

**NORTH LINCOLNSHIRE COUNCIL**

**HIGHWAYS AND NEIGHBOURHOODS  
CABINET MEMBER**

**NORTH LINCOLNSHIRE CYCLING STRATEGY UPDATE**

**1. OBJECT AND KEY POINTS IN THIS REPORT**

- 1.1 To update the Cabinet Member on the current position in relation to "The Ridgeway" (NCN 169).
- 1.2 Future prioritised Cycle scheme projects.
- 1.3 Information of funding streams available to support cycling.

**2. BACKGROUND INFORMATION**

2.1. The "Ridgeway" (NCN169) update

- 2.1.1. The "Ridgeway" which was part funded by Sustrans and the Big Lottery will provide a six mile route for cyclists and pedestrians. Started in April 2009, the route runs from Manor Park in Scunthorpe to Bagmore Lane at Normanby and will be completed in April 2013. Overall the scheme has seen an increase in use of 236% from baseline data.
- 2.1.2. The success of the Ridgeway has not only increased cycle and pedestrian usage, but has inspired other local authorities to use good practice in other areas. An article on Sustrans website in March 2013 recognised North Lincolnshire Council for its inspiring infrastructure.  
<http://www.sustrans.org.uk/resources/design-and-construction/inspiring-infrastructure>

2.2. Future Prioritised Cycle Schemes

- 2.2.1. North Lincolnshire Council has operated an approved prioritisation policy for the implementation of the cycle routes throughout its area. It is considered important that the right routes are constructed at the right times to ensure value for money and achieving the key aims of the Council when funds for new route provision are relatively limited.
- 2.2.2. North Lincolnshire Council's overall aim for cycling is to progress and develop the Cycle Network linking national, local and recreational cycle routes throughout the district, via the use of existing facilities throughout the network as well as the creation of other new cycle routes. These aims are in accordance with the council's approved objectives for improving

the local environment through the provision of integrated transport facilities for a safe network, thus aiming to reduce traffic growth

- 2.2.3. The priority focus area of the strategy is to develop primary urban networks, before linking with neighbouring settlements by providing safe and efficient cycling facilities. In the short term, the prioritisation of cycle routes for Local Transport Plan funding will be overridden by our commitment to the completion of any National Cycle Network Routes, including their links to major settlements. This work is carried out in partnership with Sustrans as part of their commitment to the overall completion of the countrywide network. Routes within North Lincolnshire are National Cycle Route Nos. 1 and 169 the National Byway route and the Viking Way.

### 2.3. Future funding streams for cycling

- 2.3.1. A key announcement in the Chancellor's Autumn Statement was an extra £1bn funding for the road programme and £42m for cycling infrastructure. There was also the Community Linking places fund and money for Improving Cycle Safety at junctions.
- 2.3.2. We have bid to the DfT Cycle Safety Fund for a scheme in the Mortal Ash area of Scunthorpe, one of the main objectives being to reduce severance and help reduce casualties for cyclist and pedestrians. The scheme value was estimated at just over £300,000. The bid was unsuccessful due to DfT criteria.
- 2.3.3. Currently we have been asked by People and Customer Service, Sports and Leisure Cabinets members to assess, score and provide an estimated cost to upgrade the current public footpath to bridleway from Brigg to South Ferriby, along the River Ancholme. This route would connect all the Wold Village i.e. Saxby, Horkstow, Bonby etc and link into the proposed rural Ridgeway scheme completed earlier this year.
- 2.3.4. In October 2012, Gunness to Scunthorpe was put forward as a scheme to Sustrans for funding. The scheme has been put on Sustrans reserve list and if funding becomes available in 2013/14, it will be allocated fifty percent match-funding.
- 2.3.5. At present, there are no further bids planned for discrete cycling schemes, as we are focusing resources on securing investment for larger infrastructure projects, for example from the national pinch-points funding programme.
- 2.3.6. Funding for smaller rural and urban areas are limited to need. This is due to cities (Leeds, Sheffield, York etc) obtaining large amounts of funding as external funders like the Department for Transport view them as having a greater need.
- 2.3.7. There are various cycle funding streams:
- Section 106 – through future developments
  - Community Funding
  - Waste funding i.e. SITA, WREN etc

- Sustrans funding - There aren't any funds at the moment, as all the 2013-14 Links to Communities funds (L2C) have been allotted. However, top priority schemes can be added to Sustrans ongoing list. This way, there's a (slight) chance that it could be funded if others fail or, better, it would be one of the first to be considered if Sustrans receive more funding for 2014-15. Sustrans don't have any infrastructure funding at the moment other than the L2C and, to come, the Cycle Safety Fund (CSF). Again, the CSF is currently over allocated.

### **3. OPTIONS FOR CONSIDERATION**

- 3.1. Option 1: Seek funding resources to implement priority schemes.
- 3.2. Option 2: Receive external funding and commit match funding and build priority cycle schemes.
- 3.3. Do nothing.

### **4. ANALYSIS OF OPTIONS**

- 4.1. The source, structure and scale of local funding has changed significantly over the recent programme periods, characterised by a fragmentation of national initiatives and large cuts in revenue and capital budgets within highways.
- 4.2. If we seek and gain external funding or match-funding it will not only help to deliver cycle priority schemes, but reduce the strain on LTP capital budgets. It will also maximise the community accessibility to key services by sustainable modes of transport, whilst reducing costs to public health services through physical exercise.
- 4.3. Without additional funding sources it will prove difficult to build any of our cycle schemes on the prioritised list and therefore, we would not be fulfilling our commitment to encouraging the use of sustainable modes of transport and providing the safe infrastructure in which to do so.

### **5. RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)**

- 5.1. There are no resource implications to consider.

### **6. OUTCOMES OF INTEGRATED IMPACT ASSESSMENT (IF APPLICABLE)**

- 6.1. The assessment highlights the benefits to key access areas such as employment, open spaces, education, health service, town centres and opens up rural areas where there is currently no or limited access points.
- 6.2. It will also improve facilities for people with disabilities where there is new infrastructure.

## **7. OUTCOMES OF CONSULTATION AND CONFLICTS OF INTERESTS DECLARED**

7.1. The cycling strategy was the subject of internal and external consultation at officer and manager level within Places; Planning and Regeneration, Property, Leisure, Neighbourhood and Environmental Services, North Lincolnshire Cycle Group and Local Transport Plans 3.

7.2. There is no declared conflict of interest.

## **8. RECOMMENDATIONS**

8.1. We recommend that the council continue to work within North Lincolnshire Council's Cycling Policies to prioritise future schemes.

8.2. To continue to seek external funding to maximise internal delivery of the Council's aims and objectives for future cycle schemes.

DIRECTOR OF PLACES

Hewson House  
Station Road  
Brigg  
North Lincolnshire  
DN20 8XY

Author: Jodie Booth  
Date: 05 April 2013

**Background Papers used in the preparation of this report: None**