

REPORT TO:	OVERVIEW AND SCRUTINY	AGENDA ITEM: 7
DATE OF MEETING:	12th February 2020	CATEGORY: (See Notes) DELEGATED or RECOMMENDED
REPORT FROM:	ALLISON THOMAS (STRATEGIC DIRECTOR)	OPEN
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SUBJECT:	CYCLE PROVISION	
WARD(S) AFFECTED:	ALL	TERMS OF REFERENCE:

1.0 Recommendations

- 1.1 To inform the Committee of the current cycling provision across South Derbyshire.
- 1.2 To update the Committee on the development of a Key Cycle Network for Derbyshire and the implication for proposed routes in South Derbyshire.

2.0 Purpose of the Report

- 2.1 To update the Committee on cycling provision in South Derbyshire and emerging proposals to improve cycling infrastructure and cycling participation in the County and specifically in South Derbyshire.

3.0 Executive Summary

- 3.1 None required

4.0 Detail

- 4.1 Derbyshire Cycle Plan 2016-2030.

The Derbyshire Cycling Plan, launched in early 2016, set out ambitious plans to improve cycling infrastructure and participation across the County. Led jointly by the then Derbyshire Sport (now Active Derbyshire) and Derbyshire County Council, it was developed by a partnership of organisations including Derby City Council, District and Borough Councils, the Peak District National Park Authority and the National Forest. The partners shared an ambition to create “the most connected and integrated county for cycling in England”, with Derbyshire being recognised as a world class cycling destination for all. Underpinning the Plan were four strategic aims:

- 1) Infrastructure Connectivity: High quality connected routes, in all cycling environments, supporting all forms of cycling, creating and supporting economic growth.

- 2) Increased Participation: Behaviour change approaches and targeted participation programmes at community level will support and enable more people to cycle, closing the gaps in participation and reducing health inequalities.
- 3) Effective Communication and Marketing: Excellent, well connected marketing and communications for Derbyshire residents and visitors to the County, helping to change behaviour, increase confidence and get more people cycling regularly.
- 4) Advocacy: Cross sector advocacy for policy change and implementation at the highest level.

4.2 Key Cycle Network

To deliver Strategic Aim one of the Plan, the County Council led the development of a Key Cycle Network (KCN) which, it as anticipated would form the upper strategic tier of a wider Derbyshire cycling network. The County Council consulted widely on this network in early 2018. 500 individual responses were received from the public and a range of key stakeholders to table the concept and identify route corridors.

The KCN identified the most important routes to create a cycling network for commuting, leisure and tourism; this included both established routes and new/improved routes. It provides connections to key destinations, including market towns, transport hubs, major employment centres/housing areas/visitor destinations and facilitates longer distance tourist trails and loops.

4.2.1 The KCN Objectives are to:

- Focus on linking communities and encourage both active travel and leisure use. Inform investment priorities e.g. Transforming Cities, Future High Streets, Town Deals.
- Contribute towards achieving the objectives of the Culture, Heritage and Tourism (CHaT) Board, including World Class Derbyshire Destinations.
- Contribute towards achieving the objectives and targets of the County Council's Corporate Plan, Derbyshire Cycling Plan and the emerging Good Growth Strategy, and the emerging Local Industrial Strategy for D2N2 (Derby, Derbyshire, Nottingham and Nottinghamshire area).
- Develop pivotal infrastructure in facilitating the wider Environment and Climate Change Framework and deliver the pledges within the Climate Change and Carbon Reduction Manifesto across Derbyshire. This in turn will support South Derbyshire's Declaration of a Climate Emergency in June 2019, and the approved Climate and Environment Strategy and Climate and Environment Action Plan 2020 – 2024.
- Attract inward investment (dedicated funds and Developer contributions).
- Inform highway inspection and maintenance regimes (including safety).
- Work with stakeholders towards its completion.

4.2.2 Shaping the Network

Following the KCN consultation the County Council shaped the network by:

Involving colleagues to agree and refine preferred route options, ensuring they are suitable for a 12-year-old to cycle independently. This accords with the Sustrans approach to route selection.

Considering onward connections into neighbouring authorities.

Considering existing long-distance routes, national trails e.g. Pennine Bridleway/Trans Pennine Trail and Sustrans network.

The resultant KCN totals 770km: Around 396km of the network is considered complete and open for use.

The remaining 371km of the network is proposed and has been sectioned into 127 individual links for appraisal, resulting in the Derbyshire Cycle Networks Hierarchy.

4.2.3 Derbyshire Cycle Networks Hierarchy (Appendix1)

I. Key Cycle Network (KCN) – This is the County's strategic network consisting of the most important routes for commuting, tourism and leisure. These routes generally connect key market towns and neighbouring cities and provide longer distance leisure cycling loops supporting the wider visitor economy.

II. Local Cycle Network (LCN) – Local connections from the KCN to key locations such as transport interchange, employment, education, health, retail and leisure/visitor destinations. These routes form a legacy of previous Derbyshire County Council Greenway Strategies and its Rights of Way Improvement Plan (ROWIP) and other suggestions received within the consultation.

III. Town Networks – A high density network of routes within key settlements facilitating local trips, e.g. Ilkeston and Chesterfield town networks.

4.2.4 Appraising the Network Stage One

DCC's approach to producing a prioritised programme of walking and cycling infrastructure projects has been derived from a predetermined set of criteria adopted from the Derbyshire Infrastructure and Investment Plan (DIIP). This assessment framework which focusses on contribution to sustainability objectives and deliverability, in the context of the five cases of the HM Treasury Green Book guidance. Namely; Strategic, Economic, Finance, Commercial and Management.

The desktop analysis has resulted in the creation of the 'KCN Quilt' (RAG assessment) referencing each of the 127 proposed links.

The quilt was compiled using a combination of County Council officer knowledge and application of consistent judgement; with reference to available information e.g. proximity to key destinations (transport hubs, schools, hospitals, employment, tourist destinations etc.) environmental designations, health and deprivation statistics, congestion, road safety, and journey purpose/usage/propensity (commuting and leisure).

4.2.5 KCN Prioritisation

The quilt results have been quantified to provide relative scores and inform a priority list to assist in focussing initial resources. A selection of schemes from this list will be considered for progression to the next stage. All KCN links identified are however regarded to be of equal importance. A scheme's absence from the top of the list does not preclude it from being developed should an opportunity arise.

At this stage, the draft prioritised list has been compiled with the exclusion of the delivery case. This will ensure all sections are assessed on their individual merits rather than being influenced by how far the project has been progressed.

The infrastructure improvements documented in the prioritised programme have been grouped into the categories 'short', 'medium' and 'long-term' as set out in the Local Cycling and Walking Infrastructure Plan (LCWIP) guidance and are described below;

- Short Term (typically <3 years) – sections which can be implemented quickly or are committed i.e. already under development. (6 sections).
- Medium Term (typically <5 years) – sections where there is a clear intention to act, but delivery is dependent on further funding availability or other issues (e.g. detailed design, securing planning permissions, land acquisition). (20 sections).
- Long Term (typically >5 years) – more aspirational sections or those awaiting a defined solution. (101 sections).

On this basis, of the 127 sections considered, the top 20 (excluding those already committed) have been identified as 'medium-term'. These will now be progressed and subjected to further appraisal to form the indicative scope of works. This work will be resourced using the modest funding allocated through the Local Transport Plan. The KCN Indicative Prioritisation Programme is attached in Appendix 2.

The top 20 links of the KCN Prioritisation map can be found in Appendix 3.

Within South Derbyshire The Woodville Bypass scheme is identified as a Short-Term priority. It forms part of a proposed link connecting Swadlincote to Calke Abbey, the remainder of which is identified as a Medium-Term priority. Also identified as a Medium-Term priority is the completion of National Cycle Route (NCR) 63, connecting Leicester to Burton via Swadlincote. The remaining proposals within South Derbyshire, all representing Long-Term priorities, comprise the National Forest Way, connecting Castle Gresley to Walton-on-Trent via Rosliston; a connection between Burton and Walton-on-Trent via Drakelow Park; a connection Between Calke Abbey and NCR6 via Melbourne; the remainder of the Trent and Mersey Canal towpath throughout South Derbyshire; a connection between Hilton and Egginton leading to the Trent and Mersey Canal Towpath; and a section connecting NCR54 at Hilton to East Staffordshire via a former railway connection known as the Rolleston Curves.

All the evidence and information will be used to:

Inform project development, ensuring the top priorities can be considered in greater detail, understanding risks, leading to 'shovel ready schemes'.

Inform roles and responsibilities for bringing routes forward and their operation.

Inform investment priority decisions and target specific funding opportunities e.g. Transforming Cities, developer funding.

It is essential that the KCN and wider cycle networks are not a fixed entity and remain agile to adapt to policy change and target appropriate funding opportunities as they arise, reviewed periodically.

The outputs should be utilised only as an indication of relative benefits. Its use should be supplemented with officer knowledge and experience to validate the list and ultimately decide which projects are progressed.

All links – irrespective of their overall placing will remain under constant review for consideration should an appropriate funding opportunity arise

4.2.6 Appraising the Network- Stage Two

Projects identified in the list above will be progressed to Stage Two and undergo a more rigorous assessment within the DIIP Appraisal and Sifting Tool, supplemented with additional supporting evidence and information collated to support the project to develop a full business case.

These projects will then enter the 'Major Project Development' process and compete for resources within a wider arena.

4.2.7 KCN Design Standards

The design standard of the KCN will be 'high quality'. The width, surface, lighting etc. will be determined on the location, surrounding characteristics and intended function of the route being considered.

Routes will all be designed to accommodate both pedestrian and cycle activity, as well as equestrians where practicable.

'Build it and they will ride': some preferred route options present opportunities to deliver 'World Class', iconic infrastructure (re-opened tunnels, bridges, elevated platforms, public realm etc.) providing associated transformational benefits. This would certainly assist with promotion within Derbyshire and wider markets.

4.2.8 Cost of the KCN

The total cost of delivering the proposed KCN sections is estimated at around £140 million (excluding land assembly). In addition to this investment in new infrastructure, the Council and other asset owners will also seek to secure and allocate funding specifically contributing to the ongoing asset management and future upgrade of completed sections.

This includes construction, design and whole life cost, based on unit length, excluding land assembly. Includes 40% optimism bias.

Some routes require significant structures e.g. bridges, reopening tunnels etc. There may be opportunities for significant uplift benefit through iconic design or use of different materials. Additional spend but more attractive to use and easier to promote.

There may be opportunities to extend spatial planning to KCN route-based needs assessment to maximise economic outcomes e.g. cycle parking, café's, interchange.

New routes where the County Council is expected to carry the maintenance responsibility should be added to the Highway Infrastructure Asset Management Register so they can qualify for funding provided through the Local Transport Plan Capital Programme. Whole life costs will be included by the County Council within the business case and commuted sums will be negotiated where the County Council infrastructure delivered by others.

Roles and responsibilities for the County Council and external agencies will be clarified e.g. partners such as District/Borough Councils, Canal and Rivers Trust, Peak District National Park Authority, National Trust etc will be identified who promote or directly manage elements of the network.

- The County Council will seek opportunities for route design within development sites and developer contributions towards building a well-connected network.

4.3 Local Cycling and Walking Infrastructure Plan

“Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government’s Cycling and Walking Investment Strategy, are a relatively new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government’s strategy to increase the number of trips made on foot or by cycle” (DfT, 2017)”.

Across the region D2N2 is working collaboratively to create a joint plan across Derby City and Derbyshire, Nottingham City and Nottinghamshire. The KCN work Derbyshire has developed has been instrumental in this process. Sustrans is leading the development of the LCWIP for the D2N2 area.

The LCWIP includes a six-stage process encompassing:

- Stage 1: Determining Scope: Geographical extent, governance and timescales
- Stage 2: Information Gathering: Identify existing patterns and potential new journeys
- Stage 3: Network Planning for Cycling: Identify flows, review conditions and identify barriers
- Stage 4: Network Planning for Walking: Identify flows, audit routes and determine improvements needed
- Stage 5: Prioritising Improvements: Develop a phased plan for future investment
- Stage 6: Integration and Application: Integrate outputs into current policies and strategies

Several workshops have been held over the last couple of years to help inform the process and look at the mapping and data as part of the process; South Derbyshire District Council officers have supported this process.

As with the KCN, the LCWIP has been drafted and informed by a series of data and information including; Local Plans, health data, congestion and air quality, potential to cycle and tourism data. A core working group consisting of the lead highway authorities have led this work with the consultants appointed to support this process.

It is understood that a draft plan for comment was submitted to the Department of Transport in November 2019. Comments are to be received by the core working group to take on board to help shape the next draft stage.

SDDC officers will continue to support this process as and when appropriate and called upon.

4.4 South Derbyshire Cycle Plan

In October 2016 the District Council adopted the South Derbyshire Cycle Plan.

The vision for cycling in South Derbyshire is: To ensure South Derbyshire provides for its residents a cycle friendly environment offering opportunities to enable people of all ages to cycle regularly for leisure, active travel, commuting or sport.

The Strategic Aims

Aligned with the Derbyshire Cycling Plan (2016-2030), the strategic aims for South Derbyshire are:

- 1) Infrastructure Connectivity – providing high quality connective routes, economic investment and growth.
- 2) Increased Participation – more people cycling more often, developing behavioural changes to make cycling part of everyday life.
- 3) Effective Communication and Marketing – clear, co-ordinated communication for all residents to enable people to cycle more regularly.
- 4) Advocacy – policy implementation and change.

4.4.1 Infrastructure and Policy Implementation and Change

In November 2017 the Council adopted the South Derbyshire Design Guide - Supplementary Planning Document. This guide aims to improve the design quality of development in South Derbyshire.

In support of the aim to improve overall infrastructure it includes the Active Design Guidelines which covers the following ten principles:

- 1) Activity for all - Neighbourhoods, facilities and open spaces should be accessible to all users and should support sport and physical activity across all ages. Enabling those who want to be active, whilst encouraging those who are inactive to become active.

- 2) Walkable communities - Homes, schools, shops, community facilities, workplaces, open spaces and sports facilities should be within easy reach of each other. Creating the conditions for active travel between all locations.
- 3) Connected walking and cycling routes - All destinations should be connected by a direct, legible and integrated network of walking and cycling routes. Routes must be safe, well lit, overlooked, welcoming, well maintained, durable and clearly signposted. Active travel (walking and cycling) should be prioritised over other modes of transport. Prioritising active travel, through safe, integrated walking and cycling routes.
- 4) Co-location of community facilities - The co-location and concentration of retail, community and associated uses to support linked trips should be promoted. A mix of land uses and activities should be promoted that avoid the uniform zoning of large areas to single uses. Creating multiple reasons to visit a destination, minimising the number and length of trips and increasing the awareness and convenience of opportunities to participate in sport and physical activity.
- 5) Network of multifunctional open space - A network of multifunctional open space should be created across all communities to support a range of activities including sport, recreation and play plus other landscape uses including Sustainable Drainage Systems (SuDS), woodland, wildlife habitat and productive landscapes (allotments, orchards). Facilities for sport, recreation and play should be of an appropriate scale and positioned in prominent locations, co-located with other appropriate uses whilst ensuring appropriate relationships with neighbouring uses. Providing multifunctional spaces opens up opportunities for sport and physical activity and has numerous wider benefits.
- 6) High quality streets and spaces - Flexible and durable high-quality streets and public spaces should be promoted, employing high quality durable materials, street furniture and signage. Well designed streets and spaces support and sustain a broader variety of users and community activities.
- 7) Appropriate infrastructure - Supporting infrastructure to enable sport and physical activity to take place should be provided across all contexts including workplaces, sports facilities and public space, to facilitate all forms of activity. Providing and facilitating access to facilities and other infrastructure to enable all members of society to take part in sport and physical activity.
- 8) Active buildings - The internal and external layout, design and use of buildings should promote opportunities for physical activity. Providing opportunities for activity inside and around buildings.
- 9) Management, maintenance, monitoring and evaluation - The management, long-term maintenance and viability of sports facilities and public spaces should be considered in their design. Monitoring and evaluation should be used to assess the success of Active Design initiatives and to inform future directions to maximise activity outcomes from design interventions. A high standard of management, maintenance, monitoring and evaluation is essential to ensure the long-term desired functionality of all spaces.
- 10) Activity promotion & local champions - Promoting the importance of participation in sport and physical activity as a means of improving health and wellbeing should be supported. Health promotion measures and local champions should be

supported to inspire participation in sport and physical activity across neighbourhoods, workplaces and facilities. Physical measures need to be matched by community and stakeholder ambition, leadership and engagement.

Officers within the planning policy and planning teams work hard to embed the Active Design Principles into new developments and seek opportunities to improve existing routes if feasible. Cycle infrastructure in the form of cycleways, routes and networks is key to encouraging people to choose cycling as a sustainable way to travel for work and pleasure.

The National Forest Company is also instrumental in the local infrastructure and aims to have more active design to promote trails and walkways, cycleways, bridleways and disability access to routes across the National Forest, along with a commitment to maintaining permissive access and investment in the maintenance of routes. This will support links to active travel, health and wellbeing, and outdoor activities.

Other infrastructure improvement projects may be delivered from a range of partners, for example the Canal and River Trust.

4.4.2 Increased Participation

Overall cycle participation is measured through the updated Active Lives survey for 2017-18. Currently 13.6% of people surveyed are cycling for leisure or sport and 28.9% have used cycling as a means for Active Travel.

Several opportunities continue to be implemented to encourage cycle participation, including:

- Delivery of Bikeability and Balanceability through the Active Schools Partnership and Get Active in the Forest service. In the last three years 1,931 Bikeability Level 1 and 2 places and 1,670 Balanceability places have been delivered.
- Learn to Ride Community Sessions have been delivered with 38 individuals undertaking this in the last two years.
- A Go-Ride Cycling Competition is held annually, feeding into a County pathway; 90 year 5/6 pupils on average attend each year.
- An Early Racers Balance Bike Competition is held every year, with 60 Early Years Foundation Stage and Year 1 pupils on average attending the event.
- A Cycle Hub has been implemented at Green Bank Leisure Centre with additional cycle storage implemented at Etwall Leisure Centre and at the SDDC depot.
- Relaunching and rebranding of the community based Senior Cycling session to Friday Cycling has widened the opportunity to all age groups.
- Calke Abbey has introduced Calke Explore, a “brand-new outdoor recreation area offering more opportunities to step or cycle into nature and get active. With easy access to the wider estate, you can jump straight on the Tramway Trail; a family friendly walking and cycling route with hard paths, making this a great wet-weather route”.

- SDDC is promoting cycling as a means for Active Travel for staff which is embedded within the Council's Staff Travel Action Plan. Supporting the aims of Reducing Emissions, Protecting Health and Protecting the Environment; with the goal to utilise existing infrastructure and built facility to encourage more people to cycle to and from work within a 0-10 mile radius (75% of staff). The Council also operates the cycle to work scheme.
- Sustrans has delivered a range of led rides across and around the District as well as advocating the benefits of cycling and the importance of cycle routes. Three led rides have been completed in conjunction with Active South Derbyshire.
- Cycling forms part of the Active South Derbyshire zone at the Festival of Leisure event including Balanceability and Bikeability and has included bike security marking and reflective safety, along with partners from clubs and cycle organisations supporting the event.
- The holiday provision service also incorporates cycling in both the PlayMobile and SportsMobile; Teddy Bear cycle rides have also been included in holiday opportunities.
- A range of clubs utilise the District for training rides as well as utilising the area as a start and stop point. For example, every week cyclists from Mercia Cycle Club ride out to Rosliston Forestry Centre and take a refreshment and rest break. A range of club events such as the Midland Monster have also been hosted out of Rosliston Forestry Centre.

4.4.3 Communication, Marketing and Advocacy

- A range of activity is undertaken to promote cycling, including promotion of opportunities at the Festival of Leisure and a Green Travel event on the Delph showcasing electric bikes.
- Opportunities to promote cycling is available through Active South Derbyshire publications including the Adult Activity Leaflet, Community Opportunity Directory and through social media platforms.
- A cycle trail leaflet has also been developed and promoted at events and through schools.
- Advocacy and promotion of the importance of Active Travel, infrastructure and opportunities across District Council departments and partners.

5.0 **Financial Implications**

- 5.1 The majority of cycling participation activity will be delivered through the Get Active in the Forest Service and Active Schools Partnership budgets and through accessing external funding to continue to deliver opportunities such as Bikeability, Balanceability and Learn to Ride programmes.
- 5.2 The development of Greenways and link routes will be mainly County Council led working in partnership with the District Council and other partners. Where appropriate Section 106 negotiated by the District Council may be used to support the delivery of cycle infrastructure.

6.0 **Corporate Implications**

Employment Implications

6.1 None

Legal Implications

6.2 None directly associated with this report. Any specific, necessary approvals will be sought as each project is brought forward to the appropriate Committee.

Corporate Plan Implications

6.3 This area of work supports the following outcomes of the Corporate Plan

Our Environment

- Tackle Climate Change
 - Strive to make South Derbyshire District Council carbon neutral by 2030.
 - Work with residents, businesses and partners to reduce their carbon footprint.

Our People

- Engage with our communities
 - Support and celebrate volunteering, community groups and the voluntary sector.
- Supporting and safeguarding the most vulnerable
 - With partners encourage independent living and keep residents healthy and happy in their homes.
 - Promote health and wellbeing across the District.

Our Future

- Support economic growth and infrastructure
 - Influence the improvement of infrastructure to meet the demands of growth.

Risk Impact

6.4 Lack of action to improve cycle infrastructure and participation in the District could result in loss of connectivity opportunities, reduced impact of improvement to health and wellbeing of residents and being unable to realise the positive impact it can have on employability.

It will also impact upon transport choice and securing modal shift as a means of reducing the impact on the environment and to the potential reduction of traffic congestion.

7.0 Community Impact

Consultation

7.1 The Derbyshire County Key Cycle Network public consultation took place in early 2018.

- 7.2 Three workshops have been held to date across the D2N2 area to help inform the Local Cycling and Walking Infrastructure Plan. The next stage of this process is awaited.

Equality and Diversity Impact

- 7.3 Expansion of cycle infrastructure routes and active participation and promotion provides positive opportunities for South Derbyshire residents.

Social Value Impact

- 7.4 Cycle infrastructure is very important to ensure that individuals and communities can engage in cycling for leisure and active travel in an easy, safe and fun way. It can connect communities, positively impact upon tourism destinations and improve people's overall health and wellbeing.

It can also provide an essential means of access for those without a car or other transport routes, and potentially improves the sustainability of employment opportunities in the District.

Environmental Sustainability

- 7.5 Having a robust infrastructure that enables individuals to cycle for active travel and pleasure has a range of environmental and health benefits.
- 7.6 Cycle infrastructure and opportunity supports the Council's aims of being carbon neutral by 2030 and working with residents, businesses and partners to reduce their carbon footprint.

8.0 Conclusions

- 8.1 The District is striving to adopt a proactive approach to both cycle infrastructure and participation opportunities to encourage individuals, families, workforces and the wider community to access cycling. The Council is seeking to work with partners to provide an easily accessible, fun and safe environment to cycle in and around the District to help realise the environmental, economic and health benefits offered by cycling.

9.0 Background Papers

Appendices

Notes:

