
REPORT TO:	DEVELOPMENT SERVICES COMMITTEE	AGENDA ITEM: 11
DATE OF MEETING:	8 NOVEMBER 2001	CATEGORY: DELEGATED
REPORT FROM:	DEPUTY CHIEF EXECUTIVE	OPEN PARAGRAPH NO:
MEMBERS' CONTACT POINT:	RICHARD GROVES (EXTN. 5738)	DOC:
SUBJECT:	BURTON – LEICESTER NATIONAL CYCLE ROUTE	REF:
WARD(S) AFFECTED:	NEWHALL, SWADLINCOTE, GRESLEY	TERMS OF REFERENCE: DS 6

1.0 Recommendations

- 1.1 That support be expressed for the development of the scheme as proposed.

2.0 Purpose of Report

- 2.1 To obtain a Committee resolution concerning detailed proposals for a cycle route through Swadlincote town centre forming part of National Cycle Route 63, linking Burton to Leicester.

3.0 Detail

- 3.1 Derbyshire County Council in consultation with officers from this Council and Sustrans, the cycleway development charity, has produced detailed proposals for a National Cycle Network link (NCN Route 63) which will pass through the southern part of South Derbyshire. The proposed route is shown on the plan at Annexe A.
- 3.2 The National Cycle Network is being promoted by Sustrans and comprises a series of on and off-road cycle routes throughout the UK. Three NCN routes already pass through South Derbyshire, these being the Derby-Nottingham, Derby-Leicester and Derby-Lichfield links.
- 3.3 NCN Route 63 is identified as part of the core network for the County in the Derbyshire Local Transport Plan and links forming a provisional path for the route are proposed in the South Derbyshire Cycling Strategy. In implementing the network, Sustrans has sought to direct routes through town centres wherever possible in order to maximise potential benefits in terms of providing cycle access to popular destinations. Thus the proposals for Swadlincote would pass through the pedestrian zone of High Street, the Delph and Midland Road, as shown on the plan at Annexe B. The County Council consider that there is no viable alternative route at present owing to restricted carriageway widths and difficult junctions associated with roads surrounding the town centre.
- 3.4 There would be no change to the traffic orders currently operating in the pedestrian zone and cyclists would therefore be expected to dismount and wheel their bicycles through the town centre during hours of restricted access. This would accord with standard practice on other national routes.

- 3.5 Minimal signage would be required and would consist of notices at the entrances to the pedestrian zone and a small number of repeater signs attached to lamp posts along the route. No other physical changes to the pedestrian area are proposed, thereby avoiding excessive clutter which could detract from the environmental quality of the Conservation Area.
- 3.6 The County Council also proposes to provide new cycle parking facilities at the bus station, in front of the Library. Although limited facilities already exist in this location, their enhancement would further encourage cycle trips to the town centre and would enable transport integration by allowing combined public transport and cycle trips, in accordance with national guidance.

4.0 Financial Implications

- 4.1 The capital cost of implementing the route as a whole through South Derbyshire would be met principally by the County Council through the Local Transport Plan fund, with possible contributions from Sustrans and other organisations.
- 4.2 A capital bid is to be submitted for funds to assist in the development of the route as a whole through South Derbyshire in 2002/03.
- 4.3 Although the paving in the pedestrianised town centre is the responsibility of the District Council, maintenance of any new physical infrastructure provided in association with the cycleway would be the responsibility of the County Council.

5.0 Corporate Implications

- 5.1 The project is being developed by the County Council in consultation with staff from the Planning, Economic Development, Leisure and Engineering divisions of this Council.

6.0 Community Implications

- 6.1 The establishment of the route as a whole would yield the following community benefits:
- the encouragement of a modal shift away from the private car towards a more sustainable form of transportation
 - the enhancement of transport choice for those lacking access to a private car
 - improved local access to the town centre
 - the creation of a new leisure and tourism resource, providing access to the countryside and neighbouring areas within The National Forest
- 6.2 There would be a need to liaise with the Police concerning the enforcement of traffic orders in the town centre.

7.0 Conclusions

- 7.1 This principle spinal route through Swadlincote and the southern part of the District would represent a valuable asset in itself and provide the foundation for the development of a network of local routes as envisaged in the South Derbyshire Cycling Strategy.

8.0 Background Papers

Derbyshire Local Transport Plan
2001-2006

Derbyshire County Council, 2000

South Derbyshire Cycling
Strategy

South Derbyshire District Council,
2001

