

DERBYSHIRE COUNTY COUNCIL

CABINET

14 September 2017

Report of the Strategic Director – Economy, Transport and Communities

KEY CYCLE NETWORK DEVELOPMENT (HIGHWAYS, TRANSPORT AND INFRASTRUCTURE)

- (1) **Purpose of Report** To seek Cabinet approval to undertake public consultation on a draft Key Cycle Network for Derbyshire, and to use the outcomes to determine future priorities for investment.
- (2) **Information and Analysis** The Derbyshire Cycling Plan, launched in early 2016, sets out aspirations shared by Derbyshire Sport, the County Council and Derby City Council for the County to be the most connected and integrated county for cycling in England, recognised as a world class cycling destination for all. Underpinning this are 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.

With regard to the first of these, work is been underway on defining a Key Cycle Network (KCN) for the County alongside a Cycling Infrastructure Development Plan (CIDP). The intention is to identify the most important routes to be established or improved in order to put in place a strategic network serving commuter travel, leisure and tourism needs, and to establish (through the CIDP) priorities for investment. This is not intended to replace related greenways strategies which identify a much larger network of potential routes, or to preclude investment in any improvements which can be funded through external means such as developer contributions. What it is intended

to do is establish those interventions which have the strongest business case and to allow preparation resources to be focussed upon these. This should improve the Council's ability to successfully attract external grant funding; this is often dependent upon schemes being deliverable over a relatively short period, and can be challenging where there are land assembly and planning consents are required.

The Government, under its Cycling and Walking Investment Plan, has recently invited applications for 'technical support' for the production of Local Cycling and Walking Investment Plans (LCWIPs). These are likely to become essential in order gain access to Government funds for cycling infrastructure. The Derbyshire Cycling Plan, together with action plans against its four strategic aims, may well be deemed to constitute a valid LCWIP. However, access to technical support may identify some ways in which to strengthen these, and an application has been made in partnership with the other highway and transport authorities within the D2N2 (Derby, Derbyshire, Nottingham and Nottinghamshire) area. A response from Government is expected soon. It is important to stress that although walking may not appear prominent in the County's infrastructure planning, the vast majority of new infrastructure for cycling will create shared routes also available to walkers. Some segregation between cyclists and pedestrians may be sensible in urban areas, but this is only likely where forecast cyclist numbers would justify it and sufficient road space is available.

The Council's greenways strategies and possible improvement schemes have been assessed on or alongside roads across the County and a defined KCN is now proposed as shown on Drawing Number DIIP/17/01. This comprises a total of 666 kilometres of routes, of which 312 kilometres are already in place. Some of the key missing elements are already being prepared, although construction resources for these are not yet in place; the completion of the White Peak Loop has been identified as a priority and has the potential to add significantly to the County's attractiveness to visitors, and there is a strong possibility of funding from remaining European Union programmes for a trail along the former Clowne Branch rail line. Alongside these existing initiatives (which still require significant preparation resources), there are a number of potentially very strong projects elsewhere on the draft KCN, such as the completion of a route along the Derwent Valley. Appendix 1 to this report sets out the individual sections within the draft network alongside the degree to which their costs and constraints are already known.

For some years the Council has held regular liaison meetings with key stakeholders such as Sustrans, the sustainable travel charity, and local cycling groups. The draft KCN has been shared with this forum, as well as both statutory Local Access Forums for the County, in order to provide a 'sense check' and although there have been some suggested additions to the KCN it can be regarded as accepted in principle. It is recommended, though, that it now be made available to a wider audience through Derbyshire Sport's

website (as the 'home' of the Derbyshire Cycling Plan) and inviting comments. It is proposed that this consultation runs for a twelve-week period from the autumn of 2017 into early 2018. Interested parties would be invited to comment on the draft network and, where appropriate, to make the case for any additions, amendments or deletions. The results of this will then be reported to Cabinet alongside recommendations on priorities for preparation (the CIDP). This will include sections of the KCN itself and connections into communities or key destinations such as schools.

The availability of resources for walking and cycling infrastructure in the foreseeable future is likely to be through competitive processes under which the projects with the strongest business cases will be supported. It is therefore recommended that the selection of Derbyshire projects, from the outset, takes place within a framework provided by HM Treasury's Green Book. This provides a structure which will need to be reflected in any funding applications, built around five 'cases' (annotated below with how they might apply to KCN projects):

- **Strategic** - How well the project supports local and national policies and priorities.
- **Economic** - The project's value for money. This is based upon a comparison of a project's estimated costs and its benefits.
- **Finance** - Consideration of all resources required, including ongoing maintenance, and the source of these.
- **Commercial** - The degree of confidence in responses to the project, for example the creation of new businesses (such as cycle hire, food and drink or accommodation providers).
- **Management** – How project delivery would be organised.

Within each of these there a number of more detailed criteria which can be used in comparing possible projects. The 'economic' case takes into account a range of environmental criteria (such as impacts on biodiversity and townscape), included within this section of the business case because they form part of the cost-benefit analysis. For the early stages of assessment there is limited information on the impacts of possible schemes and it is intended that an officer working group assess possible interventions using a range of 'grades' (such as "strong positive" or "neutral"). These produce a qualitative comparison of possible schemes from which a smaller number can then be selected for more detailed assessment. The eventual outcome of this process will be a small number of possible schemes recommended for full development (design, business case, land assembly and consents) to be made ready for construction.

(3) **Financial Considerations** All work on the development of the KCN and CIDP is being undertaken by officers without the need for additional budgets.

Any capital schemes will need to be delivered through grant funding, the Local Transport Plan programme or a combination of these.

(4) **Legal and Property Considerations** None associated with the recommendations of this report. Virtually all KCN development projects will involve land assembly and legal orders in some form, but any approvals required will be sought as each project is brought forward.

(5) **Environmental, Health and Transport Considerations** The potential benefits of completing the KCN include boosting both the visitor economy and active travel by Derbyshire residents. Elements of the KCN also have the potential to play a significant role in commuting, with benefits through reduced congestion and roadside emissions.

Other Considerations

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, social value, equality and diversity and human resources considerations.

(6) **Key Decision** No.

(7) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

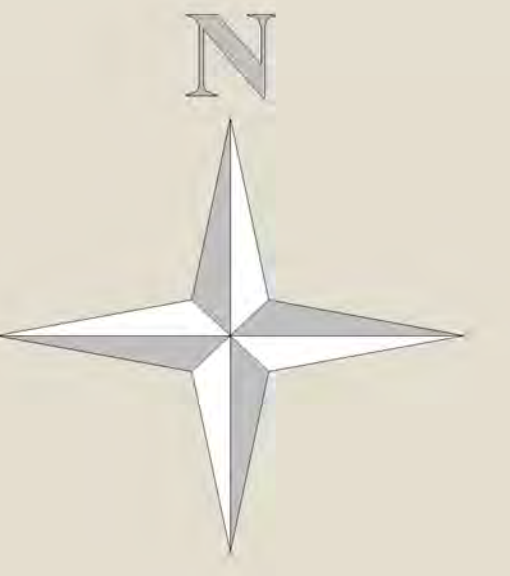
(8) **Background Papers** Held on file within the Economy, Transport and Communities Department. Officer contact details - Jim Seymour, extension 38557.

(9) **OFFICER'S RECOMMENDATIONS** That Cabinet:

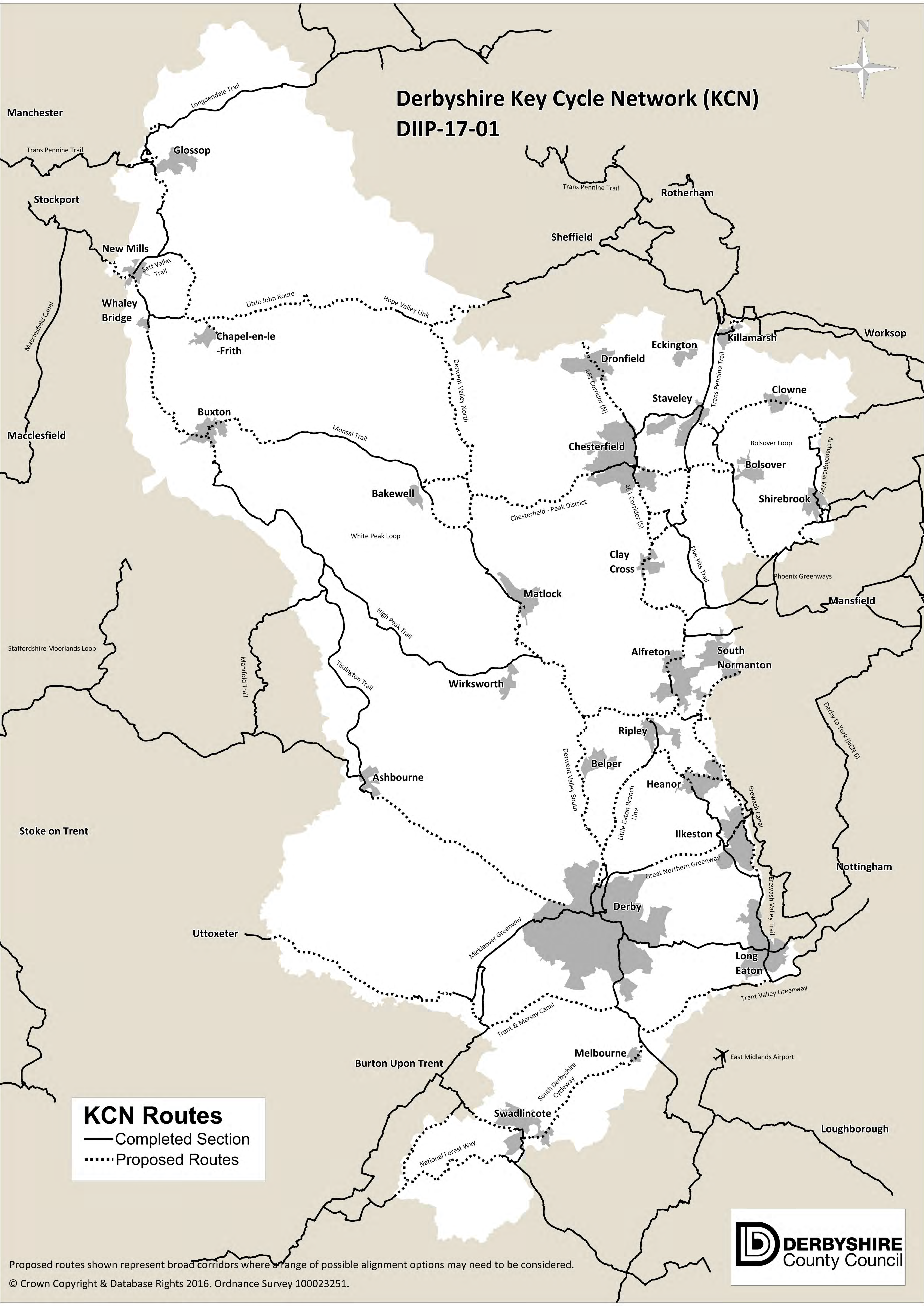
9.1 Agrees in principle to the draft Key Cycle Network (KCN) shown on Drawing Number DIIP-17-01 and to public consultation on this being arranged through Derbyshire Sport for a twelve-week period running from Autumn 2017 to early 2018.

9.2 Notes the intention to develop a draft Cycling Infrastructure Delivery Plan, to be reported to Cabinet having regard to consultation response on the draft KCN.

Mike Ashworth
Strategic Director – Economy, Transport and Communities



Derbyshire Key Cycle Network (KCN) DIIP-17-01



KCN Routes

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Completed Section

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Proposed Routes

Proposed routes shown represent broad corridors where a range of possible alignment options may need to be considered.
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APPENDIX 1 - DERBYSHIRE KCN INDIVIDUAL SECTIONS

NORTH WEST DERBYSHIRE	Section	Section No.	Built/Proposed	Wider Connections	Settlement Connectivity	Length Km	Project Status
Route Name							
Trans Pennine Trail	Longdendale Trail		Built	Manchester to Sheffield	Glossop, Hadfield, Tintwistle		
	Pennine Bridleway - Gamesley to Hadfield		Built				
	Pennine Bridleway - River Etherow Section (Hadfield to Tintwistle)	1	Proposed			1.7	Priority for delivery currently being appraised through the DIIP.
	Broadbottom Link	2	Proposed			0.5	Priority for delivery currently being appraised through the DIIP.
Derbyshire Western Greenway	Gamesley Sidings		Built	Glossop to Buxton	Glossop, Gamesley, Simmondley	1.4	Priority for delivery currently being appraised through the DIIP.
	Pennine Bridleway - Simmondley to Gamesley	2a	Proposed				
	Pennine Bridleway - Simmondley to Monks Road	3	Proposed		New Mills, Hayfield, Glossop	3.2	Priority for delivery currently being appraised through the DIIP. Project under development subject to additional funding from Natural England.
	Pennine Bridleway - Monks Road to Birch Vale		Built				
	Sett Valley Trail		Built		New Mills, Birch Vale, Hayfield		
	Peak Forest Canal		Built		New Mills to Whaley Bridge Basin		
	Whaley Bridge	4	Proposed		New Horwich	0.9	Priority for delivery currently being appraised through the DIIP.
	Shallcross Incline	5	Part Built			1.1	Priority for delivery currently being appraised through the DIIP.
	Goyt Valley	6	Proposed		Whaley Bridge to Buxton	9.6	Priority for delivery currently being appraised through the DIIP.
	Chinley to Hayfield	7	Proposed			5.5	Priority for delivery currently being appraised through the DIIP.
Cross Pennine Greenway (Little John Route)	New Mills West Link	8	Proposed	Stockport to Sheffield	New Mills to Hague Bar, connects to Marple & Middlewood Way	3.7	Priority for delivery currently being appraised through the DIIP.
	New Mills Junction	9	Proposed			1.6	Priority for delivery currently being appraised through the DIIP.
	Peak Forest Tramway		Built		Whaley Bridge to Chinley		
		10	Proposed		Chinley to Chapel-en-le-Frith	3.5	Priority for delivery currently being appraised through the DIIP.
	Hope Valley	11	Proposed		Casleton to Bamford	6.5	Priority for delivery currently being appraised through the DIIP.
	Hope Valley		Built		Bamford to Hathersage		
	Hathersage to Burbage	12	Proposed		Hathersage to Burbage	7.6	Priority for delivery currently being appraised through the DIIP.
	Chinley to Castleton	13	Proposed		Chinley to Castleton	10.7	Priority for delivery currently being appraised through the DIIP.
Derwent Valley - Chatsworth	Hathersage to Baslow	14	Proposed	Hathersage to Rowsley		11.6	Priority for delivery currently being appraised through the DIIP.
	Chatsworth Estate	15	Proposed			4.8	Priority for delivery currently being appraised through the DIIP.
	Chatsworth Estate to Rowsley	16	Proposed			2.7	Priority for delivery currently being appraised through the DIIP.
	Bakewell to Chatsworth	16a	Proposed			4.2	Priority for delivery currently being appraised through the DIIP.
White Peak Loop	Buxton to Topley Pike	17	Proposed	Buxton - Matlock Round	Buxton, Blackwell	7.2	Priority for delivery currently being appraised through the DIIP.
	Monsal Trail		Built		Blackwell, Great Longstone, Bakewell		
	Bakewell to Rowsley (Haddon Estate)	18	Proposed		Bakewell, Rowsley	3.9	Priority for delivery currently being appraised through the DIIP. LTP funding committed towards preparation and design. www.derbyshire.gov.uk/pedalpeak
	Peak Rail Corridor		Built		Rowsley, Darley Dale, Matlock		
	Matlock to Cromford	19	Proposed		Matlock, Matlock Bath, Cromford	6.8	Priority for delivery currently being appraised through the DIIP.
	High Peak Trail		Built		Middleton, Wirksworth, Newhaven, Pomeroy		
	Earl Sterndale to Harpur Hill		Built & Road		Earl Sterndale, Harpur Hill		

	Harpur Hill to Buxton	20	Proposed		Harpur Hill to Buxton	3.0	Priority for delivery currently being appraised through the DIIP.
SOUTH WEST DERBYSHIRE	Section	Section No.	Built/Proposed	Wider Connections	Settlement Connectivity	Length Km	Project Status
Route Name							
Derbyshire Western Greenway	Tissington Trail		Built	Buxton to Uttoxeter & Burton	Parsley Hay, Tissington, Ashbourne		
	Ashbourne to Derby	21	Proposed			17.5	Priority for delivery currently being appraised through the DIIP.
	Doveridge to Hatton	22	Road		Doveridge, Sudbury, Scropton, Hatton, Hilton, Eggington	13.1	Priority for delivery currently being appraised through the DIIP.
	Hatton to Hilton	23	Part Built		Hatton, Hilton	3.6	Priority for delivery currently being appraised through the DIIP.
	Hilton to Egginton	24	Part Built		Hilton, Eggington	2.0	Priority for delivery currently being appraised through the DIIP.
SOUTH DERBYSHIRE	Section	Section No.	Built/Proposed	Wider Connections	Settlement Connectivity	Length Km	Project Status
Route Name							
Trent and Mersey Canal	Burton to Willington	25	Proposed	Cross County Route - Staffordshire to Nottinghamshire. (Burton to Nottingham)		2.5	Priority for delivery currently being appraised through the DIIP.
	Willington to Swarkestone	26	Proposed			8.9	Priority for delivery currently being appraised through the DIIP.
	Swarkestone to Shardlow	27	Proposed			7.3	Priority for delivery currently being appraised through the DIIP.
	Sawley to Trent Lock	28	Proposed			1.4	Priority for delivery currently being appraised through the DIIP.
	Shardlow to Longhorse Bridge - Trent Valley Greenway		Built				
National Forest Way	Stapenhill to Walton-on-Trent	29	Proposed	Cross County Route - Staffordshire to Leicestershire	Burton, Walton, Catton, Barton-Under-Needwood	7.5	Priority for delivery currently being appraised through the DIIP.
	Alrewas to Swadlincote	30	Proposed		National Arboretum, Rosliston, Church Gresley	12.4	Priority for delivery currently being appraised through the DIIP.
	Conkers Cuircuit		Built		Moir, Swadlincote		
South Derbyshire Cycleway	Newhall to Swadlincote	31	Proposed		Newhall, Swadlincote	4.1	Priority for delivery currently being appraised through the DIIP.
	Swadlincote to Melbourne	32	Proposed		Swadlincote, Hartshorne, Ticknall, Melbourne, Kings Newton	13.8	Priority for delivery currently being appraised through the DIIP.
Derby City Millenium Routes	Mickleover Greenway NCN68		Built		Derby City, Etwall, Hilton, Eggington, Burton		
	Derby Canal NCN6		Built		Derby City, Chellaston, Swarkestone		
	Derby to Little Eaton NCN54		Built		Derby City, Little Eaton		
	Derby Riverside Path NCN6		Built		Derby City, Borrowash, Elvaston, Draycot, Breaston, Long Eaton.		
SOUTH EAST DERBYSHIRE	Section	Section No.	Built/Proposed	Wider Connections	Settlement Connectivity	Length Km	Project Status
Route Name							
Derwent Valley South	Darley Abbey to Little Eaton	33	Proposed			3.2	Priority for delivery currently being appraised through the DIIP.
	Little Eaton to Belper	34	Proposed	White Peak Loop, High Peak Trail	Little Eaton, Duffield, Belper, Whatstandwell, Cromford	8.9	Priority for delivery currently being appraised through the DIIP.
	Belper to Ambergate	35	Proposed			4.2	Priority for delivery currently being appraised through the DIIP.
	Ambergate to Cromford	36	Proposed			6.7	Priority for delivery currently being appraised through the DIIP.
Little Eaton Branch Line	Little Eaton to Coxbench	37	Proposed		Little Eaton, Coxbench, Kilburn, Denby Bottles, Marehay, Ripley	2.6	LTP funding committed towards preparation and design. Priority for construction being appraised through the DIIP.
	Coxbench to Kilburn	38	Proposed			3.0	LTP funding committed towards preparation and design. Priority for construction being appraised through the DIIP.
	Kilburn to Denby Bottles	39	Proposed			1.3	LTP funding committed towards preparation and design. Priority for construction being appraised through the DIIP.
	Denby Bottles to Marehay	40	Proposed			0.9	LTP funding committed towards preparation and design. Priority for construction being appraised through the DIIP.
	Marehay to Ripley		Built				
Great Northern Greenway	Derby City to Breadsall		Built	Nutbrook Trail, Notts County Boundary Connection	Breadsall, Stanley, West Hallam, Ilkeston		
	Breadsall to Morley		Built		Breadsall, Morley		

	Morley to Stanley	41	Proposed		Morley, Stanley	2.4	Priority for delivery currently being appraised through the DIIP.
	Stanley to West Hallam	42	Proposed		Stanley, West Hallam	1.2	Priority for delivery currently being appraised through the DIIP.
	West Hallam to Ilkeston	43	Proposed		West Hallam, Ilkeston	2.0	Priority for delivery currently being appraised through the DIIP.
	Ilkeston to Cotmanhay	44	Part Built		Cotmanhay, Awworth	1.0	Priority for delivery currently being appraised through the DIIP. Town Centre connections currently being prepared as part of D2N2 Sustainable Travel Programme.
	Bennerley Viaduct	45	Proposed			0.6	Priority for delivery currently being appraised through the DIIP.
Ambergate to Jacksdale	Ambergate to Ripley	46	Proposed	Notts County Boundary Connection	Ambergate, Sawmills, Ripley	6.8	Priority for delivery currently being appraised through the DIIP.
	Ripley to Newlands	47	Proposed		Ripley, Swanwick Junction, Newlands	3.6	Priority for delivery currently being appraised through the DIIP.
	Newlands to Ironville		Built		Newlands, Golden Valley, Ironville		
	Ironville to Jacksdale	48	Proposed		Ironville, Codnor Park, Jacksdale	1.4	Priority for delivery currently being appraised through the DIIP.
Erewash Canal Greenway - Trent Lock to Pinxton	Trent Lock to Long Eaton - Erewash Canal		Built	Follows County boundary with many cross boundary links to Notts	Long Eaton		
	Long Eaton to Stanton - Nutbrook Trail/Erewash Canal		Built		Long Eaton, Sandiacre, Stanton		
	Nutbrook Trail to Ilkeston	49	Proposed			3.3	Priority for delivery currently being appraised through the DIIP.
	Ilkeston to Langley Mill - Erewash Canal Greenway	50	Proposed		Stanton, Ilkeston, Eastwood, Langley Mill	4.2	Priority for delivery currently being appraised through the DIIP.
	Langley Mill to Ironville - Erewash Canal Greenway	51	Proposed		Langley Mill, Aldercar, Codnor Park, Ironville	6.3	Priority for delivery currently being appraised through the DIIP.
	Ironville to Pinxton - Cromford Canal	52	Proposed		Ironville, Riddings, Pinxton	5.3	Priority for delivery currently being appraised through the DIIP.
East Derbyshire Greenway	Marehay to Heanor	53	Proposed	Notts County Boundary Connection	Ripley, Marehay, Loscoe, Heanor	5.2	Priority for delivery currently being appraised through the DIIP.
	Heanor to Eastwood	54	Proposed		Heanor, Langley Mill, Eastwood	4.6	Priority for delivery currently being appraised through the DIIP.
	Heanor to Ilkeston - Nutbrook Trail		Built		Heanor, Shipley, Ilkeston, Kirk Hallam, New Stanton		
	Leabrooks to Alfreton Station	55	Proposed			2.8	
	Swanwick Junction to Leabrooks	56	Part Built		Swanwick, Leabrooks, Alfreton	1.9	
NORTH EAST DERBYSHIRE							
Route Name	Section	Section No.	Built/Proposed	Wider Connections	Settlement Connectivity	Length Km	Project Status
East Derbyshire Greenway	Alfreton Station to Westhouses	57	Proposed			1.3	Priority for delivery currently being appraised through the DIIP.
	Westhouses Sidings	58	Proposed	Notts County Boundary Connection		1.3	Priority for delivery currently being appraised through the DIIP.
	Silverhill Greenway from Gloves Lane to County Boundary		Built	Notts County Boundary Connection to Teversal Trails & Archaeological Way			
	Five Pits Trail - Tibshelf to Grassmoor		Built				
	Arkwright - Former Coal Site - Temple Normanton to Arkwright	59	Built / not open			3.9	Priority for delivery currently being appraised through the DIIP.
	Trans Pennine Trail - Arwright to Kilamarsh		Built	South Yorkshire County Boundary Connection	Rother Valley Country Park		
Blackwell Trail	Westhouses to Hilcote		Built	Notts County Boundary Connection			
Clay Cross Greenway	Clay Cross to Mickley	60	Proposed			3.5	Priority for delivery currently being appraised through the DIIP.
	Mickley to Westhouses	61	Proposed		Morton Railway, Doe Hill Country Park	4.5	Priority for delivery currently being appraised through the DIIP.
	Tupton to North Wingfield	62	Proposed			2.4	Priority for delivery currently being appraised through the DIIP.
	Clay Cross to Tupton	63	Proposed			1.8	Priority for delivery currently being appraised through the DIIP.

Chesterfield South A61 Corridor	Avenue Site - Hasland to Grassmoor	64	Proposed			2.7	Priority for delivery currently being appraised through the DIIP. Connection to Stortforth Lane potential A61 Growth Corridor Project.
	Rother Washlands Greenway to A61		Built				Potential upgrade as part of the A61 Growth Corridor Project.
	Grassmoor to Tupton	65	Proposed			2.5	Priority for delivery currently being appraised through the DIIP.
	Mill Lane to Grassmoor	66	Proposed			1.2	Priority for delivery currently being appraised through the DIIP.
	Former Donkin Site		Built				
Chesterfield Canal	Chesterfield to Staveley Basin		Built				
	Kilamarsh to Norwood	67	Proposed	Notts County Boundary Connection		1.6	Priority for delivery currently being appraised through the DIIP.
Chesterfield to Peak District	Hipper Valley Greenway		Built				
	Holymoorside	68	Proposed			2.4	Priority for delivery currently being appraised through the DIIP.
	Holymoorside to Chatsworth	69	Proposed			8.9	Priority for delivery currently being appraised through the DIIP.
Chesterfield East (Bolsover Link)	Spital to Cock Alley	70	Proposed			4.5	Priority for delivery currently being appraised through the DIIP.
	Arkwright - Former Coal Site - East west route	71	Proposed			3.3	Priority for delivery currently being appraised through the DIIP.
	Long Duckmanton to Bolsover	72	Proposed			1.7	Priority for delivery currently being appraised through the DIIP.
Chesterfield North A61 Corridor	Spital to Railway Station		Under construction				
	A61 Corridor - Station to Sheepbridge Industrial Estate	72a	Built/Proposed				Priority for delivery currently being appraised through the DIIP. Extension from Whittington Moor to Sheepbridge potential A61 Growth Corridor Project.
	Sheepbridge to Unstone (Peak Resort)	73	Proposed			0.9	Priority for delivery currently being appraised through the DIIP. Under preparation to be delivered by D2N2 Sustainable Travel Programme and Peak Resort major development.
	Unstone to Dronfield	74	Proposed			3.9	Under preparation to be delivered by D2N2 Sustainable Travel Programme and Peak Resort major development.
	Dronfield to Sheffield	75	Proposed			3.0	Priority for delivery currently being appraised through the DIIP.
Bolsover Loop	Poolsbrook to Markham	76	Built / Proposed		Trans Pennine Trail	1.7	Priority for delivery currently being appraised through the DIIP.
	Markham Vale - Duckmanton to Seymour		Built / Proposed				
	Clowne Branch Line	77	Proposed			9.8	Project under development, LTP and external funding committed towards preparation and design.
	Archaeological Way - Creswell to Shirebrook		Built		Dukeries Trail in Notts		
	Archaeological Way - Shirebrook to Pleasley	78	Proposed		Meden Trail in Notts	5.9	Priority for delivery currently being appraised through the DIIP.
	Pleasley Trail		Built				
	Hardwick Estate Links	79	Proposed / Built			4.3	Priority for delivery currently being appraised through the DIIP.
	A632 Bolsover to Markham	80	Proposed			1.2	Priority for delivery currently being appraised through the DIIP.
	Creswell Crag Extension	81	Proposed			0.7	Priority for delivery currently being appraised through the DIIP.
	Stockley Trail - Bramley Vale to Bolsover		Built				

NB. The above represents the KCN element of the wider proposed Derbyshire cycle network. The identified projects listed are currently being considered as part of the Derbyshire Infrastructure Investment Plan (DIIP) sifting and prioritisation which will identify the costs and constraints associated with each individual proposal.