

REPORT FROM: NEIGHBOURHOOD SERVICES MANAGER

TO: WEST CRAVEN COMMITTEE

DATE: 6 DECEMBER 2016

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WEST CRAVEN CYCLE WAY

PURPOSE OF REPORT

To advise members on the current position regarding the West Craven Cycle Way.

RECOMMENDATIONS

- (1) That members note the report.
- (2) That members are aware of the difficulties in obtaining funding for the West Craven Cycle Way.
- (3) That members promote the West Craven Cycle Way when opportunities for funding arise such as at public health meetings or when considering conditions for planning applications.

REASONS FOR RECOMMENDATIONS

To assist in achieving an Action from Pendle's Cycle Legacy Strategy which would promote healthier modes of transport also in line with climate change and public health agendas.

BACKGROUND

PENDLE'S CYCLE STRATEGY AND FUNDING

1. The Executive approved Pendle's Cycling Legacy Strategy in March.
2. There are three main aims of the strategy:
 - (a) to improve and build on the existing cycling infrastructure;
 - (b) to promote cycle tourism; and
 - (c) to promote health and wellbeing.

3. The strategy also aims to build on the enthusiasm following the Tour of Britain in Pendle in September 2015.
4. In the past we have relied on ad hoc funding via Planning Gains such as Section 106s or applying for external funding via Lancashire County Council, Sustrans, Lancashire Environmental Fund and British Cycling to deliver the schemes from the strategy Action Plan, Appendix 1. However, this type of funding has dried up over the past few years.
5. This year the National Walking and Cycling Investment Strategy was issued. There is new funding under this strategy. However, the only unallocated funds connected to this strategy are the Access Revenue Fund and the Local Growth Fund.
6. The Access Fund is £80 million revenue which is available to build on the legacy of the Sustainable Transport Fund (for revenue schemes only); whilst the capital element, £500 million, was allocated to LEPs through the Local Growth Fund.
7. Other funding may come from the East Lancashire Transport Plan and the Lancashire Cycling Strategy. The Masterplan includes the East Lancashire Strategic Cycle Network. However, currently the Lancashire Cycling Strategy appears to be on hold and the East Lancashire Strategic Cycle Network has so far only benefitted Rossendale and Blackburn with Darwen.
8. Other sources of funding are connected to our own Core Strategy and Public Health and East Lancashire Clinical Commissioning Group to address health inequalities.
9. One of the three main aims of Pendle's Cycle Legacy Strategy is to improve Pendle's cycling infrastructure and so the lack of capital funding for cycling has become an issue.

WEST CRAVEN CYCLE WAY HISTORY

10. At the Cycle Forum members requested that we look into the feasibility of the Earby to Barnoldswick Multi-User Route This was done in 2004 by Pendle Council with Sustrans and Lancashire County Council.
11. Although many stakeholders supported the scheme, there were also many problems with the proposal such as landownership, how to pass through Salterforth and how to cross the Leeds and Liverpool Canal. Also, SELRAP were promoting the re-installment of the Colne to Skipton railway. In addition, the track bed had been purchased by the public sector to safeguard it for a possible use for a bypass of Earby, Sough and Kelbrook.
12. Public opinion was sought at the time via questionnaires and leaflets and four drop in-sessions as well as press releases.
13. Public opinion was overwhelmingly supportive of the cycle route at the time and most of the drop-in sessions were very positive.
14. The cost at the time of writing the feasibility report was calculated on the basis of £110,000 per kilometre (figures from Sustrans). The estimated length of the proposed route was 5.25 kilometres and so the total cost came to £577,500.
15. The West Craven Cycle Route was included in the first Pendle Cycle Strategy and is also in the revised Pendle's Cycle Legacy Strategy 2016 to 2021 Action Plan and forms part of our "wish list" of physical infrastructure schemes to make connections and missing links to form a complete cycle network across Pendle.

16. It is hoped that in the longer term we can make connections both up to Yorkshire and down to Burnley to link to the Lancashire Cycle Network which would be good both for commuter cycling and leisure cycling for cycle tourism.
17. The West Craven Cycle Way is one of the missing links within Pendle to provide safer routes between Earby and Barnoldswick for walking and cycling but also to eventually make important connections up to Yorkshire and so is important for cycle tourism.

UPDATED ROUTE

18. Since 2004 we have looked into using a mix of funding streams. We have had meetings with Sustrans and LCC and we have also identified alternative routes to try and avoid the complications outlined in the feasibility study.
19. We currently have two alternative routes: one crosses fields, which may be problematic with landowners; the other uses the existing footway on Kelbrook Road which would make a safer alternative to cycling on this busy road and may attract pupils and families to cycle more. (see Appendix 1 for a plan of the proposed routes).
20. There is some money available towards the route: £25,000 from a Section 106 connected to West Craven Business Park, and £15,000 from LCC.
21. The scheme has lost momentum recently due to the lack of funding around for cycling in general.
22. We had thought that Sustrans Safer Routes to School may fund it a few years ago and we looked into funding from Paths 4 Communities. However, Sustrans no longer have the funding they used to and we did not have the necessary match funding in place in time to submit to the Paths 4 Communities funding as they would not consider Section 106s as match funding.

MOVING FORWARD

23. Recently the scheme was brought to our attention again because Ian Lyons, a local interested stakeholder, approached us about the possibility for a route using the rail track bed for a cycle path from Colne to Skipton which would use part of the same route.
24. We would be interested in working with Ian Lyons to see the Colne to Skipton rail track bed used for a cycle path and it is included in our Action Plan.
25. SELRAP is keen to see the railway back in use from Colne to Skipton and has proposed that if the train is brought back the scheme would include a cycle path alongside the rail line.
26. However, they are not keen on allowing us to put a cycle path along the track bed during the time it might take for the rail line to come back to use.
27. The outline plans for a Colne–Foulridge–Kelbrook–Earby–Thornton bypass also include a cycle path proposed alongside it.
28. The proposed West Craven Cycle Way would be an off-road pleasant route that could have its own identity similar to the Weavers Wheel in Blackburn rather than running alongside a live rail track or busy road.

29. As mentioned at the beginning of the report, there are certain pots of money we are currently waiting for to come on board. If we had the scheme ready to go and with its own identity it would be easier to package and ask for funding from a variety of pots possibly including Section 106 monies.
30. We may also benefit from the Local Growth Fund for some sections of the West Craven Cycle Way if there are any development sites that are near the route that are due to be developed.
31. It would be good to work with Ian Lyons for a Colne to Skipton cycle path as well as the West Craven Cycle Way but we also need to get SELRAP on board to overcome their issues about using the disused rail track bed on a temporary basis before the train is re-instated (if there is a new road or rail line there would be a cycle path).
32. One of the aims of this report is to gain momentum for the scheme and to encourage members to support the scheme and help to bring it back into the foreground so that we can look for funding, if members are in agreement.
33. We would also need support in getting SELRAP on board and to discuss with them the possibility of building the West Craven Cycle Way before the rail line is reinstated.
34. We would like to work with Blackburn with Darwen and LCC to get it included in the Lancashire Cycle Strategy and Lancashire Cycle Network as well as identify other pots of money that might be available.
35. The justification for the route would hit all the targets for health and wellbeing by getting more people to cycle more as it provides a safer route to schools and employment. It will also hit targets for economic growth and climate change in addition to the actions outlined in Pendle's Cycling Legacy Strategy Action Plan.

IMPLICATIONS

Policy: The West Craven Cycle Way route is included in Pendle's Cycle Legacy Strategy 2016–21 Action Plan and would hit targets in Pendle's Leisure Strategy and Climate Change agendas and would be important in getting more people to be more active in accordance with Pendle's Public Health agenda.

Financial: There is no funding connected to Pendle's Cycle Legacy Strategy and so we rely on ad hoc funding streams such as Section 106 or external funding streams such as Sustrans and Lottery funding. However, such funding streams have dried up and so we are waiting to see what new strategies, both national and regional, might bring to the table.

Legal: There are legal implications in connection to building the West Craven Cycle Way, for example landownership issues which would require permissions, agreements and possible long-term liabilities and responsibilities to be looked into.

Risk Management: Once funding is in place the scheme would be put out to tender on the Chest in accordance with the Council's Contract Procedure Rules where it will be required to be allocated and managed in accordance with the Council's policies and procedures. The Contract Procedure Rules are intended to minimise any exposure to unnecessary risk associated with the scheme.

Health and Safety: The Council is required to meet all relevant legal requirements for the effective management of health and safety risk and work within the Contract Procedure Rules during the tender process.

Climate Change: The West Craven Cycle Way would help to achieve some of the Council's climate change targets as it would provide a safer route to schools and employment places thus encouraging more people to cycle more and reduce overall car emissions for short journeys.

Community Safety: The West Craven Cycle Route would provide a safe, off-road cycle route which would enhance community safety by providing a route that avoids the very busy Kelbrook Road.

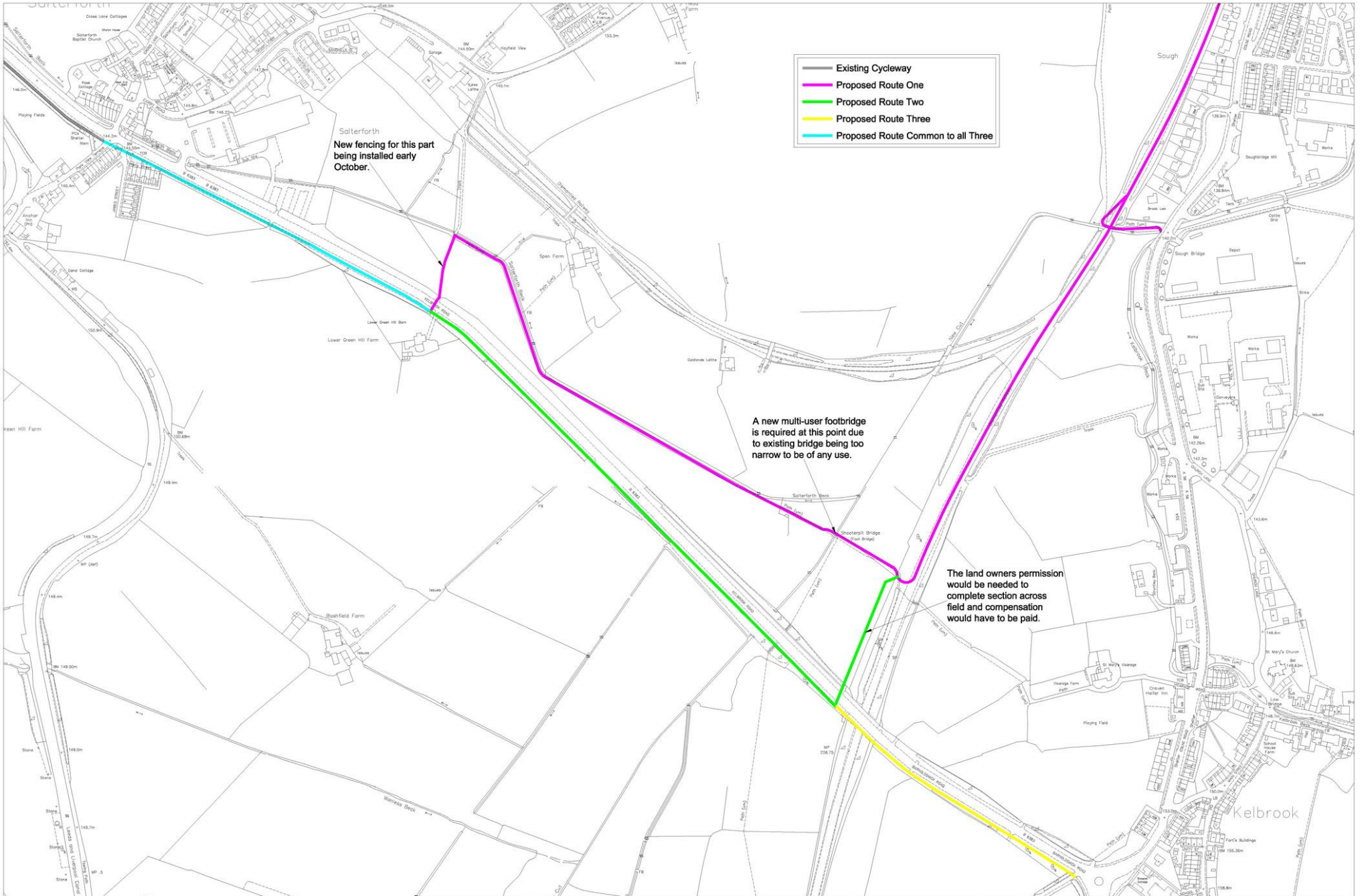
Equality and Diversity: The West Craven Cycle Way would be managed in accordance with the Council's policies and procedures, including those relating to equality and diversity. The route would be in accordance with Sustrans guidance to include mobility chairs and wheelchairs as well as bikes, prams and scooters wherever possible although in certain places there may be unavoidable pinch points depending on the topography.

APPENDICES

Appendix 1: West Craven Cycle Way proposed routes – 2014.

LIST OF BACKGROUND PAPERS

None.



Salterforth
New fencing for this part
being installed early
October.

A new multi-user footbridge
is required at this point due
to existing bridge being too
narrow to be of any use.

The land owners permission
would be needed to
complete section across
field and compensation
would have to be paid.



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PROJECT: West Craven Cyle Way

TITLE:
Routes to be Considered

DRAWN BY: J D Austin

CHECKED: S Whalley

DATE: Oct 2011

FILE REF: XXXX

SCALE: 1/2000

DRAWING NUMBER: E0232 D1