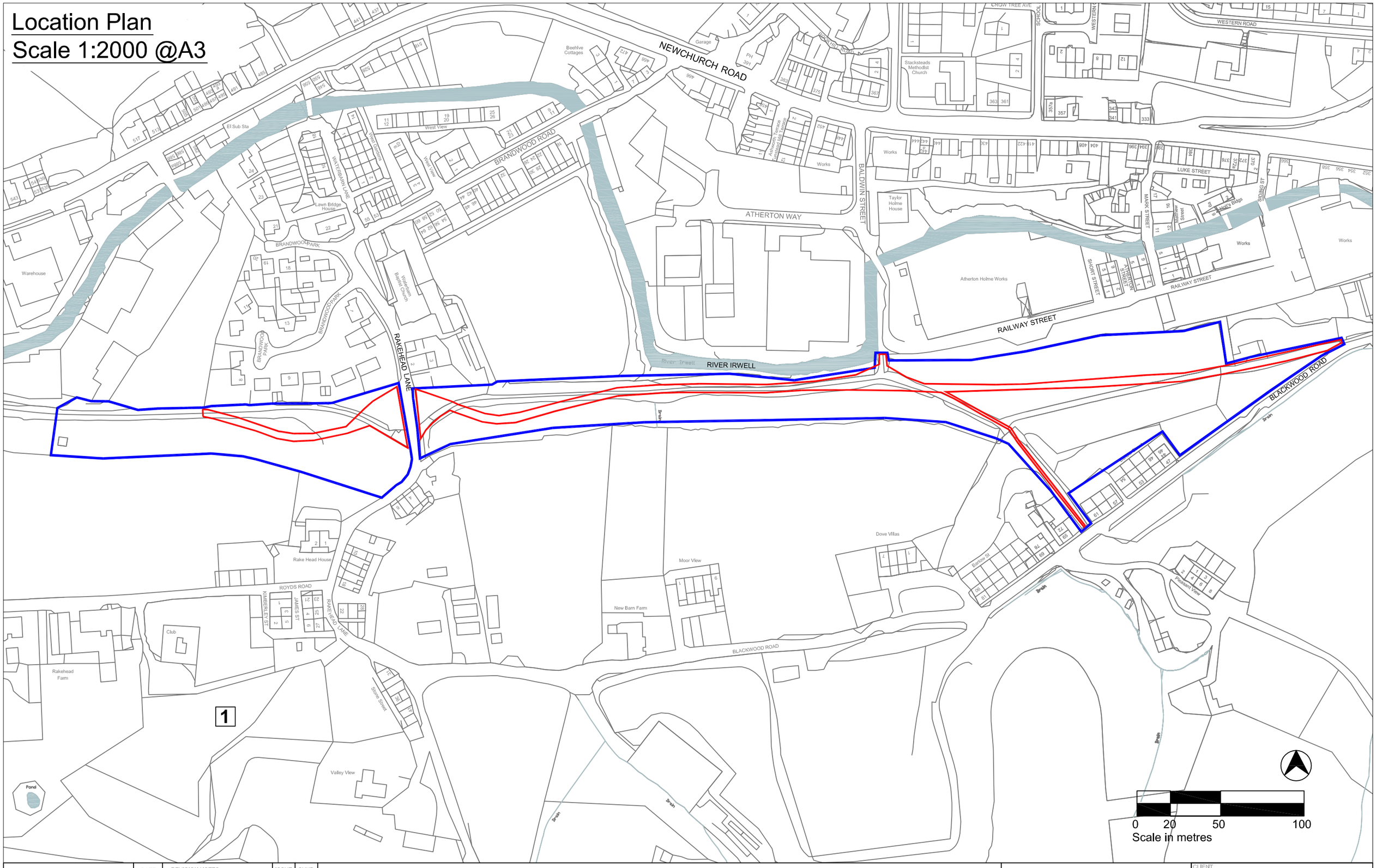
Location Plan
Scale 1:2000 @A3



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DATE	REVISION NOTES	ISSUE	CHKD
22.03.13	REV A - changes to extent of red line		

DESIGN | PLANNING | TENDER | CONTRACT

KEY

Site boundary

Development area

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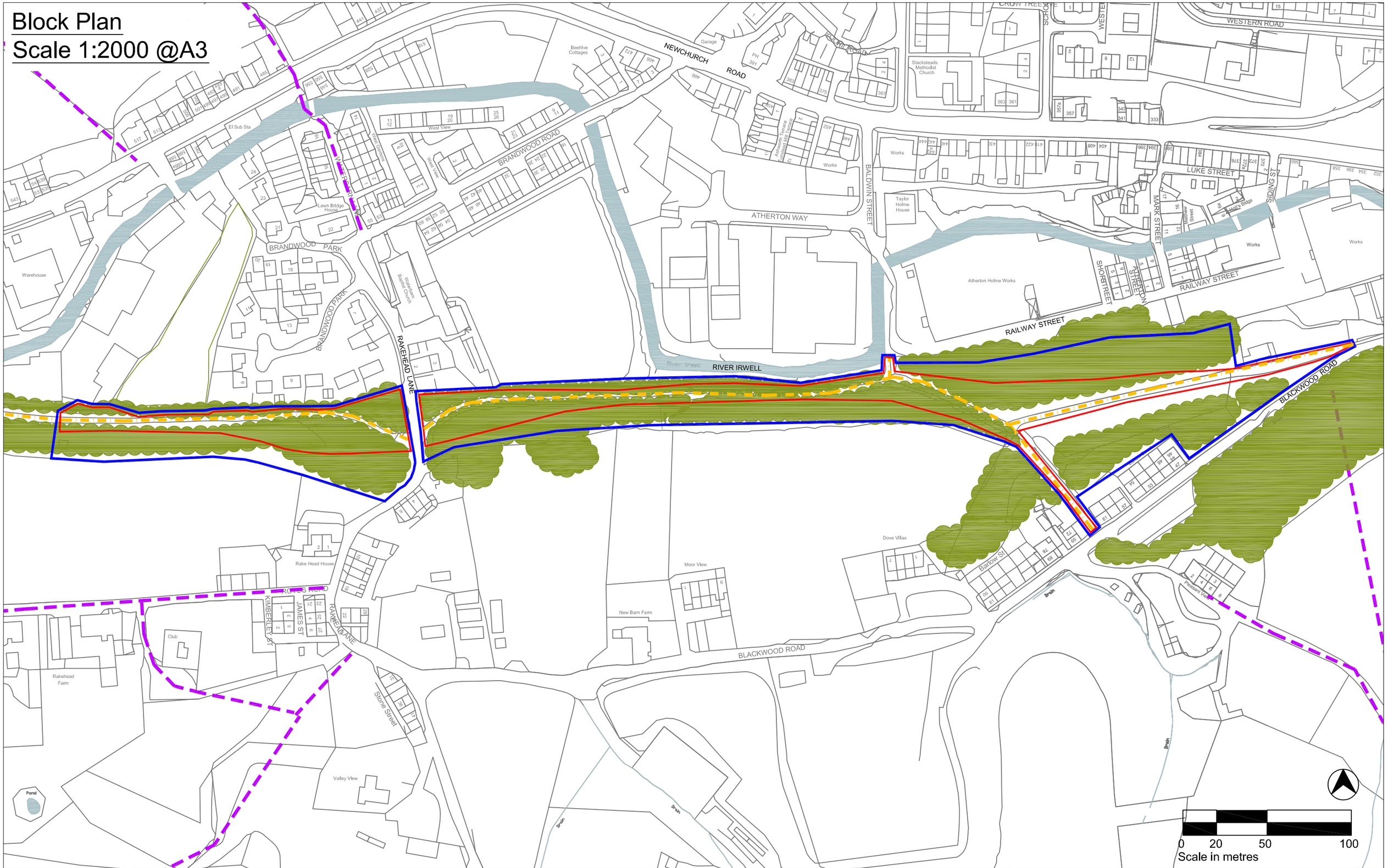
CLIENT	
PROJECT	Routes Around Rossendale
TITLE	Location Plan rev a
SCALE	1:2000@A3
DATE	March 2013
DRAWING NO.	129/L02 rev a
DRAWN BY	RM
CHECKED BY	MP
PROJECT CODE	129
ISSUE	

Block Plan
Scale 1:2000 @A3



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DATE	REVISION NOTES	ISSUE	CHKD

DESIGN | PLANNING | TENDER | CONTRACT

KEY

- Site boundary
- Development area
- Existing wooded areas
- Public Rights of Way
- River, stream, waterbody
- Existing desireline

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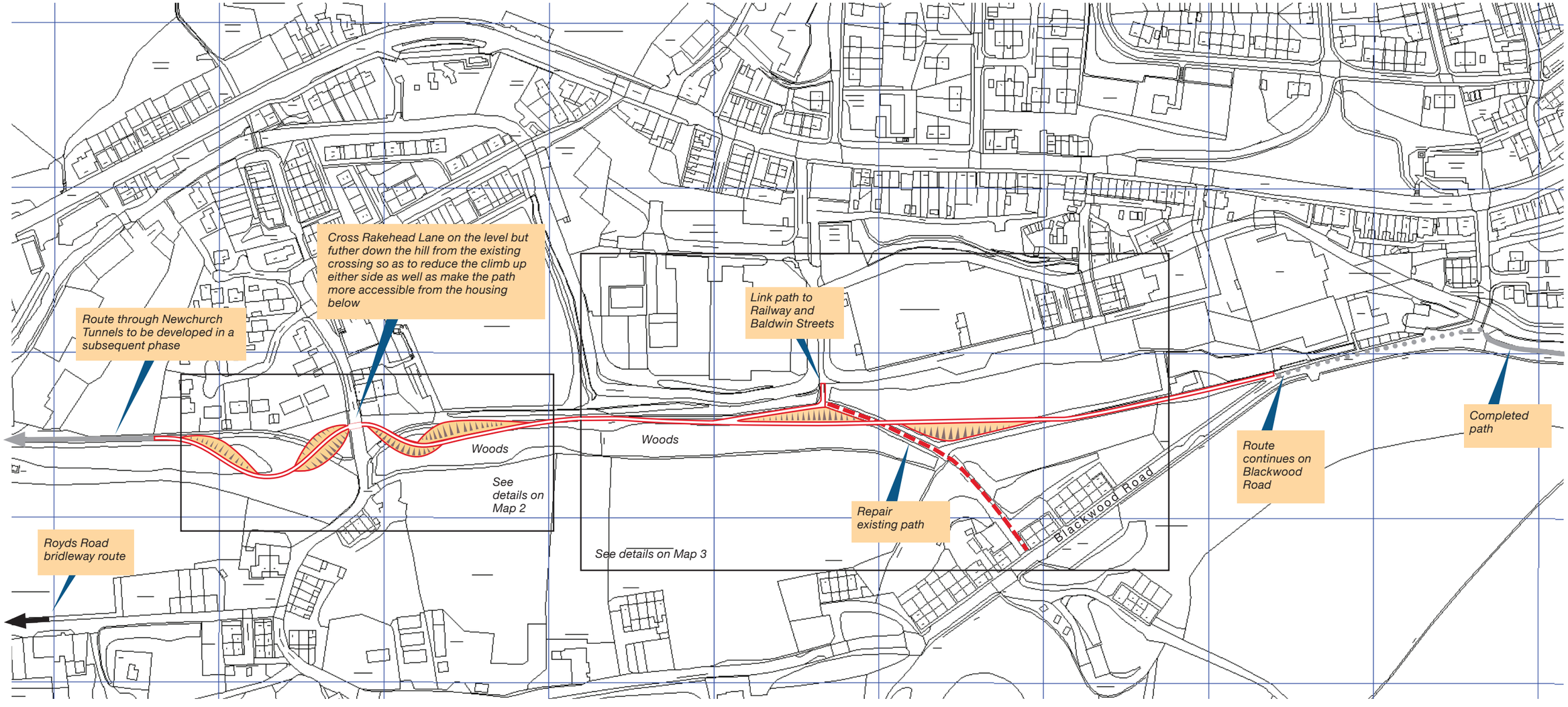
CLIENT	
PROJECT	Routes Around Rossendale
TITLE	Block Plan
SCALE	1:2000@A3
DATE	March 2013
DRAWING NO.	129/L03
DRAWN BY	RM
CHECKED BY	MP
PROJECT CODE	129
ISSUE	

Map 1. Plan showing the proposed reconstruction of the existing rough railway path to achieve an even 1:20 gradient on the slopes and a good surface to give access for all

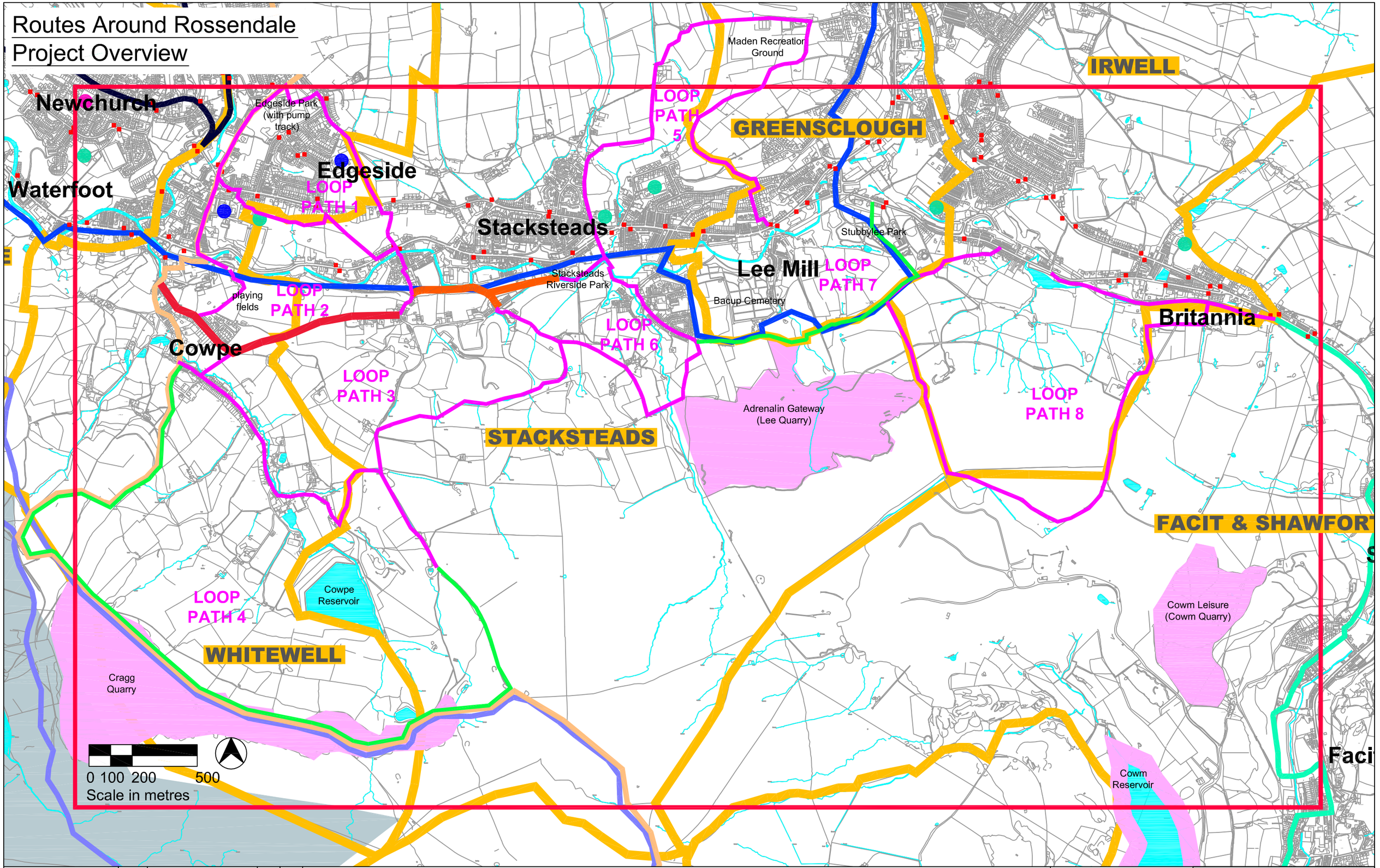


scale
0 metres 100
1:2500 scale when printed at A3 size

N

February 2013

Routes Around Rossendale
Project Overview



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DATE	REVISION NOTES	ISSUE	CHKD

DESIGN | PLANNING | TENDER | CONTRACT

KEY TO EXISTING ROUTES AND TRAILS

- Rossendale Way
- Mary Towneley Loop(bridleway)
- Irwell Sculpture Trail
- NCN Route 91
- NCN Route 92

KEY TO EXISTING FEATURES

- rivers, reservoirs and ponds
- Adrenalin Sports Facilities and tourist spots
- ward boundaries
- primary schools
- high schools
- bus stops/stations

KEY TO TARGET AREA

- target area/project focus
- proposed dual surfaced multi user route (former railway line)
- proposed signposted loop/circular routes (existing public rights of way)
- section of loop route suitable for horses
- new bridleway (Royds Road)

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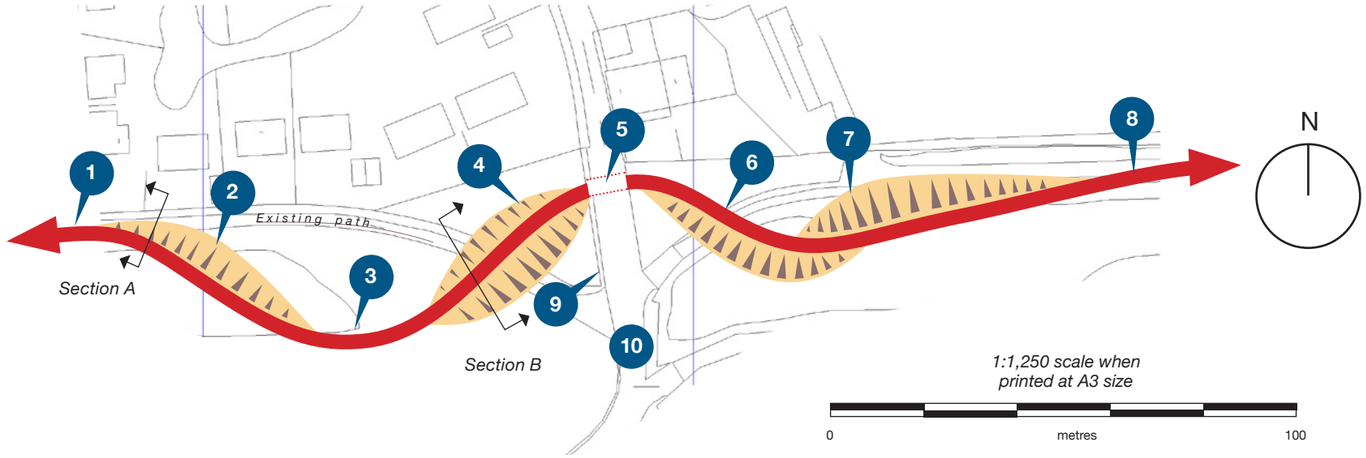
CLIENT	Routes around Rossendale Working Group
PROJECT	Routes around Rossendale
TITLE	Layout Plan
SCALE	NTS@A3
DATE	Jan 2013
DRAWING NO.	129/L01
DRAWN BY	RM
CHECKED BY	MP
PROJECT CODE	129
ISSUE	

Map 2. Rakehead Lane Crossing

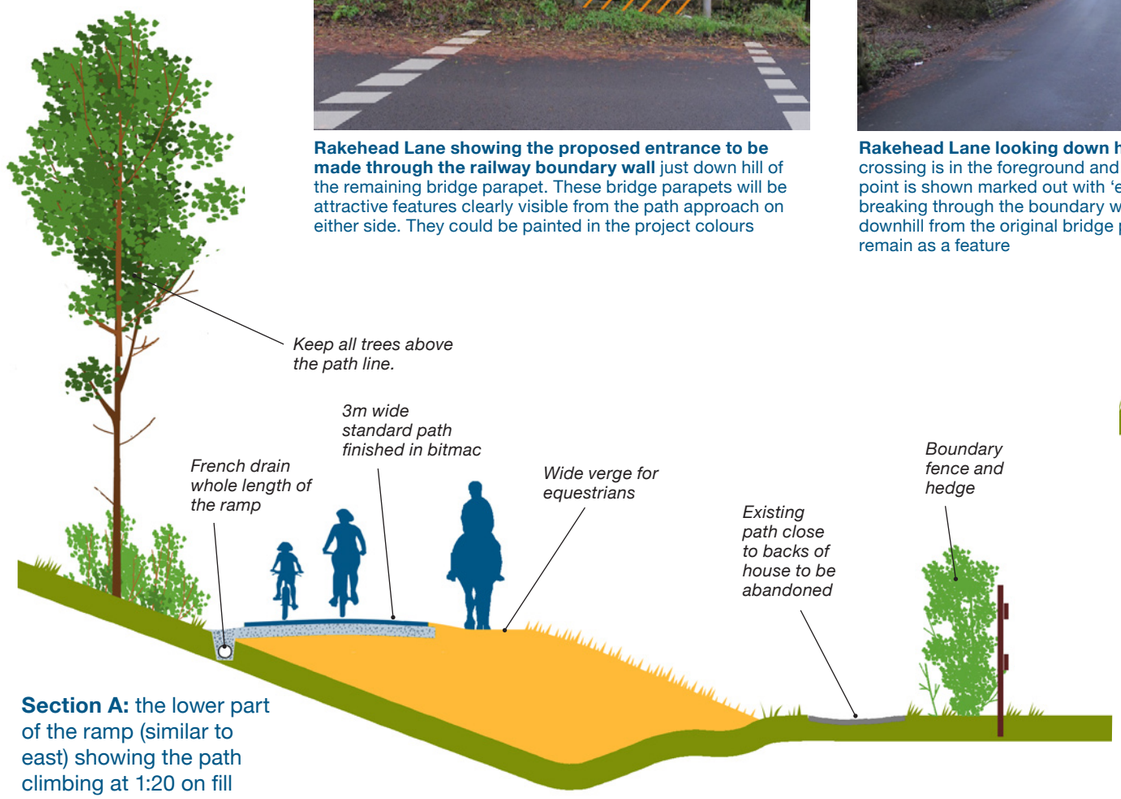


The Rakehead railway bridge remains but is infilled as are the approach cuttings either side. The existing rough path climbs steeply either side, and inexplicably crosses the road much higher up the hill than necessary and at a point where there is only limited visibility for traffic coming down the hill. The scheme shown here aims to achieve a 1:20 gradient on either side of the road with the minimum climb. It does not propose to reopen the bridge because (i) we have no idea of the condition of the bridge and (ii) we need to make a connection to this road for local access.

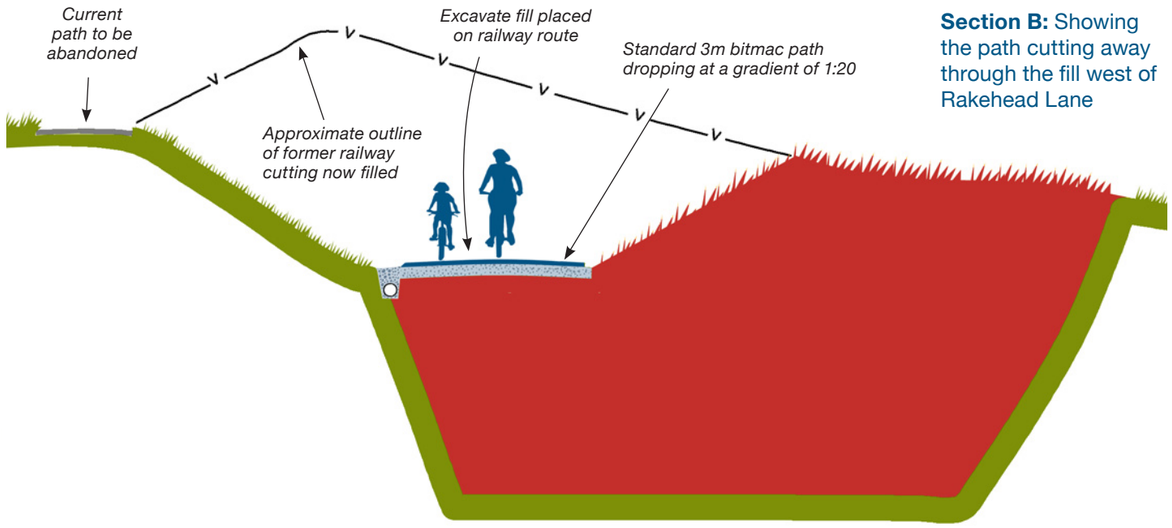
1. Path from the 2 Tunnels to be rebuilt to standard 3m width.
2. Veer away from the boundary (and nearby houses) to start climbing at 1:20 or less on fill as shown in the section.
3. In this area the path should be following the floor of the gully.
4. Cut through this area of fill on top of the original railway cutting as shown in the section. This material can be used for the lower sections of path built on fill, or mounded up in a heap on the line of the original to be abandoned path. It should NOT be removed from site.
5. The newly built ramp, over 100 long, should now reach the road at about plus 5.0m above the original track bed. Break through the boundary walls just downhill from the bridge parapets, make flush kerbs, and mark out the road crossing with “elephants footprints” to define route.
6. Veer into the hillside to win material if required and move to the path away from the neighbouring garden.
7. Construct lower level in fill to achieve 1:20 gradient. On this side the ramp will need to be about 80m long on account of the original railway itself having climbed over the section past the bridge.
8. The path continues in the standard section.

Rakehead Lane showing the proposed entrance to be made through the railway boundary wall just down hill of the remaining bridge parapet. These bridge parapets will be attractive features clearly visible from the path approach on either side. They could be painted in the project colours

Rakehead Lane looking down hill. The existing path crossing is in the foreground and the proposed crossing point is shown marked out with ‘elephants footprints’ and breaking through the boundary wall at a convenient point downhill from the original bridge parapet walls which can remain as a feature



Section A: the lower part of the ramp (similar to east) showing the path climbing at 1:20 on fill



Section B: Showing the path cutting away through the fill west of Rakehead Lane

Map 3. The climb to Blackwood Road - proposals to ease the gradient to 1:20

1. Existing path along the railway corridor to be reconstructed to a 3m wide bitmac surface as shown in the standard path cross section.

2. The existing path climbs steeply at a gradient of approximately 1:6. In order to ease this to the desired 1:20, the climb or ramp needs to be made some 3 times longer, namely 200m in length. The best way of doing this will be to ramp up as shown on a new bank (A) constructed with material won from the upper section (B) all made in cut for a balanced cut and fill operation.

3. Intersect the existing path at grade so that it can still be used by pedestrians.

4. This upper section needs to be excavated to provide material for the lower section. Note that the existing field gate edge path at the top could be abandoned.

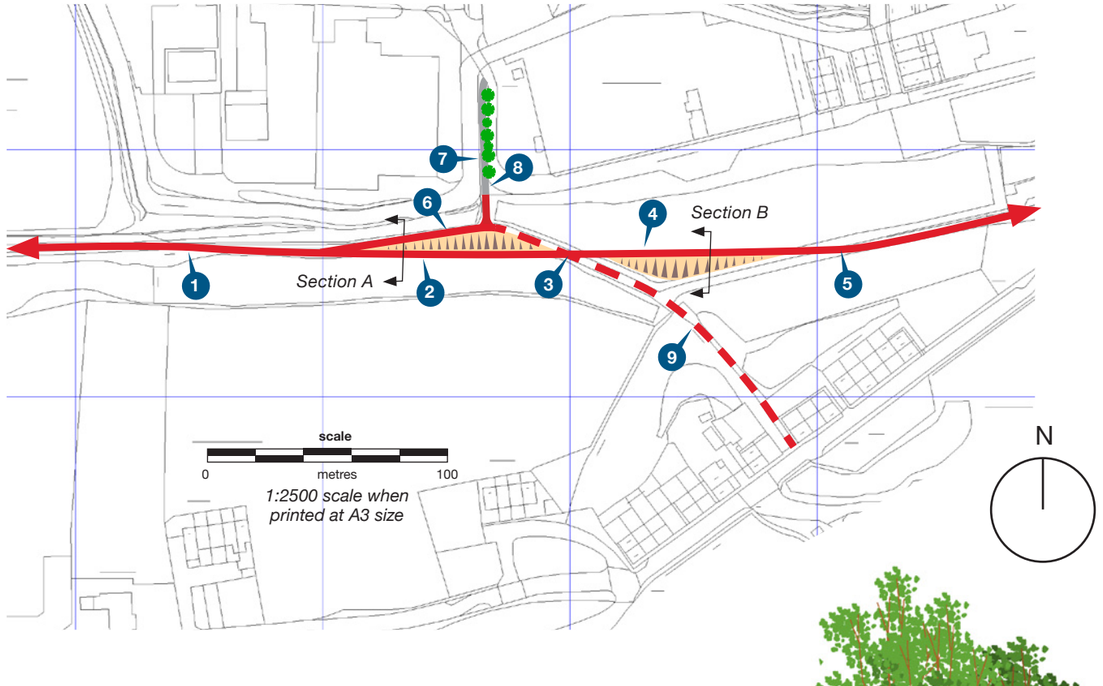
5. Route continues to join Blackwood Road on the level. Reconstruct this as in section C and remove the existing barriers.

6. Maintain the lower path, but to a narrower width of 2m, to link to Baldwin Street for the valuable link to Rock Hill Road and a large residential area.

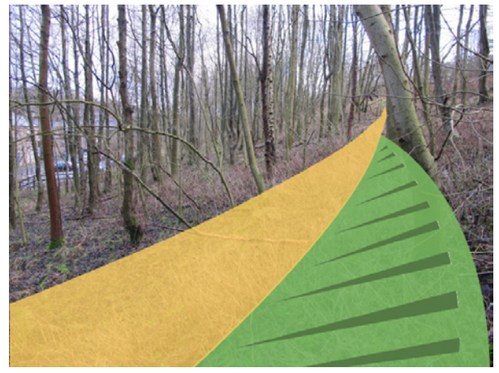
7. This wide verge could be formalised with a path near the riverside and a line of trees to separate off the industrial loading area.

8. Provide for this link through to Railway Street, Mark Street and Heath Hill Drive.

9. This upper section of the path can be retained and improved for a direct link to the local housing.



Blackwood Climb showing ramp dropping down to the west as in section A with narrow path at foot of ramp leading to local access



Blackwood Climb showing route of upper section of path BB ramping up through fairly new woodlands. The trees up hill of the ramp to be removed and the excavated slope grassed.

Section A: The lower section of the Blackwood Climb

Keep all trees on the slope above the new ramp

Standard 3m wide path on 5m wide earthwork

French drain full length of the ramp

3m

Earthworks with compacted material excavated from the upper part of the climb, or from imported materials if available free of charge. Grass or plant this surface as required. The advantage of maintaining a grassed bank will be that this will provide welcome views over the valley

Scale 1:100

Section B: The upper section of the Blackwood Climb

Excavated material to go to build lower ramp. Grass this slope with fibre reinforcement if necessary

French drain whole length of ramp. It may also be advantageous to cut an open ditch in the edge of the field to prevent water eroding down the excavated slope

Keep all trees below the ramp

Wide verge for equestrians

2

1

3m

2

1

Original formation 8 – 9m for double track railway

2m wide link path at the foot of the bank on line of old railway

Ground drops away to the river

2m

Section C. The standard path cross section

Ditch or french drain on uphill side of path

3m

Grass up shoulder flush to path

3m wide machine laid bitmac 60mm thick with central camber laid on 250mm thick compacted stone 3.5m wide, in turn laid on reinforced polypropylene fabric

Scale 1:50

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