



Route Description and Construction Elements 2016 -2017:

The text below provides a brief description of the proposed Weavers Wheel Cycleway together with an overview of the construction works which will take place. Further plans will soon be available to show the proposed works and provide an update on the completion of each section.

For the purposes of the description the route starts from the Witton Country Park Cycling Hub at the pavilion and runs in an anticlockwise direction. [An overview of the route is provided on Map 1: Route Map \(Drawing H-076063-01-SK30 –GA 0001\)](#)

- I. From the Witton Park Cycling Hub (pavilions) the route runs westwards using National Cycle Network 6 (NCN6) crosses the River Darwen at the car park and runs up to Tower Road.
- II. At Tower Road the route continues onto the recently constructed cycleway (LSTF funded) linking through onto The Crescent at Cherry Tree, Blackburn. [Improvements are planned on the steeper sections of the Crescent Cycle Link. Innovative bound materials will be used on the steepest sections giving better grip. Look out for these works during the summer months. Please see MAP 2: Witton Park Crescent link \(Drawing H-076063-01-1101-0001 C02\) for further details.](#) The route turns right onto Preston Old Road for a short on road section to Cherry Tree Lane.
- III. At Cherry tree lane the route enters onto the Leeds & Liverpool Canal towpath and runs in an easterly direction towards Ewood. [Surfacing works have been completed in this section creating a well surfaced cycle link from the carriageway to the entrance of the Leeds Liverpool Canal. The installation of a new “K” style barrier affording better access onto the Canal for Mobility Scooters together with additional signing will complete the works in this area.](#)
- IV. The route leaves the towpath along the footpath linking New Wellington Street to Aqueduct Road via the rear of the bowling greens. [Additional surfacing works have been completed in this section and a well surfaced path has been created from the canal towpath down to Aqueduct Road. The stones and protruding boulders have been removed from the upper section and a footway link created. Further works will involve the installation of signing and bollards to prevent misuse by motorised vehicles.](#)
- V. At Aqueduct Road the route continues on road and crosses the A666 at the Thwaites’ Theatre to pick up the River Darwen Parkway behind Ewood Cycles (former Aqueduct Inn). [Planned works for this section will include the tidying up of the car park and entrance to the River Darwen, cutting back the overgrown vegetation and carrying out remedial works to the existing stone walls.](#)
- VI. The River Darwen Parkway which offers fantastic views of the borough and Ewood Park exits via Millbrook Street at Lower Darwen onto Fore Street. [On this section we proposed to](#)

improve the surface course over the steeper sections with “anti-skid” material. The overgrown vegetation will be cut back and minor repair works to the surface carried out where required. Please see **Map 3: River Darwen Parkway** (Drawing [H-076063-01-1101-0004 C01](#)) for further details.

- VII. The route continues eastwards, passes Highercroft Road and turns left at Rakes Bridge to re-join the River Darwen Parkway. This short section of Parkway is used to by-pass the steep section of Stopes Brow. *The route here will be widened where possible and the existing timber bridge replaced with new. The stepped sections will be replaced with sloped sections.*
- VIII. It re-joins Stopes Brow using the access road to St. James’ School, turning left to progress towards the traffic signal junction at Blackamoor. *An advanced cycle waiting area and stop line has already been installed at the junction.*
- IX. The route then continues along Blackamoor Road to the Guide Roundabout area and uses the existing shared footway and toucan crossing facility to cross Haslingden Road. This section of the route up to Guide roundabout is possibly the most challenging for cyclists. This is an extremely busy road and there is insufficient pavement width to develop a shared cycle/ pedestrian path. Caution will be advised along this section in literature and through signage. *To draw drivers’ attention to cyclists, cycle symbols will be placed in highly visible green squares of carriageway surfacing. Signing will also be improved.*
- X. From this crossing point the route uses the existing shared cycleway through Lions Drive and Dutton’s Way to enter the Arran Trail at the lower section of Dutton Way. *Overhanging trees and bushes will be cut back along this section.*
- XI. The route runs along the Arran Trail in a northerly direction to the end of the Trail at the landscaped area between Staffa Crescent and Bank Lane (Knuzden Brook). *The Arran Trail surfacing will be greatly improved through new construction. The route will be widened and strengthened with path edgings where possible and passing places created on the narrower sections. Please see **Map 4: Arran Trail** (Drawing [H-076063-01-1102-0002 C01](#)) for further details*
- XII. Turning left onto Bank Lane and passing the junction of Fecitt Brow the route turns right onto the Public Footpath linking Bank lane to St. Ives Road. *The proposed works along this section include the upgrade of the footway to cycleway, widening and surfacing works together with the cutting back of overgrown areas. The existing riverbank will be strengthened with the introduction of a short stretch of “gabion” retaining wall. Please see **Map 5: Knuzden Brook** (Drawing [H-076063-01-1103-0001 C01](#)) for further details.*
- XIII. The route turns left onto St. Ives Road and then immediately right to follow the path linking through to Accrington Road. *This link road will be resurfaced and signed.*
- XIV. The route crosses Accrington Road at Peronne Crescent and runs along Peronne Crescent and then Maricourt Avenue to the junction with Whitebirk Road. *The proposed route will be signed with direction markers.*
- XV. Turning right onto Whitebirk Road the route runs on road down to the red Lion Roundabout and onto the Canal Towpath via the entrance to Davies Road located close to “The Range” access road. *The initial works at the roundabout will include the improvements of the route onto Davies Road. Vegetation will be cut back and a wider path will be constructed. Further works at this junction may include the introduction of a traffic signal assisted crossing point over the Whitebirk Drive link roads. Queue management infrastructure is also proposed to assist traffic entering the roundabout from Whitebirk Road.*

- XVI. The route follows the towpath in a north easterly direction, swinging northwards and then north westerly to exit onto Trident Park and Trident Way towards Whitebirk Drive. [Minor repair works to the towpath surface and proposed for this section.](#)
- XVII. The route then crosses Whitebirk Drive and follows the shared footway / cycleway towards Brownhill Roundabout via the Philips Road, Whalley Old Road, Emerald Avenue, Roe Lee Park, Brownhill Drive and Cornelian Street junctions (*the section from Phillips Road to Brownhill has been delivered thanks to LSTF funding*). [Further traffic signal improvements are proposed for the various junctions along this section. It is proposed that “Toucan” crossings will be installed to assist cyclists across these busy junctions.](#)
- XVIII. The route then crosses the A666 Whalley New Road at the signalised junction onto a shared footway alongside Ramsgreave Drive. [Future works will include the installation of Toucan style crossings at “Brownhill Roundabout” to enable cyclists to navigate the junction using footways and crossing points.](#)
- XIX. The route crosses Pleckgate Road and continues along the Service Road, crossing Lammack Road until it reaches the junction with Whinney Lane. The proposed route will use shared footways and the service roads where possible. [Work has commenced on widening the footway between Pleckgate Road and the start of the service road and also the widening of the existing path between the service roads linking Pleckgate Road to Lammack Road. Please see **Map 6: Ramsgreave Drive** \(Drawing \[H-076063-01-204-0002 C01\]\(#\)\) for further details.](#)
- XX. The route turns left onto Whinney Lane and immediately right onto St. Lawrence Avenue and continues along Quebec Road and Beardwood to join Preston New Road. [Currently minor improvements are planned for the junction of Beardwood and Preston New Road to improve egress for cyclists.](#)
- XXI. Turning left onto Preston New Road the route continues to the Revidge Road signalised junction and turns right onto Billinge End Road. [Roadmarkings will be improved at this junction. Through the works associated with the construction of the new school on Meins Road it is proposed to install pedestrian crossing facilities across Preston New Road at Meins Road and across Billinge End Road at the traffic signal junction.](#)
- XXII. Riders on the Wheel will be presented with two choices to return to Witton Country Park at this point. The easier route will follow Buncer Lane and sign cyclists into Witton Park next to Witton Park High School (picking up the NCN route 6). [Works have commenced at the Buncer Lane entrance to Witton Park. Access to the existing “Toucan” crossing will be improved and surfacing works have taken place within the park entrance to provide a better cycling surface. Please see **Map 7: Buncer Lane** \(Drawing \[H-076063-01-1105-0002 C01\]\(#\)\) for further details](#)
- XXIII. The longer more challenging route runs along Billinge End Road, Woodcock Hill Road, Long Lane and Sandy lane, turning left onto Old Hall Lane and re-joining NCN Route 6 onto Tower Road and through Witton Park to the Witton Park Cycling hub. [Minor surfacing repairs will be carried out along this route and on Billinge End Road, Woodcock Hill Road, Long lane, Sandy Lane and Old Hall Lane.](#)