creating a more attractive and successful place.

The village's unique identity was celebrated through the public realm and could be more easily enjoyed by the local community as the high street became a more inviting and comfortable place to spend time.

*Delivery***Phasing & Funding:**

- Active Travel England will fund projects to improve streets and highways that improve the environment for pedestrians and cyclists.
- United Utilities will support street redesign works that incorporate sustainable urban drainage systems and thus reduce flooding pressure on the local water network.
- As fully delivering the vision for the main roads requires large-scale intervention (completely remodelling junctions around the gyratory) - as staged approach is best which is explored in the next chapter in detail.
- Groundwork and Sustrans will support local communities improving their local high streets and public spaces.
- The Church of England and Heritage Lottery Fund may support improvements to the setting of St Andrews church.
- Lancashire County Council - LCWIP funding priorities.



Image Caption



Image Caption

## 7.5 Key Move 3 - Connect the green, draw in the blue along secondary streets

Whilst the north-to-south radial connections down Colne and Briercliffe Road are crucial, the east-to-west orbital connections in the area are of increasing importance. The design of the streets and spaces in this secondary part of the movement network need to reflect this.

These important routes along Thursby Road, Barden Lane, Queen Victoria Road and Leville Street for are vital arteries to get local people to school, work and their local high streets.

The current street layout is in many places dominated by vehicular traffic which discourages walking and cycling. However, there is a major opportunity to create a safe, connected and legible network that will greatly improve the local people's daily lives.



High quality walking and cycling Routes connecting green spaces.  
→ Utrecht, Netherlands



### Relevant Vision Objectives







Balanced street design with wide pavements, cycle lane, trees and planting (Regent Road, Altrincham)



## Key Move 3 - Connect the green, draw in the blue along secondary streets

### What are we trying to achieve?

- Better connect the area with major green and blue assets: the Leeds and Liverpool Canal to the west and Brun Valley Forest Park to the east.
- Greener secondary streets to promote active travel (walking and cycling) and improve east-west routes to key employment, health and education destinations.
- Improved local parks that are connected by a series of green streets to the surrounding pedestrian and cycle movement network.
- Activate the Canal Edge by improving the access points and provide a better arrival experience to and from the canal.
- More people choosing to walk and cycle as their chosen way to travel within and through the area.
- Lower vehicle speeds across the area and a safer walking and cycling environment on 'school run' routes.
- More attractive local neighbourhoods.

### How will we get there?

The following interventions should be considered as part of the delivery strategy.

- Improved canal gateways with better wayfinding, signage and access from connecting streets.
- Introducing safe cycling infrastructure along key secondary routes and at junctions, using contra-flow cycle lanes or carriageway narrowing where width is limited.
- Altered junctions - narrowed to improve the pedestrian crossing environments, with pavements extended at crossing points and cycling-friendly design.
- Raised table, continuous pavements at junctions with tertiary streets to support the highway code.
- Pavement build-outs and informal traffic calming measures on key secondary streets that integrate green and blue infrastructure (street trees and sustainable urban drainage systems).
- Clearer wayfinding to key local and regional destinations, such as employment to the east, education to the west and surrounding parks.
- Improve approaches where streets meet the focal point around the Duke Bar area - with improved crossings and wayfinding facilities.



### Priority Locations

1. Key east-to-west secondary routes and gateways - Danehouse Road and Thursby Road
2. Access points to Bank Hall Park from Colne Road, Cobden Street Shackleton Street.
3. Improve canal access points at Old Hall Street, New Hall Street and Barden Canal Bridge.
4. Disraeli Park - lighting, seating and play.
5. Rakehead Recreation Ground - lighting and improved routes to hospital and Colne Road.
6. Key Orbital Secondary Routes: Queen Victoria Road, Melville Street and Barden Lane
7. Windermere/Casterton Avenue.
8. Cromer Grove Green Space - seating, informal play, planting.
9. Improvements to path connecting Heald Road to Barden Canal Bridge



*Best Practice***Walthamstow Mini Holland, London**

With regard to transforming the identified secondary streets in the area, as the street widths vary from 9.5-16m it will not always be possible to have segregated cycle lanes. Therefore a flexible approach needs to be taken to street design that carefully balances the needs of those walking, cycling or driving through the area. This could be with simple build outs in to the carriageway to slow drivers or using contraflow cycle lanes. A leading example of an innovative approach to movement and the public realm in a residential setting is the Walthamstow 'Mini Holland' scheme. This level of rejuvenation is something Colne Road will massively benefit from.

*Delivery***Phasing & Funding:**

- Canal and Rivers Trust - for improvements to Canal towpath.
- DfT/Active Travel England for improvements to Secondary Streets that cater more for walking, cycling and traffic calming measures
- Sustrans for Canal Access improvements for walking and cycling - to make them accessible and well lit.
- Groundworks would support improvements to green links (walking/ cycling routes) and local greenspaces.
- Burnley Borough Council - S106 funding from development in the local area that will increase use of routes identified.
- Lancashire County Council - LCWIP funding priorities.



Calmed Junction and clear gateway from secondary to local street (Covesby Street, Moss Side - Manchester)



Green (walking/cycling) link between neighbourhoods (Jericho, Oxford).



## 7.6 Key Move 4 - Rebalancing neighbourhood streets

The most common type of street in the Colne Road area are the dozens of residential "neighbourhood" streets. Re-imagining these spaces to be true places for the communities that live on them to socialise, play and dwell would be a massive boost to local people's quality of life.

As these streets do not have a major movement function in the local road network, they need to be more about people, community and placemaking. They can be easily re-designed to be greener, more attractive spaces to spend time and reduce the safety risk of fast vehicle speeds as a result of rat running routes through the local area (as highlighted in the SGHS 2023 consultation).

Some of the newer streets in the masterplan area (Grey Street between Hurtley and Nicholl streets and Bramble Place) already are designed to promote the outcomes this key move aims to achieve. The ambition here is to bring these benefits to the many existing historic streets where people live so they can be an asset and place to enjoy rather than simply spaces to move through.

### Relevant Vision Objectives



Best Practice  
↑ Marmalade Lane,  
Cambridge



Local Best Practice  
→ Bramble Place





# Key Move 4 - Rebalancing neighbourhood streets

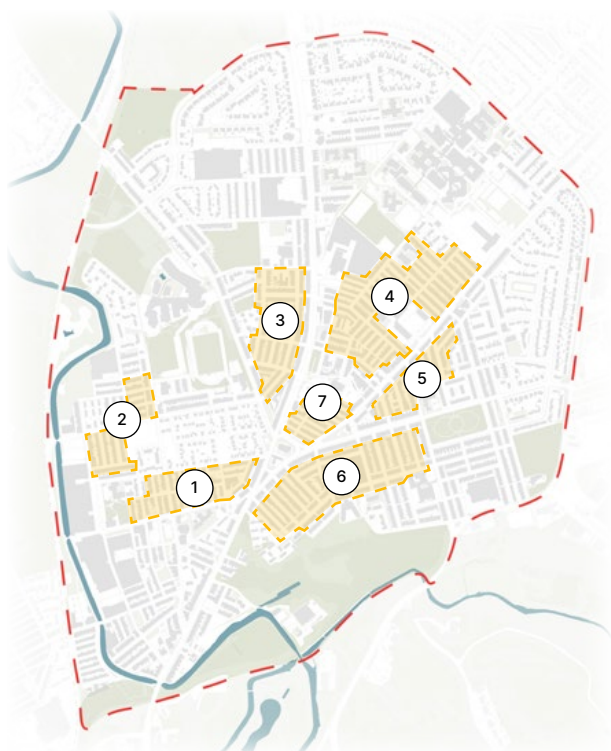
## What are we trying to achieve?

- Tertiary/local streets as amenity spaces, where people of all ages can socialise and be neighbourly.
- Encourage local people to take pride in the streets outside their front doors, and be more comfortable spending time in them.
- Reduce the dominance of parked and moving vehicles on local streets to allow other uses and activities to take place.
- Create greener streets that are more attractive and climate adaptive to heavy rainfall or higher temperatures in summer.
- Make space for children to feel safe to play and socialise on local streets.
- Encourage people to walk and cycle as part of their daily routine.
- Encourage infill development plots to come forward and consider a people-first approach to how they integrate in to the local street network.
- Consider the "back streets" or "back alleys" as social spaces.

## How will we get there?

The following interventions should be considered as part of the delivery strategy.

- Redesign parking arrangements and explore street design which rebalances priority within the street, providing new seating, informal play elements and new surface treatments to signify pedestrian priority.
- Create more winding, indirect vehicle routes along the streets to slow down speeding vehicles, using tree planting and other elements of street furniture to emphasise a more winding road carriageway.
- Pavement build outs and raised carriageway junctions to slow vehicle turning speeds entering neighbourhood streets - creating pedestrian-priority conditions which support the highway code.
- Street trees and rain gardens in pavement build outs will improve attractiveness and pedestrian safety, whilst making streets more adaptive to future weather extremes (heavy rain or strong sun).
- On-street secure, shared bike storage shelters where space allows.



## Priority Locations

(Criteria: homes on narrowest streets, with no defensible space (front gardens), that do not border a green space and with smallest rear private space)

1. Streets between Hurtle St. and Old Hall St.
2. Whalley, Spencer, Violet and Cameron Streets
3. Streets bounded by Barden Ln., Colne Rd. and Pratt Street
4. Streets bounded by Colne Rd., Sharp St., St Cuthbert St., Briercliffe Rd. and Ivy St.
5. Williams Road, Salus St., Wilton St. Haydock St. and Eldwick St.
6. Streets Bounded by Marles Ct. Thursby Rd., Queen Victoria St. and Cleaver St. (including the latter)
7. St Andrew's, Heap, and Rylands Streets



*Best Practice***Northmoor Homezone, Manchester**

Complete re-imagining of terraced streets in south Manchester neighbourhood as part of government funded "Home Zone" scheme. This involved creating defensible space for terraced homes, making the street a single "shared space" where pedestrians have priority. This was achieved through arranging parking diagonally to free up space down a central meandering clear way that allows vehicle to move slowly though but can be used for play or socialising the rest of the time. Tree planting, new surface materials and characterful use of bollards also helped in making these streets places for people again.

*Delivery***Phasing & Funding:**

- Create a means for households on a given street to submit an application to BBC/LCC to reimagine their street (co-design) - this would help with prioritisation.
- Support from government or charitable organisations for households to maintain/re-imagine their front gardens (Groundworks and Sustrans being primary candidates).
- Street audit, traffic modelling of local movement network will be necessary to explore potential for one-ways and modal filtering arrangements.
- Residents associations can be set up to ensure proper maintenance and care of re-imagined streets (as in best practice example - the homezone project in Northmoor, Manchester).
- Burnley Council - S106 from future developments within the study area.



Annotated Aerial View of part of Northmoor Homezone area (Base Image - Google, 2024)



Local Best Practise: Home Zone scheme -Howard Street, Burnley (Google, 2024).

## 7.7 Key Move 5 - Improve the setting of local centres and community hubs

The Colne Road area is home to many community assets that sit off the main roads. These vital neighbourhood destinations are key amenities for local people and deserve to have public real setting that reflects this importance to their respective communities.

As well as enhancing the quality of the public realm around these community and religious amenities, it is important to make sure the movement patterns surrounding them create safe and attractive environment for walking, wheeling and cycling.

Making the public realm greener and more conducive to spending time sitting, socialising and dwelling will allow these community hubs to become even greater assets to the local communities they serve.



Pocket public spaces around local community destinations and amenities

→ London

→ Altrincham

↑ Cambridge



### Relevant Vision Objectives









# Key Move 5 - Improve the setting of local centres and community hubs

## What are we trying to achieve?

- Improved public realm and streetscene around local amenities (such as schools, doctors/ pharmacies, social clubs) - creating more attractive spaces and destinations.
- Improve road safety at local centre and community hubs, prioritising balanced streetscape and pedestrian priority design principles.
- Improve the walking and cycling environment of routes leading to local centres and neighbourhood destinations, making active travel the trip choice.
- Slowed vehicle speeds on streets adjacent to hubs and destinations, with possible removal of through traffic where feasible.
- New planting and sustainable urban drainage systems as part of a pedestrian-priority street design.
- Create inclusive and accessible places at local amenity hubs, with space and activity for all generations across the local community.
- Improved night time safety around key amenities.

## How will we get there?

The following interventions should be considered as part of the delivery strategy.

- Raising the road carriageway to pavement level, pavement build-outs and widened pavements all assist in rebalancing priority in the street - creating more space for pedestrians and cyclists.
- Provide cycle parking at hub destinations, delivered alongside a range of street furniture interventions.
- Improved lighting to improve night-time safety and enhance mood around community destination and local centres.
- Clear way finding along local streets to guide people to local centres.
- A full audit of the local street network, to establish areas where the removal of through traffic or one-way routes may be feasible.
- A range of defensive measures along street edges, including planters, street tree and bollards, to prevent kerbside parking.
- Introduce seating, trees and planting to encourage people to dwell in public realm around hubs.



## Priority Locations

1. Abel Street Hub - Ghausia Masjid, Danehouse GP and Pharmacy, Grey Street Park and Abel Street Shops and Post Office.
2. North Street Hub - GLDF Fernandes Mental Health Centre, Burnley Central Mosque and Rawdhatul Uloom School.
3. St Cuthbert's Church and it's connection with Rakehead Recreation Ground.
4. Cleaver Street Hub - Heasanford Primary School and Williams Street Post Office
5. Entrances to St Andrews Club and Ennismore Centre
6. St John the Baptist Church Entrance on Ivy Street
7. Street Environment around Stanley Mill

*Best Practice***Sackville Street Brierfield**

This street was simply, and positively redesigned to provide a more fitting setting for Sultania Mosque and the playground opposite. Pavements were widened using high quality materials and trees added to improve the visual amenity. Bollards were used and the road was narrowed to a single lane at one location to slow vehicles and encourage safer driving behaviour. This simple intervention allowed this small cluster of community uses to form a cohesive "hub" off the main high street in Brierfield and creates a successful place for local people to come together. The Colne Road area contains many similar clusters of amenities where this approach could be used.

*Delivery***Phasing & Funding:**

- Explore match funding arrangements between community organisations with BBC and LCC local authorities for street scene improvements.
- Community and Religious organisations may be able to provide capital and revenue funding resources to assist street redesign or provide volunteer assistance to create temporary improvements and help with maintenance.
- UK DFT/Active Travel England would support schemes that help encourage walking and cycling journeys in the local area.
- The same improve, upgrade and transform approach could be applied here as with the main roads ([see next chapter for full explanation](#)).



Widened, step free pavements with bollards and street trees narrowing carriageway outside park to enhance its setting (Google, 2024)



Enhanced pavement spaces around main building entrances

## 7.9 Key Move 6 - Long term opportunities for inclusive growth and regeneration

A number of potential long-term development opportunities have been identified across the area, creating opportunities to upgrade the quality and variety of housing stock within the area. New, high-quality development also brings opportunities to revitalise and activate key streets and active travel routes in the area, currently addressed by blank building frontages and elevations.

Beyond the upgrade and diversification of the areas housing stock, new development will also bring a range of benefits - from enhancing the connectivity and permeability of the area, to improving safety on streets and in green spaces and catalysing growth in the local economy.

The Colne Road area is a diverse and mixed-use neighbourhood, with various home-grown manufacturing businesses embedded within existing residential areas. Jobs so close to home are a great asset, but there are places where the interface between employment sites and their surroundings could be improved.

### Relevant Vision Objectives



There are opportunities across the masterplan area for contextual infill and more strategic residential-led development

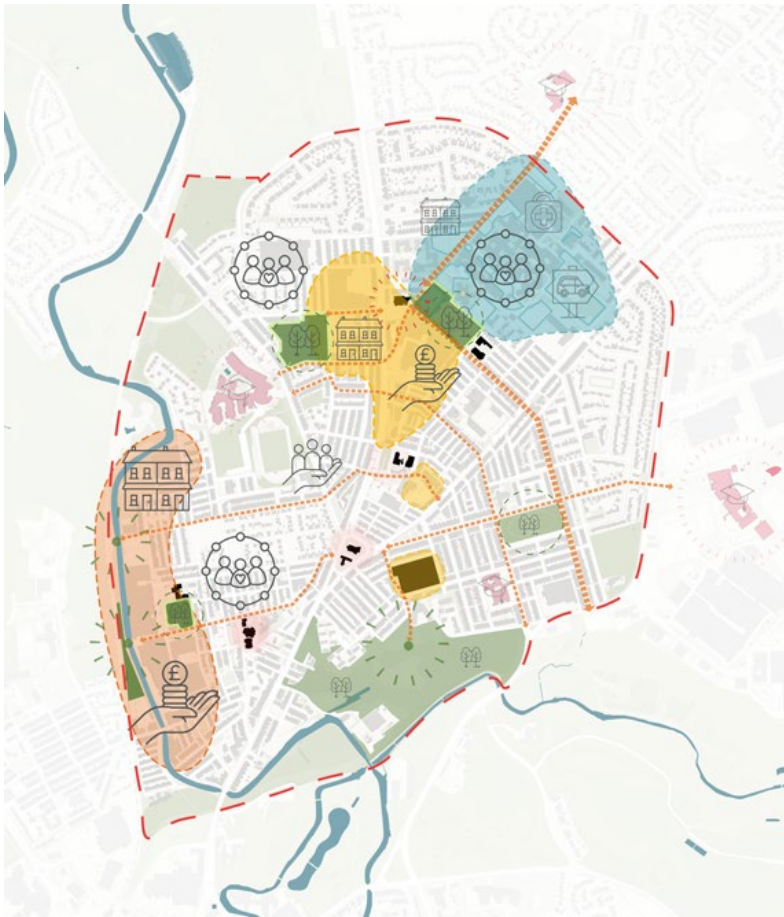
→ Time Keeper's Square, Salford

→ Three Counties Road, Mossley

↑ Goldsmith Street, Norwich





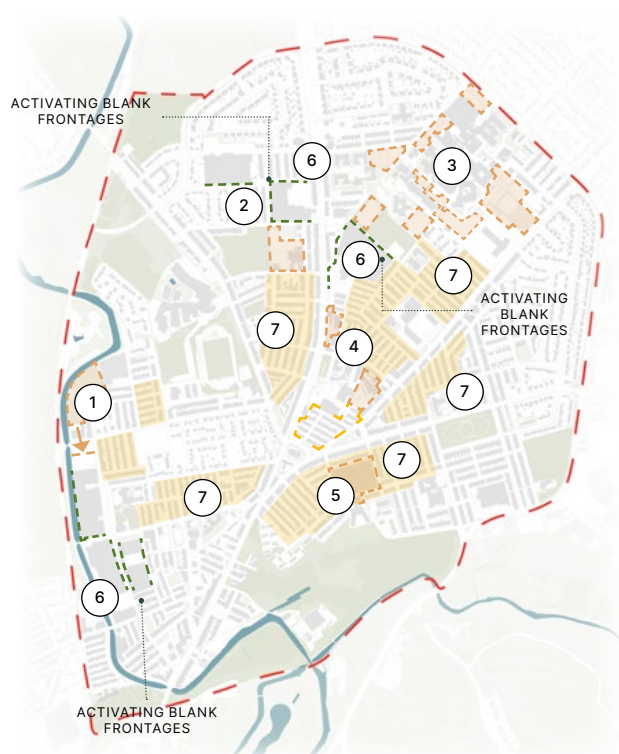


## What are we trying to achieve?

- Identify potential opportunities for new residential development in the area, building on allocations outlined within the Burnley Local Plan.
- Facilitate the consolidation of parking arrangements at Burnley General Hospital, potentially freeing up land around the edges of Rakehead Recreation Ground. New development here would assist in creating active frontages around this key community asset.
- Improve the safety and quality of key active travel routes, important pedestrian desire lines through the neighbourhood and parks.
- Improve the interface between larger scale industrial uses, surrounding streets and homes.
- Further celebrate the Liverpool & Leeds Canal western edge of the area, encouraging businesses to develop an improved interface with the canal.
- Consider opportunities to upgrade the area's housing stock, with potential urban renewal schemes to replace low-quality existing housing.
- Identify areas within existing residential neighbourhoods for housing retrofit, remodelling and homezones.

## How will we get there?

- New residential development which provides active frontage on to parks and traffic-free pedestrian/cycle routes, creating passive surveillance of spaces.
- Consider the re-design of HGV entrances along residential streets and Colne Road, creating more pedestrian-friendly street environments and safer interfaces.
- Lighting, green walls, heritage interpretation boards and public art as ways to create a more attractive street edge where blank walls address the street.
- Consider more temporary, potentially community-led interventions on infill plots to activate dead spaces across the neighbourhood.
- Engaging Burnley General Hospital in detailed consultation regarding surface car parking sites around the hospital. Future multi-storey car-park (MSCP) facilities should be considered, unlocking plots addressing surrounding streets for future development.
- Create a new canalside park and pedestrian route to activate the canal edge as part of Local Plan Housing Allocation HS1/17



## Priority Locations

1. Local Plan Allocation HS1/17 - Canalside Opportunity with potential to extend south across New Hall St.
2. Howarth Timber Site - explore potential relocation to allow residential development to come forward addressing Disraeli Park. Potential for contributions to enhance the park and its setting.
3. Burnley Hospital Parking Areas Consolidation through future MSCP - possible residential sites at edges of hospital campus.
4. Infill Developments Opportunities - Steer Street and Rushworth Street West.
5. Explore heritage-led redevelopment opportunities for Grade II listed Stanley Mill
6. Improvements to **blank edges** of existing manufacturing business premises.
7. Explore opportunity for housing renewal, upgrading existing low-quality housing.



*Best Practice***Salford Central Masterplan**

The development typologies delivered across the past fifteen years in this masterplan respond sensitively to their immediate context and tie in to the wider strategies. This spans from fitting seamlessly in to historic terraced streets and activating pedestrian green links with Valette and Time Keeper's square, or mixed-use plots along Chapel Street helping strengthen the frontage on a key high street or create quality, green public spaces to provide respite in a busy urban setting. The sequence of these developments has formed a cohesive, legible and walkable neighbourhood where old and new sits seamlessly side-by-side. Access to blue and green spaces has also been improved.

*Delivery***Phasing & Funding:**

- Explore land assembly and business relocations options to consider adding sites to future local plan allocations.
- Research potential Heritage Lottery Funding for heritage redevelopment opportunities, particularly at Stanley Mill.
- UK Government/ Homes England brownfield funding to help unlock unviable development sites.
- Canal and Rivers Trust - could support with improving the SACO facade to the Leeds and Liverpool Canal.
- Explore public/private partnership options to take a strategic long-term approach to unlock development opportunities (the same could be done with public sector bodies such as NHS at Burnley Hospital).
- BBC - undertake studies to identify areas for retrofit and remodelling of existing housing.



Infill development restoring strong frontage a main street (Carpino Place, Salford)



Public space integrated with new development (Greenhaus, Salford Central)

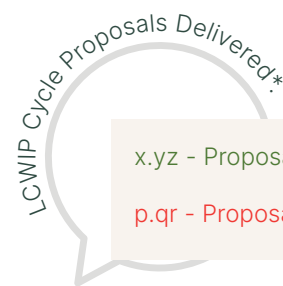


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8

# THE COLNE AND BRIERCLIFFE ROAD STRATEGY

This chapter explores the first of the masterplan Key Moves in greater detail, providing a long-term spatial strategy for both Colne Road and Briercliffe Road. The strategy proposes a set of interventions and approaches for each segment of the main roads - working towards the vision objectives and responding to the issues and challenges identified through the audit of each road.



The Colne and Briercliffe Road Strategy adds design detail to routes outlined in the [Burnley and Pendle LCWIP](#).

**\*Where LCWIP proposals are referred to in the document, the above icon is presented with the relevant LCWIP proposal number.**

Where text is **green**, the strategy is aligned with the LCWIP proposal. When **red**, the strategy provides an alternative approach to the LCWIP, underpinned by the additional analysis, public engagement and design exploration undertaken as part of the strategy

The Colne Road strategy is underpinned and steered by the same vision objectives identified for the wider area, which collectively seek to achieve a greener, cleaner and better place to live for local people.

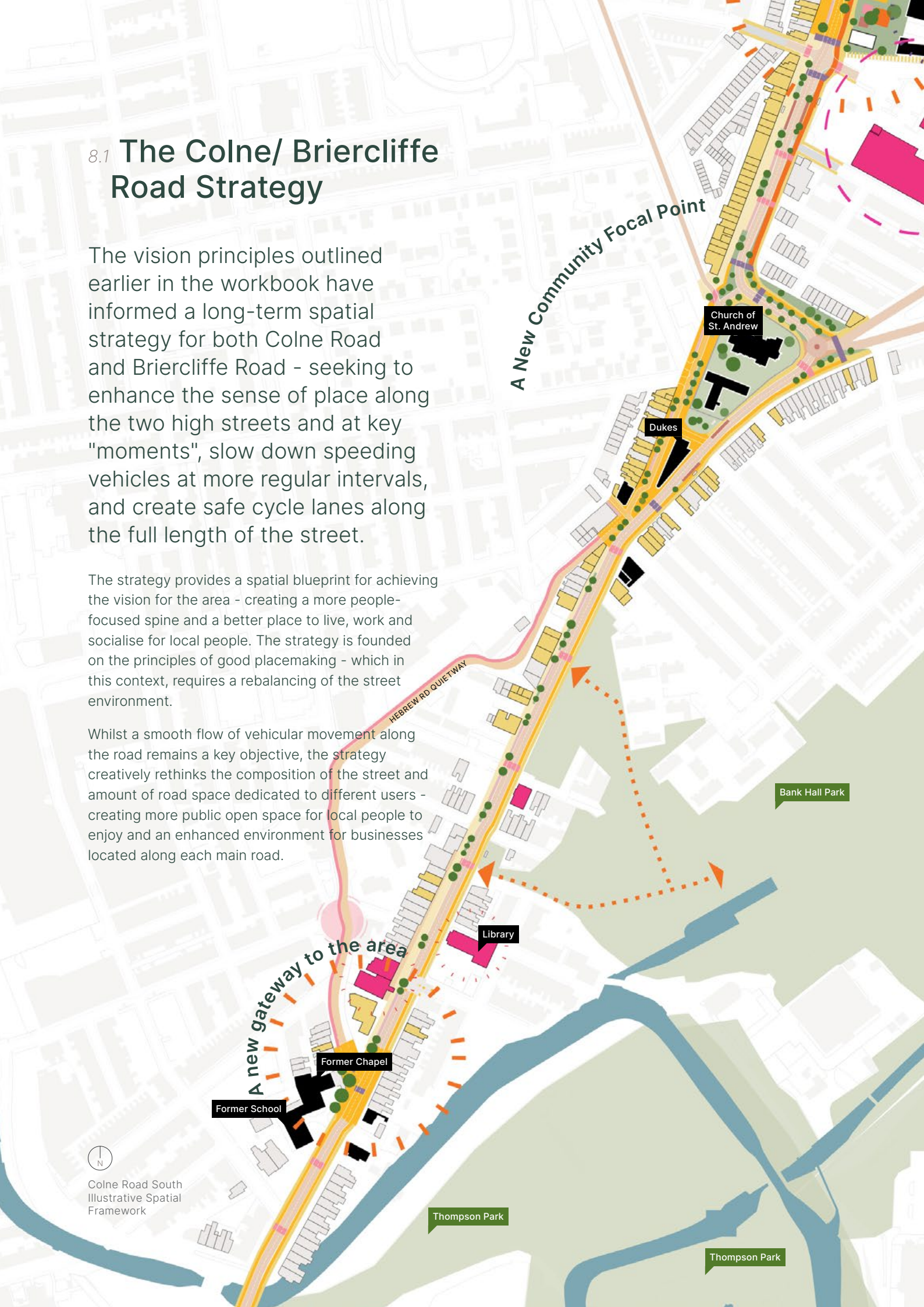


## 8.1 The Colne/ Briercliffe Road Strategy

The vision principles outlined earlier in the workbook have informed a long-term spatial strategy for both Colne Road and Briercliffe Road - seeking to enhance the sense of place along the two high streets and at key "moments", slow down speeding vehicles at more regular intervals, and create safe cycle lanes along the full length of the street.

The strategy provides a spatial blueprint for achieving the vision for the area - creating a more people-focused spine and a better place to live, work and socialise for local people. The strategy is founded on the principles of good placemaking - which in this context, requires a rebalancing of the street environment.

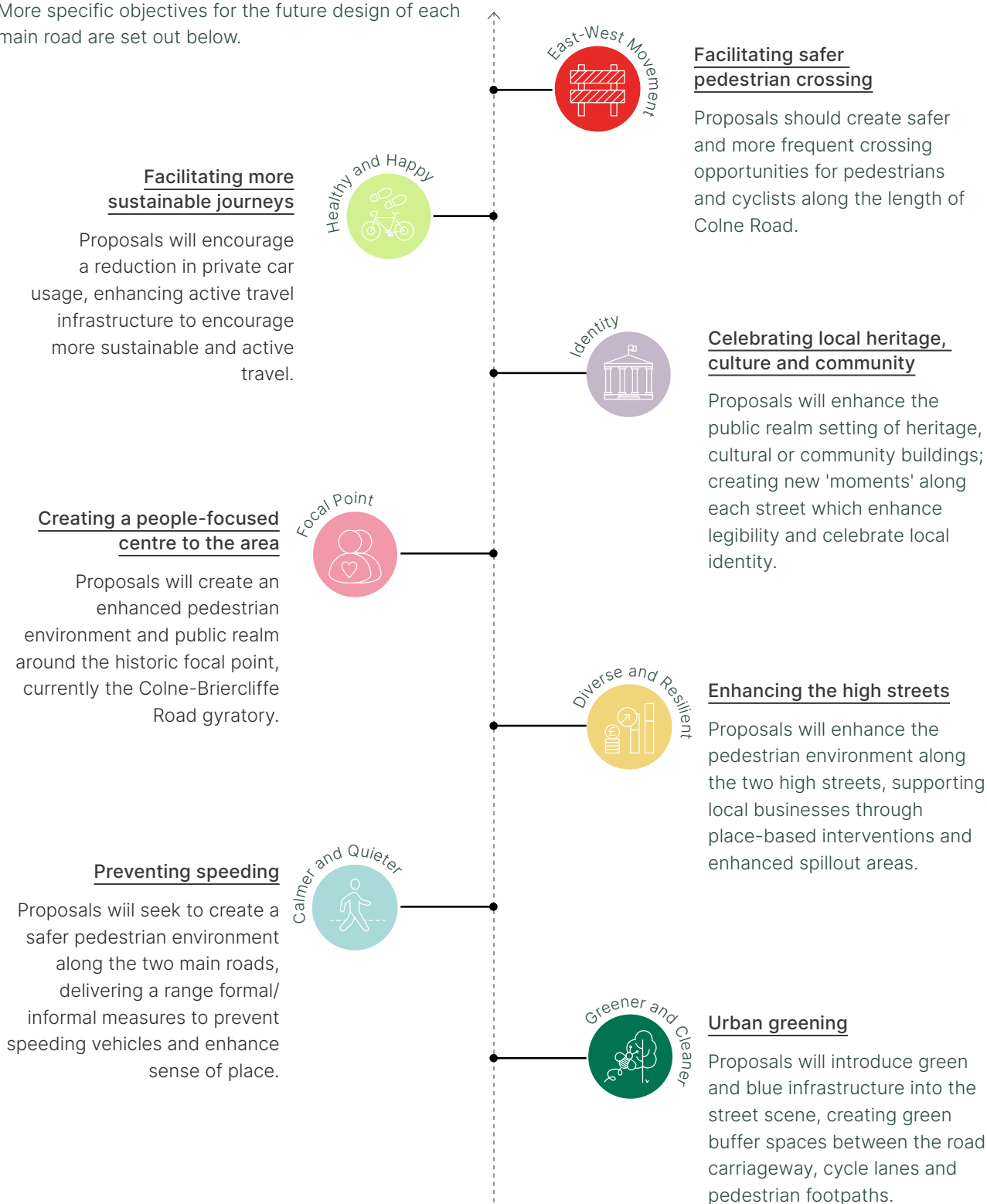
Whilst a smooth flow of vehicular movement along the road remains a key objective, the strategy creatively rethinks the composition of the street and amount of road space dedicated to different users - creating more public open space for local people to enjoy and an enhanced environment for businesses located along each main road.





## Key Design Drivers

Proposed interventions along both main roads are linked to achieving the vision objectives for the wider area, as well as strategic priorities outlined in the [Lancashire's Cycling and Walking Infrastructure Plans](#). More specific objectives for the future design of each main road are set out below.



## Road Infrastructure Modifications

It is important to note that the strategy for Colne Road presents a long-term vision for the future. Achieving this vision will require significant funding, as well as large-scale modification of existing road infrastructure. More strategic design interventions included in the strategy are subject to these modifications occurring.

Specifically, the width and geometry of the road carriageway will need to be modified to create appropriate conditions for the future delivery of interventions proposed in the strategy. The most significant of the modifications are outlined below.

### Continuous cycle lanes requires...

1. **Narrowing the road carriageway to maximum 6.4m wide** along the full length of the street (apart from where filter lanes are retained).
2. **Removing the central reservation north of Barden Street** and re-orientating the road carriageway; creating space for wider pavements along the high street, and safe, segregated cycle infrastructure.

### A new pedestrian-priority space at Dukes and St. Andrew Church requires...

3. Remodelling of vehicular movement around the Colne Road / Briercliffe Road Gyratory - creating two-way vehicular movement along Briercliffe Road from Pheasantford Street.
4. Narrowing the Colne Road carriageway between Entwistle Street and Barden Lane; allowing for pavement widening and areas of public realm.



## Working incrementally to improve the primary streets

### Levelling Up Funding Interventions

Supported by Levelling Up Funding (LUF), detailed design proposals have been developed by Lancashire County Council (LCC) and Jacobs for specific locations along Colne Road identified as priorities for intervention.

The 'Priority Locations' have been identified by members of the public at two separate public engagement sessions - in December 2023 and May 2024 - and have been further informed by detailed site analysis of the area undertaken during the early stages of the masterplan development process.

### Towards the Long-Term Vision - Improve, Upgrade, Transform

Jacobs, Planit and LCC have collaborated closely to ensure the LUF funded detailed design proposals - to be delivered in 2025 - do not prohibit the future delivery of the long-term strategy or produce abortive work.

The strategy therefore outlines a phased approach to transforming the each main street, starting with the LUF funded street enhancements and working incrementally towards the longer-term aspirations of the strategy.

*The timeline below highlights this process, but provides only an indicative timeline as the delivery of street interventions will be linked to the availability of funding.*



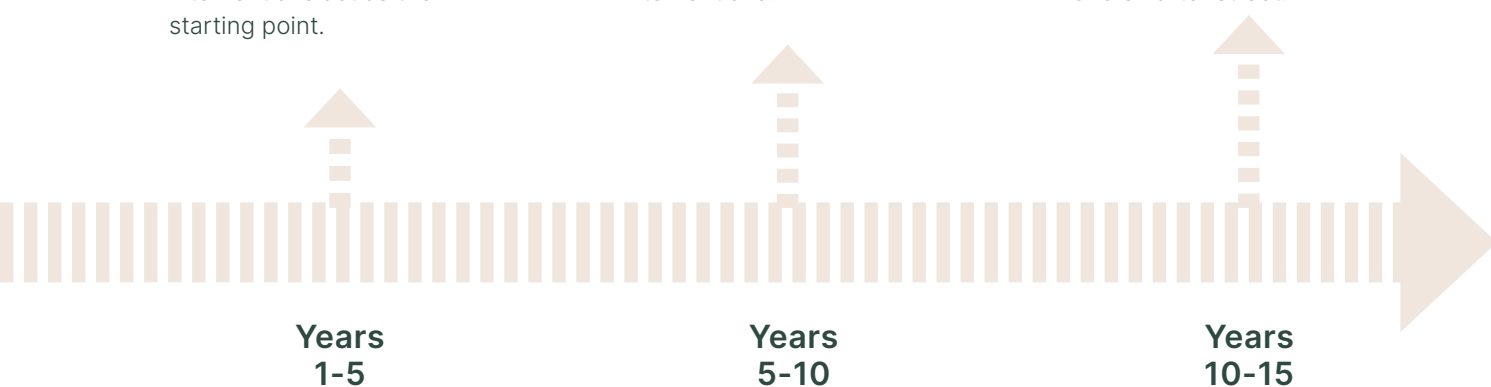
**Street improvements** require the least intervention, and can be delivered with limited alteration to road carriageway infrastructure and potential for community delivery. LUF interventions act as the starting point.



**Street upgrades** refers to interventions where core road infrastructure requires amendments, creating the conditions for future place and active travel related interventions.



**Street transformations** will provide the 'finishing touches', with the primary focus on the street environment and place. Interventions are linked to delivering a more sustainable and smarter street.





## 8.2 Primary Road Character Areas

### Character Area Approach

The Colne and Briercliffe Road Strategy takes a character area approach, proposing design interventions for each of the six character areas identified during the analysis process

The approach ensures that proposals are tailored to respond to the unique character of each section of the road and overcome the specific challenges faced by each section. A breakdown of proposed interventions and additional detail is provided across the following section of the document.

### Design Guide Elements

Further detail on recurring design approaches proposed across all segments of Colne Road and Briercliffe Roads can be found in the [Burnley and Pendle LCWIP](#), including:

- Infrastructure interventions relating to cycling (page 113)
- Infrastructure interventions relating to walking and the pedestrian experience (page 139)



Colne and Briercliffe  
Road Character Areas

## The Big Moves - strategic interventions along Colne Road

Three strategic design interventions are proposed along the length of Colne Road. These are long-term and aspirational interventions which are deemed to have the most positive and transformational impact on Colne Road and Briercliffe Road as places.

The big moves are the catalyst to creating primary streets which function as a community assets and places, as well as main roads where traffic can flow smoothly.



Oxford Road, Manchester

## Segregated Cycle Lanes

In accordance with the [Burnley and Pendle LCWIP](#) - which designates Colne Road as a primary cycle corridor - the strategy proposes segregated cycle lanes along the length of Colne Road.



Preston, Lancashire

## Balanced Street Spaces

Proposed at key 'moments' along the streets to slow speeds and create a sense of place. These spaces prioritise people walking, wheeling and cycling. Features may include raised carriageway to provide a more flexible space for all users, distinct yet complementary materials to delineate space for different users.



Altrincham, Greater Manchester

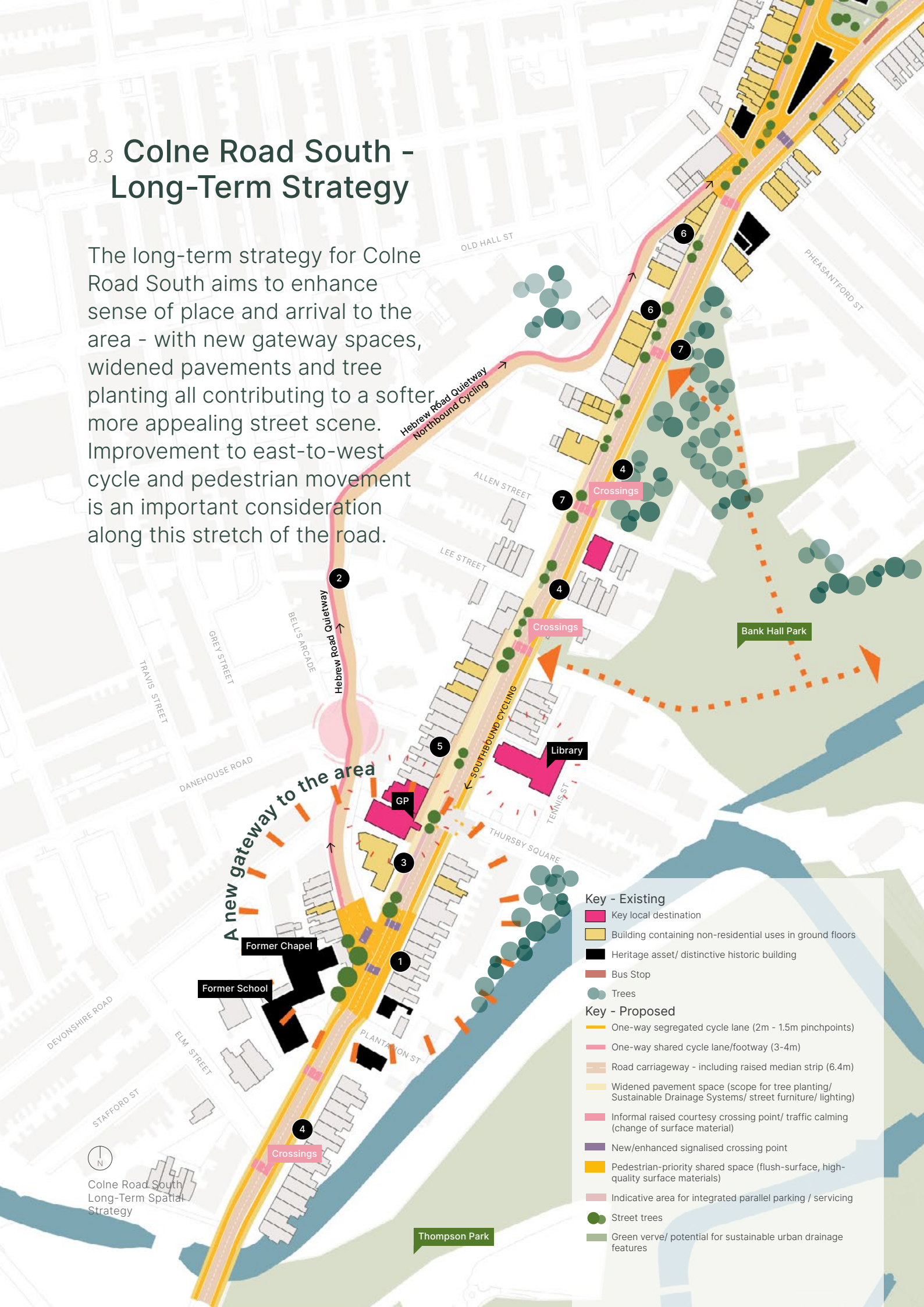
## High Street Pavement Widening

Reallocating road space and widening pavements is the first step to creating a greener, safer and more enjoyable high street environment within the two district centres. The area is designated as 'Core Walking Zone 7' in the [LCWIP](#), so interventions relating to the pedestrian experience take a major focus in the strategy.



## 8.3 Colne Road South - Long-Term Strategy

The long-term strategy for Colne Road South aims to enhance sense of place and arrival to the area - with new gateway spaces, widened pavements and tree planting all contributing to a softer more appealing street scene. Improvement to east-to-west cycle and pedestrian movement is an important consideration along this stretch of the road.



### Key - Existing

- Key local destination
- Building containing non-residential uses in ground floors
- Heritage asset/ distinctive historic building
- Bus Stop
- Trees

### Key - Proposed

- One-way segregated cycle lane (2m - 1.5m pinchpoints)
- One-way shared cycle lane/footway (3-4m)
- Road carriageway - including raised median strip (6.4m)
- Widened pavement space (scope for tree planting/ Sustainable Drainage Systems/ street furniture/ lighting)
- Informal raised courtesy crossing point/ traffic calming (change of surface material)
- New/enhanced signalised crossing point
- Pedestrian-priority shared space (flush-surface, high-quality surface materials)
- Indicative area for integrated parallel parking / servicing
- Street trees
- Green verge/ potential for sustainable urban drainage features



## Proposed Interventions

1. A new gateway space designed to announce sense of arrival at Hebrew Road Junction. Potential for high-quality balanced street design.
2. Hebrew Road Quietway introduced to provide a parallel cycle route northbound, rejoining Colne Road at the northern Hebrew Road/ Colne Road junction. A modal filter should be considered at the northern junction allowing cyclists to join Colne Road safely.
3. Potential to introduce parallel parking bays to serve the GP and Pharmacy in reclaimed highway space, reducing pressure on adjacent footpaths.
4. 2m segregated southbound cycle lane along the eastern edge of Colne Road - may require narrowing to 1.5m at southern pinch points. This provides an LTN 1/20 compliant alternative to [LCWIP proposals 1.04 and 1.05 \(p. 83-86\)](#).
5. Rationalised private curtilage along residential frontage, creating a more coherent street scene.
6. Widened footpath along the western edge of Colne Road, creating space for tree planting, new street lighting and spill-out space for businesses. There is an opportunity to provide integrated parallel parking for shops, where there is currently no provision.
7. Courtesy crossing points at the intersections of key desire lines, where paths meet the road.



Strategic Considerations



One-way segregated cycle along the eastern edge providing southbound routes



Potential to liaise with private businesses/ residents to achieve a rationalised pavement-curtilage as part of a pavement widening scheme along the western edge of the street (Photo: Park Lane, Poynton)

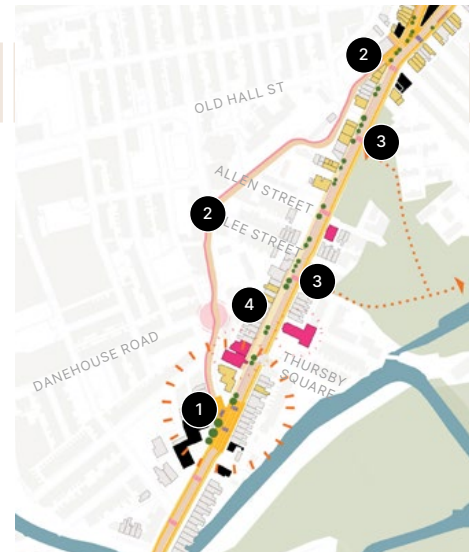


**Years  
1-5**

## Improving Colne Road South

Early projects for consideration include:

1. LUF SGHS Priority Junction at Hebrew Road - to be delivered in 2025 to improve pedestrian environment and crossing experience.
2. Hebrew Road Quietway and modal filter at Colne Road junction - early options exploration.
3. Informal raised table crossing points at key desire lines - priority locations included on adjacent plan.
4. Early consultation with property owners on western street edge - establish scope for refined curtilage treatments.



### LUF Priority Locations - Hebrew Road Junction upgrade and new crossing

LUF SGHS proposals for Colne Road South focus on enhancing the junctions and crossing environment at Hebrew Road and at the public library.\*

Initial interventions will modify the junction geometry, creating more space for pedestrians at the junction and new signalised crossings.

A new signalised crossing is also proposed adjacent to the library.



Example of raised table courtesy crossings in Padiham Town Centre create informal crossing points along and provide a traffic calming function







**Years  
5-10\***

\*subject to availability of future funding

## Upgrading Colne Road South

Narrowing the road carriageway to 6.4m (maximum width) along the length of Colne Road South is an important step, and key to enabling more transformational interventions relating to sense of place and active travel. Initially:

- Pavements could be widened alongside carriageway narrowing;
- Southbound cycle lanes marked with paint and temporary light segregation measures;
- Parallel parking bays delivered;
- A coloured tarmac surface could be used as a temporary surface treatment to mark the gateway at Hebrew Road, initiating a shift in the road priority, with more priority designated to pedestrians and cyclists.



Coloured tarmac can be used to signify a change in priority in the street towards pedestrians and cyclists, encouraging drivers to slow their speeds in a mixed area (Photo: Market Street, Altrincham)

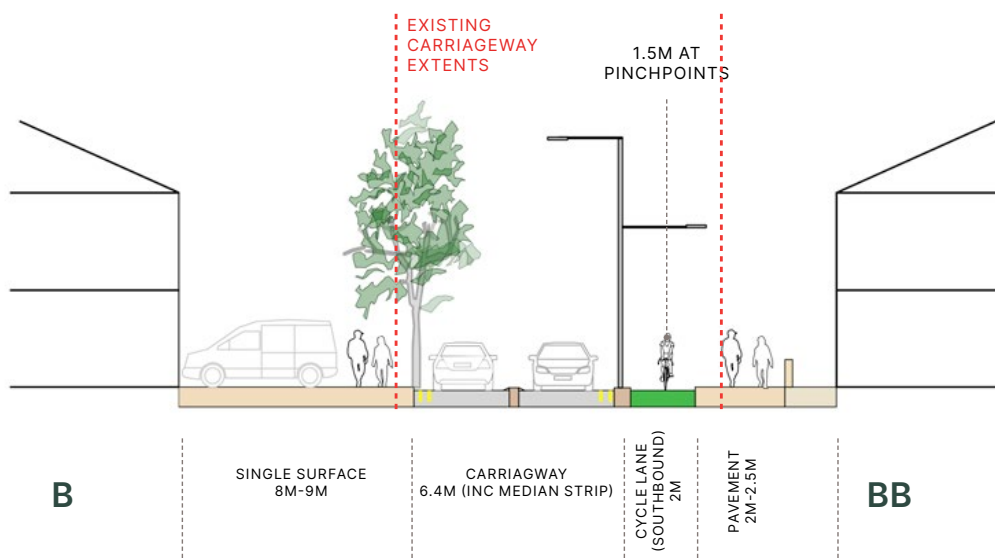


Widened cycle lanes can be painted and light segregation measures delivered in the initial upgrades to the street

## Colne Road South - Long-Term Strategy Illustrative Cross Section



Cross Section Location Plan







## Transforming Colne Road South

Transformational projects for consideration include:

1. Hebrew Road Gateway, with a raised table junction delivered and high-quality surface materials incorporated.
2. Raised, informal courtesy crossings at key intervals traffic calming measures at key crossing points.
3. Street trees, sustainable urban drainage systems and business spill-out areas integrated into pavement along west edge.
4. Full refinement of curtilage spaces along western edge as part of pavement upgrade.
5. Fully segregated southbound cycle lane along eastern street edge.

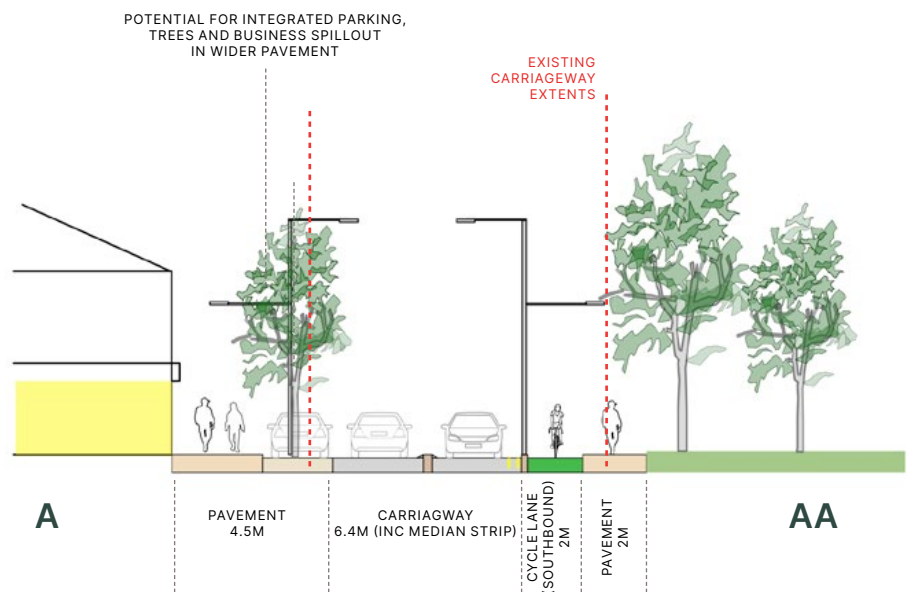


Hebrew Road Gateway Concept Plan (Long-Term Aspiration)

## Colne Route South - Long-Term Strategy Illustrative Cross Section



Cross Section Location Plan



\*subject to availability of future funding



A raised table gateway space could be delivered at the junction of Hebrew Road (Photo: Stamford New Road, Altrincham)



Wider pavements with integrated short-stay parallel parking bays to serve the GP Practice and Pharmacy (Photo: Stamford New Road, Altrincham)



The long-term strategy proposes a fully segregated, one-way southbound cycle lane along the eastern edge of Colne Road (Photo: Oxford Road, Manchester)



## 8.4 Colne Road Gyratory - Long-Term Strategy

The strategy for "The Heart" seeks to create a new sense of place and public asset around the historic centre point of the area - capitalising on the areas location at the convergence of key routes, and the presence of distinctive landmark buildings.

Areas of high-quality public realm, tree planting and sustainable drainage systems would be delivered in reclaimed highway space - creating an enhanced setting for heritage and a new public space for the community.





## Proposed Interventions

1. Remodelling of Briercliffe Road to create two-way vehicular movement. Service access only along Colne Road northbound from Hebrew Road - with one-way access to Barden Lane.
2. Colne Road northbound carriageway narrowed to 4m. Flush, single-surface treatment introduced to create balanced street space and new areas of public realm adjacent to heritage.
3. Modal Filter introduced to allow Hebrew Road Quietway to join new balanced street space. Extwhistle Street to become service access only.
4. Vehicle access to Colne Road from Hurtley Street/ Turnstill Street stopped and new footpath created.
5. New parallel parking bays integrated into wider pavement areas, punctuated by street trees.
6. Reconfigured junction at Briercliffe Road/ Barden Street/ Thursby Road. New mini-roundabout proposed to slow down speeding traffic at key pedestrian crossing location.
7. Reconfigured junction at Colne Road/ Barden Lane junction, geometry amended to slow vehicles down when approaching key pedestrian crossing point and start of high street.
8. Bus stop relocated to Briercliffe Road as part of carriageway reconfiguration.
9. 2m segregated southbound cycle lane along Barden Street and Briercliffe Road.



Strategic Considerations

LCWIP Cycle Proposals Delivered

1.06 - Cycle Way  
1.20 - Hebrew Road  
Pedestrianisation to west of Duke Bar



Potential to create a new roundabout at the Barden Street and Briercliffe/ Thursby Road junction. Potential new cycle crossings should also be considered. (Photo: UCLAN, Preston)



One-way vehicular traffic could be retained from Dukes Hotel to Barden Lane. Carriageway narrowed and integrated into a high-quality balanced street space (Photo: Fishergate, Preston)

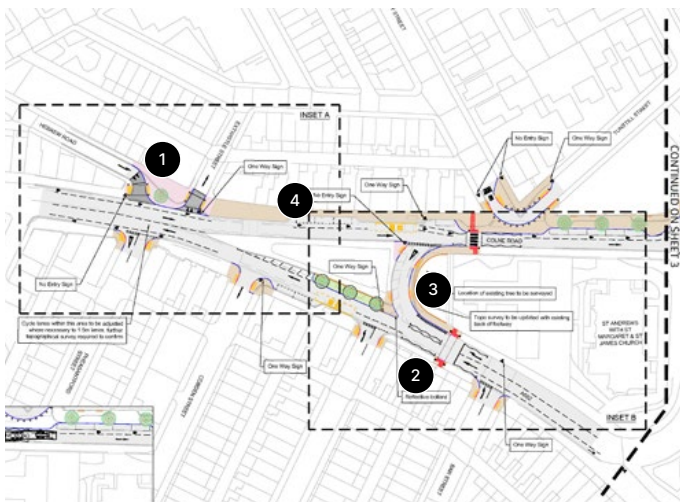


**Years  
1-5**

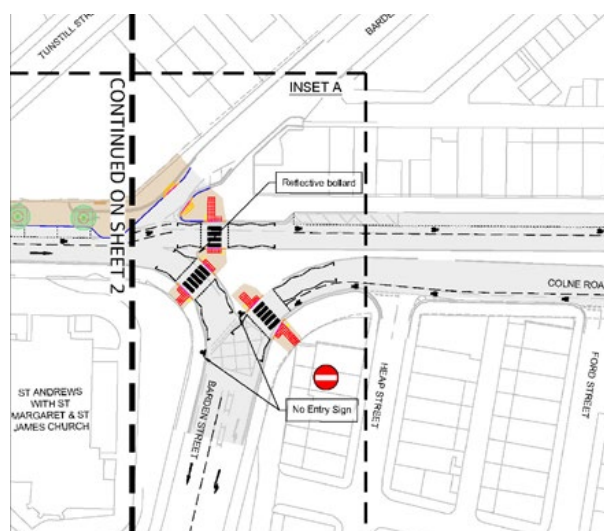
## Improving The Gyratory

Beyond the LUF SGHS interventions\* - detailed in the plan below - early street improvement projects for consideration in the area should include:

1. The Hebrew Road Quietway and modal filter at the northern junction of Colne Road and Hebrew Road. Initial reconfiguration to allow Hebrew Road cycleway to join Colne Road safely.
2. Enhancement to the pedestrian crossing at the Cobden Street crossing point. Potential removal of guard rails, to be replaced with box planters and more informal defensive features along the street edge.
3. Potential community garden project at the pocket green space south of the nursery. Scope to improve seating facilities and new planting to scheme.
4. Temporary traffic calming measures - including flexible street furniture installations and painted tarmac surfaces - to slow down northbound traffic between Hebrew Road and Barden Lane junction.



Pavement widening and public realm enhancements along Brierfield High Street (Image Source: Google Earth)



	Proposed Kerb as per LCC SD BL1
	Proposed Dropped Kerb Type A as per LCC SD BL1
	Proposed Transition Kerb as per LCC SD BL1
	Proposed 50mmx150mm concrete edging as per LCC SD BL2
	Carriageway
	Raised Table
	Proposed grass/landscaped area as per LCC SD KL15
	Cycleway construction as per LCC SD KL15
	Flexible footway/shared space construction as per LCC SD KL15
	Block/Slab paved footway as per LCC SD KL15
	Vehicle crossing as per LCC SD KL11
	Coloured Asphalt
	Tactile paving construction
	Red = Controlled
	Buff = Uncontrolled
	Bollard
	Sign and post
	Bellisha beacon
	Traffic Signal Pole
	Road markings (indicative)
	Proposed tree
	Relocated Bus Shelter

LUF SGHS Proposal  
- Colne Road/  
Briercliffe Road  
Gyratory (Image  
Source: Jacobs -  
plans not scale)

\*LUF SGHS Aug 2024 Consultation designs shown are not final and may change as part of detailed design





**Years  
5-10\***

\*subject to availability of future funding

## Upgrading *The Gyratory*

More transformational measures detailed across the following pages are predicated on the carriageway modifications taking place.

Street upgrades at the gyratory would need to be delivered with careful consideration of vehicular movement, with road closures required to transform the width of the carriageway on both Colne Road and Briercliffe Road.

1. Modifications to Briercliffe Road, creating a two-way carriageway to facilitate north and southbound movement. Relocation of Colne Road bus stop as part of initial construction work.
2. Junction modification at Briercliffe Road/ Barden Street/ Thursby Road.
3. Carriageway modification on the eastern side of the gyratory along Colne Road. Works would include carriageway narrowing and new parking/ servicing bays. Coloured tarmac could be used initially to signify pedestrian priority space.
4. Junction modification at Colne Road/Barden Lane.
5. Street tree planting and introduction of sustainable urban drainage systems in the space south of Dukes.



### Key - Existing

- Key local destination
- Building containing non-residential uses in ground floors
- Heritage asset/ distinctive historic building
- Bus Stop
- Trees

### Key - Proposed

- One-way segregated cycle lane (2m - 1.5m pinchpoints)
- One-way shared cycle lane/ footway (3-4m)
- Road carriageway - including median strip (max. 6.4m)
- Widened pavement space (scope for tree planting/ sustainable urban drainage/ street furniture/ street lighting)
- Informal raised courtesy crossing point/ traffic calming (change of surface material)
- New/enhanced signalised crossing point (potential cycle crossing)
- Pedestrian-priority balanced street space (flush-surface, high-quality surface materials)
- Indicative area for integrated parallel parking / servicing
- Street trees
- Green verge/ potential for sustainable urban drainage systems



Upgrading the Gyratory - remodelling vehicular movement flow at the gyratory

Coloured tarmac and raised tables could be used in the early phases of work to signify a change from vehicle to pedestrian priority  
(Photo: Market Street, Altrincham)





**Years  
10-15\***

\*subject to availability of future funding

## Transforming *The Gyratory*

### Creating "The Heart"

Following upgrades to the primary street infrastructure, additional interventions will be focused on improving the street character and sense of place.

1. Delivery of a single-surface, flush street space between Hebrew Road and Barden Lane. A set of high-quality and contextual surface materials should replace tarmac surfaces. Materials must complement adjacent heritage assets and differ from standard road treatment.
2. Tree planting, seating and cycle stands arranged in linear form along street edges; enhancing the street scene adjacent to businesses.
3. Creation of pocket green space at Barden Lane/ Colne Road junction, announcing arrival to Colne Road High Street.
4. One-way southbound segregated cycle lane installed along Briercliffe Road.





Artists Impression: Indicative street transformation to create a new sense of place around the historic centre at Duke Bar and the Church of St Andrew



Project Location Plan





## 8.5 Colne Road High Street Long-Term Strategy

Colne Road High Street is a key district centre, serving local communities across the wider study area and beyond. It is the location that best highlights the areas multiculturalism, with a broad range of businesses, cultural and religious destinations and heritage assets addressing the street.

The long-term strategy for the high street aims to improve the street environment for local people and businesses - creating a green and people-oriented destination at the heart of the community. The strategy seeks to rebalance the street, creating new public spaces for pedestrians, safe routes for cyclists and new areas for local businesses to utilise in front of their businesses.

**The strategy seeks to create a civic space for the local community, a high street they can take pride in and a new pull factor to entice people to.**

### Key - Existing

- Key local destination
- Key local destinations and heritage assets
- Building containing non-residential uses in ground floors
- Heritage asset/ distinctive historic building
- Bus Stop
- Trees
- Existing pedestrian links to Colne Road

### Key - Proposed

- One-way segregated cycle lane (2m - 1.5m pinch points)
- Two-way segregated cycle lane (3m - 2.5 at pinch points)
- Road carriageway - including raised median strip (max. 6.4m)
- Widened pavement space (scope for tree planting/ sustainable drainage/ street furniture/ street lighting)
- Informal raised courtesy crossing point/ traffic calming (change of surface material)
- New/enhanced signalised crossing point (potential cycle crossing)
- Pedestrian-priority shared space (flush-surface, high-quality surface materials)
- Indicative area for integrated parallel parking / servicing
- Street trees
- Green verge/ potential for sustainable urban drainage systems
- Key "moments" along Colne Road - key junctions or entrances





## Proposed Interventions

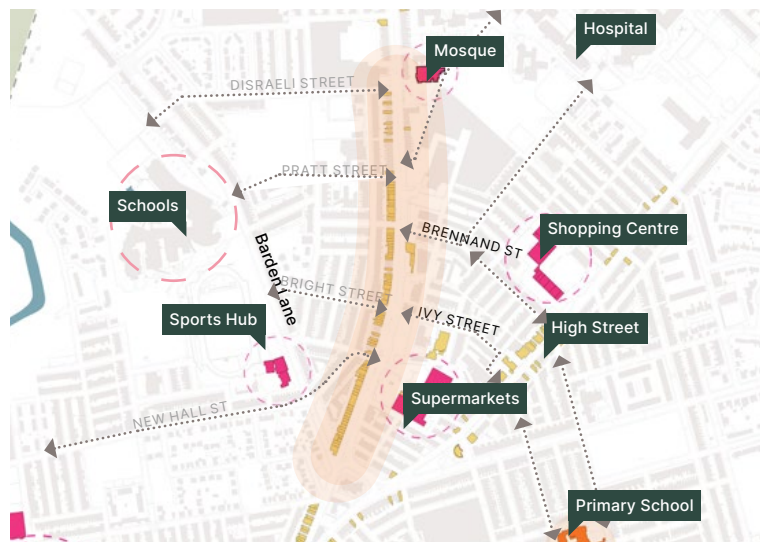
The removal of the current central reservation and narrowing of the road carriageway are essential pre-requisites in delivering the long-term strategy for the High Street. Most additional interventions are predicated on this modification occurring, including:

1. New signalised crossing points at identified priority locations along the high street. More informal raised crossing points should also be considered in secondary locations to breakdown long stretches of straight carriageway.
2. Two-way segregated cycle lane along the eastern side of the road, delivered in reclaimed highway space. New cycle crossings could be located at the southern junction with Barden Street.
3. A widened pavement along the western side of the road, adjacent to shops, eating destinations and other businesses. Tree planting, sustainable urban drainage, integrated parallel parking and new street furniture should all be embedded as part of a public realm re-design of the high street.
4. There is potential to create a new community-focussed destination along the high street adjacent to the former school. A new pocket park should be considered in the existing green space, including a new community pavilion. *As the green space is located within the demise of private land ownership, the proposal is subject to future negotiation with the landowner.*
5. Allow the influence of the park to bleed into the street, creating a new balanced street space. The space will create a high street node and act as an informal traffic calming measure.
6. Potential for new High Street gateway space at the Disraeli Street junction - announcing arrival to the high street/ district centre and enhancing the setting of the Queensgate Islamic Centre. Bus depot access to be considered and a new signalised crossing point integrated.

LCWIP Cycle Proposals Delivered

1.08 - Cycle Way  
1.09 - Cycle Way

Pedestrianisation  
along high street



Strategic Considerations



A narrowed road carriageway allows for wider pavements along the high street - with space for street furniture, planting and integrated parallel parking bays (Photo: Fishergate, Preston)



A two-way segregated cycleway could run along the eastern edge of the high street, where there is less conflict with parallel parked cars and vehicle pull-ins (Photo: Park Lane, Poynton)

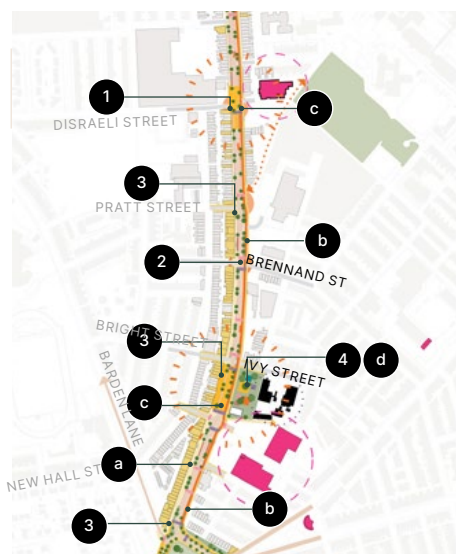


**Years  
1-5**

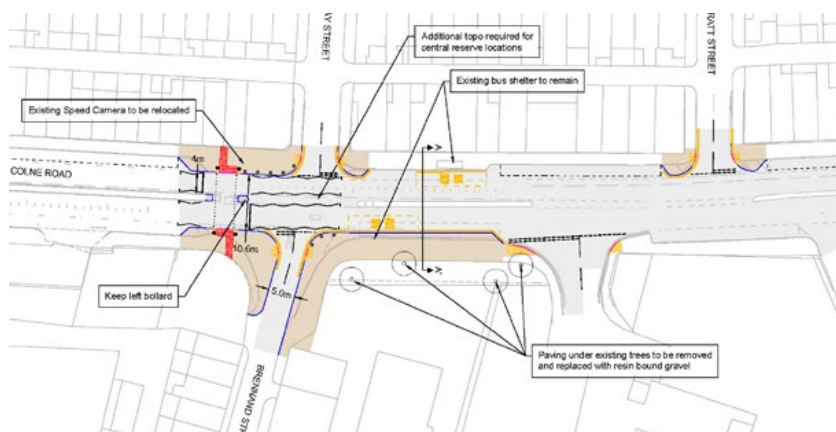
## Improving Colne Road High Street

Early projects generally focus on tackling identified priority locations, improving the pedestrian crossing environment and improving road safety. Early placemaking interventions are also considered.

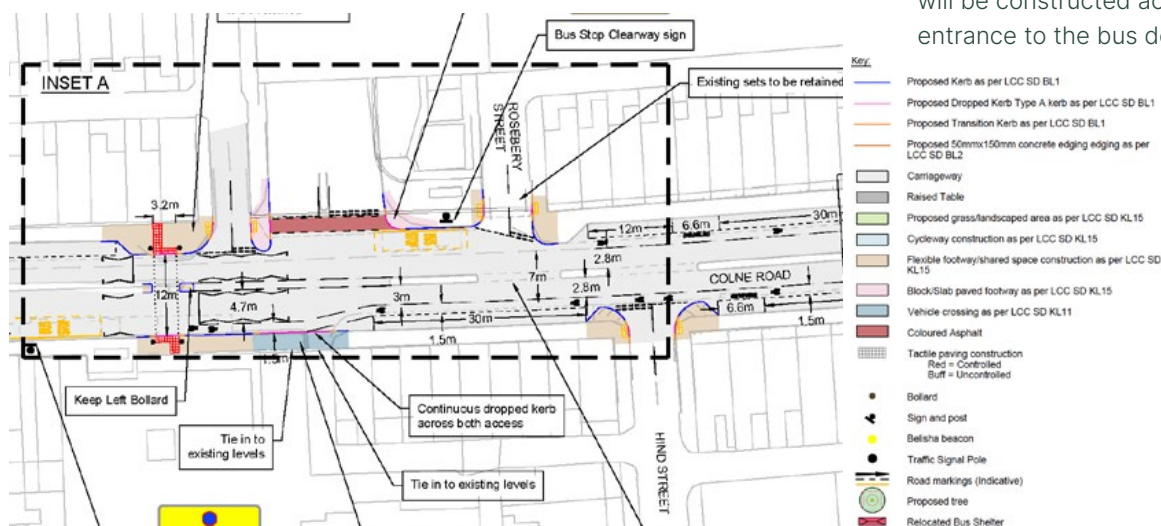
1. SGHS Priority Junction at Murray Street junction.
2. SGHS Priority Junction at Disraeli Street junction. Refer to drawing below for further detail.
3. Box planters, with potential for trees, in existing wider pavement areas along the high street - currently empty and used informally for short-stay car parking.
4. Potential to create a new publically accessible pocket park on the grounds of the former school. Potential for shorter term enhancements to the space including new planting, flexible play equipment, benches and access points.



Project Location Plan



LUF SGHS Proposals for Colne Road High Street (Image Source: Jacobs - plans not to scale)



LUF SGHS Proposals - Disraeli Street to Keswick Road (Image Source: Jacobs - plant not to scale)

### LUF SGHS Priority Locations

#### Murray Street to Keswick Road\*

First phase SGHS proposals will deliver junction improvements and pavement widening along Colne Road, at junctions with Murray Street/ Brennand Street, Pratt Street Ruskin Street and Keswick Road. New pedestrian crossings are also proposed at junctions with heavy pedestrian footfall crossing Colne Road, as highlighted in the adjacent plans. A new, continuous pavement will be constructed across the entrance to the bus depot.

\*LUF SGHS Aug 2024 Consultation designs shown are not final and may change as part of detailed design





**Years  
5-10\***

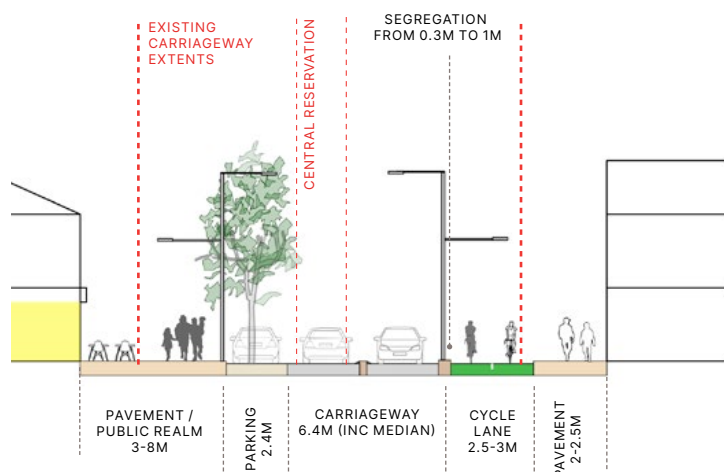
\*subject to availability of future funding

## Upgrading Colne Road High Street

More transformational projects along the high street are predicated on significant modification of the width and design of the existing road carriageway, narrowing to a maximum width of 6.4m. This upgrade to highway infrastructure provides a basis to deliver longer-term interventions included on the next page.

In the medium term, interventions can be delivered alongside carriageway modifications to rebalance modal priorities on the street - creating safer, higher quality spaces for pedestrians and cyclists.

- Initial priority locations should be established for the delivery of street trees and sustainable drainage systems in widened pavement spaces.
- Initial light segregation measures should be delivered to protect new cycle lanes. Coloured asphalt should be used to mark the cycleway.
- New balanced street spaces could be established at Queensgate Islamic Centre and the adjacent to the former school building and park. Raised tables could be delivered at this stage, with temporary surfaces such as coloured asphalt used to differentiate each space from road carriageway.
- More permanent play facilities, seating and hedgerow boundary treatments to be delivered along the edges of the heritage pocket park.



Illustrative Cross Section - upgrades to the street would include the removal of the central reservation and establishment of new kerb lines to pavements



Coloured tarmac and a raised table can be used at the street upgrade stage to signify a change in priority in the street towards pedestrians and cyclists, encouraging drivers to slow their speeds in the identified key spaces - Nelson Town Centre (Google Earth)



New planters containing trees could be integrated in priority locations at the street upgrade phase, adding greenery and vibrancy to the street (Photo: Park Lane, Poynton, Cheshire)





**Years  
10-15\***

\*subject to availability of future funding opportunities

## Transforming Colne Road High Street

The strategy envisages a high street that better serves local people, businesses and nature. Place and nature-based interventions seek to create a new civic space which better balances the needs of all road users - keeping cars on the road carriageway and making spaces which enhance quality of life.



Creating a key moment along the high street adjacent to the former school, with a significant change in the design of the carriageway



Integrated parallel parking/ servicing bays, street trees and cycle stands to be delivered within wider pavement spaces (Stamford New Road, Altrincham)



Project Location Plan

1. Enhanced gateway spaces to the north of the area adjacent to Queensgate Islamic Centre and adjacent to the proposed pocket park. Introduction of higher quality materials where raised tables are proposed, replacing short-term interventions such as coloured asphalt.
2. Tree planting and sustainable drainage features introduced in wider pavement spaces and between parallel parking bays and bus stops.
3. Raised continuous footways introduced at SGHS priority locations, with high quality surface materials used to signify pedestrian priority.
4. Establishing the segregated cycleway on the western street edge - 2.5m at narrow points to the north of the area.
5. New street furniture along the high street, including seating areas, new lighting, bins and cycle stands.



Illustrative Artist's Impression:  
Colne Road High Street and Potential Heritage Park





\*Heritage Park area is currently not in Lancashire County Council or Burnley Borough Council land ownership - any future proposal is subject to negotiation and agreement with the landowner

## 8.6 Colne Road North Long-Term Strategy

The strategy for Colne Road North is to establish a more residential character, responding to the transition from high street to the residential neighbourhood.

The road is at its widest at the transition, as larger semi-detached and detached houses are set back from the street with large front gardens. Combined with a wide, 12.3m carriageway, the street design does little to reduce and discourage speeding along this stretch.

The strategy proposes a range of measures to breakdown the width of the street, working in tandem with measures proposed in the Colne Road Speed Management Strategy to discourage speeding and create a safer environment.

The approach is underpinned by placemaking, where interventions are multi-beneficial, using nature-based solutions and subtle changes in surface material to improve the sense of place along the road as well as road safety.

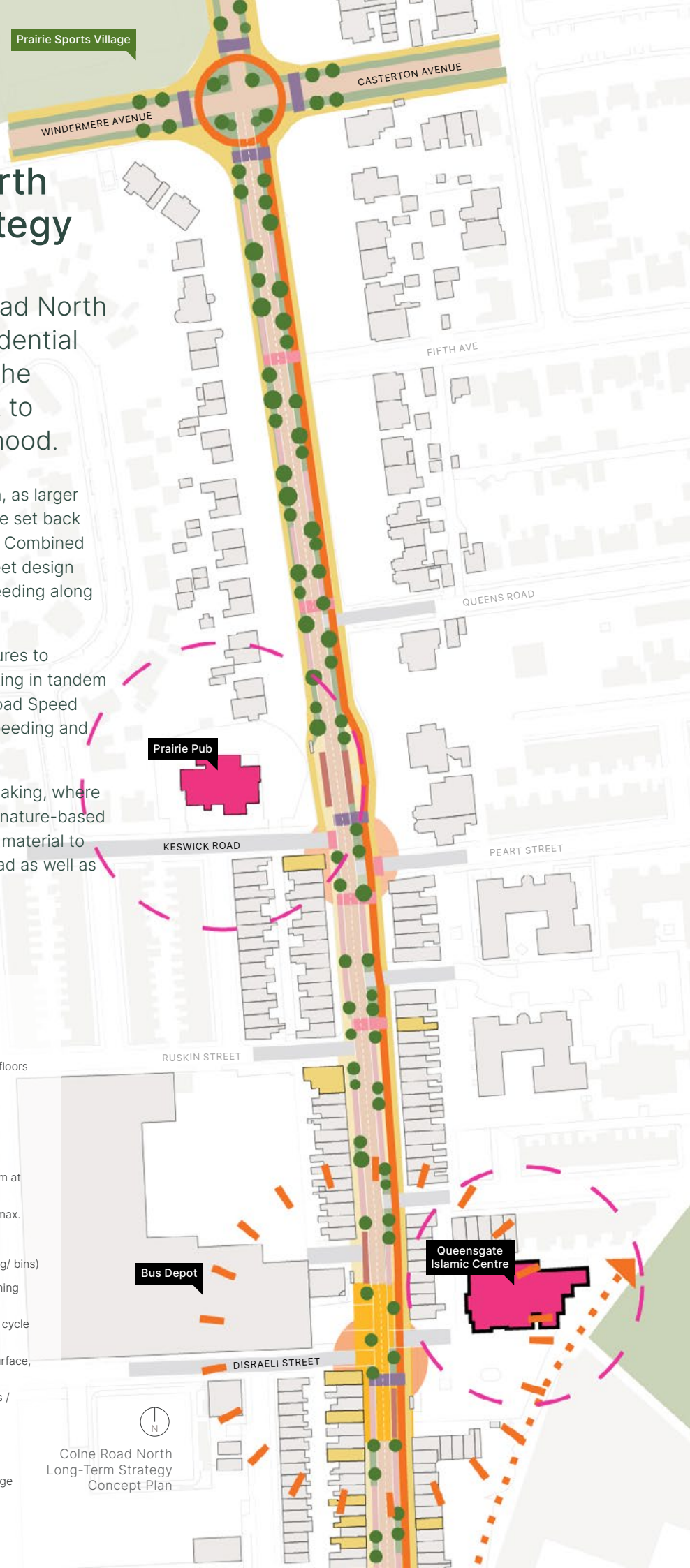
### Key - Existing

- Key local destination
- Key local destinations and heritage assets
- Building containing non-residential uses in ground floors
- Heritage asset/ distinctive historic building
- Bus Stop
- Trees

### Key - Proposed

- Two-way segregated cycle lane/footway (3m - 2.5m at narrow points south of Keswick Road)
- Road carriageway - including raised median strip (max. 6.4m)
- Widened pavement space (scope for tree planting/ sustainable drainage/ street furniture/ street lighting/ bins)
- Informal raised courtesy crossing point/ traffic calming measures (change of surface material)
- New/enhanced signalised crossing point (potential cycle crossing)
- Pedestrian-priority balanced street space (flush-surface, high-quality surface materials)
- Indicative area for raised table parallel parking bays / servicing
- Raised table sideroad entry/ continuous footway
- Street trees
- Green verge/ potential for sustainable urban drainage systems

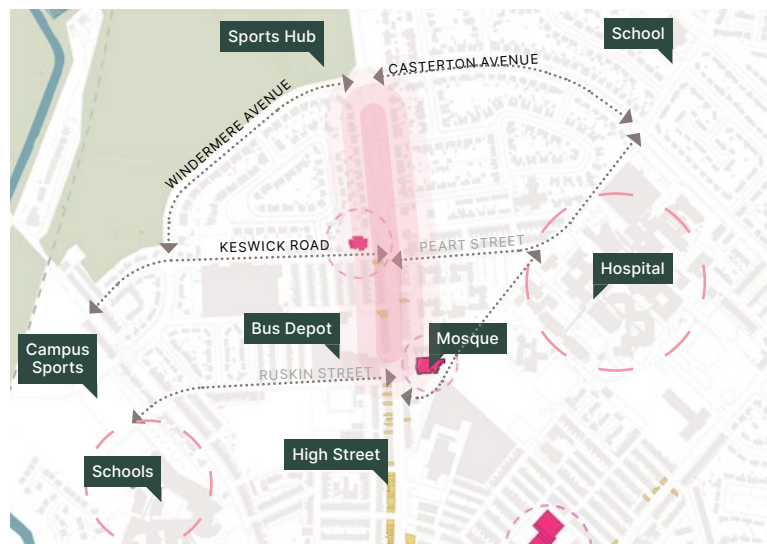
Colne Road North  
Long-Term Strategy  
Concept Plan





## Proposed Interventions

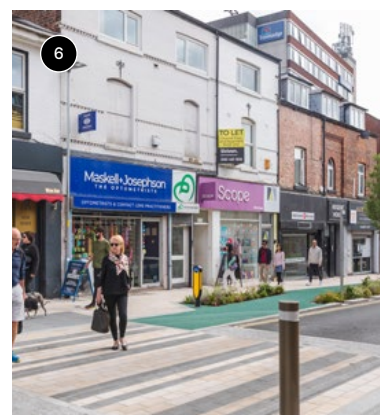
1. Carriageway narrowed to maximum 6.4m. A flush median strip should be considered, which narrows the carriageway visually but can be driven over. See Stamford New Road photo on previous page.
2. Two-way segregated cycle lane along eastern edge of Colne Road, with buffer space between bus stops/ parallel parking bays and cycleway. The strategy deviates from LCWIP proposal 1.10 which proposes a lane along the western edge of Colne Road. The strategy ensures continuous cycle flow along the eastern edge and limits the number of road crossings required by cyclists.
3. Tree planted green verges along Colne Road between Casterton Avenue and Keswick Street to reduce the perceived width of the street. Potential for sustainable urban drainage systems such as rain gardens and swales with green verge areas.
4. A cycle priority junction at the junction of Windermere Ave. and Casterton Ave. providing signalised cycle and pedestrian crossings.
5. Parallel parking bays more sensitively integrated and punctuated by tree planting along Colne Road, to the south of the Peart Street junction.
6. Raised courtesy crossings should be considered at regular intervals, breaking down long stretches of straight road to discourage speeding.



Strategic Considerations



Green verges and tree planting should be integrated along the length of Colne Road, narrowing the perceived width of the street



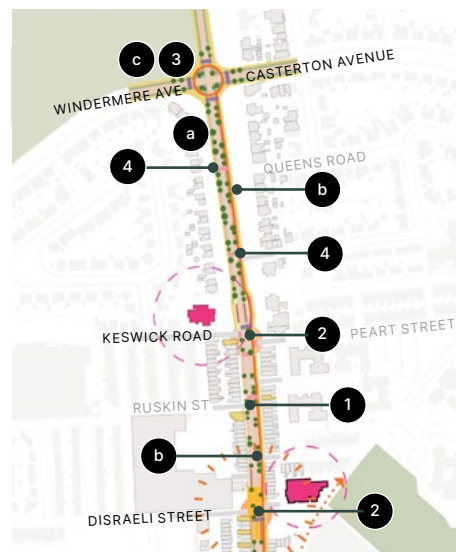
Raised courtesy crossings should be considered at regular intervals, breaking up long stretches of carriageway to slow speeds (Photo: Regent Road, Altrincham)



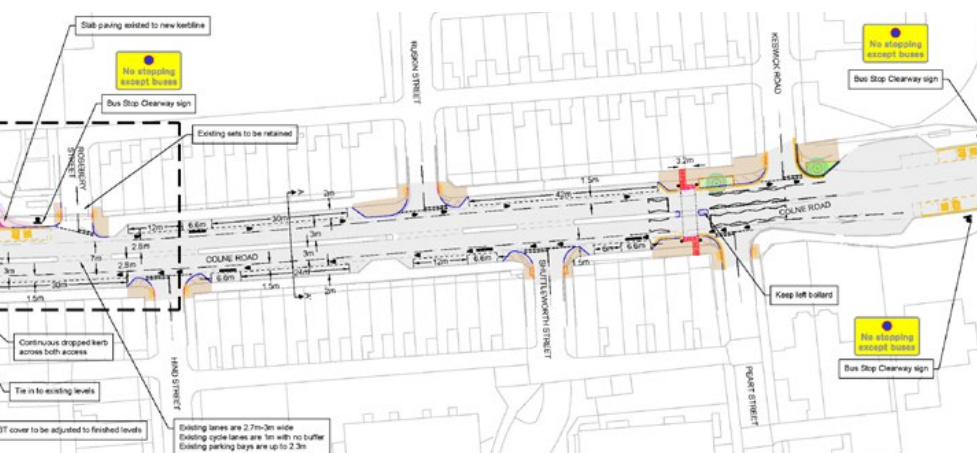
**Years  
1-5**

## Improving Colne Road North

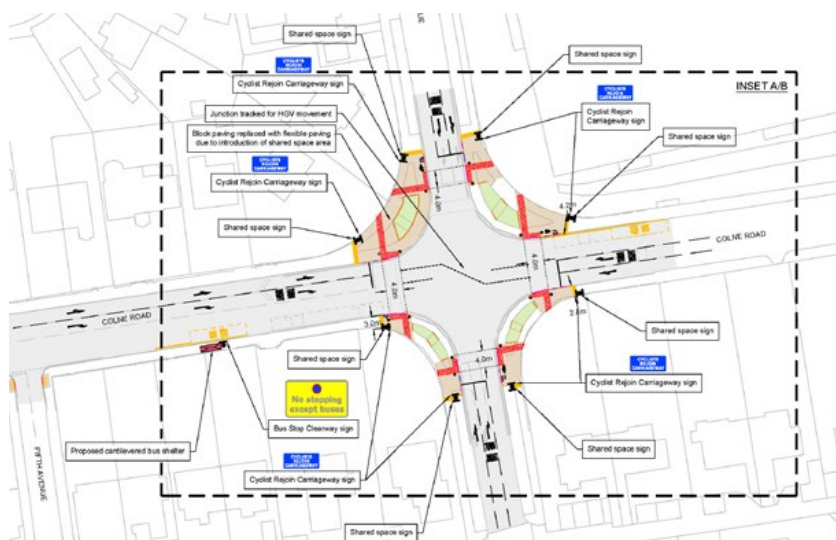
1. As part of the first phase SGHS initiatives, junction enhancements are proposed at Roseberry Street, Ruskin Street, Peart Street and Keswick Road.
2. New signalised pedestrian crossings are proposed at the junction with Disraeli Street and Peart Street.
3. SGHS Priority junction improvements at the Casterton Avenue/ Windermere Avenue, creating safer, straight line pedestrian crossings at each arm of the junction.
4. Raised courtesy crossings should be considered at secondary crossing locations, providing informal crossings points and additional traffic calming .
5. Speed cameras in identified priority locations, in accordance with the Speed Management Strategy.



Project Location Plan



LUF SGHS Proposal - Disraeli Street to Keswick Road (Image Source: Jacobs - plans not to scale)



LUF SGHS Proposal - Casterton Avenue/ Windermere Avenue junction (Image Source: Jacobs - plans not to scale)

### LUF SGHS Priority Locations\* Disraeli Street to Keswick Road

SGHS interventions here will enhance the crossing experience for pedestrians at key intersections with heavy pedestrian footfall. There is potential for an initial tree planting strategy to be delivered in widened pavement spaces within the first five years, subject to additional funding becoming available.

### Casterton/ Windermere Avenue Gateway

SGHS interventions at the Casterton Avenue/ Windermere Avenue junction will create a more coherent and safer crossing environment for pedestrians and cyclists. Proposals will narrow the junction radii, enhance signalised crossings and integrate new areas of green infrastructure.

\*LUF SGHS Aug 2024 Consultation designs shown are not final and may change as part of detailed design



\*subject to availability of future funding opportunities



**Years  
5-10\***

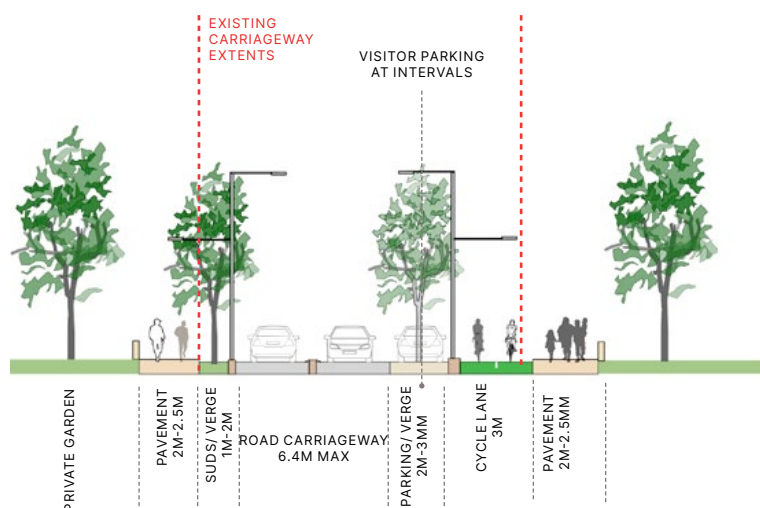


**Years  
10-15\***

## Upgrading Colne Road North

More significant infrastructure modifications are again required in order to allow more transformational interventions proposed to take place.

- Carriageway narrowing scheme in line with southern sections, reducing the width of the road carriageway to a maximum width of 6.4m.
- Pavement build outs at road narrowing points, located approximately every 25m along the northern stretch of the road.
- An initial tree planting scheme could be considered during this time-frame, targeting locations where new informal crossings and narrowing points have already been introduced to create new 'safe street clusters'.
- Initial junction upgrades at the Casterton Avenue junction, considering east-to-west cycle crossings initially to connect existing cycle lanes from Windermere Avenue to Casterton Avenue.



Illustrative Cross Section: Colne Road North  
A new green boulevard is proposed alongside a narrower road carriageway



The long-term strategy includes a fully-segregated, cycle priority crossing at Casterton/ Windermere Avenue junction

## Transforming Colne Road North

- Continuation of the street tree planting scheme, with trees delivered at more regular intervals within wider pavement spaces to form a green boulevard along the street.
- Establish the segregated cycleway, with full segregation measures including green verges and sustainable drainage. Street lighting should be relocated at this stage, ensuring well-lit pavements.
- A fully redesigned junction solution at Casterton / Windermere Avenue, with a 'cyclops' cycle priority junction the preferred long-term solution.

## 8.7 Briercliffe Road Long-Term Strategy

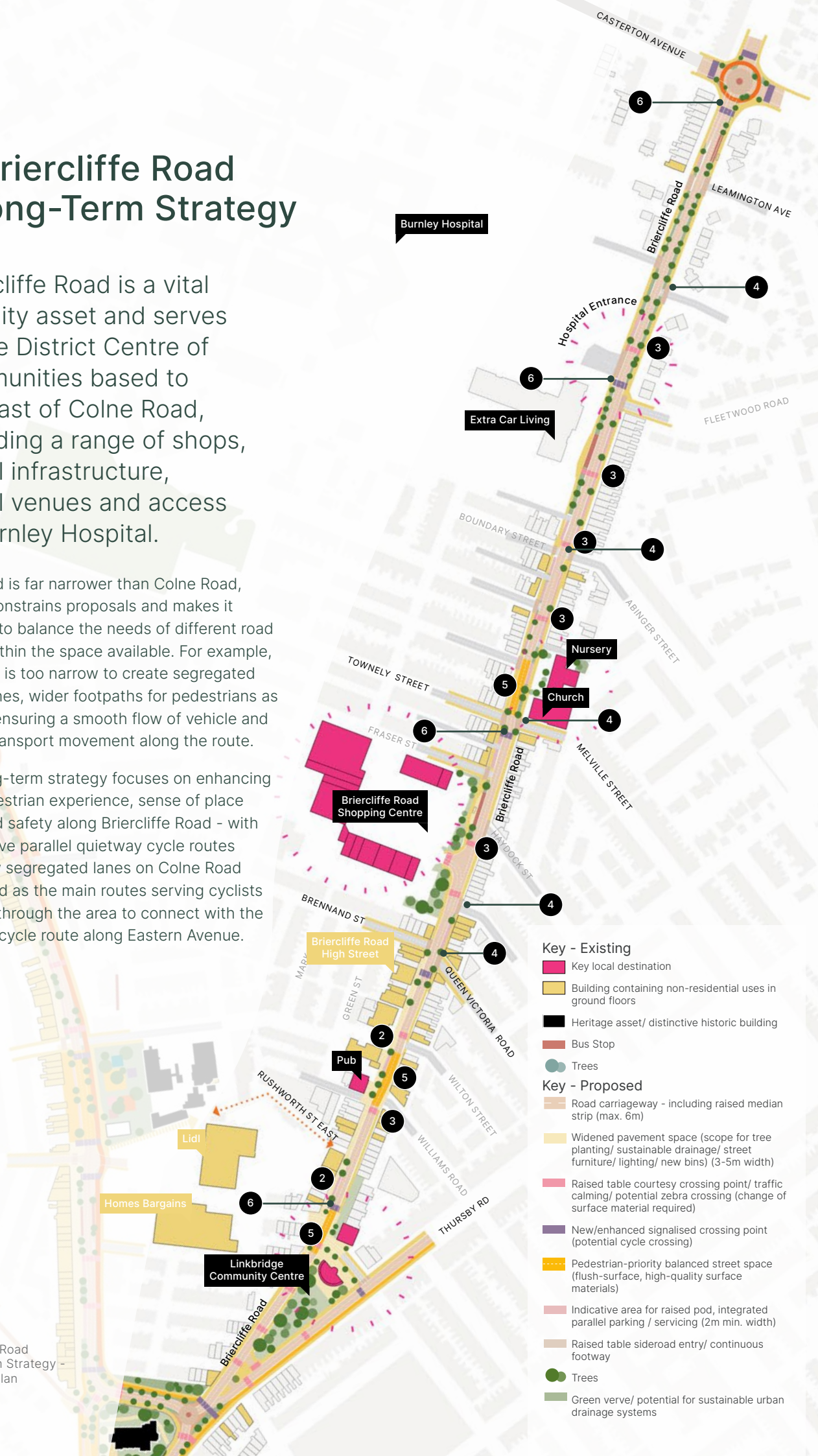
Briercliffe Road is a vital amenity asset and serves as the District Centre of communities based to the east of Colne Road, providing a range of shops, social infrastructure, social venues and access to Burnley Hospital.

The road is far narrower than Colne Road, which constrains proposals and makes it difficult to balance the needs of different road users within the space available. For example, the road is too narrow to create segregated cycle lanes, wider footpaths for pedestrians as well as ensuring a smooth flow of vehicle and public transport movement along the route.

The long-term strategy focuses on enhancing the pedestrian experience, sense of place and road safety along Briercliffe Road - with alternative parallel quietway cycle routes and new segregated lanes on Colne Road proposed as the main routes serving cyclists moving through the area to connect with the primary cycle route along Eastern Avenue.



Briercliffe Road Long-Term Strategy - Concept Plan





## Proposed Interventions

The strategy aims to create a safer street, with more space for pedestrian activity and a better environment for businesses. To achieve this, the **road carriageway requires narrowing to a maximum of 6 metres** along the length of the street, aside from where filter lanes are retained. This will create space for wider footpaths, new trees, lighting and seating. Other proposed interventions include:

1. Carriageway narrowed to maximum 6m. A slightly raised median strip should be considered, which narrows the carriageway visually but can be driven over. See photo below for detail.
2. Wider pavements along the high street, with raised parallel parking pads integrated where space allows. Tree planting, new bins, lighting, cycle stands and seating to be integrated into pavements, generally in a linear arrangement to ensure pedestrian movement is not impeded.
3. Raised table crossing points along the length of the street to slow down traffic, with potential for zebra crossings in higher footfall locations.
4. Raised table side road entries (continuous footways) at entry points to residential streets. Priority junctions include Brennand Street, Towneley Street and the shopping centre.
5. Pedestrian priority, balanced street spaces in key locations - at Linkbridge Community Centre, the Baltic Fleet and Briercliffe Road Church.
6. Signalised crossings at key junctions.
7. Future junction remodelling to incorporate cycle priority measures at Eastern/ Casterton Avenue.
8. Green verges, tree planting and potential sustainable urban drainage systems in reclaimed highway space to the north of the high street, indicating a transition from the District Centre to a residential neighbourhood.



Raised table pedestrian priority spaces signify points in the road where the priority of the carriageway switches to pedestrians, adjacent to key amenities and destinations (Photo: PReston City Centre)



A 6m carriageway with a raised median, breaking up the visual width of the road to calm traffic (Photo: Preston City Centre)

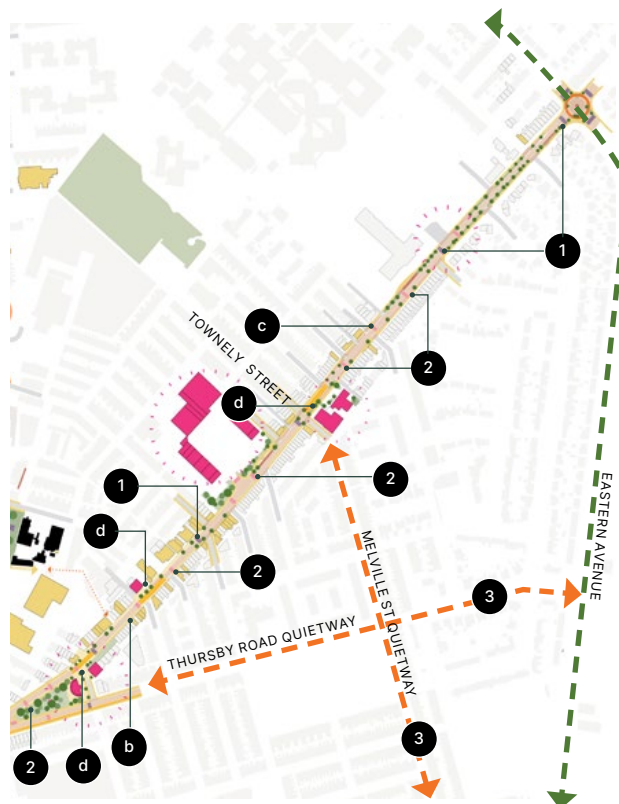


**Years  
1-5**

## Improving Briercliffe Road

Early improvements along Briercliffe Road should focus on improving the pedestrian crossing environment along the street, providing more opportunities to cross, and calming vehicular traffic speeds. Initial interventions helping to establish quietway cycle routes in surrounding neighbourhoods should be delivered in tandem.

1. Signalised crossings at the intersections of Briercliffe Road and the entrance to the hospital, Queen Victoria Road and Melville Street.
2. Uncontrolled, raised table courtesy crossings or parallel crossings adjacent to Linkbridge Community Centre, Briercliffe Shopping Centre,
3. Explore opportunities for delivering cycle infrastructure along Thursby Road and Melville Street Quietways. Initial interventions to be considered include painted cycle lanes and signage marking the routes as cycle quietways. Road narrowing / pavement build outs to be considered at the junctions with Briercliffe Road.



Project Location Plan



Pavement widening and public realm enhancements along Brierfield High Street (Image Source: Google Earth)



Raised table spaces at identified pedestrian priority locations, pavement build outs and zebra crossings to calm traffic in Nelson (Image Source: Google Earth)



\*subject to availability of future funding opportunities



**Years  
5-10\***



**Years  
10-15\***

## Upgrading Briercliffe Road

The second stage of the strategy for Briercliffe Road would see more substantial modifications to the core road infrastructure in order to deliver longer term aspirational interventions along the street.

- Phased carriageway narrowing along the length of the street, focusing on the high street to the south first and moving north.
- Initial street furniture installations in widened pavement spaces, starting along the high street. Street furniture should be carefully considered and arranged to prevent cars pulling onto the kerb informally. New parallel parking bays to be installed in identified locations.
- New uncontrolled crossings and raised courtesy crossings at locations identified in the Briercliffe Road Concept Plan.
- Establishment of pedestrian priority spaces at the identified locations. Raised tables installed with temporary to be used such as coloured tarmac depending on budget.
- Tree planting at key locations - including the high street, adjacent to the Briercliffe Road Church and Nursery and Baltic Fleet.

## Transforming Briercliffe Road

- Higher quality surface materials to replace temporary materials at key pedestrian priority spaces, courtesy crossings and continuous footway crossings.
- Delivery of cycle priority junction (CYCLOPS) at Briercliffe Road/ Eastern Avenue junction.
- Tree planting along the length of the street in identified locations. Sustainable urban drainage schemes and green verges to be delivered along the street north of the Boundary Street junction.

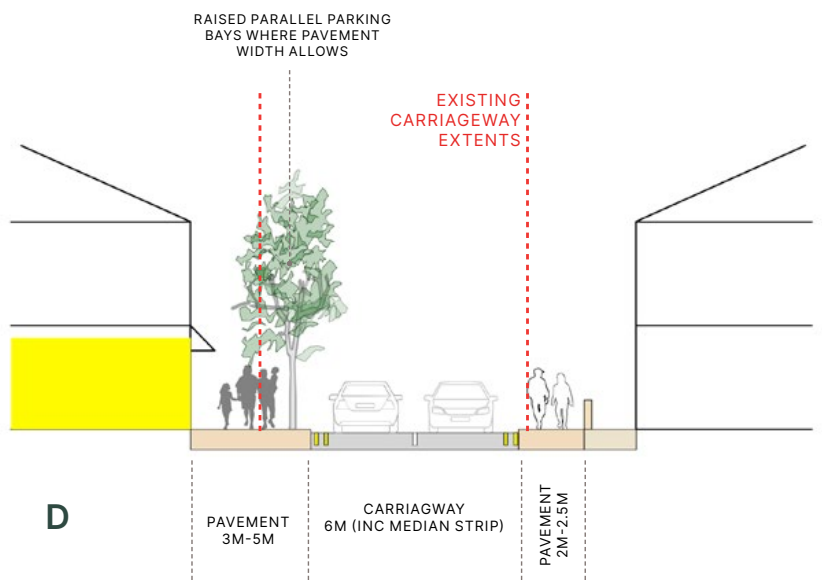


A more balanced high street environment in Poynton, where the road carriageway is subtly integrated as part of a pedestrian-oriented street design

## Briercliffe Road - Long-Term Strategy Illustrative Cross Section



Cross Section Location Plan



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# SUMMARY AND NEXT STEPS



The Colne Road Masterplan Strategy sets out a long-term spatial vision for enhancing the experience along both Colne Road and Briercliffe Road, as well as in surrounding residential neighbourhoods across the area.

The strategy is fundamentally driven by placemaking, ensuring proposals not only make it easier and safer for pedestrians and cyclists to move around the area, but contribute towards a more attractive and liveable place.

## Two Strategies

The report contains two spatial strategies, addressing the issues and challenges faced by the area as a whole, as well as providing a more detailed street design strategy for the Colne and Briercliffe Road corridors. The strategies are not mutually exclusive, and provide a coherent spatial vision and deliverables to create a greener, cleaner and healthier place to live, work and socialise.

The strategy recommends that initiatives and interventions identified along Colne Road itself are prioritised in future funding rounds, as the main road was identified as the key area of focus by local people through a series of engagement events.

## Improve, Upgrade, Transform

An incremental approach to delivery is proposed for the two main roads, breaking down proposed projects to provide an understanding of what will be delivered in the short, medium and long term.

This is an important element of the strategy, highlighting how Levelling Up Funded initiatives to be delivered in 2025 provide a strong basis for the longer-term placemaking ambitions.

## Delivery

Realising the vision for the Colne Road area will involve a range of partners. Lancashire County Council and Burnley Borough Council will continue to work together with national authorities such as Department for Transport and National Highways, as well as bus operators and private developers.

The delivery of projects included in the strategy will be determined by a number of factors such as available funding and development coming forward in the local area. However, it is important to have a holistic vision to provide clarity on priorities and coherency at the delivery stage.

Central government is the main source of capital funding for local transport schemes. The interventions proposed in this strategy could also be considered if future rounds of funding become available in the coming years particularly from government departments such as MHCLG, the Department for Transport and Active Travel England.

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