

REPORT FROM: NEIGHBOURHOOD SERVICES MANAGER

TO: SCRUTINY MANAGEMENT TEAM

DATE: 21ST MARCH 2018

Report Author: Tricia Wilson
Tel. No: 661051
E-mail: tricia.wilson@pendle.gov.uk

**UPDATE OF PROGRESS MADE ON
PENDLE'S CYCLING LEGACY STRATEGY 2016–2021**

PURPOSE OF REPORT

To update members on progress with Pendle's Cycling Legacy Strategy 2016–2021.

RECOMMENDATION

That the report be noted.

REASON FOR RECOMMENDATION

To note progression of Pendle's Cycle Legacy Strategy.

BACKGROUND

1. Pendle's Cycling Legacy Strategy 2016 to 2021 was approved in August 2016:
https://www.pendle.gov.uk/downloads/file/6692/pendles_cycling_strategy_2016-21
2. Pendle has had a cycling strategy in place since 2000. In the original strategy we introduced Pendle's Cycle Network. This is a wish list of off-road and quiet road cycle routes which we would like to achieve to offer cycling as an option to everyone even though some may not have the confidence to cycle on main roads.
3. Between 2000 and 2016, with considerable investment, we completed a number of off-road routes including the canal towpath which now forms National Cycle Network Route 68 and forms the backbone for off-road and quiet road cycling in Pendle. Since 2000 we have achieved the following infrastructure schemes:
 - (a) National Cycle Network Route 68 – the entire canal towpath in Pendle
 - (b) Improvements to Nelson Town Centre brought cycling back into the centre

- (c) The Colne Schools Cycle Link - cycle path past Pendle Vale, Fisher More and Primet High Schools connecting down to the tow path at Swinden Playing Fields
 - (d) Upgrading the paths from the towpath at Swinden through Barrowford Park ending at the Heritage Centre
 - (e) Shared use paths in Colne including Regent Street, Whitewalls Drive and Vivary Way
 - (f) A shared use permissive path through Boundary Mill.
 - (g) Steven Burke Sports Hub cycle circuit
4. In addition to the above infrastructure schemes, we hold an annual Pendle Cycle Festival. Initially, this included the Colne Grand Prix and the Grand Tour of Pendle as well as family guided rides. We held the National Road Race Championship in 2010 and the Tour of Britain Stage 2 starting in Clitheroe and ending in Colne in 2015.
 5. It is following this major cycling event that Pendle's Cycling Strategy was updated to Pendle's Cycling Legacy Strategy in order to embrace the positive impact the Tour of Britain had in Pendle at the time.
 6. We used to access a lot of funding for cycling infrastructure and schemes through LCC and the LCC's Cycling Officer. This post no longer exists and cycling matters are shared amongst a number of staff at LCC instead.
 7. Other major sources of funding for cycling infrastructure used to come from Section 106 Agreements as well as through Sustrans. Again, funding through these sources has reduced.
 8. According to the National Walking and Cycling Investment Strategy, the main source of funding for cycling infrastructure is via the Growth Deal and the Masterplans (Pendle's Masterplan includes improvements to the roundabouts at Junctions 12 and 13 for cycling as a means to improve connectivity).
 9. It is important that we include cycling with any planning activity to gain the funds needed to achieve cycling infrastructure schemes in the future.
 10. For example, we are working with the Council's Economic Development Team to integrate plans for new cycleways into the proposed Lomeshaye Phase 1 Extension. Funding is available from the European Structural Investment Fund (ESIF) for the creation of new "green infrastructure" which supports sustainable economic growth. A bid to ESIF has therefore been made which, if successful, will enable us to create new cycling and walking routes for safe and environmentally friendly sustainable means of travel to work to the site.
 11. The other option is to apply for external funding bids to achieve our aims, as we did with the Steven Burke Sports Hub phase 1 and we are relying on for phase 2, the BMX pump track. However, funding for infrastructure schemes seems also to have reduced.
 12. The other two main priorities of the Cycle Legacy Strategy are cycling for health and cycle tourism.
 13. There is revenue funding available for these types of schemes via LCC from the Access Fund. We have invited the LCC officer responsible for this funding to our next Cycle Forum/CDPP meeting following the restructure (see paragraph 19 below) to let us know how we might apply for this funding.

14. We would ideally like to do a larger legacy event as outlined in the strategy. One of the ideas put forward was to take part in a stage of the Tour de Yorkshire if it could come into Lancashire, perhaps even to Colne again. We discussed this with Pennine Events which manages the Tour de Yorkshire when we wrote the Cycle Legacy Strategy. However, we would need the agreement from members for the approval of funds to enable this to happen.
15. In the meantime, Colne Town Council has taken on the management of the Colne Grand Prix, which has ensured its future for the time being and will be taking place on 25 July 2018.
16. We have also been trying to promote the Steven Burke Hub with an annual September event at the hub, initially to mark the anniversary of the Tour of Britain coming to Colne. This included the Wiggle Pedal Pendle sportive managed by Pennine Events and Youth Races at the circuit alongside smaller activities including BMX cycling, which proved very popular.
17. Our ultimate aim is to get more new cyclists cycling for health and wellbeing and to schools and the workplace and for journeys less than five miles and to double the number of people who cycle by 2025 in line with the National Walking and Cycling Investment Strategy.
18. Our main goal for the Steven Burke Sports Hub is to make it into the centre for cycling in Pendle, **the** hub for cycling.
19. In order to do this we need a strong group behind it to control activity and development of the circuit and cycling in general across Pendle and we are currently in the process of a restructure of Pendle's Cycle Forum and Cycling Development Pendle Partnership (CDPP) with the restructure meeting planned for beginning of February.

CURRENT PROGRESS

Infrastructure Schemes

20. Infrastructure schemes we are currently working on included in the strategy Action Plan:
 - **Barrowford cycle path** – funding needs to be spent by 2021 with Section 106 money from the Booths development. This will provide a shared-use path from the Heritage Centre connecting to the towpath providing a missing link for safer cycling. It will also create a very family friendly circular route passing both Booths and the Heritage Centre through Barrowford Park onto the towpath and beyond (see plans attached at Appendices 1 and 2).
 - **Bridleway 38 improvements** – with Section 106 funding from Unit 8 West Craven Business Park, which needs to be spent by the end of October 2018. This will improve bridleway 38 in Earby which will eventually be connected to West Craven Business Park. It is an important connection up to Yorkshire and should help provide a safer route for cycling to and from West Craven Business Park and encourage people to cycle to work (see plan attached at Appendix 3).
 - **Steven Burke Sports Hub phase 2** – this is a BMX Pump Track. Work is due to start at the end of January. Funding is from various sources. We are working with local Cycle Sport Pendle (CSP) and their BMX group Pendle Panthers. We have enough funds for the pump track itself but will be looking for further funding for railings and additional parking to complete phase 2.
 - **Improvements to M65 junctions 12 and 13 for cyclists** – improvements were made to both Junctions 12 and 13 roundabouts last year including improvements for cycling safety as part of the Hyndburn, Burnley and Pendle M65 Growth Corridor Programme.

Works were carried out by Lancashire County Council. Further improvements are planned to signalise the south eastern roundabout at Junction 13 M65 along with improved cycling and pedestrian links in 2018/19. These improvements were originally due to take place last year but could not be completed due to budget pressure. The proposed improvements will support the planned extension to Lomeshaye part-funded by the Lancashire Enterprise Partnership (LEP) through its Local Growth Deal 3 Programme. They will also serve to “future proof” the junctions for future developments and for general traffic growth.

21. As mentioned above, we are working with the Council’s Economic Development Team to integrate plans for new cycleways into the proposed Lomeshaye Phase 1 Extension with funding available from the European Structural Investment Fund (ESIF). If the bid is successful, one of our aims with this, as far as the Cycling Strategy is concerned, is to eventually make connections to the path along the river to Padiham and onto Burnley.
22. We plan to submit an expression of interest to the European Structural Investment Fund (ESIF), Rural Development Programme for England (RDPE) for the West Craven Cycleway. The funding recently extended their deadline for submissions to the end of May 2018.

Group and Circuit Development and Cycling for Health

23. In order to coordinate cycling activity across Pendle, we have the Pendle Cycle Forum as part of the strategy. In addition, when we were seeking funds for the Steven Burke Sports Hub cycle circuit we set up Cycle Development Pendle Partnership (CDPP) to oversee activity at the circuit and to assist with the development of the circuit. Many members of the two groups are the same. So, we are in the process of doing a restructure to amalgamate the two groups for better coordination. The initial meeting/workshop will take place at the beginning of February.
24. We also now have a new cycle champion, Cllr Greaves, who may help to champion any cycling schemes we might have and keep an eye out for funding/programmes that might be available elsewhere. This was included in the strategy Action Plan.
25. We continue to monitor the Steven Burke Sports Hub phase 1 (closed road circuit). Groups can book online. If the circuit is booked out, it is not open to the general public. If it is not booked out, then it is open to the general public. This is quite unique for cycle circuits across the country, most of which are closed to the public. We wanted this facility to be open to all to encourage cycling.
26. There are regular users of the circuit who pay: Thursday night CDPP Autumn Races; Saturday morning CSP and High Adventure are regular users. This provides an income which is split between Parks for future maintenance of the circuit and CDPP for the development and promotion of the circuit and so it is all ploughed back into the circuit which is self-funding as we intended.
27. We have incorporated a regular Wednesday night training programme run by British Cycling’s volunteer Breeze Ride Leader into the Steven Burke circuit calendar. Anyone can log on and take part and get free cycle training from a qualified British Cycling coach. It is a good and fun way to gain skills. Last year we piloted a six-week couch-to-10k session, which was excellent but needed more publicity.
28. We recently received a proposal via CSP from a female coach who would like to assist with developing the circuit by providing cycle training. We will put this idea forward to Pendle’s Cycle Forum/CDPP once the restructure has taken place. It would be very beneficial for the circuit and cycling in general across Pendle and so fits in with the strategy.

Cycle Promotion

29. We are working on this year's Cycle Festival. This year we would like to attract more local people to cycling by running a 24-hour cycle challenge starting on 8 September 2018 at 12 noon and finishing on 9 September 2018 at 12 noon. With assistance from the Cycle Forum/CDPP we would like to use this challenge to attract more new people to cycling and raise awareness of the site. We hope to attract teams from businesses across Pendle including Pendle Council. The aim is to cycle jointly 10,000km in total. We would like to involve Pendleside Hospice as the main charity to benefit and would also like to work with Pendle Leisure Trust to include live music and a bit of a festival at the site, if possible.
30. The Wiggle Pedal Pendle Sportives were very popular for cycle tourism and promoted Pendle in a very positive light for cyclists and so as far as the strategy is concerned they were beneficial. However, the sportives took up a lot of cycle revenue budget and did not attract the number of new cyclists which we were aiming for and so we have decided not to go ahead with this next year unless we can attract external funding.
31. We will be signing Pendle Council up to the workplace challenges – one in March, June and September – on the "Love to Ride" website to encourage more people at work to cycle. Lancashire's "Love to Ride" challenges are funded via the Access Fund.
32. We would like to develop the Visit Pendle cycling pages further. Last year we introduced a series of "My Favourite Rides" cycle routes submitted by people from Pendle's Cycle Forum as well as Pendle's section of the Tour of Britain route on the website.
33. We spoke with both Pennine Events and at the East Lancashire Partnership meetings about the possibility of extending the cycling app, which is currently live in Blackburn with Darwen, to Pendle and other areas in East Lancashire using the Access Fund but nothing has been forthcoming from this so far. We will pursue this as it is an Action Point in the strategy.
34. We will continue to attend the British Cycling and East Lancashire Partnership meetings to keep up to date with cycling activity outside of Pendle and to keep on track with the British Cycling HSBC Guided Ride Programme.

CONCLUSION

35. There have been hurdles in place to deliver the Cycling legacy Strategy, the main one being funding. However, we have continued with the annual cycle festival and gained money for infrastructure schemes where we can.
36. It would be good to deliver a section of the Tour de Yorkshire in Pendle as a future legacy event but we would need backing from members for the funding as well as the organisation of the event. Otherwise, we will continue to run much smaller events at the Steven Burke Sports Hub to try and raise awareness of cycling at the hub.
37. The planned Cycle Forum/Cycle Development Pendle Partnership (CDPP) amalgamation and restructure in February (mentioned in paragraph 23 above) will bring together a solid group of cyclists and cycle providers enabling us to contact and liaise with local cycle clubs, groups and interested parties to gauge their opinions and seek assistance and approval of any future cycle schemes and funding in Pendle as well as help to manage and develop the Steven Burke Sports Hub phases 1 and 2. They will have a say in any future planned activity. By working together we hope to continue to achieve the aims of the Cycle Legacy Strategy.

IMPLICATIONS

Policy: Pendle's Cycle Legacy Strategy was adopted in August 2016 and thereby forms part of Pendle Council's overall policy.

Financial: There is only £5,000 revenue for Pendle's cycle budget, which is for maintenance of our existing cycle routes and for promotion. All other funding for cycling has to be bid for externally.

Legal: Legal aspects will be considered for each activity or cycle route created.

Risk Management: All schemes and events will be risk-assessed and insurance cover to be provided by the organiser.

Health and Safety: Getting more people to cycle more will improve the health and wellbeing of Pendle's residents in the longer term.

Climate Change: By improving cycle routes and encouraging people to travel short distances by bike will reduce carbon emissions in the longer term.

Community Safety: Encouraging cycling for all and providing off-road routes should improve community safety by taking cycling off the main roads onto traffic-free or quiet routes.

Equality and Diversity: All cycle schemes will be open to everyone; all new cycle routes will be created as far as possible to enable everyone to cycle.

APPENDICES

Appendix 1: Key Plan Showing Connectivity of Barrowford Shared Use Path.

Appendix 2: Plan Showing Barrowford Shared Use Path.

Appendix 3: Plan Showing Bridleway 38, Earby.

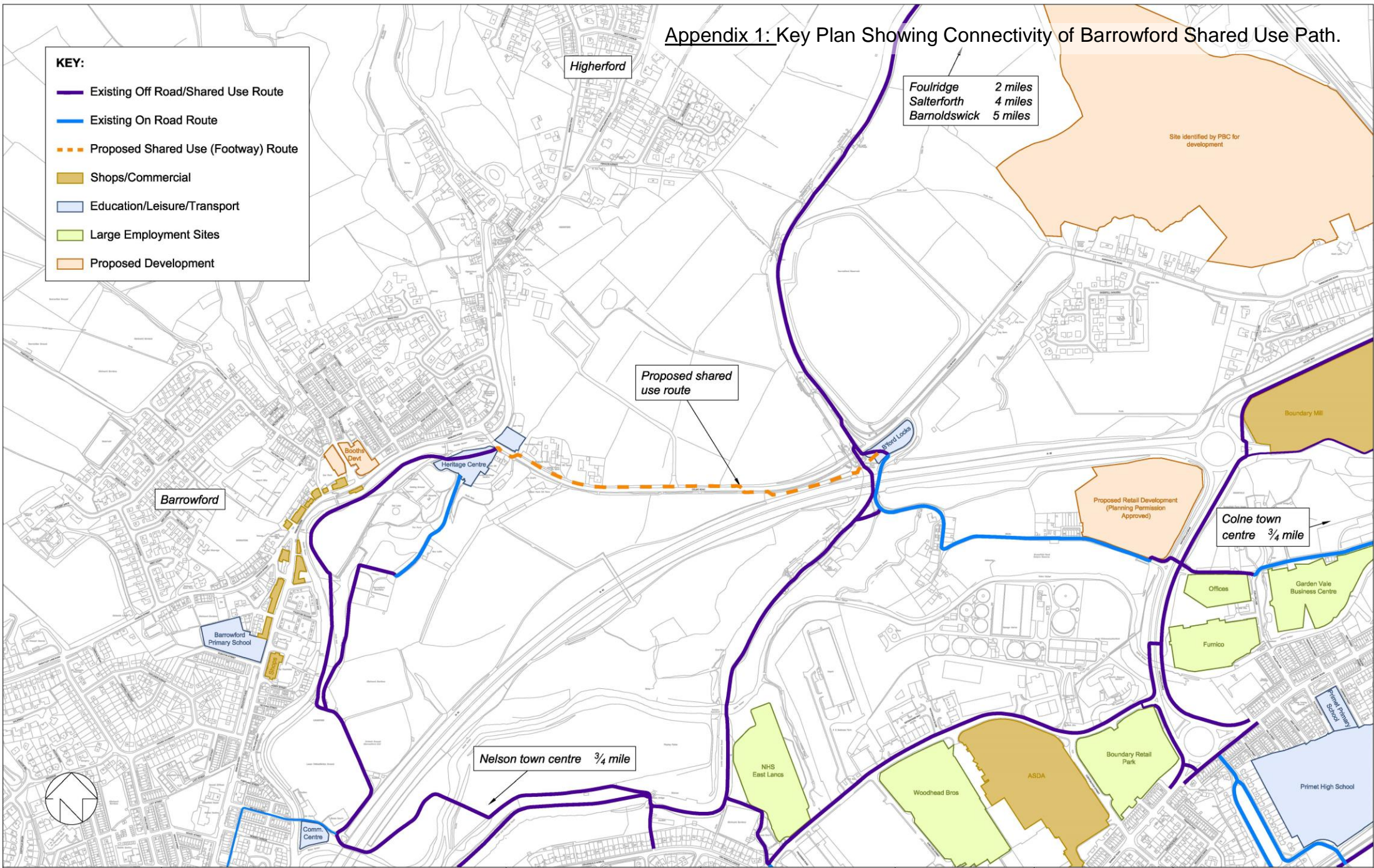
LIST OF BACKGROUND PAPERS

None.

Appendix 1: Key Plan Showing Connectivity of Barrowford Shared Use Path.






KEY:

- Existing Off Road/Shared Use Route
- Existing On Road Route
- - - Proposed Shared Use (Footway) Route
- Shops/Commercial
- Education/Leisure/Transport
- Large Employment Sites
- Proposed Development



Appendix 2: Plan Showing Barrowford Shared Use Path

KEY:

-  Existing bitmac surface to be retained
-  Existing grass verge to be retained
-  Proposed bitmac overlay
-  Proposed full bitmac construction
-  Proposed bitmac vehicular crossing

Cyclists reach destination of Barrowford Park, Pendle Heritage Centre or continue on off road route to Barrowford, Nelson & Colne College or Cycle Route 68 on Leeds & Liverpool Canal

Proposed directional signage to connect users from Barrowford to Colne

Cyclists join/leave carriageway via new drop kerbs

Cyclists join/leave via existing drop kerbs

Section of footway is insufficiently wide to accommodate cyclists and retaining wall prevents widening

Existing access points to properties are to be constructed to LCC specification for vehicle crossings

Remove tree to enable construction of shared route

Continuation of route restricted by presence of large trees in grass verge

Remove tree stump and section of low level wall to allow for new construction

Replace existing grass verge with bitmac construction to enable construction of shared use route

Retain existing bitmac surface in good condition



Replace grass verges with bitmac construction and re-surface the existing bitmac footway to enable the creation of shared route



Where grass verge widens, construct 2.5m wide bitmac route with remaining grass verge to be retained

Relocate existing bench to new position, in order to allow for widened footway

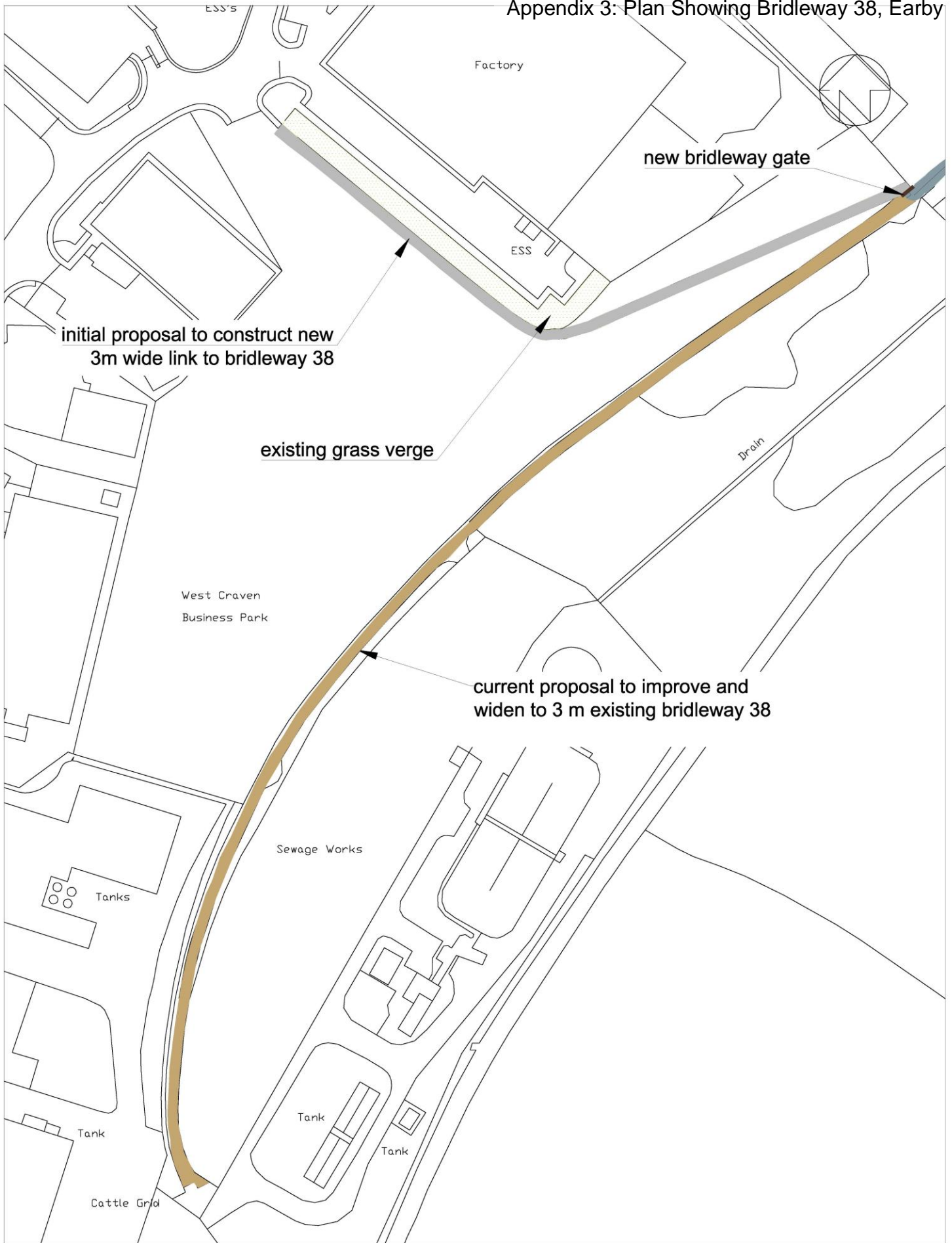
Relocate lighting columns to rear of footway, where necessary, in order to maximise footway width

Barrier on bridge adjacent and embankment prevents continuation of proposed shared route

Provide directional signage to guide cyclists to Route 68 (Pennine Cycleway) and quiet road link to Colne



Appendix 3: Plan Showing Bridleway 38, Earby



REVISIONS / NOTES
