



Pendle's
Cycling Legacy
Strategy
2016-2021





Foreword

Cycling has increased in popularity throughout the UK since Team GB's cycling successes in the 2008 and 2012 Olympics. Names like Sir Bradley Wiggins and Sir Chris Hoy are renowned. And we have our own Olympic gold medal cycle champion Steven Burke on our doorstep to lead the way.

With this increase in popularity and new national and local agendas aimed at increasing sustainable modes of travel and to improve the health and well-being of local communities now is a very important and exciting time for cycling.

Cycling is an accessible, healthy and sustainable transport activity that can contribute to reducing traffic volumes, take care of the environment as well as improve peoples' health and wellbeing

Pendle Council's first Cycling Strategy was adopted in 2000 and revised in 2006 and 2011.

With the success of the Tour of Britain Stage Two, Clitheroe to Colne last year, this revised strategy seeks to build on the achievements of the earlier strategies and the dynamics of hosting Stage Two of the Tour of Britain Cycle Race in September 2015.

Our aim is to get everyone excited about cycling at whatever level they choose: for health, fitness, leisure, competitive sport or simply as spectators.

This Strategy is informed by the latest national, regional and local strategies as well as building on the Tour of Britain Legacy. It includes an Action Plan that meets local needs whilst contributing to national and regional targets.



What is this strategy?

This strategy focuses on improving the physical infrastructure for cycling with the ultimate aim of increasing the number of cyclists for leisure, cycling to school, college and to the workplace.

This will cut down on traffic and congestion and reduce greenhouse gas emissions in the longer term. Increased number of cyclists will also help towards increased health and well-being leading to healthier active lifestyles.

Due to the lack of resources available to us, both capital and revenue, we have to work hard with partners and seek external funding to put the strategy into action. We'll work alongside a number of partners, for example, those delivering health strategies, Pennine Events, Pendle Leisure Trust as well as cycle clubs and cycle providers and officers across Pendle Council departments including: Engineering, Tourism, Parks, Regeneration, Planning and Communications.

We are working on missing links to create one network of routes across Pendle, Pendle's Cycle Network Plan (Appendix 2)

and eventually across Lancashire as part of the Lancashire's Cycling and Walking Investment Strategy.

The canal towpath and network of quiet roads and bridleways make Pendle a perfect place for cycling both for the beginner and the expert with challenging hills to climb. And we have the Steven Burke Sports Hub as a base for cycling in Pendle

With some out of the box thinking and by completing missing links across Pendle with connections to other paths across Lancashire and into Yorkshire we could create a fantastic cycle county. Across Lancashire and into our Yorkshire borders we have everything there is to offer for cycling - hills, canal towpath, sea and mountain biking

Finally, we aim to embrace the enthusiasm for cycling following the Tour of Britain Stage Two and build an event or a series of events to keep people excited about cycling in Pendle.



Our vision

- To improve the physical infrastructure for cycling in Pendle and work with partners to encourage and enable a diverse range of cycling in Pendle and double cycling levels.

We aim to do this by 2025 in line with new National Walking and Cycling Investment Strategy.

- For Pendle to be a healthier and more prosperous place offering all its residents and visitors a higher quality of life, in line with the new National Walking and Cycling Investment Strategy
- For cycling to be a mainstream activity and for Pendle to have a national reputation for cycle sport and cycle tourism along with the rest of Lancashire.



The schemes set out in the table at Appendix 1, together with the actions and outcomes outlined in the Action Plan will help us to turn our vision into reality.

Pendle



Pendle in East Lancashire has a population of approximately 89,450 and is an area of great contrasts.

On the one hand it has some of the most beautiful countryside in the north and is dominated by the legendary Pendle Hill, famous for its Pendle Witches of 1612. Its rural borders and picturesque villages neighbour Yorkshire and Ribbles Valley. On the other hand, certain areas of some of Pendle's towns are ranked among the most deprived in the country.

Pendle's community includes a 17.1% ethnic minority population, most of which is of Pakistani heritage. We also have a growing Eastern European population. In 2015, based on the average Index of Multiple Deprivation figures, Pendle was ranked 38th out of 326 local authorities with 16 of its 57 areas in the top 10% of most deprived areas in the country.

Pendle has lower life expectancy, higher infant mortality, higher childhood obesity and higher death rates from coronary heart disease than the national average. Pendle Council is working hand in hand with Lancashire Public Health and the East Lancashire Clinical Commissioning Group to address these health inequalities.

The industrial changes during the second half of the 20th century left significant socio-economic issues for the former textile mill towns in the borough with low skill levels, worklessness, poor quality housing, significant health inequality problems and high concentrations of deprivation. In stark contrast to the former textile towns, 88% of Pendle's land area is green space. Whilst this provides the area with an idyllic setting, it also ensures that rural deprivation issues such as access to services and transport are important for Pendle.

Sustainable Community Strategy

In order to address these issues Pendle Council signed up to the vision of our Sustainable Community Strategy. We are committed to working with our partners to ensure that "Pendle is a place where quality of life continues to improve and where people respect one another and their neighbourhoods. We want Pendle to be a place where everyone aspires to reach their full potential. We want to be recognised locally, regionally and nationally as a great area to live, learn, work, play and visit."

Three of our strategic objectives are relevant to this strategy:

- 1. STRONG SERVICES:** working with partners and the community to sustain services of good value.
- 2. STRONG ECONOMY:** helping to create and sustain jobs with strong economic and housing growth
- 3. STRONG COMMUNITIES:** ensuring a clean, healthier, safer and cohesive Pendle.

Why is cycling important

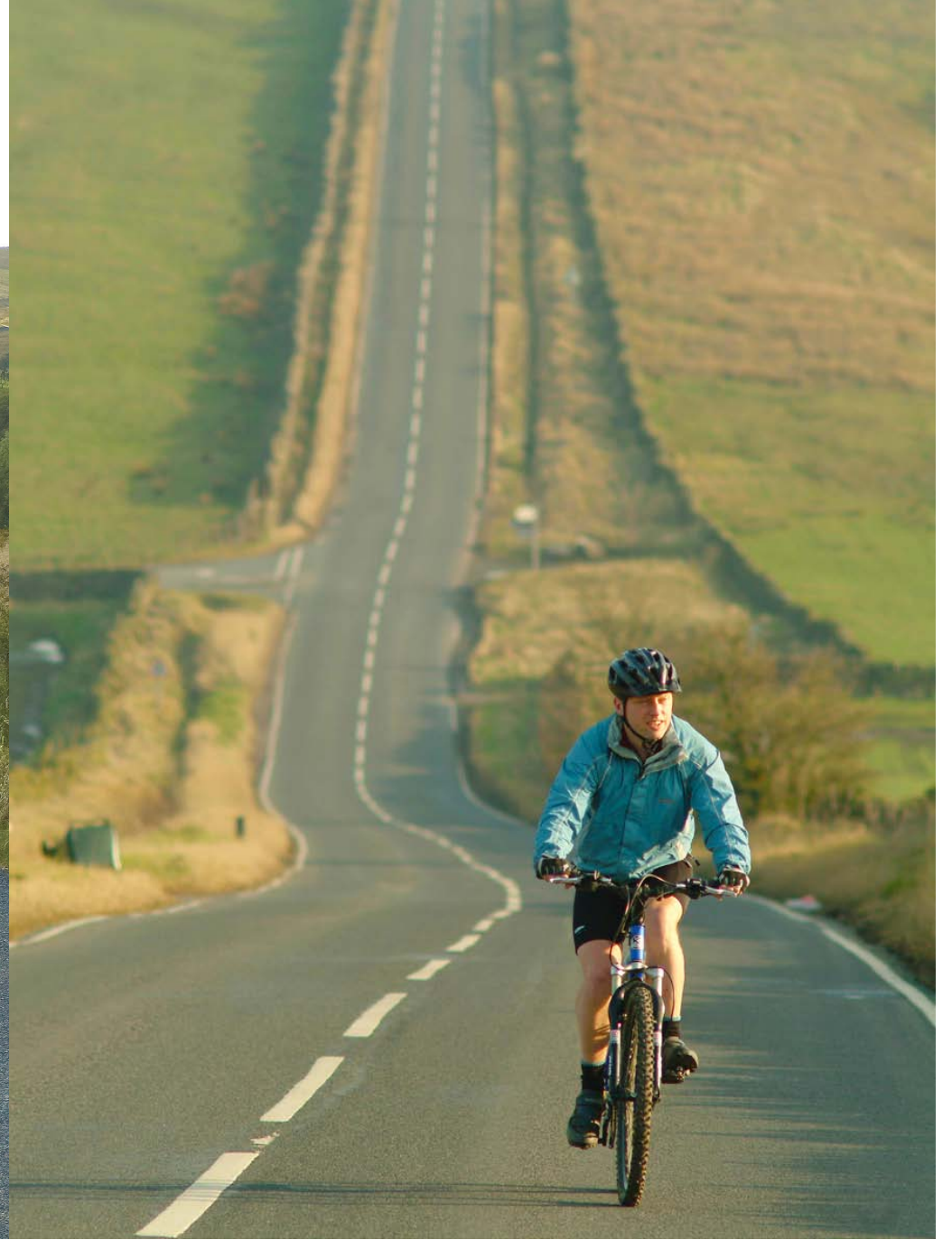
Cycling can make a positive contribution to the local community and is important in achieving our above objectives for the following reasons:

- People who don't own a car can access employment and services by bike. It is cheaper than going by bus and is often quicker.
- Encouraging people to leave their cars at home for short journeys and promoting cycling as a means of transport is one way to improve air quality and reduce greenhouse gases.
- Promoting utility and leisure cycling will encourage people to be more active, to lead healthier lifestyles and enhance physical and mental wellbeing.
- Cycling can help to reduce the impact of traffic at a local level and investment in cycling facilities can contribute to regeneration.
- Cycling is an accessible leisure activity and allows easy access to the countryside. More people cycle for leisure than for utility reasons but research suggests that encouraging leisure cycling can result in more people taking up cycling in general.

- Cycling is becoming increasingly important as a tourism activity. Revenue from cycle tourists and local leisure cyclists can contribute to the local economy. Supporting our cycle trade in Pendle is important with local business Hope Technology leading the way in cycle technology
- Other local cycle businesses in Pendle include: Ossies Bikes in Nelson, Wicked Bikez in Colne and Bruffy's Bikes in Barnoldswick with Carradice making bike panniers for an international clientele and Pendle Bike Racks providing quality cycling merchandise.

Pendle has loads to offer with beautiful scenery and challenging hill climbs as well as a safe closed road circuit with the flat tow path leading off it, there is something for every cyclist here.





Progress in Pendle – a timeline

2000

Pendle Council has had a cycling strategy since the year 2000. The strategy enabled us to access external funding to provide and improve off road cycling facilities. The provision of a capital budget at the time for the development of cycling in Pendle helped to lever in external funding. This capital budget no longer exists.

2002 - 2006

Working in partnership with other organisations around £550,000 was invested, with around £420,000 from external sources including Lancashire County Council (LCC), Lancashire Economic Partnership through the East Lancashire Regional Park Project and Sustrans through the New Opportunities Fund and the Department for Transport's (DfT) Safe Routes to School Initiative for the National Cycle Route 68: Pennine Cycleway. Colne forms the base for the route which splits in three directions: to the north on the towpath to Barnoldswick; to the south on the towpath to Burnley and heading over the Pennine Moors to Thursden. The investment means that the canal towpath is a cycle path right through Pendle, being part of Route 68 of the National Cycle Network NCN and could provide the backbone for other cycle paths leading off it. The route included a shared use path on Vivary Way to Whitewalls drive.

2008 & 2010

Improvements in Nelson town centre, completed between 2008 and 2010, included a cycle contraflow allowing cycling back into the town centre.

2009/2010

The Barrowford Park and Colne Schools Link schemes were completed thanks to £90,000 from LCC, Section 106 Monies, Sustrans Safe Routes to School, Barrowford and Western Parishes Area Committee and Nelson Area Committee. This provided 1.5km of off road route plus 600m on quiet roads, creating a shared use path through Barrowford Park (where byelaws were lifted to allow cyclists) through Swinden Playing Fields to the towpath and creating a shared use path along Regent Street. It also included a route using quiet roads from the towpath to Oxford Road with a new section of cycle path from Oxford Road, Nelson past five schools and into Colne. The scheme included a Toucan crossing on busy Whitewalls Drive funded with Section 106 monies as match funding for Pendle Council.

2010

Pendle Council hosted the National Road Race Championships in June 2010.

2014

We completed the Steven Burke Sports Hub cycle circuit with funding which was secured via external funding bids to British Cycling, Inspired Facilities (Sport England), Lancashire Environmental Fund, Colne and Nelson Area Committees with match funding from Pendle Council and match funding in kind from Pendle Leisure Trust and Go Velo. The total invested in this circuit was £570,399 and included doing up the pavilion to create a space for cycle activity/meetings with the aim of creating a hub for cycling in Pendle. This was done with Cycle Sport Pendle (CSP), a local Go Ride club affiliated to British Cycling. CSP were instrumental to getting the project going and now assist Pendle Council in the running, booking and developing the circuit.

Figures for the Steven Burke Sports Hub show over 8,105 users from May to December 2015. The circuit is used every day by organised groups and members of the public. Phase 2 is in the pipeline, subject to funding for a Pump Track.

2004 – 2015

The Colne Grand Prix has taken place annually since 2004. This year (2016) it has been handed over to Colne Town Council but Pendle Council will continue to support

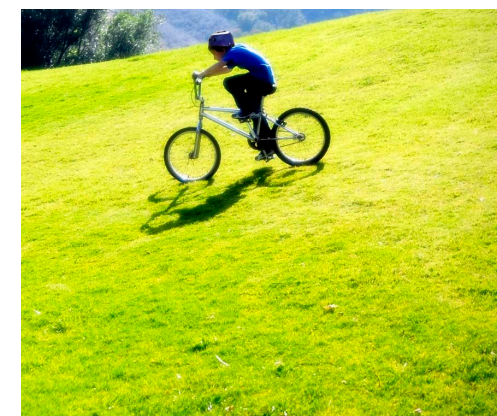
the event to ensure continuity and share expertise. It will remain in the strategy as part of Pendle's Cycle Festival.

2015

Pendle Council invested £150,000 in the Tour of Britain Stage 2 on the 7th September 2015 which inspired 67% of spectators to cycle more often.

2003 – 2016

Pendle's Cycle Festival continues including the Colne Grand Prix and a series of guided cycle rides throughout the summer. These include British Cycling Sky Ride Local and Breeze rides.





Steven Burke Sports Hub



Tour of Britain

Never has Pendle seen so many visitors as when the Tour of Britain Stage Two came to Clitheroe and Colne on the 7th September 2015 with an estimated 180,000 visitors in total and 92,500 in Pendle alone.

Pendle Council invested £150,000 in the Tour of Britain and this was seen by members as an investment in promoting the borough for tourism as well as for wider economic development. It showcased both Pendle and Ribbles Valley to a national and international audience and has proved to be a huge economic boost to the districts.

A total of 11% of visitors stayed overnight with an average spend per 24 hours of £72.24 per group with net visitor expenditure in Pendle totalling £993,633. Sweetspot, the event organisers, described Stage Two as having 'the most exciting finish of all this year's stages'. Of those surveyed, 91% described the race as 'very enjoyable' and 67% said the event had 'inspired them to cycle more often'.

We want to continue this legacy and capture the enthusiasm for cycling generated by the Tour of Britain during the summer of 2015

Yorkshire districts followed on from the Tour de France in Yorkshire with the Tour de Yorkshire cycle race and the Harrogate Cycle Bash. Pendle could feasibly be part of The Tour de Yorkshire in 2018 with a stage finishing in Colne or Barnoldswick, for example. Other possibilities include a large event for Colne town centre with hill climbs, youth and women races with the event being held possibly at night with live music and entertainment. Or, leading up to a larger event, we could host a series of road shows with local rides, activities and stalls at Victory Park, Barnoldswick, Victoria Park, Nelson and the Steven Burke Sports Hub.

The Colne Grand Prix will continue and will be managed by Colne Town Council, enlisting the support of Cycle Sport Pendle (CSP) and other local cycle clubs in the running of the event. The Colne Grand Prix is said now to be the best attended Grand Prix in Lancashire. Our Grand Prix, built up successfully over twelve years, has been chosen by British Cycling to be the last race of the elite series in 2016, already a legacy event.

Major cycling events such as the Tour of Britain Stage Two and Colne Grand Prix are important to increase cycling levels at a local level. Research shows that events



like these encourage people of all ages to lead healthier lifestyles and to take up cycling. They have raised the profile of cycling in Pendle thanks to local, national and international media coverage. They have helped to position Pendle as an important place in the UK's Capital of Cycling – Lancashire.

Pendle has all the attributes it needs for cycling and these were showcased during the Tour of Britain Stage Two. We need to capitalise on this investment and will explore funding opportunities for a major cycling event as a legacy to the Tour of Britain Stage Two in Pendle to attract more people to visit and local people to cycle more.



Policy | This strategy links up to other relevant national, regional and local policies ensuring that the same objectives are being achieved at all levels.

National level

A new Walking and Cycling Strategy for England

The Government Department for Transport is due to bring out a draft National Walking and Cycling Investment Strategy in March 2016. This will be the first Cycling and Walking Investment Strategy for England. This is a long term vision for walking and cycling up to 2040. It will be achieved through a series of consecutive five year strategies with the aim of cycling and walking becoming the norm for short journeys or as part of a longer journey through places that are designed specifically for people on foot or bicycle.

It sets out the Government's commitment to double cycling levels by 2025.

Public consultation is planned on the first draft of this new strategy during spring 2016 and the final strategy will be published in the summer. The draft strategy will outline plans for promoting cycling and walking over the next five years.

The Government Spending Review indicated that under this settlement the Department for Transport (DfT) would provide:

- **Over £300 million for cycling nationally over the next 5 years including funding for Bikeability (cycle safety training in schools)**
- **£101 million Funding for Cycle Ambition Cities for the next two years**
- **A new £580 million Access Fund (to replace the Local Sustainable Transport Fund) supporting growth in cycling and walking with £80 million revenue and £500 million capital.**

The Department for Transport recently announced a one year £20 million fund to help support sustainable and accessible travel projects. This follows the end of the Local Sustainable Transport Fund as a transition to the new Access Fund to start in 2017.



Regional level

Lancashire County, Blackburn with Darwen and Blackpool councils are working with the 14 districts of Lancashire to produce a 10 year Lancashire Cycling and Walking Investment Strategy which will be aligned to the proposed National Cycling and Walking Strategy for England. The aim is to increase cycling and walking in Lancashire.

Lancashire is rich in assets and opportunities, yet we are uncertain of future funding. There is an opportunity now as there are strong signs from the Government's National and Walking Investment Strategy that there will be funding available for cycling and walking. We need to be prepared to bid for this funding with a clear 10 year plan.

Lancashire is a great place to develop cycling and walking initiatives. It has varied landscapes, a developing infrastructure and there is already a wide range of programmes and activities to encourage cycling and walking with partnerships and forums already in place.

The Lancashire Enterprise Partnership (LEP) has already approved £2.6 million of Local Growth Fund for the development of the East Lancashire Strategic Cycle Network but **further investment is needed to create safe and well connected networks across the county.**

Our aim is for people to access employment, education and leisure by safe routes by bike and safe walking routes.

Lancashire has high levels of health inequalities with wide variations between communities linked to high levels of socio-economic deprivation. **Physical activity including active travel will help to combat over 20 common illnesses and improve peoples' life chances.**

Lancashire County Council has been working with local authorities and the two unitary authorities to produce five Highways and Transport Master Plans.

The Cycling and Walking Investment Strategy will position Lancashire favourably for the Government investment which should be released next year. It will also help to make a good case for future investment in Lancashire over the next 10 years. Jacobs, LCC's partner engineering consultant, is working with LCC on pulling information together for this strategy.

The 10 year Lancashire investment strategy for walking and cycling aims to help:

- Deliver economic prosperity and growth
- Improve local air quality and road safety
- Support physical and mental health and wellbeing
- Change behaviour through the promotion and access to active travel, recreational cycling and walking and cycling for sport
- Increase visitor spend in Lancashire through promotion of cycling and walking opportunities.

Partnership working will put these aims into practice efficiently across Lancashire by pooling resources.

A pan Lancashire Steering Group has been set up to explore the opportunities and link partners together. The group includes representatives from Lancashire County Council including people from public health, sustainable transport and the environment sections; Blackburn with Darwen Borough Council, Blackpool Council, Public Health England, Sustrans, British Cycling, CTC, Lancashire Sports Partnership, Marketing Lancashire and Living Streets.

The vision includes:

- **Doubling the number of people who cycle by 2025** to align with the national strategy
- Increasing the number of people walking
- Developing a culture change to make cycling and walking an accepted means of travel and transport
- Increasing the number of visitors
- Reducing the number of cycling accidents

Key priority themes in the Strategy are:

- **People** - schools, workplaces, colleges and universities, cycle training, Living Streets, the UK charity for everyday walking, Bikeability cycle safety training for pupils aged 8 to 12, recreational cycling and the British Cycling Partnership
- **Place** – by maximising the environment for cycling and walking. For example, improving the infrastructure by using the five masterplans to scale up current investment and attract further investment in cycling and walking routes, roads and developments, traffic management with 20mph zones, town centres and rights of way improvements
- **Policy** – this is the framework by which the strategy can be embedded across the county and ensure that there is long term cross party commitment despite possible local political changes
- **Promotion** - to engage different audiences for example through Cycling Lancashire events, internal and external promotion, campaigns, social media communication and through selling walking and cycling to visitors, residents and professionals using one brand.

British Cycling and Blackburn & East Lancashire Partnership

British Cycling's vision is to sustain international success, and to inspire more people to ride more often and to get more from their bike riding for sport, recreation or transport.

The Blackburn and East Partnership is an important part of a national programme to increase cycling participation which includes over 40 partners and 110 local authorities across the UK.

2015 was the seventh year of the Sky Ride campaign but it was the first year that it was rolled out to district authorities. It aims to encourage more people to cycle more via the British Cycling website. A series of guided rides is available on www.goskyride.com which people can log onto and join a safe guided cycle ride close to where they live.

Last year there were three rides in Pendle which were repeated throughout the summer months, totalling eight Sky Rides with 45 participants overall, leading up to the Tour of Britain Stage Two on September 7th 2015 These rides were publicised through our Pendle Cycling Festival marketing as well as the Cycling Lancashire website. There were also seven Ride Social events with 50 participants and seven Breeze Rides with 18 participants

The rides were slow in take-up in Pendle at the start but increased in popularity with help from Breeze Ride and CTC ride leaders. The programme is especially successful in Blackburn where up to 50 riders a night took part during the summer months from their Witton Park Hub. The programme will continue in Pendle in 2016 and we aim to follow Blackburn's example using the Steven Burke Sports Hub as a base. The three types of rides are: Sky Ride Local (large guided rides where you have to book in advance); Ride Social

(where you just turn up) and Breeze Rides (women only guided rides to increase cycle take-up by women). There are also Sky Rides which are huge events which usually take place in cities but could be a possible Tour of Britain Legacy event for Pendle.

2016 is the last year of the Sky partnership with British Cycling but they expect to continue the scheme under a new sponsor.

The Partnership co-ordinates cycling activity across East Lancashire and is currently involved in helping Lancashire County Council and Jacobs, LCC's partner engineering consultant collate data on existing cycling infrastructure and schemes that already exist across Lancashire. The aim is to help to develop a clear vision and generate objectives and outcomes based on agreed baseline data and identify needs, gaps and smart targets for the Lancashire Cycling and Walking Investment Strategy.

The Partnership meets on a quarterly basis for an update and overview of cycling activity across Lancashire and to monitor activity and progress with the British Cycling Sky Ride Programme. It is a mechanism to ensure East Lancashire is considered in future funding opportunities for cycling across Lancashire.

Cycle Lancashire Website

Cycle Lancashire Website is where information on all cycling activity, events, programmes and rides in Lancashire can be found. Any cycle club, group or organisation can advertise their activities and events on this website which has

its own brand logo. **It is currently being co-ordinated by Marketing Lancashire which recognises that cycling is important for tourism in Lancashire.** Partners are encouraged to use the logo on all cycling promotional material



Local level



Pendle's Sustainable Communities Strategy

Pendle's Sustainable Communities Strategy runs up to 2018 is aimed at creating a future that is economically, environmentally and socially sustainable with the intention of delivering the best possible quality of life to Pendle residents. Two of its objectives are relevant to cycling:

- Improve health and wellbeing
- Care for our environment.

Local Plan

The Pendle Local Plan 2001 – 2016, adopted by Pendle Council in May 2006, is to be replaced by a new two-part Local Plan, which will consist of Part 1 (Core Strategy) and Part 2 (Site Allocations & Development Policies).

The Core Strategy, adopted by the Council on 17th December 2015, contains the strategic planning policies that will guide new development in Pendle up to 2030.

Strategic Objective 11 seeks to “deliver a safe, sustainable transport network that improves both internal and external

connectivity, reduces the need to travel by car, supports long-term growth and contributes to an improved environment.”

Cycling also sits well with Strategic Objective 9 which aims to “protect, enhance and improve access to our green open spaces and sport and recreation facilities to improve health and wellbeing through the promotion of more active lifestyles, encouraging a greater appreciation of the enjoyment they provide and the valuable contribution they make to biodiversity, landscape, the local economy and carbon reduction”.

Cycling is specifically promoted through Policy ENV4: Promoting Sustainable Travel. It is also addressed through several other policies notably:

- Policy WRK6 – Designing Better Places to Work, where the provision of facilities to encourage people to travel to work using sustainable modes of transport is supported
- Policy LIV2 – Strategic Housing Site Trough Laithe and Policy WRK3 – Strategic Employment Site: Lomeshaye concern the allocation of sites for future development. Both require connections

to be made with sustainable transport networks (e.g. cycle routes, footpaths and public transport).

Health and Wellbeing in Pendle

Pendle Council is working hand in hand with Lancashire Public Health and the East Lancashire Clinical Commissioning Group to address the health inequalities outlined in this strategy.

The Health and Wellbeing offer in Pendle is where a number of organisations come together to discuss and find solutions for the most dangerous problems facing our communities regarding health and wellbeing. It includes infant mortality preventions, family support and substance mis-use. Solutions include increasing sport and leisure opportunities in schools.

Recent statistics from Visit Britain released in October 2015 show that road or mountain biking generate £520 million in spend.



Aim: To make connections and fill in the gaps in our cycle network to create an accessible cycle network throughout Pendle.

Aim: We want to create links to Yorkshire, to Gisburn Forest's cycling territory and the Forest of Bowland and beyond for cycle tourism.

Aim: We want to create good links to Burnley in the opposite direction for access to employment sites including the A6068 for safe off road cycling route.

Aim: We will link up to the Tourism Strategy by working with partners to continue the legacy of the Tour of Britain by developing Pendle's Cycle Festival including the Colne Grand Prix.

Aim: We will develop the Visit Pendle and Cycle Lancashire websites and increase the number of cycle routes to download encouraging more people to get on their bike and explore Pendle.



Tourism

Cycling and walking are increasingly popular pastimes which encourage people to visit Pendle. Statistics show that cycling and walking tourists make a huge contribution to the local economy.

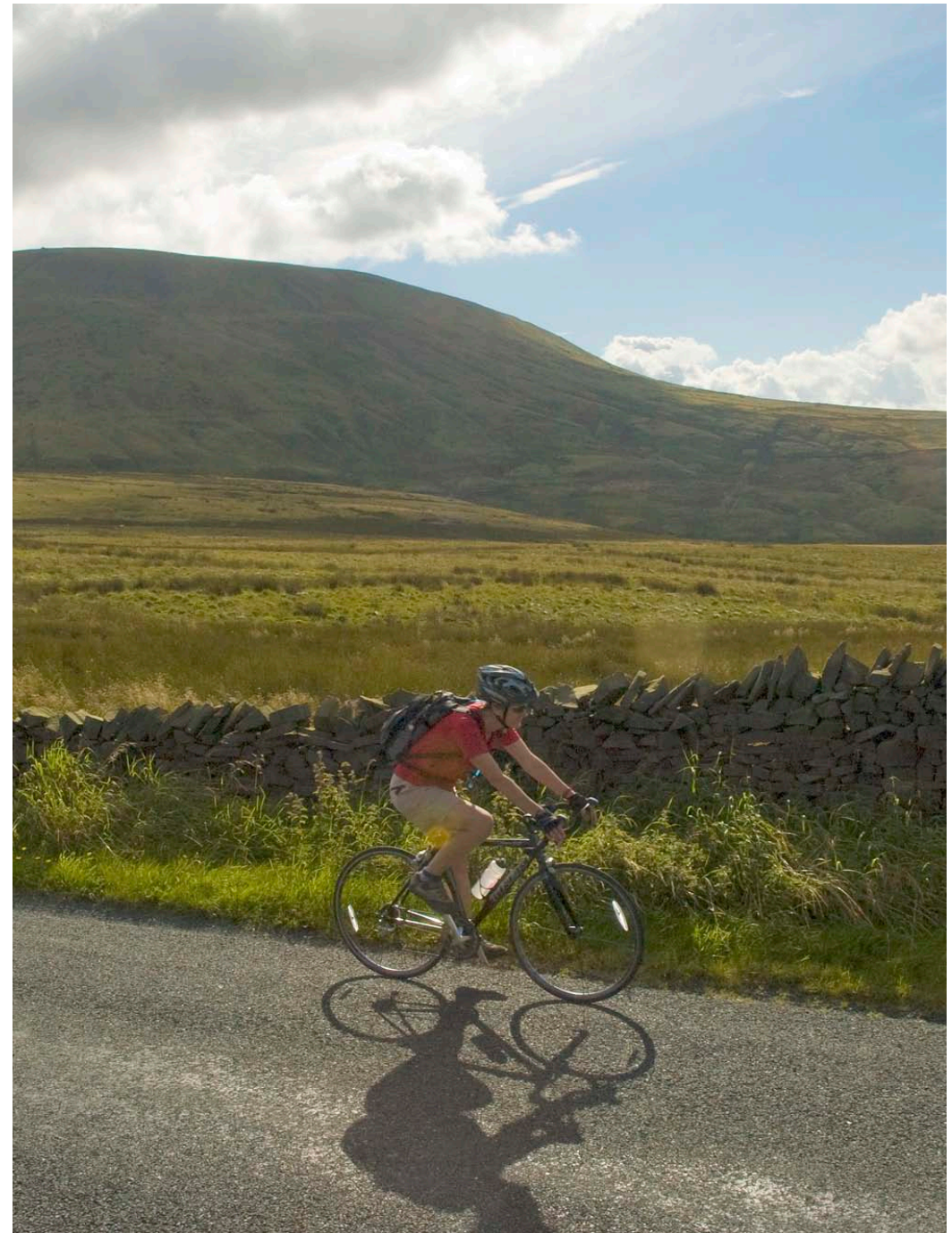
Cycling is second only to walking and hiking in contributing the biggest spend among international and domestic day and overnight tourists in Britain. The annual tourism spend attributable to cycling and mountain biking is £520m according to VisitEngland. “Long walks and hikes bring in £1.8bn and compared to golf which generates £456 million. “Trips motivated by activities such as walking and cycling generate a massive associated spend; as people are willing to travel around the country to take part in them and that is something businesses can tap into to drive growth; by offering new and exciting experiences,” James Berresford, Chief Executive VisitEngland.

Pendle has a lot to offer for cycle tourists. Some of the quiet roads are Sir Bradley Wiggins favourite practice runs and there are some tough ones. The National Road Race Championship came to Pendle in

2010 and last year Stage Two of the Tour of Britain meant we could showcase Pendle across the nation and abroad.

Working with our Tourism Officer we will promote cycling in Lancashire on the Visit Pendle, Cycle Lancashire and British Cycling websites to encourage more people to explore the area by bike and to help deliver the Visitor Economy Plan for Pendle.

Creating a network of quiet road and off road routes will encourage more people, who may not have the confidence to cycle on busy roads, to cycle for leisure and health. More short circular and easy routes will be presented on the websites, including the Tour of Britain Stage Two route, and we will look into the possibility of providing an app for people to access routes from their mobiles in the future.



Cycling to work, school and for health

Cycling to work

We want to increase the number of people who cycle to work and the number of pupils and students who cycle to school and college.

Some of our completed schemes have formed off road or shared use paths to enable more people to access safer routes to the work place, school and college.

Nationally the cycle to work figures decreased between 2001 and 2011. Lancashire wide figures decreased from 2.4% of the workforce cycling in 2001 to 2.1% of the workforce cycling in 2011. In Pendle figures decreased from 1.6% of the workforce cycling in 2001 to 1.3% of the workforce cycling in 2011. Pendle's cycling to work figures are on the low side anyway with 2.8% of the workforce cycling to work on a national level in 2011 compared to 1.3% of the Pendle workforce cycling. We have encouraged uptake at Pendle Council, for example, by setting up Cyclescheme where people can buy a bike tax free and taking part in the Lancashire Cycle Challenge.

We aim to encourage local businesses to do the same. Lancashire County Council rolled out funding via the Local Sustainable Transport Fund (LSTF) for

better cycling facilities at the work place last year. The funding was made available to businesses across Lancashire where there was considerable uptake. In total 173 organisations received a grant of which 30 were in Pendle. Across east Lancashire £617,800 was awarded in grants with £112,469 going into Pendle.

Go Velo, a Pendle business specialising in cycle provision, received LSTF funding to train over 900 cycle training and bike maintenance training places in East Lancashire through Lancashire County Council and offer bike rides and Dr Bike sessions to businesses to engage in cycling.

Cycling to school

LSTF continued to provide Bikeability in all schools where children aged 8 to 9 receive training on safe cycling. Pendle School Sports Partnership secured funding for Bikeability in all primary schools. Go Velo is delivering the scheme in Pendle schools. 2015 -2016 will see 917 pupils receiving training. The LSTF funding comes through the Youth Sports Trust and also from Lancashire County Council. Bikes and Helmets are provided for those pupils who do not have them. All schools receiving the training are invited to send a team of

pupils to take part in inter school cycle racing which is provided alongside British Cycling at the Steven Burke Sports Hub cycle circuit.

Cycling for health

Pendle Council signed up to the Health and Well-being Partnership to work with groups and organisations to raise people's health levels. We will work with local cycle groups and providers such as CTC as well as British Cycling to promote guided cycle rides and encourage cycling for health in our parks. We aspire to make parks more accessible for cycling by exploring the opportunity of lifting byelaws that currently prohibit cycling that should enable the initiation of new schemes for cycling such as Park Ride and Couch to 5km (using the running models) with the Steven Burke Sports Hub as a base.

With more information available on the internet and through our Visit Pendle website, Cycle Lancashire and British Cycling websites people can just turn up for a guided ride without even needing a bike!

Cycling is a good means to get everyone in the community together. Providing opportunities for different types of cycling

such as BMX and Cyclocross as well as leisure guided rides and cycle confidence building, using the Steven Burke Sports Hub as a base, is an ideal way to get everyone on a bike with social and cohesion as well as health benefits.



Working with groups

We rely on local cycle clubs, groups and cycle providers for many of the cycling events and activities and to deliver the objectives in the Action Plan.

We work with Cycle Sport Pendle (CSP), Pendle Leisure Trust (PLT), Go Velo, Pendle Schools Sport Partnership; CTC; British Cycling Sky Ride Local and Breeze Ride leaders as well as other local clubs such as Pendle Forest and the cycle shop Blazing Saddles who volunteer to marshal at the Colne Grand Prix.

The following schemes are run or have been run in the past by these organisations and are all examples of good practice in Pendle:

1. Pendle Leisure Trust's (PLT) Out and About Project – guided led rides and training of ride leaders, getting people to cycle for health benefits
2. PLT's Balanceability – for toddler cycling
3. PLT's Adapted Cycle Scheme – sessions for people with disabilities or who need more confidence
4. Pennine Events – Event consultants supporting Pendle Council with hosting the Tour of Britain Stage Two
5. Pendle Schools Sport Partnership – Bikeability offered to all schools in Pendle
6. Go Velo – delivers Bikeability for the Pendle Schools Sport Partnership and offers family bike rides to families of pupils who have had Bikeability
7. Go Velo – received funding for 900 cycle training and bike maintenance places across East Lancashire funded by LCC as well as guided bike rides and Dr Bike Sessions to businesses
8. Cycle Sport Pendle (CSP) – based at the Steven Burke Sports Hub run sessions for youth cycling
9. BMX Group – under the umbrella of CSP are campaigning for a new pump track to form the 2nd stage of the Steven Burke Sports Hub
10. British Cycling – offer Sky Ride Local and Breeze guided rides
11. Cycle Touring Club (CTC) – offer guided rides and assist with the Colne Grand Prix by providing marshals for the event
12. Pendle Forest Club – assist with the Colne Grand Prix by providing marshals for the event
13. Blazing Saddles (mountain bike club) – assist with the Colne Grand Prix by providing marshals for the event

Cycle Development Pendle Partnership (CDDP) was set up to help access funding for the Steven Burke Sports Hub. This is an amalgamation of various cycle clubs, groups, Pendle Schools Sport Partnership and providers in the area and was seen as a way to co-ordinate cycling activity across Pendle. It is a way to get all cycle clubs and groups together and work on building guided rides, promoting events, training for competitive cycling and training adults and children in an exciting way. This needs to be developed so that we all work towards the same aim within Pendle.

Keeping in touch with the clubs, organisations and individuals that are keen on cycling via the Cycle Forum is important. Communication is easy by e-mail and forum members often come up with ideas for events, activities and comments on proposed new routes as well as planning applications.





Action Plan

| Aim | Action | Lead | Source (£) | Milestone |
|---|--|--|--|--|
| <p>To build on and improve cycling infrastructure across Pendle</p> | <p>Increase off-road cycle path provision in Pendle and in accordance with the schemes at Appendix 1 and the proposed Pendle Cycle Network Plan at Appendix 2 to improve access into town centres, employment sites, schools and transport interchanges as well as for leisure and cycle tourism</p> | <p>Project Co-ordinator (Engineering); PBC Planning Department; Lancashire County Council (LCC); British Cycling East Lancashire Partnership</p> | <p>Partnership working across Lancashire and particularly with East Lancashire partners is crucial to increase our chances of jointly securing money for infrastructure schemes as well as sourcing other external funding bids to organisations such as Sustrans, British Cycling or Sport England</p> | <p>Increased off-road cycle paths in Pendle and improved access into the main towns as well as into neighbouring boroughs and into Yorkshire</p> |
| | <p>Regular maintenance of un-adopted cycle paths in the borough and repairs to the canal towpath</p> | <p>PBC's Environmental Action Group (EAG); Contractors; Canal and River Trust</p> | <p>PBC's Cycling Revenue Budget (£5,000 per year)</p> | <p>Un-adopted cycle paths maintained on a quarterly basis. Worst sections of towpath repaired by end of March 2017</p> |
| | <p>Ensure cycle provision meets local need via the Cycle Forum and British Cycling and East Lancashire Partnership meetings</p> | <p>Project Co-ordinator (Engineering); Cycle Forum members; British Cycling and East Lancashire Partnership</p> | <p>No cost</p> | <p>Cyclists consulted via the Cycle Forum 3 times a year; BC and East Lancs Meetings attended on a quarterly basis</p> |
| <p>To promote cycle tourism</p> | <p>Build on the momentum of the Tour of Britain Stage Two by holding a major event or series of road shows to mark the anniversary, see Appendix 1 for ideas; physically mark out the Tour of Britain Stage Two route; provide an app for residents to easily access local cycle routes</p> | <p>Project Co-ordinator (Engineering); Pennine Events; Cycle Sport Pendle (CSP); PBC Tourism Officer; PBC Communications Team</p> | <p>Funding opportunities to be explored cost estimates approx:- A. Tour de Yorkshire stage £100,000 to £150,000 B. Colne Cycle Event £50,000 to £100,000 C. Series of cycle events £12,000 to £15,000 App approx. £5,000</p> | <p>Meetings between stakeholders arranged and funding explored</p> |
| | <p>Promote guided rides and events to increase cycling levels in the borough</p> | <p>Project Co-ordinator (Engineering); British Cycling; CTC; Go Velo; PBC Tourism Officer; PBC Communications Team</p> | <p>British Cycling; Access Fund (LCC)</p> | <p>Attend British Cycling and East Lancashire Partnership meetings; work with Colne Town Council; work with CDPD and other cycle bodies together on Pendle's Cycle Festival and guided rides</p> |
| | <p>Promote existing bridleways and quiet road routes</p> | <p>Project Co-ordinator (Engineering); PBC Tourism Officer; PBC Communications Team; Cycle Lancashire website</p> | <p>Access Fund (LCC); PBC Cycling Revenue Budget (£5,000 annually)</p> | <p>Create 4 easy cycle routes that can be downloaded from Visit Pendle and Cycle Lancashire websites by March 2016 in line with publication of the Visit Pendle Guide</p> |

Action Plan (continued)

| Aim | Action | Lead | Source (£) | Milestone |
|---------------------------------|--|--|---|--|
| To promote health and wellbeing | Develop the Steven Burke Sports Hub to act as a base for cycling activity across Pendle | Project Co-ordinator (Engineering); British Cycling; CSP; Go Velo; BMX Group; PLT; CDPP; CTC | Cost of phase 2 approx. £150,000 | Consultations returned on 15th February 2016; Martin Profit to assist with external funding opportunities - spring 2016; Visit Witton Park Cycle Hub in Blackburn as an example of good practice |
| | Increase the number of people who cycle in Pendle by encouraging cycling to the work place and schools by promoting safer routes and improving cycling facilities; new cycle schemes and challenges to increase take up of cycling for confidence building | Project Co-ordinator (Engineering); LCC; PBC Regeneration Officers; Go Velo; Pendle Leisure Trust (PLT); Pendle Schools Sport Partnership; CSP; CDPP; British Cycling; Cycle Clubs across Pendle; PBC Park Rangers; Pennine Events; Go Velo; CTC | Access Fund (LCC); PBC Cycling Revenue Budget (£5,000 annually) | Double the number of people who cycle by 2025 in line with the National Walking and Cycling Investment Strategy; Explorative meetings with Parks and Paul Oldham arranged |
| | Co-ordinate cycling across Pendle and East Lancashire by developing Cycle Development Pendle Partnership and activities at the Steven Burke Sports Hub | Project Co-ordinator (Engineering) British Cycling and East Lancashire Partnership; CSP; Go Velo; BMX Group; Pendle Forest; Pendle Schools Sport Partnership | Access Fund; PBC Cycling Revenue Budget (£5,000 annually) | British Cycling and East Lancashire Partnership meetings attended; Set up quarterly CDPP meetings |

Appendix 1

Proposed schemes to help deliver the Action Plan

| Scheme | Description |
|--|--|
| Infrastructure | |
| 1 West Craven Cycle Path | Linking Earby to Barnoldswick via Salterforth - two possible routes both using the rail track for the first section from Earby with one going through the fields and quiet roads the other on the main Kelbrook Road footway which would be converted to shared use. |
| 2 West Craven Business Park to Thornton in Craven | West Craven Business Park to Thornton in Craven creating a new bridleway to link to existing bridleways to cross into Yorkshire |
| 3 Barnoldswick to Gisburn | Barnoldswick to Gisburn via Brogden Lane and Coal Pit Lane linking to Ribble Valley |
| 4 West Craven to Gisburn Forest | Upgrade and signpost existing bridleways to connect to Gisburn Forest so that people can cycle to this attraction from Pendle rather than take their bikes by car |
| 5 Stage 2 of the Steven Burke Sports Hub and development of the hub | Upgrade the existing BMX track to a pump track to offer another type of cycling at the Steven Burke Sports Hub. Scheme to include additional parking which can also be used for junior cycle training and event space |
| 6 Junior Cycle Training facilities in parks | Rolling out of junior cycle training circuits, similar to the one at Victory Park, in other parks across Pendle to encourage younger children to take up cycling in a safe environment |
| 7 Colne to Nelson Schools Link | Via Walton Road, Bradley Hall Road and Chapel Street quiet roads including reducing the speed limit to 20mph at Walton Road from Oxford Road and including signage |
| 8 Colne to Earby | Route to follow Wanless Waters using the old rail track bed to the canal towpath and existing footpaths upgraded to bridleways. |
| 9 Colne to Skipton | Using the old rail track bed |
| 10 Colne to Wycoller Country Park (via South Valley/Garry Lane/Cottontree and Laneshaw Bridge) | New cycle path construction and upgrading existing paths along the valley bottom to connect Colne with Trawden and Ball Grove and onto Wycoller. Scheme to include signage |
| 11 Vivary Way shared-use-path and links to the north side of Colne | Missing section of shared use path on Vivary Way to connect to the existing shared use path. And/or signpost quiet back roads to create safer routes across Colne |
| 12 Nelson to Brierfield Schools Link | Creating safer cycle links to Marsden Heights through Hardplatts/Lancaster Gate/Hibson Road/ Waidshouse Road and Halifax Road junction with links to Quarry Hill Nature Reserve, Walverden Reservoir, Catlow, Haggate and Lane Bottom |
| 13 Nelson to Walverden Park | Nelson town centre along Walverden Water up to Walverden Park to the reservoir to Southfield Street to link with and upgrade route around the river's edge. The route around the reservoir to Lane Bottom to be signposted from the canal to Nelson town centre and Nelson & Colne College and to be upgraded in certain sections. This will provide a missing link from Colne to Nelson over the tops using existing bridleways |

Appendix 1 (continued)

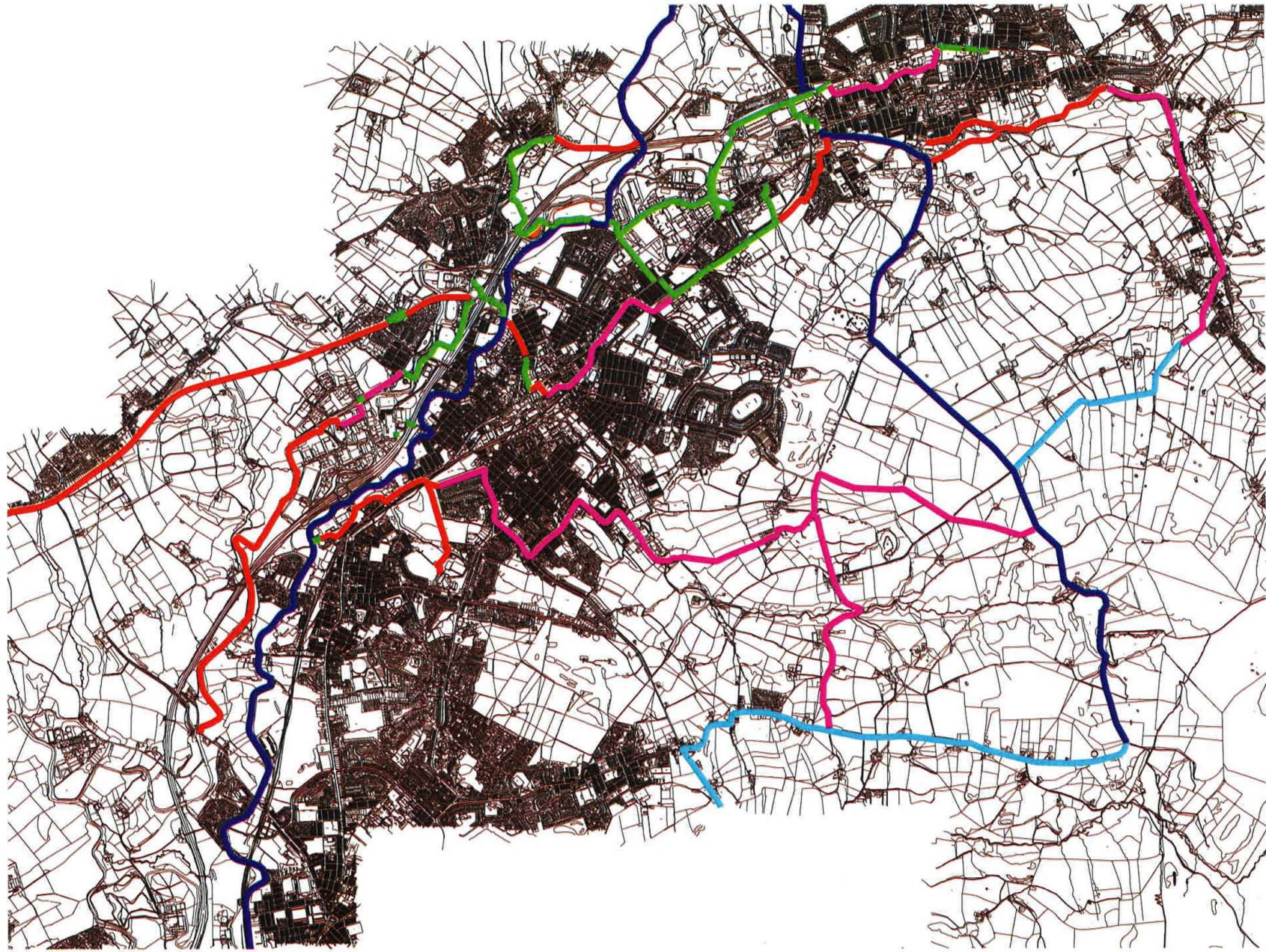
| Scheme | Description |
|---|--|
| Infrastructure (cont'd) | |
| 14 Nelson Victoria Park to Barrowford | Widening of the footpath on Barrowford Road and upgrading an existing route along the river from Victoria Park to Barrowford creating a circular route around Barrowford Park which can be accessed from Swinden Playing Fields and link Barrowford to the towpath at Barrowford Locks with easy access to the Heritage Centre. An ideal easy family cycle ride with access to both Heritage Centre and Booths cafes |
| 15 A6068 Barrowford to Padiham | Conversion of footpaths to cycle paths connecting to Burnley cycleways including safe crossings to Fence and Higham. Possibly move the path alongside the river from the end of the current Lomeshaye cycle path. At the road bridge continue straight across the road and extend the path around to Quaker Bridge using Lomeshaye Marsh side of the river around to Reedley Water Treatment Plant. |
| 16 Lomeshaye Industrial Estate to Padiham/Ightenhill to Burnley | Link from Lomeshaye Industrial Estate to Padiham/Ightenhill to Burnley along the river bank. Creating missing sections from River Calder Greenway, Higham and Ightenhill Bridge around the water treatment plant. Route needs upgrading to a bridleway linking to Padiham Greenway |
| 17 Laneshaw Bridge to Cross Hills, North Yorkshire | Upgrade and signpost existing bridleways to connect to Cross Hills in North Yorkshire |
| 18 Barnoldswick to Skipton improvements to the towpath | Work with Craven District Council to improve the canal towpath from Barnoldswick to Skipton to encourage cyclists from Yorkshire to visit Pendle |
| 19 Increase/improve cycle parking across Pendle | Ensure cycle parking and access are considered in any large planning applications; use cycle revenue budget to provide cycle parking to cafes and restaurants across Pendle |
| 20 Maintenance | Continue regular maintenance of unadopted cycle routes in the borough |
| 21 Repair the canal towpath in Pendle over the next 5 yrs | Work with the Canal and River Trust to repair the worst sections of the canal tow path over the next 5 years including the worst sections; opposite Lob Lane Mill in Brierfield, Norfolk Street in Nelson and sections in Kelbrook |
| 22 Cycle Forum and British Cycling and East Lancashire Partnership meetings | Hold Cycle Forum meetings 3 x per year to inform and consult local cycle users; attend British Cycling and East Lancashire Partnership meetings to ensure Pendle and East Lancashire are included in regional cycle proposals and to access funds |

Appendix 1 (continued)

| Scheme | Description |
|---|--|
| Promotion & events | |
| 23 Tour of Britain Legacy Event | Stage a major Tour of Britain Legacy event. Explore possibilities such as Tour de Yorkshire 2018; Colne Town Centre event including youth and women races, entertainment and live bands on the anniversary of the Tour of Britain in Colne; a series of cycle shows using Victoria Park, Victory Park and the Steven Burke Sports Hub including cycle challenges and races |
| 24 Tour of Britain route marked out physically and on the website | Mark out the Tour of Britain route physically adapting the route where necessary to use quiet, safe roads |
| 25 Explore the possibility of an app for Pendle to identify easy cycle routes | Work with Pennine Events to provide an app where people can access easy routes to try out themselves |
| 26 Signpost and promote existing cycle links and bridleways | Following upgrading of bridleways, and additional signposting, promote routes on the Visit Pendle and Cycle Lancashire websites with the possibility of adding them to a cycle app in the future |
| 27 Promote British Cycling and CTC guided rides | Ensure existing guided rides are promoted on Visit Pendle and Cycle Lancashire websites and assist with disseminating information about the rides |
| 28 Support Colne Town Council with the Colne Grand Prix | Support Colne Town Council and help promote the Colne Grand Prix as part of Pendle's Cycle Festival |
| 29 Pendle's Cycle Festival | Promote Pendle's Cycle Festival including Guided Rides throughout the summer months |

Appendix 1 (continued)

| Scheme | Description |
|--|---|
| Health and wellbeing | |
| 30 Develop the Steven Burke Sports Hub | Promote coordination of cycling activity across Pendle by developing the Steven Burke Sports Hub. Encourage different types of cycling at the hub such as BMX and Cyclocross as well as guided rides for leisure and confidence building. Encourage schools to use the hub and promote events at the hub. Make connections with other cycling hubs across East Lancashire |
| 31 Lancashire Cycle Challenge | Pendle Council to take part in the Lancashire Cycle Challenge or set up their own challenge and encourage other businesses to do so |
| 32 Set up Park Ride and Couch to 5km Challenges | Explore the possibility of using the running models for 'Couch to 5k' and 'Park Run' cycling activities and work with Parks to lift byelaws so that parks can be used for this as well as the Steven Burke Sports Hub |
| 33 Work with businesses to encourage cycling | Work with Regeneration Officers to encourage businesses to take up cycle 2 work schemes and provide better facilities to bring bikes to work place |
| 34 Work with schools to encourage cycling | Work with Go Velo and School Sports Partnership to promote cycling in schools, more inter school challenges at the Steven Burke Sports Hub |
| 35 Develop Cycle Development Pendle Partnership (CDPP) | Work with CDPP to co-ordinate cycling across Pendle using the Steven Burke Sports Hub as the cycling hub for Pendle |
| 36 Works with other groups | Work with Pendle's BMX Group and make contact with Paul Oldham to bring in different types of cycling to the Steven Burke Sports Hub such as mountain biking and cyclocross to add diversity |



Existing

- NCN Route 68
- Shared-use paths

- Cycle Route 91
- Steven Burke Sports Hub

Proposed

- Off road new routes
- On road new signed routes

