

SCRUTINY PANEL

28th November 2013

TRAVEL4RUTLAND CYCLE ROUTE INFRASTRUCTURE

Report of the Director For Places (Environment, Planning and Transport)

STRATEGIC AIM:	Building Our Infrastructure Creating A Sustained Environment
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1. PURPOSE OF THE REPORT

- 1.1 To present the cycle route infrastructure proposed for implementation with the Travel4Rutland Local Sustainable Transport Fund grant from the Department for Transport.

2. RECOMMENDATIONS

- 2.1 That Scrutiny recommends to Cabinet those routes that it considers should progress for implementation in 2014/2015.

3. BACKGROUND

- 3.1 The Travel4Rutland (T4R) project was formally launched when Council granted approval to accept the Department for Transport (DfT) grant conditions in October 2012. A project board and two working groups; infrastructure working group and transport working group were set up in November 2012 and a project manager was appointed in December 2012.
- 3.2 T4R consists of four work streams; Oakham bus station, Tourism bus (ShoreLink), workplace shuttle buses (WorkLink) and cycling improvements.

4. CYCLING INFRASTRUCTURE

- 4.1 The Project Board has identified a number of cycle routes that would provide links to our ShoreLink bus route, enable connections to be made with our heritage cycling routes and locations of interest to tourists and enhance the cycling provision throughout the County to help achieve our aim of Rutland being “a cycling County”, which was an aspiration stated in our bid to the DfT.
- 4.2 Appendix 1 is a table of the cycle routes approved by Cabinet on 15th October 2013 for implementation this financial year (2013/2014) and the feedback received from Parish Councils, Rutland Access Group (RAG), The British Horse Society (BHS), Bridleways Association, Velo Club and other cycling organisations.

- 4.3 Appendix 2 shows other routes that could be implemented next financial year (2014/2015) with comments on relevant issues such as cost, unsuitable topography and the degree of potential use. Scrutiny is asked to review Appendix 2 and consider what routes it would like to suggest are considered for implementation in 2014/15.
- 4.5 A map of the county showing the existing, approved and potential routes is contained in Appendix 3.

5. PARISH CONSULTATION

- 5.1 The Parish Council with a proposed cycle route was contacted in June 2013. They have been asked for their comments on the proposed route, if they would support its construction and for any opinion on the surface that they would prefer. Appendix 1 contains the parish responses.
- 5.2 Generally all the new cycle routes or additions to existing routes that assist residents, tourists and commuters to access the County more easily by sustainable forms of transport were supported. The exception to this was Lyndon and Wing Parish Councils who did not want the proposed bridleway to be made more cycle-friendly.
- 5.3 All Parishes have been contacted and asked for any further suggestions with regard to cycleway schemes. This consultation closes on the 18th November and will be reported verbally at the meeting.

6. FINANCIAL ISSUES

- 6.1 £480k is currently allocated this financial year from the Local Sustainable Transport Fund (LSTF) to upgrade and create cycling routes and £200k is allocated in 2014/2015. A local contribution of £42k is available from the highways capital programme approved by Cabinet on 16th July 2013. There is no opportunity to defer the spend allocated for 2013/2014 to the next financial year.
- 6.2 The T4R budget also includes £20k for cycle equipment and racks in 2013/14 and £45k for cycle equipment and racks in 2014/15.
- 6.3 The costs of the routes are estimates based on outline designs. They will be revised following detailed design. The overall cost will not rise, however there may be a reallocation of funds between routes.

7. RISK MANAGEMENT

RISK	IMPACT	COMMENTS
Time	H	The programme for delivering this project has previously been highlighted as challenging. A significant proportion of the grant capital for cycle routes needs to be spent in the current financial year which puts the project under time pressure.
Viability	M	The project will be managed in line with our project management disciplines and governance arrangements.
Finance	M	Reprofiling of 12/13 budget into the current year means that the majority of the capital and revenue grant is allocated to 13/14. This capital and revenue will have to be spent by the end of this financial year otherwise we will not be able to claim it.
Profile	H	The Travel4Rutland project will continue to be high profile.
Equality and Diversity	M	An equality questionnaire has been completed. It concluded that the provisions in place will have a positive impact on equality and diversity and a full EIA is not required.

Background Papers

Travel4Rutland Project update
Council report 73/2013
Local Sustainable Transport Fund bid
Council report No: 174/2012

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A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.

Appendix 1 – Proposed Routes for Improvements/Construction

Route	Reason for proposal	Estimated Cost	Consultation Feedback
For Implementation 2013/14			
<p>Langham-Whissendine</p> <p>Cycle path to be created from Langham as far as the bridleway and then an upgrade to the bridleway towards Whissendine.</p>	<p>Would connect 2 villages with a cycle route to Oakham and access to the ShoreLink bus. There are campsites in both villages. Connects to existing heritage cycle route. Resurfacing of existing bridleway cheaper than new off road route.</p>	<p>£223k</p>	<p>Whissendine PC – in support of proposed route. Request that the needs of horse riders be considered.</p> <p>Langham PC – in support of the proposed route.</p> <p>BHS/Bridleways Assoc – Concerns over surface and use by cyclists.</p> <p>Cycling Groups – Confirmed they are supportive of anything that encourages cycling.</p>
<p>Oakham Bypass to Uppingham Road</p> <p>The final connection of the existing cycle route to complete circuit.</p>	<p>This will join up the current cycle path where it meets the bypass west of Egleton and connect across the field to join Uppingham Road. The land owner is in favour of cycle path.</p>	<p>£50k</p>	<p>Oakham Town Council – fully supportive.</p> <p>Cycling Groups - strongly supported by Velo club.</p>
<p>Lyndon Top</p> <p>Completion of off-road cycle path.</p>	<p>This project is already approved in principle and is the subject of a compulsory purchase order. This could be funded as part of T4R from next year's capital grant (14/15). The element of the path that is on the road and does not require the land purchase could be completed this financial year.</p>	<p>£65k</p>	<p>Currently under the compulsory purchase order process.</p> <p>Consultation previously undertaken with Lyndon, Hambleton and Manton Parish Councils with no objections.</p>
<p>Greetham</p> <p>Extension of existing cycle path from Greetham village to the junction with Thistleton Lane</p>	<p>Would enable cycle connection from tourist accommodation to existing cycle path to Oakham</p>	<p>£60k</p>	<p>Consultation in progress.</p>

Appendix 1 – Proposed Routes for Improvements/Construction

Route	Reason for proposal	Estimated Cost	Consultation Feedback
For Implementation 2013/14			
Ashwell Extend the current cycle route further along Oakham Road towards Ashwell.	This will extend the current route from Oakham to Oakham Enterprise Park to Ashwell Garden Centre/Ashwell retail village (as far as the bridleway). The current route is well used by pedestrians and cyclists.	£120k	Ashwell PC – In full support of proposal. Oakham Town Council – fully supportive. Cycling Groups – Confirmed they are supportive of anything that encourages cycling.
		£518	

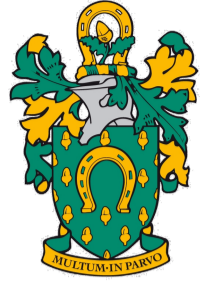
Appendix 2 – Cycle Routes Options for 2014/15

Route description	Estimated Cost if known	Reason for proposal or exclusion	Consultation Feedback
<p>Braunston to Oakham Create a cycle route out of Oakham along Braunston Road to Braunston.</p>	<p>£204k</p>	<p>Would provide Braunston with a cycle route to Oakham and access to the ShoreLink bus. Connects to existing heritage cycle route. This has been raised as potentially difficult due to lack of verge width and the potential requirement to purchase land.</p>	<p>The Parish Council have been requesting this for a number of years.</p>
<p>Ashwell Extend the cycle path beyond Tambourine bridge along Oakham Road into the village</p>	<p>£100k</p>	<p>It was considered more beneficial to continue the cycle route for Ashwell beyond the Garden Centre to the village centre. There is a potential technical difficulty due to the verge width and the route would have to cross the road or land purchased. If the landowner looked favourably on selling to the Council it could progress</p>	<p>Ashwell PC to be approached again regarding this extension but their support is considered likely.</p>
<p>A6003 Uppingham to Preston</p>	<p>£222k</p>	<p>Route of the ShoreLink bus provides cycle carriage link. Challenging topography for cyclists.</p>	
<p>Edith Weston – North Luffenham</p>	<p>£54k</p>	<p>Little added benefit as road already suitable for cycling.</p>	
<p>Preston to Uppingham via the quieter back roads</p>	<p>£0.5k signage costs only</p>	<p>Very quiet lanes, very narrow in places. ShoreLink bus as previously highlighted provides cycle link.</p>	
<p>Normanton to Ketton</p>	<p>£465k</p>	<p>Considered to provide good benefit as it would link Rutland Water with the cycle route to Stamford. Dropped from consideration due to proposed road reconstruction</p>	

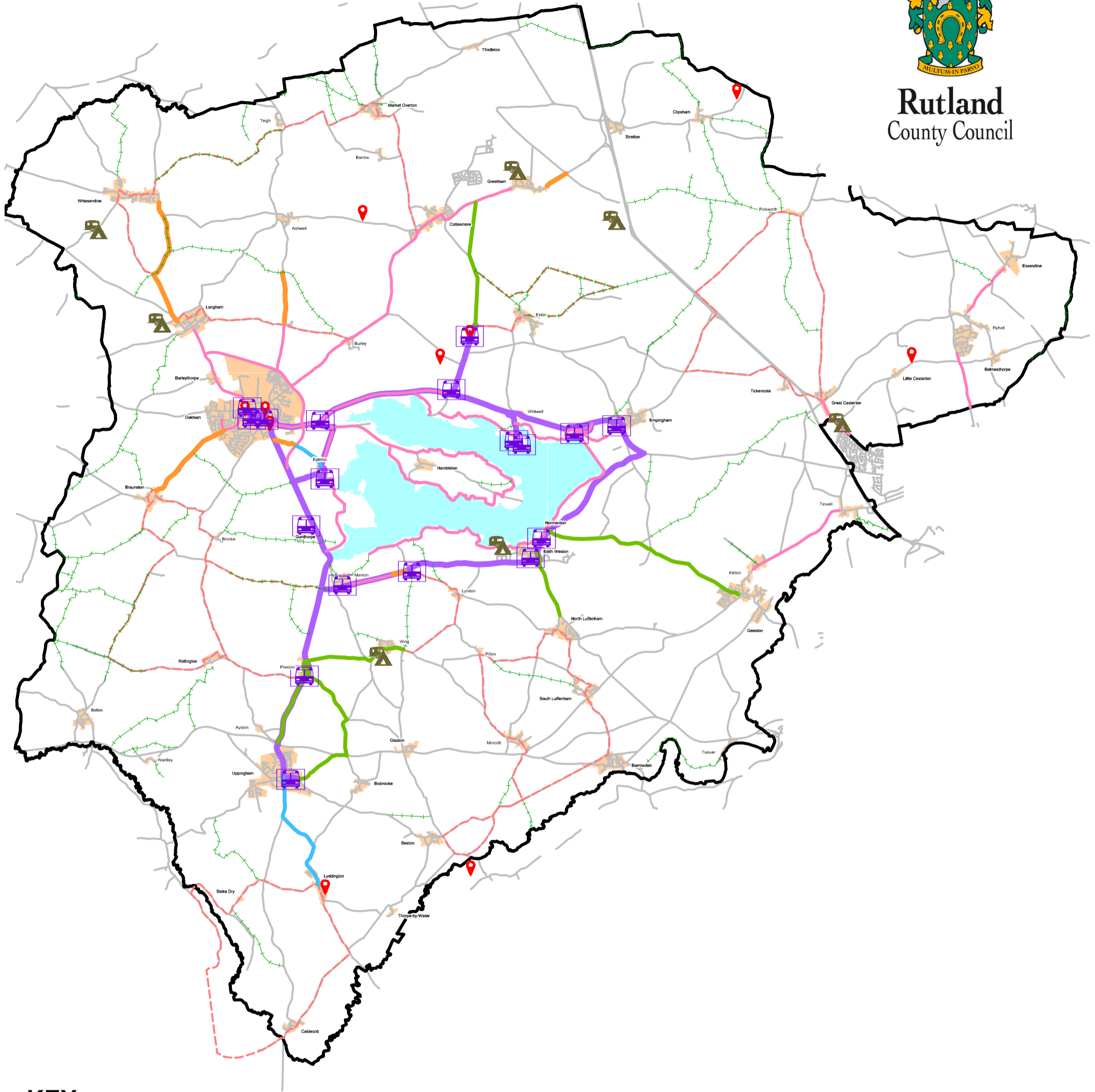
Appendix 2 – Cycle Routes Options for 2014/15

		works by Ketton Cement.	
Cottesmore to Exton	£200k	ShoreLink bus provides substantial link and road currently suitable for cycling. Environmental impact likely to be unacceptable.	
Preston to Wing	Not costed	Very quiet lanes. Benefit lower than connection to Wing considered in proposed scheme below.	
Lyndon Top –Wing	£125k	Would connect Shorelink bus route at Rutland Water along bridleway to Wing. Considered attractive to cyclists and tourists.	Not supported by Lyndon or Wing Parish Councils.
Oakham to Uppingham via Ridlington	£0.5k	Signage costs only. Quiet lanes, narrow in places with challenging topography for cyclists.	









Existing, approved and potential future cycle routes



Rutland
County Council



KEY

- | | | | |
|---|-------------------------------------|---|---|
|  | Transport interchange and bus stops |  | Approved cycle routes for 2013/14 x 5 |
|  | Shore Link bus route |  | Potential cycle routes for 2014/15 x 9 |
|  | Bridleways |  | Proposed cycle route - Integrated transport and other funding x 2 |
|  | Heritage cycle routes |  | Tourist attractions |
|  | Existing cycle tracks |  | Licensed Campsites |