

PLACES SCRUTINY PANEL

2nd April 2014

TRAVEL4RUTLAND CYCLE ROUTE INFRASTRUCTURE 2014/15

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 proposals for implementation with the Travel4Rutland Local Sustainable Transport Fund grant from the Department for Transport (DfT).

2. RECOMMENDATIONS

- 2.1 **That the Places Scrutiny Panel recommends to Cabinet that the routes identified for approval in Appendix 2 be constructed in 2014/15.**

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 cycle infrastructure improvements. Cycle routes are to be constructed that provide links to our ShoreLink bus route, connect locations of interest to tourists and enhance the cycling provision throughout the County to help achieve our aim of Rutland being “a cycling County”, as stated in our bid to the DfT.

4. CYCLE ROUTES

- 4.1 Appendix 1 is a table of the cycle routes approved by Cabinet on 15th October 2013 for implementation in financial year (2013/2014) updated to show which ones have been constructed and the status of any that have not been completed. The Scrutiny Panel discussed the cycle routes available for construction in 14/15 on 28th

November 2013 (report no: 258/2013). It was recommended that a report was brought back to Scrutiny with those proposed cycle routes assessed and prioritised for the panel to recommend to Cabinet.

- 4.2 Appendix 2 shows the routes proposed following consultation with the Parish and Town Councils and those that were not completed in 13/14 in a prioritisation assessment table. A recommendation is shown for each route.
- 4.3 A map of the county showing the existing, previously constructed and potential routes is contained in Appendix 3.

5. PARISH CONSULTATION

- 5.1 Further to the recommendation of the Scrutiny Panel in November 2013, all the Parish Councils were contacted to ask for any cycle route proposals to add to the 14/15 evaluation. Responses with route proposals were received from Barrow, Cottesmore, Essendine, Exton, Morcott, Ryhall, Braunston and Uppingham. Accordingly these route suggestions are contained in the scheme prioritisation table in Appendix 2.

6. EVALUATION

- 6.1 The routes have been scored using a modified version of the Highways Capital prioritisation scheme spreadsheet. A description of the routes and a summary of the criteria are shown in Appendix 2a. Scores have been given to each route proposal based on the following criteria.
- 6.2 The Councils strategic aims - each strategic aim has been considered as to how well the proposed route might support or help achieve the aim. A higher score represents a higher potential impact or benefit.
- 6.3 The objectives of the Local Sustainable Transport fund - the grant from the DfT was awarded on the basis of the cycle routes "linking various tourist destinations with Rutland Water" and providing cycle links on minor roads where links are missing. We have assessed the proposed routes against how well they would facilitate tourism and are of interest and benefit to tourists. Additionally, the routes have been evaluated on the suitability of the topography, their existing bus service or cycle connections.
- 6.4 Factors restricting the route or potential difficulties – where there are known potential problems which might add time and cost to the project (such as land purchase disputes, legal process delays, underground services) a figure has been added to represent the potential for the route to be delayed or the cost increased as a result. An example is where we have found a gas main that would require the route to be hand dug, increasing the cost and time. Another example is where negotiations over land purchase or agreements with land owners take longer to reach a settlement or become infeasible. It must be highlighted that a detailed investigation has not been undertaken for each route.
- 6.5 Should it be found during the detailed design stage that the cost to complete the route would be beyond the budget or it could not be completed within the timescale imposed then the scheme may have to be abandoned and the next scheme on the list progressed.

- 6.6 The proposed routes have also been considered for cases where their construction would negate the Councils requirement to provide a school bus service. The construction of a route where this happens would potentially enable the Council to save money by ceasing the provision of a bus but as a result this proposal may result in public opposition to its implementation. Consultation on all routes has only been carried out at this stage with Parish Councils and the impact on bus services has not been considered by the Parish Councils. There are two routes within the proposed that would impact on home to school transport, if we were to construct a cycle path, as described below.
- 6.7 Braunston to Oakham – 14 secondary aged students are currently transported from Braunston every day as the route has been declared unsafe to walk given the traffic on the C5305. An alternate safe walking/cycling route would mean that most of these students would be within the 3 mile statutory walking distance. It is likely that the council would make a financial saving by not having to provide school transport. This would be in the region of £20 to £30 per day, making a total annual saving of around £5.5k.
- 6.8 Preston to Uppingham – 5 primary children and 4 secondary students living in Preston attend schools in Uppingham. The route into Uppingham is currently declared as unsafe as students would have to walk along the A6003. Having a cycle route between the two would give a safe walking alternative however the requirement to cross the A47, in the absence of any controlled crossing, the volume of traffic at school peak time would likely still render this as an unsafe route. A bus would still need to be provided making any financial savings unlikely
- 6.9 The spreadsheet adds the scores to produce a total benefit score. The routes have been costed using initial estimates without a detailed design cost or formal consultation with land owners.
- 6.10 The benefit value is divided by the cost to give a benefit to cost ratio (BCR). The schemes have been ordered in highest to lowest overall BCR.

7. FINANCIAL ISSUES

- 7.1 £297,500 is allocated from the Local Sustainable Transport Fund (LSTF) to create cycling routes in 2014/2015. A local contribution of £42k is available as an addition from the integrated transport fund approved by Cabinet on 16th July 2013. A further £21k is potentially available from the 14/15 integrated transport fund. This makes a potential total of £361,500. At the time of writing this total amount available is only an estimate as it will be dependent on the valuation of the bus station at the end of the financial year.
- 7.2 It should also be noted that, at this stage, the construction costs of the routes in Appendix 2 are estimates based on outline designs and initial assessments. The final costs will be revised as the design detail progresses.

8. RISK MANAGEMENT

RISK	IMPACT	COMMENTS
Time	H	The programme for delivering this project has previously been highlighted as challenging. The capital element for cycle routes construction needs to be spent within the financial year which puts the project under time pressure. The grant is claimed in arrears upon completion of the cycle route.
Viability	M	The project will be managed in line with PRINCE 2 project management disciplines and governance arrangements.
Finance	M	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	With reference to cycle routes, disabled groups will be positively impacted by the creation of cycle routes that are more accessible to wheelchair users. 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
 Travel4Rutland Cycle Route Infrastructure
 Scrutiny Panel No: 258/2013
 Travel4Rutland Proposed Cycle Infrastructure
 Cabinet Report 230/2013

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

Route	Status
<p>Greetham</p> <p>Extension of existing cycle path out of Greetham village to the junction with Thistleton Lane</p>	<p>Completed Feb 2014</p>
<p>Ashwell</p> <p>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).</p>	<p>Completed March 2014</p>
<p>Lyddington – Uppingham</p> <p>Upgrade of existing footpath to surface more hardwearing for cyclists. Originally proposed to be funded from Highways Capital Programme but was added as a replacement for Langham-Whissendine route.</p>	<p>Completed March 2014</p>
<p>Lyndon Top</p> <p>Completion of off-road cycle path. This project is already approved in principle and is the subject of a compulsory purchase order</p>	<p>Small section of road element still undergoing the CPO process. Element of route to be constructed through garden centre is at final agreement stage and will be started by the end of the financial year.</p>
<p>Langham-Whissendine</p> <p>Cycle path to be created out of Langham towards Whissendine as far as the bridleway and then surfacing of the bridleway towards Whissendine.</p>	<p>Scheme impossible to complete in 2013/14.</p> <p>Bridleway section - Negotiations with Bridle path Association and land owner could not find suitable/acceptable solution in time.</p> <p>Road section – gas main found along road which would add £10k to project and require hand digging adding time.</p> <p>.</p>
<p>Oakham Bypass to Uppingham Road</p> <p>The final connection of the existing cycle route. This will join up the proposed cycle/bridle path where it meets the bypass, west of Egleton and connect across the field to join Uppingham Road.</p>	<p>Scheme impossible to complete in 2013/14.</p> <p>Discussions with land owner were eventually concluded and they were not in agreement to allow us to construct a cycle path on their land. A proposal to construct a path along the alternate side of the hedge is included in 14/15 proposals.</p>

	Strategic Aims						LSTF Objectives				Total	Total Capital Cost	Benefits Value	Benefit to Cost Ratio	Grant total estimate £361,500	Recommended
	Safer community	Active Community	Sustained Environment	Building Infrastructure	Health and Wellbeing	Brighter Future	Topography	Known/Potential Issues	Tourism	Connections						
Ryhall	1	3	2	2	0	0	3	3	0	1	15	£33,170	£277,440	8.4	£33,170	Yes
Cottesmore	0	3	3	1	1	0	3	3	0	1	15	£38,648	£277,440	7.2	£71,818	Yes
Uppingham A47	1	3	0	3	0	0	3	3	0	0	13	£36,380	£240,448	6.6	£108,198	Yes
Preston	2	2	1	3	3	3	1	3	3	0	21	£133,750	£388,416	2.9	£241,948	Yes
Ashwell	0	3	3	2	3	3	3	1	0	0	18	£127,116	£332,928	2.6	£369,064	No
Egleton bypass	0	3	1	2	0	0	3	1	3	1	14	£107,000	£258,944	2.4	£476,064	No
Exton	0	3	1	3	3	0	3	3	3	1	20	£222,560	£369,920	1.7	£698,624	No
Morcott	0	1	1	3	1	0	3	2	2	2	15	£175,480	£277,440	1.6	£874,104	No
Braunston	1	0	3	3	3	3	1	1	0	3	18	£342,400	£332,928	1.0	£1,216,504	No
Market Overton/Cottesmore	0	2	2	3	3	3	3	3	2	1	22	£481,500	£406,912	0.8	£1,698,004	No
Langham/Whissendine	1	1	1	3	0	0	1	0	2	0	9	£299,600	£166,464	0.6	£1,997,604	No
Normanton/Ketton	0	2	0	3	3	0	1	1	3	1	14	£535,000	£258,944	0.5	£2,532,604	No

Appendix 2a

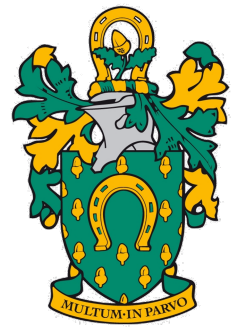
Detail of routes evaluated

Scheme	Detail of Route
Ryhall	Extend along the A6121 to link up with the cycle route from Ryhall to Stamford which commences at the junction of Rutland Way, Ryhall
Cottesmore	Cottesmore - Rogues Lane between Cottesmore and Kendrew Barracks
Uppingham A47	Uppingham A47- join up existing route and mark existing pavement as joint cycleway/ footway
Preston	Preston to Uppingham along A6003
Ashwell	Ashwell - extension of cycle path from Tambourine Bridge into Ashwell village
Egleton Bypass	Egleton bypass to Oakham
Exton	Cottesmore to Exton Coach Road
Morcott	Glaston to Morcott in the verge of A47
Braunston	Braunston to Oakham along the road
Market Overton/Cottesmore	Market Overton to Cottesmore - with additional link via Mill Lane Cottesmore
Langham/Whissendine	Langham to Whissendine – road from Langham to junction with bridleway, then bridleway to Whissendine
Normanton/Ketton	Normanton along the road to Ketton via bridleway

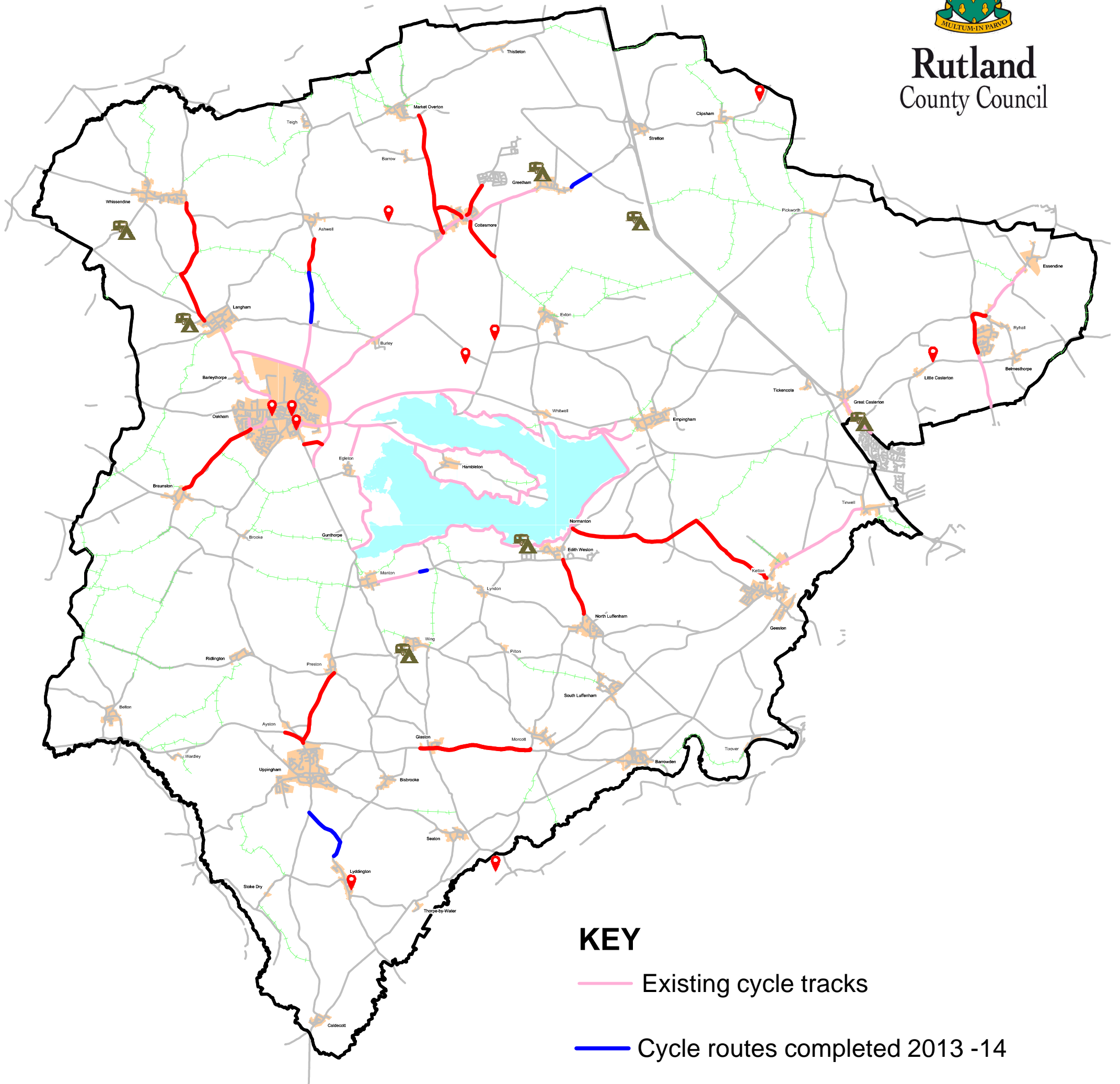
Detail of evaluation criteria

Councils Strategic Aims	Local Sustainable Transport Fund Objectives
Each of the Council's strategic aims has been considered as to how well each scheme addresses it. Points are awarded for schemes that would potentially provide leisure or commuting cycle routes, where there have been pedestrian/cyclist accidents or provide access to facilities such as doctors, shops and schools.	The schemes have been considered as to how well they address the objectives of the LSTF. Points are awarded for schemes that have suitable flat topography, would provide for tourists to tourist destinations, are not currently served by public transport and that have the fewest know issues and therefore the best chance of being built within budget and time.

Appendix 3 - Existing, previously constructed and potential cycle routes



Rutland
County Council



KEY

-  Existing cycle tracks
-  Cycle routes completed 2013 -14
-  Potential new cycle routes 2014 - 15
-  Bridleways
-  Tourist attractions
-  Licensed Campsites