

DERBYSHIRE COUNTY COUNCIL

CABINET

16 January 2020

Report of the Executive Director – Economy, Transport and Environment

**KEY CYCLE NETWORK DEVELOPMENT AND FUNDING
OPPORTUNITIES (HIGHWAYS, TRANSPORT AND INFRASTRUCTURE)**

(1) **Purpose of Report** To recommend to Cabinet the defined Key Cycle Network (KCN) for Derbyshire and to seek approval for the principles guiding its implementation.

(2) **Information and Analysis**

Background

The Derbyshire Cycling Plan, launched in early 2016, set out aspirations shared by Derbyshire Sport (now superseded by Active Derbyshire), the County Council and Derby City Council. These aspirations were to create “the most connected and integrated county for cycling in England”, with Derbyshire being recognised as a world class cycling destination for all. Underpinning this were four strategic aims:

- 1) Infrastructure Connectivity: High quality connected routes, in all cycling environments, supporting all forms of cycling, creating and supporting economic growth.
- 2) Increased Participation: Behaviour change approaches and targeted participation programmes at community level will support and enable more people to cycle, closing the gaps in participation and reducing health inequalities.
- 3) Effective Communication and Marketing: Excellent, well connected marketing and communications for Derbyshire residents and visitors to the County, helping to change behaviour, increase confidence and get more people cycling regularly.
- 4) Advocacy: Cross sector advocacy for policy change and implementation at the highest level.

At its meeting on 14 September 2017, Cabinet agreed the development of a KCN for the County (Minute No. 242/17 refers) identifying the most important routes to create a cycling network for commuting, leisure and tourism; this included both established routes and new/improved routes. Drafting of the KCN was subject to a 12 week public consultation period which took place

from Autumn 2017 to early 2018, managed by Derbyshire Sport. The 'consultation draft' KCN is shown on Drawing no. DIIP-17-01.

It was agreed to then establish investment priorities, having regard to the consultation feedback, through a Cycling Infrastructure Delivery Plan (CIDP) (Minute No. 242/17 refers).

The consultation undertaken on the draft KCN received a good level of response (largely from local individuals and interest groups) with over 480 comments submitted. In summary, these were overwhelmingly positive with only a very small number stating they believed some of the routes were not suitable, although not necessarily objecting to the proposed creation of the KCN in principle.

Many other comments were supportive of the KCN and proposed new or alternative routes for inclusion in the network. Many of these suggestions are considered sensible and a number have been assessed as valid additions or amendments to the proposed KCN, particularly given the original ambition to create a world class cycling destination with improved connectivity and increased participation. Others are considered more suitable for inclusion in a 'lower' tier of routes, a Local Cycle Network (LCN) which includes potential leisure circuits, as well as end-to-end routes. The network of what would currently be regarded as the LCN is attached to this report as Drawing no. DIIP-19-11. A full schedule of comments received and the recommended action against each will be available at the Cabinet meeting and can be provided on request from the Economy, Transport and Environment Department.

Based on these additional comments, Drawing no. DIIP-19-10 shows the proposed KCN now recommended to Cabinet, identifying those links added to or removed from the version considered by Cabinet in 2017 (Drawing no. DIIP-17-01).

Strategic Case for KCN Delivery

Over the period of KCN development, the County Council has adopted the Derbyshire Climate and Carbon Reduction Manifesto which includes provisions to "*support and promote the development of low carbon travel*". This spotlight on tackling climate change has provided a timely platform from which to promote and encourage more sustainable modes of travel; clearly, the KCN is capable of making a significant contribution to achieving this pledge, offering high-standard routes for low-carbon travel for both residents and visitors to the County.

It is important the emerging Local Industrial Strategy for the Derby, Derbyshire, Nottingham and Nottinghamshire (D2N2) area recognises the above issue and its impact on supporting 'good' growth for the area. This, in

turn, will influence the allocation of infrastructure investment around agreed KCN priorities.

Public health is another key driver behind KCN implementation. There is strong evidence that boosting walking and cycling is beneficial to both physical and mental health and road safety will always be a key consideration in implementation. The KCN is intended to provide continuous routes that are both safe and enjoyable to use, either off-road or on quiet roads with limited traffic. Reducing risks where users interact with vehicular traffic will always be a key consideration of detailed route selection and design. Clearly, the more progress made on completion of the KCN the easier it becomes for users to access this without needing to travel by other modes or on busier routes. However, preparation of specific routes will always need to take into account the extent to which these might encourage car travel to and from the KCN, and whether adequate, consequential parking is in place.

Priorities for Implementation

A detailed assessment of those sections of the KCN not currently in place has been undertaken and recommendations for further activity have now been prepared. Having regard to the fact that external grant funding will be required to support full implementation of the KCN, consideration has been given to the criteria likely to be included as part of the bidding process.

It should be noted, however, that full business case development (where any project is dependent upon grant funding) will always require the consideration and application of the Green Book criteria. These are:

- **Strategic**
How well the project fits with wider strategic objectives and supports local and national policies and priorities.
- **Economic**
Demonstration of the project's value for money. This is based upon a comparison of a project's estimated costs and the tangible benefits it will bring to residents, visitors, commuters, users etc. This could include reduction in congestion, travel time, increase in productivity, etc.
- **Finance**
Consideration of all the resources required to deliver the project - this includes business case development, design costs, construction, ongoing maintenance, etc. It is necessary to identify the funding source of all this expenditure.
- **Commercial**
The degree of confidence in response to the project. For example in this case, the creation of new businesses such as cycle hire, food and drink or accommodation providers.

- **Management**

How project delivery would be: developed, organised, delivered and managed going forward.

The amount of work associated with the above is considerable and therefore, it is not possible to carry out a full assessment for every potential scheme at this stage. Early 'sifting' of options needs to be carried out so that more detailed work can be done on a smaller number of proposals.

On this basis, 127 separate sections were given initial consideration, with 24 being taken forward for consideration in more detail.

The outcome of this stage of the assessment process (127 sections of KCN) is set out in Appendix 1 to this report, together with a technical note on the assessment method. Cabinet should note that three of these sections have already been progressed since the assessment was commenced.

Recommendations on priorities for preparation are set out as follows:

Opportunities for Delivery

Although it is intended to prepare a CIDP that sets out the delivery programme for new sections of the KCN, at present, there is no consolidated source of funding from which sustainable transport projects can be supported. In the short term, therefore, delivery of the KCN needs to be pragmatic taking advantage of resources when they do become available, even if these do not necessarily address those sections having the strongest overall case.

Whilst not ideal, it is considered this is the most pragmatic approach to allowing gradual delivery of the KCN according to available resources and is the best way of ensuring the whole network is delivered over time.

In recent years, the County Council has accessed the following external funding to support implementation of the County's walking and cycling infrastructure:

- Local Growth Fund, supporting:
 - Ilkeston Gateway
 - Dronfield to Unstone and Sheepbridge to Whittington Moor
 - A61 Derby Road and Rother Washlands
- European Regional Development Fund
 - Clowne Branch Line Greenway
 - Visit, Sleep, Cycle, Repeat
- Integrated Transport Block
 - Local contributions to the above

At the present time or in the near future, the following sources of grant funding are likely to become available to support our KCN ambitions:

- Safer Roads Fund
 - Off-road route parallel to the A5004 Long Hill
- Highways England Designated Fund
 - Connections through the A38 at Little Eaton
- Housing Infrastructure Fund
 - Delivery of sections of the White Peak Loop
- Transforming Cities Fund
 - Strategic Routes between Derby and Nottingham
- Town Deals
 - Infrastructure around Staveley, Clay Cross and Long Eaton
- National Cycle Network funding
 - Bramley Vale and Hardwick Hall area
- Future High Streets Fund
 - Infrastructure in Buxton and Heanor

With the exception of the Safer Roads Fund project, all others listed above are promoted by bodies other than the County Council (including European Union, district and borough councils, neighbouring authorities, Sustrans and Highways England). However, resources within the County Council for preparation, construction and maintenance of KCN routes are limited. It is recommended, therefore, that the County Council adopts a formal position on the extent to which it can support delivery.

Priorities for County Council Preparation and Delivery

At the present time, a modest budget for KCN delivery is included in the Economy, Transport and Environment Department's Service Plan (alongside resources for KCN maintenance). Whilst most opportunities for KCN delivery will be driven by the availability of funding, Cabinet is asked to note that the preparation of 'unfunded' sections will be focussed upon the priorities identified through the technical assessment set out in this report and Appendix 1. In the short term, therefore, this would concentrate upon sections of the White Peak Loop. The same considerations on future maintenance costs will apply to these projects, as well as to those promoted by external bodies.

Terms of Reference for Externally - Promoted Projects

The County Council will:

- offer policy support for the initiation and development of sustainable transport infrastructure, but

- will not be able to directly support delivery unless the circumstances justify such a recommendation to Cabinet or Cabinet Member;
- the Council may be able to offer access to consultancy and contracting frameworks, but will include project management or administration costs in the project budget;
- all project risks will remain with the scheme promoter;
- most importantly, the Council will wish to see a full assessment of the assets proposed for adoption and the inclusion of a suitable commuted sum in project budgets.

In deciding whether to adopt infrastructure, any commitment towards its maintenance (for example clearance of vegetation), will be a key consideration.

It is not intended these criteria apply to infrastructure which has been specifically requested by the County Council, i.e. where it is seeking developer obligations associated with planning applications. For these, issues such as responsibility for future maintenance will be addressed on a case-by-case basis and negotiated with the relevant local planning authority.

Periodic Review and the Local Cycling and Walking Investment Plan

Whilst Cabinet is requested to adopt the KCN as shown on DIIP-19-10, it is inevitable that a review of the proposals will be required from time to time to ensure continued alignment with economic growth objectives and wider land use proposals.

One key influence on this may be the production of a Local Cycling and Walking Investment Plan (LCWIP) covering the geography of the D2N2 (Derby, Derbyshire, Nottingham and Nottinghamshire) Local Enterprise Partnership. Work towards this includes an independent assessment of priorities which could bring forward new information that impacts on potential routes in Derbyshire. In addition, it will capture the shared, cross-boundary delivery priorities D2 and N2 which could consequently influence the Derbyshire KCN priorities for development and future expansion.

At this stage it is difficult to identify a suitable timescale for the review so it is recommended that an 'annual report' on KCN development is incorporated in the Economy, Transport and Environment Department's Service Plan.

(3) **Financial Considerations** Work on the development of the KCN and CIDP has been undertaken within existing budgets. Going forward, any new KCN capital scheme will need to be delivered through: grant funding, the capital programme; or a combination of these. The Economy, Transport and Environment Department's Local Transport Plan Programme for 2019/20 includes a modest budget of £50,000 for KCN development.

(4) **Legal and Property Considerations** None directly associated with the recommendations of this report. However, it is expected that almost all KCN projects will involve land assembly, consents and legal orders in some form. Any specific, necessary approvals will be sought as each project is brought forward.

(5) **Environmental, Health and Transport Considerations** The potential benefits of completing the KCN include boosting both the visitor economy and active travel by Derbyshire residents and contributing to the Climate Change manifesto. Elements of the KCN also have the potential to play a significant role in commuting, with benefits through reduced congestion and roadside emissions.

Other Considerations

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human resources and social value considerations.

(6) **Key Decision** No.

(7) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(8) **Background Papers** Held on file within the Economy, Transport and Environment Department.

(9) **OFFICER'S RECOMMENDATIONS** That Cabinet:

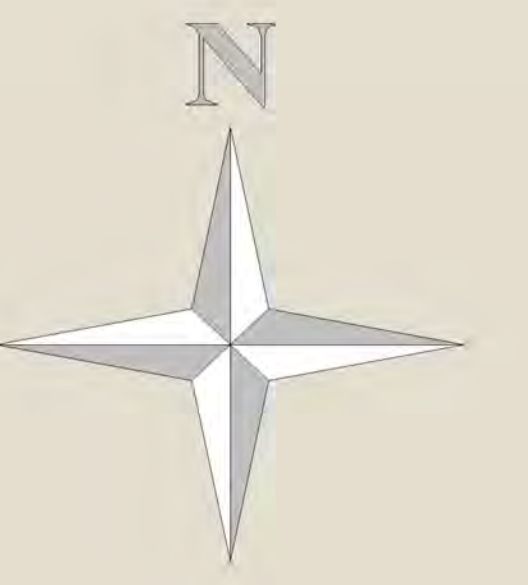
9.1 Approves the proposed Network shown on Drawing No. DIIP-19-10.

9.2 Notes the potential opportunities for Network development through the funding streams set out in the report, but approves the concentration of other preparation work against the order of priorities set out in Appendix 1.

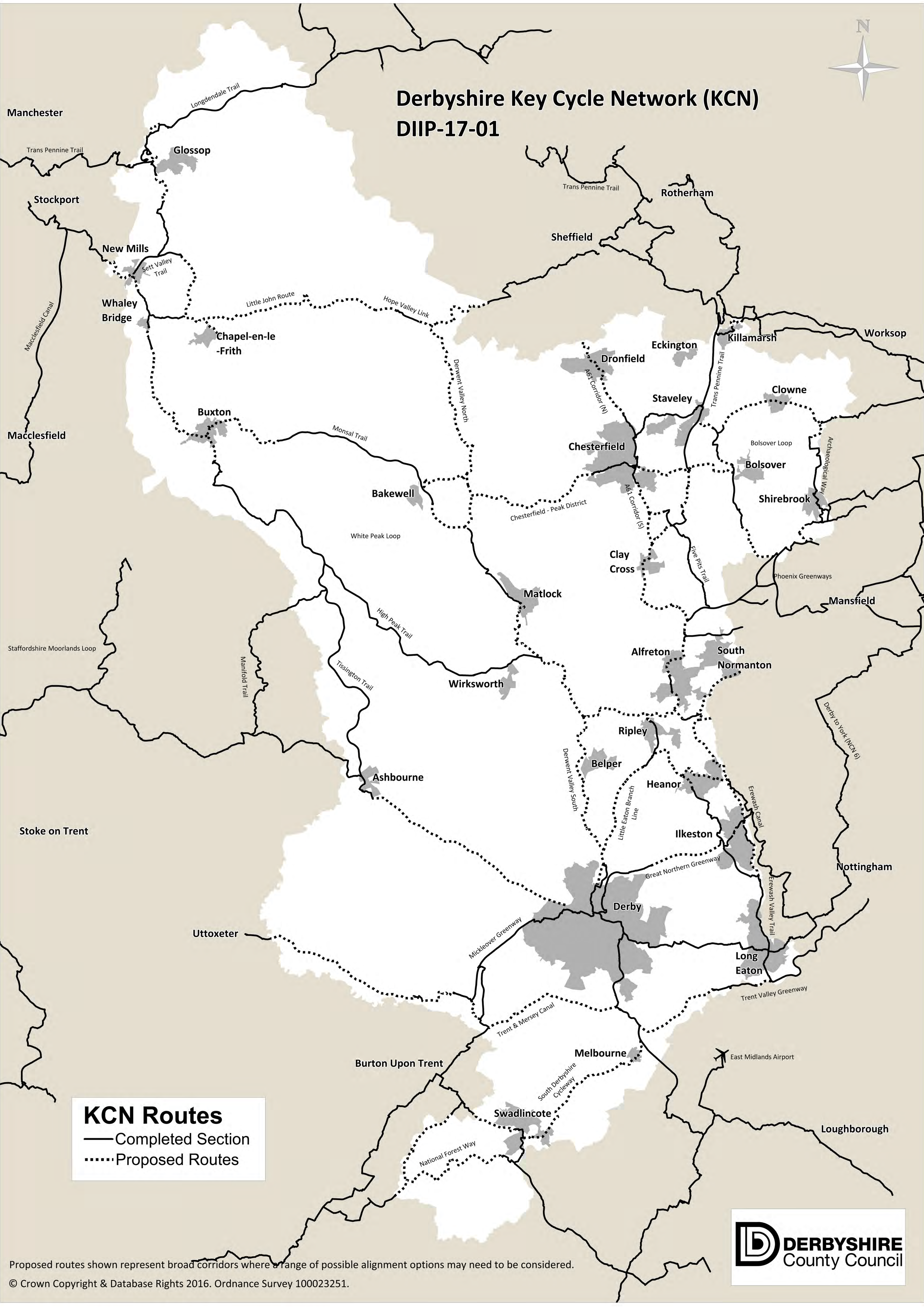
9.3 Approves the terms of reference set out in the body of the report for the County Council's role in supporting projects promoted by external bodies.

9.4 Agrees the proposal to include an 'annual report' on Key Cycle Network development to be included in the Economy, Transport and Environment Department's Service Plan.

Mike Ashworth
Executive Director – Economy, Transport and Environment



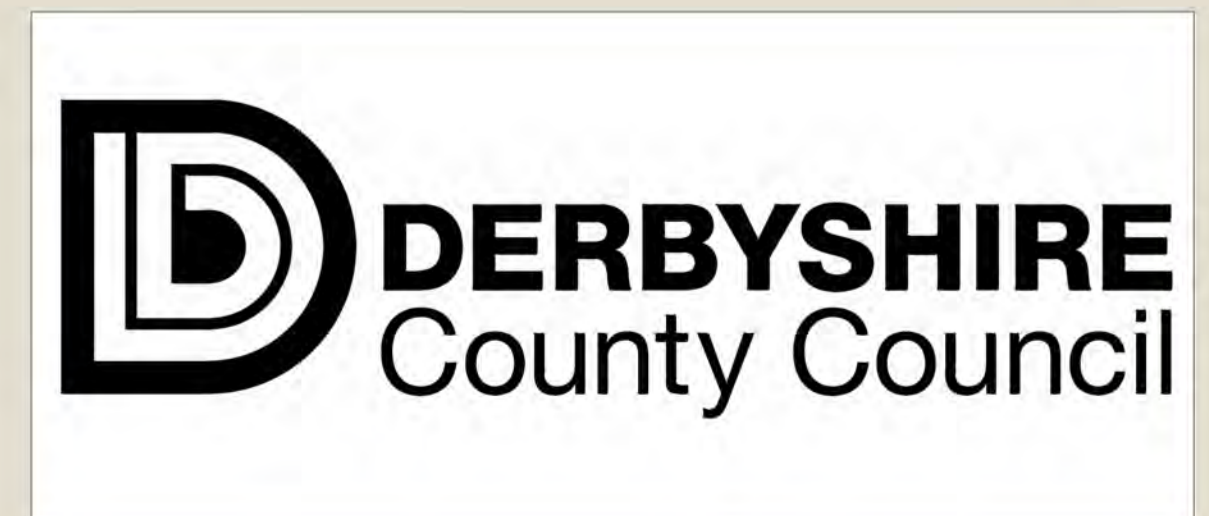
Derbyshire Key Cycle Network (KCN) DIIP-17-01



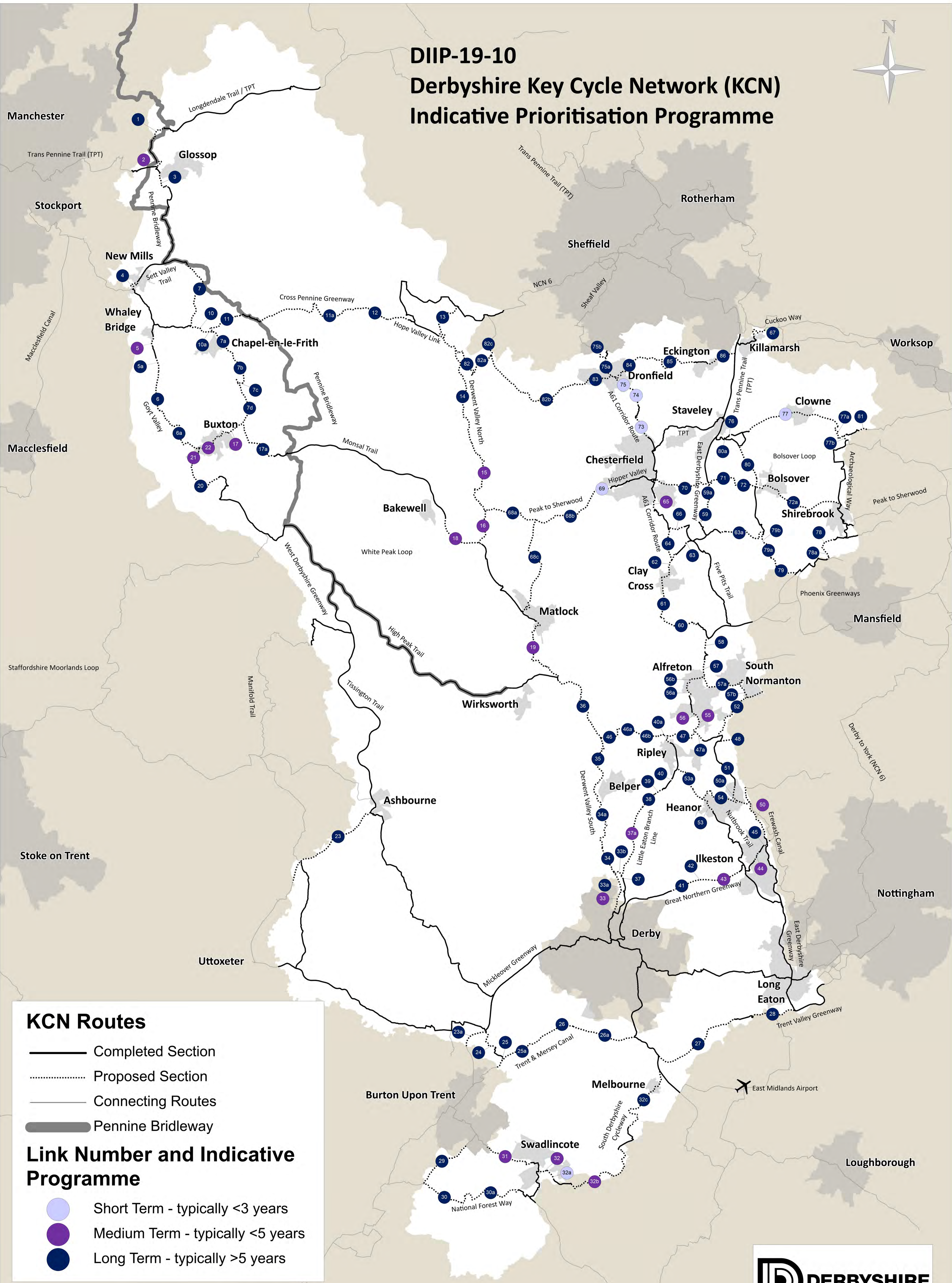
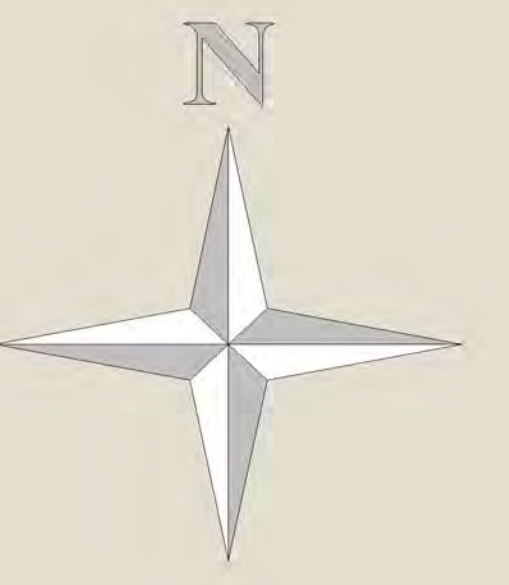
KCN Routes
— Completed Section
..... Proposed Routes

Proposed routes shown represent broad corridors where a range of possible alignment options may need to be considered.

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DIIP-19-10 Derbyshire Key Cycle Network (KCN) Indicative Prioritisation Programme



KCN Routes

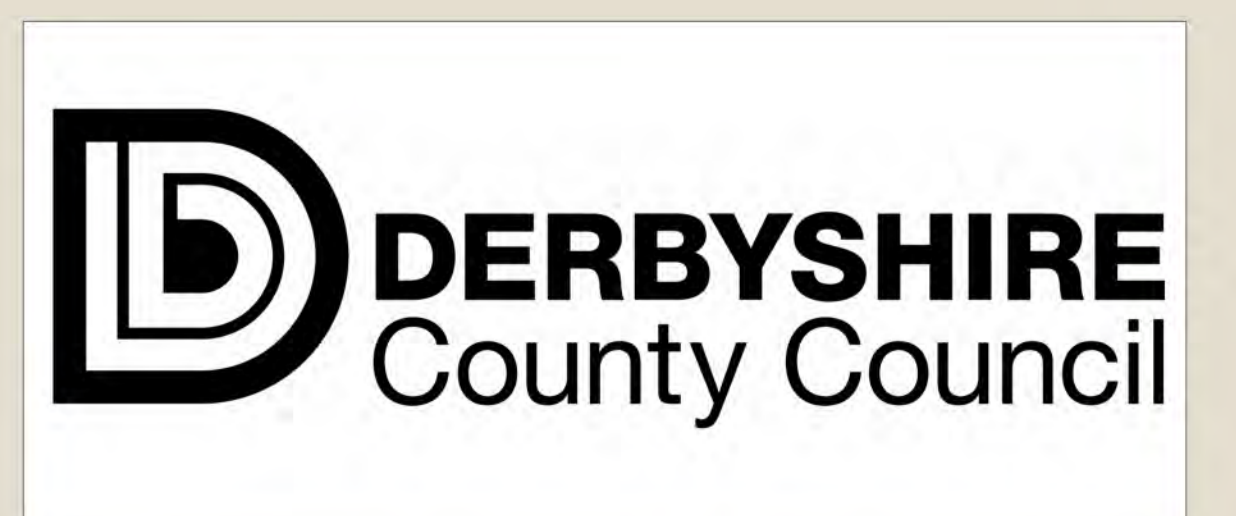
- Completed Section
- Proposed Section
- Connecting Routes
- Pennine Bridleway

Link Number and Indicative Programme

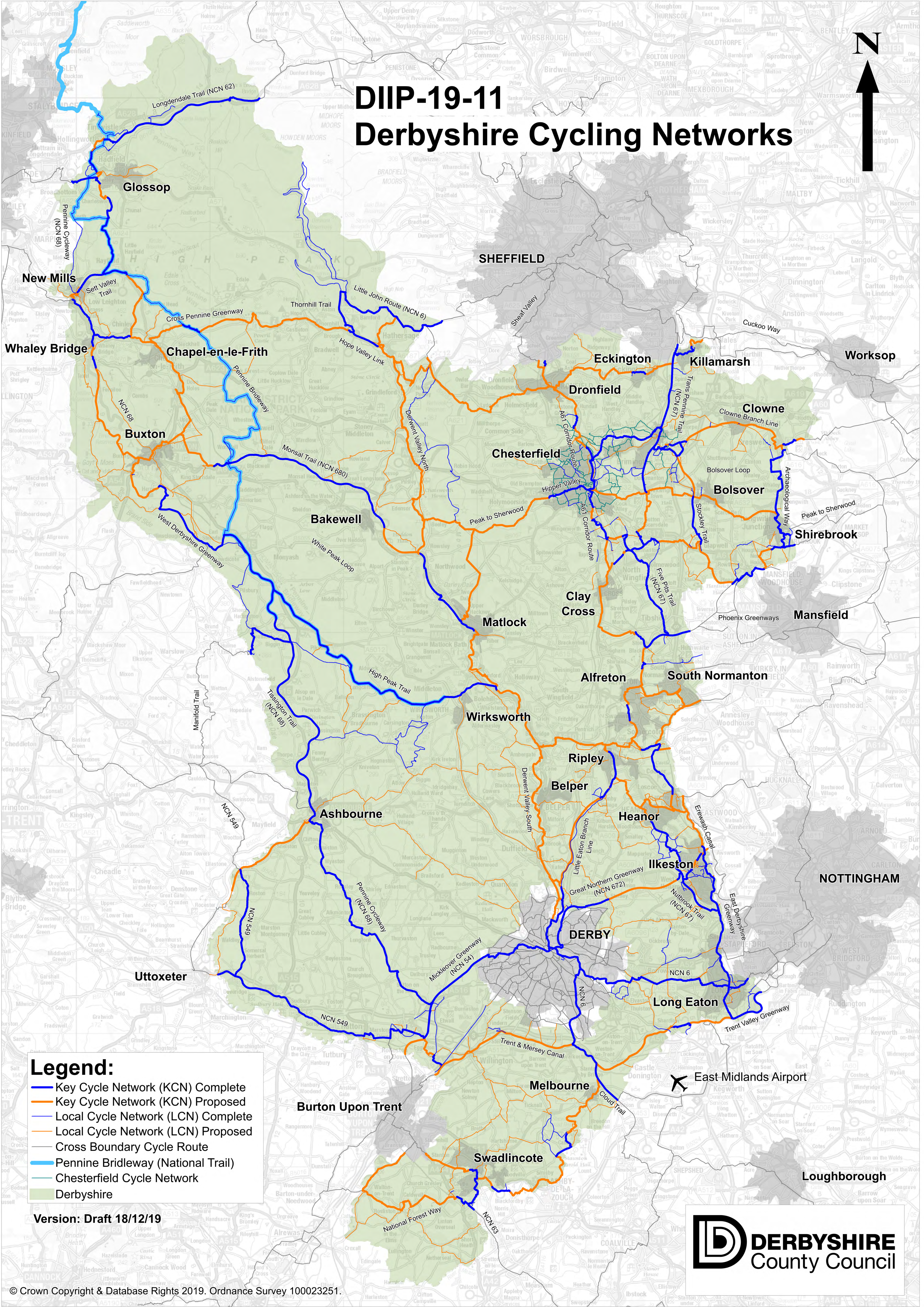
- Short Term - typically <3 years
- Medium Term - typically <5 years
- Long Term - typically >5 years

The proposed routes shown are not definitive and represent broad corridors where a range of possible alignment options may need to be considered.

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DIIP-19-11 Derbyshire Cycling Networks



Legend:

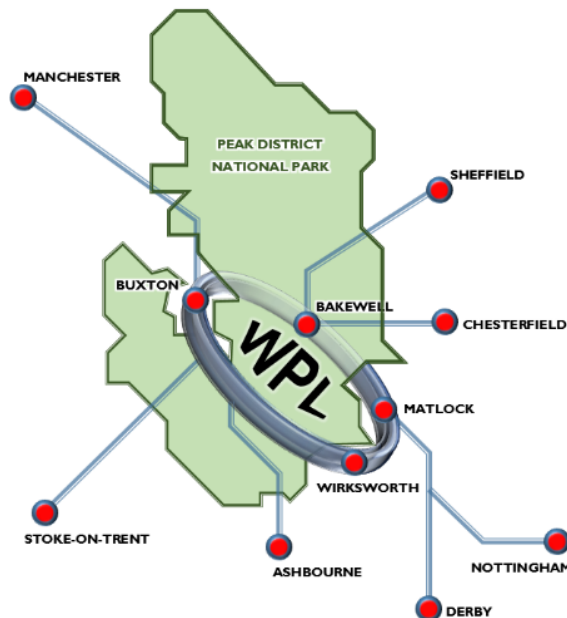
- Key Cycle Network (KCN) Complete
- Key Cycle Network (KCN) Proposed
- Local Cycle Network (LCN) Complete
- Local Cycle Network (LCN) Proposed
- Cross Boundary Cycle Route
- Pennine Bridleway (National Trail)
- Chesterfield Cycle Network
- Derbyshire

Version: Draft 18/12/19



Derbyshire Cycle Networks - Technical Note (December 2019) Network Planning for Cycling

Derbyshire County Council (DCC) has a strong track record, and expertise in identifying, delivering and maintaining cycling infrastructure across the county. This has been realised through extensive partnership working with a range of key stakeholders and user groups over many years.



The 27-kilometre High Peak (HP) Trail was one of the first traffic free leisure routes to open for walkers, cyclists and horse riders after it was acquired jointly by DCC and the Peak District National Park Authority in 1971.

The HP Trail now forms part of the iconic, long distance (100km) 'White Peak Loop' (WPL) project¹, which aims to connect with the Monsal Trail and towns of Matlock and Buxton when it is complete. The WPL and its connections facilitate walking and cycling access into and through the Peak District

National Park from a surrounding population of around 3.5 million people, encouraging them to cycle more, lead healthier lives and reduce congestion, thereby promoting sustainable tourism and providing a vital boost to the rural economy. Shorter sections of the route also function as key local commuter corridors where they connect into the market towns, demonstrating that these routes are available for a multitude of users and journey purposes.

DCC also continues to develop and invest in high quality town networks. An example of this is Chesterfield Cycle Network² funded through the Local Growth Fund A61 Growth Corridor – Standard Gauge to Sustainable Travel programme including a wayfinding project.

The County Council recognises the enormous benefit of investing in this infrastructure and



¹ <https://www.derbyshire.gov.uk/leisure/countryside/access/cycling/pedal-peak/pedal-peak-phase-ii-moving-up-a-gear.aspx>

² <https://www.derbyshire.gov.uk/transport-roads/transport-plans/transport-studies/chesterfield-cycle-network/chesterfield-proposed-cycle-network.aspx>

continues to develop ambitious plans, expanding the network by an average 14 kilometres per year (based of previous 10 years), constrained only by the availability of resources (staffing time and funding, particularly for the preparation of new projects, and maintenance of existing infrastructure).

To-date the Derbyshire cycle network³ has grown to total around 509 kilometres of off road cycle path consisting of a combination of well-used commuter and visitor cycle routes – many of which function as destinations in themselves which through active promotion provides notable benefit to the visitor economy.

Derbyshire Cycling Plan

In early 2016, the Derbyshire Cycling Plan⁴ was launched, its aspiration to create the most connected and integrated county for cycling in England, recognised as a world class-cycling destination for all. Underpinning this are four strategic aims:

1. Infrastructure Connectivity: High quality connected routes, in all cycling environments, supporting all forms of cycling, creating and supporting economic growth.
2. Increased Participation: Behaviour change approaches and targeted participation programmes at community level will support and enable more people to cycle, closing the gaps in participation and reducing health inequalities.
3. Effective Communication and Marketing: Excellent, well connected marketing and communications for Derbyshire residents and visitors to the County, helping to change behaviour, increase confidence and get more people cycling regularly.
4. Advocacy: Cross sector advocacy for policy change and implementation at the highest level.



Shaping the Network

At its meeting on the 14th September 2017, DCC Cabinet agreed the development of a Key Cycle Network (KCN) for the County and to identify the most important routes to be either established or improved to create a strategic cycle network for commuting, leisure and tourism trips to be

³ <https://www.derbyshire.gov.uk/site-elements/documents/pdf/leisure/countryside/access/cycling/cycle-derbyshire-map.pdf>

⁴ <https://www.activederbyshire.org.uk/uploads/the-derbyshire-cycling-plan-2016---2030.pdf>

recognised and feature within the wider Derbyshire Infrastructure Investment Plan (DIIP).

A 'KCN Project Team' was established at the outset, consisting of officers from various disciplines who have contributed a significant amount of local knowledge and expertise in identifying the KCN and subsequent route selection and appraisal process.

Supplementary to this, officers conducted a comprehensive review of available evidence to support their decision-making. This included Census travel to work commuting patterns to identify and cluster existing demand through mapping of origin and destination points at the lowest output area (OA) geography, for trips (all modes) 8km or less to establish desire lines for cycle movement.

The DfT's Propensity to Cycle Tool (PCT), designed specifically to help with the strategic planning of cycling networks was also consulted to provide an insight into future demand under various scenarios. In addition to the Census data, the STRAVA Global Heat Map and proximity to major visitor destinations e.g. Chatsworth and the Derwent Valley Mills World Heritage Site⁵ was consulted to identify key leisure corridors where cycling can play an important role in supporting the visitor economy i.e. encouraging a greater number of overnight stays.



A draft KCN soon emerged following a comprehensive review of existing networks, with reference to previous network development work already in place. This included Greenway Strategies and Derbyshire's Rights of Way Improvement Plan (ROWIP), incorporating the work and aspirations of external project promoters e.g. Sustrans' - national cycle network (NCN) and the Derwent Valley Cycleway⁶.

⁵ <http://www.derwentvalleymills.org/>

⁶ <https://derwentvalleycycleway.org.uk/>

Where a number of possible route options emerged within a route corridor, audits were conducted using the principles of the DfT's Route Selection Tool (RST) to assist in the identification of the preferred route. To address road safety concerns, where practicable preference was given to off-road, traffic free routes. Throughout the process, due consideration was also given to the Sustrans criteria of having preference for segregated or off-road routes, that are suitable for use by an unaccompanied 12 year old.



Consultation

The draft KCN underwent a 12-week public consultation from autumn 2017 to early 2018, managed by Derbyshire Sport.

The consultation received a good level of response with over 480 comments submitted. In summary, these were overwhelmingly positive with only a very small number stating they were not in favour of the perceived suitability or otherwise of particular routes – although not necessarily objecting to the proposed creation of the KCN in principle.

Many other comments were supportive of the KCN and proposed new or alternative routes be added to the network. Many of these suggestions were considered sensible and appropriate and all have been assessed individually by officers as valid additions or amendments to the KCN. Route suggestions of lesser than strategic importance were retained and recommended for inclusion within a lower hierarchy network subset as described below.

The notion of the Derbyshire Cycle Networks including the identification of the KCN have been subject to further consultation throughout the LCWIP process, being presented to Stakeholders at a number of workshops. The LCWIP process has also enabled detailed discussion and further review of cross boundary connections, including the formation of long distance regional routes. The Visit. Sleep. Cycle. Repeat (VSCR) project⁷ provides an example of this which aims to connect visitor destinations across north east Derbyshire and north west Nottinghamshire to promote overnight stays through the creation of long distance cycle loops. The east-west Peak to Sherwood route forms part of this network which connects the two destinations with Chesterfield (site of the proposed HS2 station) at its centre. The continuity of

⁷ <https://www.derbyshire.gov.uk/business/economic/visit-sleep-cycle-repeat/visit-sleep-cycle-repeat.aspx>

commuter routes into neighbouring towns and cities has also been considered in detail.

Derbyshire's KCN

The draft Derbyshire KCN currently totals 770km in length of which 396km is complete and open for use. The remaining 371km is proposed, and has been sectioned into 127 individual links awaiting further appraisal and development into 'shovel ready' schemes. Through the DIIP the County Council will be able to make informed investment decisions and target appropriate external funding opportunities.

As mentioned in previous sections the KCN is not intended for the exclusive use of cyclists. All of Derbyshire's existing cycle links are 'shared use' and available to a multitude of user groups, including walkers and equestrians (where practical). This approach will continue as the KCN is developed.

Derbyshire's Cycle Networks

As mentioned above, the KCN represents the strategic network and as such provides only part of the picture. Extending from the KCN are a network of local connections which of often-equal importance facilitate the initial/final connections to key origins and destinations. The hierarchy of routes are described below;

Derbyshire Cycle Network Hierarchy

- I. Key Cycle Network (KCN) – This is the County's strategic network consisting of the most important routes for commuting, tourism and leisure. These routes generally connect key market towns and neighbouring cities and provide longer distance leisure cycling loops supporting the wider visitor economy.
- II. Local Cycle Network (LCN) – Local connections from the KCN to key locations such as transport interchange, employment, education, health, retail and leisure/visitor destinations. These routes form a legacy of previous Greenway Strategies and ROWIPs and other suggestions received within the consultation.
- III. Town Networks – A high density network of routes within key settlements facilitating local trips. E.g. Ilkeston⁸ and Chesterfield town networks.

The above is illustrated on drawing DIIP-19-11 which shows the hierarchical network consisting of three defined network levels highlighting sections of the network that are complete and those that are proposed and awaiting

⁸ https://www.erewash.gov.uk/media/files/Planning/Ilkeston_Gateway_SPD.pdf

development. The Pennine Bridleway⁹ through Derbyshire is highlighted due to its importance as a long distance (205 mile) national trail for walking cycling and horse riding.

It is important to note at this stage that not all the routes of the networks presented in Figure 1 are the Council's in terms of responsibility for construction or maintenance but represents the whole provision from all providers. For example, there are large sections of the existing network that are owned and managed by external stakeholders such as the Peak District National Park Authority, Canal and River Trust, National Trust, Severn Trent Water etc. Derbyshire CC will endeavour to assist external project promoters to deliver projects where feasible, however this will be dependent on priorities and availability of resources – please refer to the terms of reference below.

KCN Design Standards

The design standard of the KCN will be of the highest quality, providing 'World Class', iconic infrastructure and where practicable be designed to accommodate all users and abilities (cycling, walking and horse riding).

Routes will be designed without compromise to encourage innovative design, including the re-opening of tunnels, construction of new bridges, elevated platforms, public realm etc. providing an opportunity to maximise the potential transformational benefits afforded, with routes expected to function as destinations and attractions



in themselves. For example, the reopening of tunnels and upgrade of the Monsal Trail, with cycle hire and café facilities in 2011 resulted in an immediate four-fold increase in the number of trips along the trail, attracting over 130,000 cycle and 225,000 walking trips annually (2017) – an average of 370 cycle and 660 walking trips per day.



Routes will be designed and constructed with reference to the current design specifications. The width, surface, lighting etc. will be assessed on a case-by-case basis so that routes are fit for purpose for the given location that are sympathetic to the surrounding characteristics and expected users. For example, DCC will opt to provide

⁹ <https://www.nationaltrail.co.uk/pennine-bridleway>

recycled, permeable, semi-sealed surfaces in rural locations, certified to ensure compliance with DCC's Environmental Management Systems. Due consideration will be given to progressing to a smooth sealed surface e.g. Tarmac at the urban/rural interface. This standard approach to surfacing types has been incorporated into the costing calculations explained in sections below.

Monitoring equipment will be installed as standard on all new infrastructure sections to capture the usage against the anticipated benefits outlined in the business case.

Prioritising Improvements

High Level Appraisal of Schemes

DCC's approach to producing a prioritised programme of walking and cycling infrastructure projects has been derived from a predetermined set of criteria adopted from the Derbyshire Infrastructure and Investment Plan (DIIP). This builds significantly on the evidence presented by PJA from the 6 key priority areas. The amount of work associated with this stage is considerable and therefore it is not possible to carry out a full assessment for every potential section of the Derbyshire network. The high-level appraisal therefore focuses on a smaller number of proposals i.e. the 127 proposed KCN sections. This early 'sifting' of options will help identify priority schemes that will potentially deliver strategic objectives; and therefore is the first stage to help justify funding for schemes that will deliver positive benefits

Appraisal Methodology

Having regard to the fact that external grant funding and full business case development will be required to support full implementation of the KCN, this approach focusses on the contribution to sustainability objectives and deliverability, in the context of the five cases of the HM Treasury Green Book guidance listed below.

- **Strategic**
How well the project fits with wider strategic objectives and supports local and national policies and priorities.
- **Economic**
Demonstration of the project's value for money. This is based upon a comparison of a project's estimated costs and the tangible benefits it will bring to residents, visitors, commuters, users etc. This could include reduction in congestion, travel time, increase in productivity, etc.
- **Finance**
Consideration of all the resources required to deliver the project - this includes business case development, design costs, construction,

ongoing maintenance, etc. It is necessary to identify the funding source of all this expenditure.

- **Commercial**

The degree of confidence in response to the project. For example, in this case, the creation of new businesses such as cycle hire food and drink or accommodation providers.

- **Management**

How project delivery would be: developed, organised, delivered and managed going forward.

This approach also aligns with the agreed Derbyshire Infrastructure and Investment Plan (DIIP) assessment framework methodology, and thus permits a direct comparison of benefits against an array of other infrastructure project aspirations identified within the plan.

A detailed list of the appraisal criteria used to score each section is appended to the end of this note. This considers effectiveness, strategic fit against existing policy, contribution to economic growth (jobs, houses and visitor economy), the impact on the environment/communities, and deliverability.

Prioritised Programme

The outcome of this stage, a prioritised programme of cycling and walking infrastructure investment for the 127 proposed KCN sections is set out in **Appendix 1** of the cabinet report.

At this stage, the draft prioritised list has been compiled with the exclusion of the delivery case. This will ensure all sections are assessed on their individual merits rather than being influenced by how far the project has been progressed.

The infrastructure improvements documented in the prioritised programme have been grouped into the categories 'short', 'medium' and 'long' term as set out in the LCWIP guidance and are described below;

- **Short Term** (typically <3 years) – sections which can be implemented quickly or are committed i.e. already under development. (6 sections).
- **Medium Term** (typically <5 years) – sections where there is a clear intention to act, but delivery is dependent on further funding availability or other issues (e.g. detailed design, securing planning permissions, land acquisition). (20 sections).
- **Long Term** (typically >5 years) – more aspirational sections or those awaiting a defined solution. (101 sections).

On this basis, of the 127 sections considered, the top 20 (excluding those already committed) have been identified as 'medium' term. These will now be progressed and subject to further appraisal and form the indicative scope of

works. This work will be resourced using the modest funding allocated through the LTP.

There is of course the potential to accelerate the delivery of any one of the 127 projects should the availability of appropriate external funding opportunities arise.

Stage One Costing of Schemes

The KCN Project Group have designed a tool to provide a reasonable estimation of indicative costs associated with future cycling and walking infrastructure projects. The tool includes sub sections accounting for preliminary design, planning and project management, construction, land acquisition and includes a commuted sum for future maintenance costs. Finally a 40% optimism uplift is applied as is recommend for all projects at this stage of delivery. The key determinants influencing the magnitude of the outturn costs are unit length, predominant surface type and number of structures.

The tool is already proving extremely useful and has to-date been used to inform anticipated costs for grant funding application submissions and to benchmark against cost estimates provided by external organisations wishing to promote future projects. The tool's costing assumptions are subject to constant refinement, incorporating information gathered from completed schemes ensuring it continues to provide reasonable estimates.

Using the tool, the total cost for completing the proposed 127 sections of the Derbyshire KCN is estimated to be in the region of **£140 million**.

Based on current levels of investment received through the LTP for walking and cycling infrastructure, of around 14km per annum, the realisation of the full KCN in Derbyshire will take around 50 years to complete. This estimate is without consideration of either the LCN or town networks which collectively contribute a significant length.

As mentioned previously, a number of route sections may require a significant investment in structures e.g. bridges, reopening tunnels etc. and benefit from significant uplift through iconic design or use of higher quality materials. In these instances, additional funding would be required when compared to standard design which may impact on the business case, however this may be offset by a potential increase in usage, as the resultant infrastructure would be more attractive to use and easier to promote.

Appendix 1 Derbyshire KCN - Stage 1 Appraisal Criteria

Criteria consistent with the Derbyshire Infrastructure and Investment Plan (DIIP) methodology is emboldened for identification. Supplementary criteria added is specific to cycle infrastructure projects.

- **Effectiveness/Usage**

Daily commuter Trips (2011 Census). Journeys less than 8km - all modes (DfT Propensity to Cycle Tool)

Leisure (STRAVA Heat Map)

Proximity to Major Tourist Destination

- **Policy/Strategic Fit**

SC1 - Route compliant with National and Regional Policy

SC2 - Section of Long Distance Trail recognised Nationally or Regionally e.g. Pennine Bridleway / WPL etc.

SC3 - Unlocks the opening of a longer strategic or local route with existing route sections

SC3 - Completes section of White Peak Loop (WPL)/Pennine Bridleway

SC4 - Compliant with local transport strategies e.g. Derbyshire Cycling Plan, Derbyshire LTP, Greenway Strategies

SC5 - Compliant with local planning strategies e.g. Local Plans, Supplementary Planning Documents

SC6 - Formal mandate to develop e.g. DCC Cabinet Approval or other lead organisation approval

SC7 - Strong support from key stakeholders and communities

SC7 - Sustrans NCN Aspiration

SC7 - D2N2 Priority (LCWIP)

SC7 - Stakeholder Priority (KCN Consultation)

SC7 - HS2 Cycleway

- **Jobs, Housing & Visitor Economy (Economic Growth)**

Includes proximity to Key Destinations / Trip Generators

DIIP01 - Strengthens the growth, vitality and viability of market town centres, larger local centres and villages as places for employment,

services, shopping, leisure and tourism; and support their regeneration needs

DIIP01 - Connects into Town Centre (Market Town)

DIIP02 - Protects and facilitate the delivery of appropriate services, facilities, infrastructure and regeneration to enhance connectivity and unlock the potential for growth

DIIP02 - Within 20/20/30mins Travel Time of All Essential Services (Cycling) – Accessibility Planning Mapping

DIIP02 - Within 300m of Rail Station/Hospital/Clinic/GP Surgery/Pharmacy/Primary School/Secondary School/FE College/Library/

DIIP03 - Within 30m of Existing Employment Area e.g. Industrial Estate/Business Park etc.

DIIP03 - Within 300m of Strategic Development Site - Employment (Local Plan)

DIIP03 - Daily commuter Trips (2011 Census). Journeys less than 8km - all modes

DIIP04 - 300m of Tourist Destination

DIIP04 - Proximity to Major Tourist Destination

DIIP04 - Within DVMWHS/Peak District National Park/National Forest

DIIP04 - Leisure (STRAVA Heat Map)

DIIP04 - Within 300m of Historic Park/Leisure Centre/Green Space

SUB(A) - Promotes Partnership Working

SUB(B) - Unlocks Derbyshire County Council Land/property assets

DIIP05 - Adjacent Housing Allocation (Local Plans)

- **Environmental**

DIIP06 - Length of route within Flood Zone 3 - 1 in 100 year (km)

DIIP06 - % of route within Flood Zone 3 - 1 in 100 year

DIIP07 - Protect and enhance the natural character (landscapes, townscapes and the historic and natural environment) including the setting of heritage assets with due regard to environmental sensitivity.

DIIP07 - Within Conservation Area/Historic Park/Intersects Scheduled Monument

DIIP08 - Protect, restore, enhance and create natural assets with regard to habitats, species and geological interests, and protected species and sites

DIIP08 - Within SSSI/SAC/SPA/LNR/RIGS/Local Wildlife Site

SUB(H) - Protect, enhance and where necessary remediate the quality of surface and groundwater resources and promote the efficient use of water resources

SUB(I) - Minimise natural resource consumption and waste and maximise re-utilisation where appropriate

- **Socio-distributional Impacts**

DIIP09 - Achieves equality of opportunity and seek to reduce socio-economic inequalities and help local communities into economic activity

DIIP09 - Proximity to Deprived SOA (IMD 2015) - 10% most deprived all domains

DIIP10 - Minimises the impacts of motorised traffic, including noise and air pollution, through a combination of demand management measures, land use planning and encouragement of more sustainable travel mode

DIIP10 - Adjacent to Congested Corridor (Annual average delay per vehicle mile > 75 seconds (1700 - 1800))

DIIP10 - Adjacent declared AQMA

DIIP11 - Creates the conditions for strong and cohesive communities by retaining and providing appropriate community facilities and services, ensure high quality and inclusive design, and create more opportunities for social contact

DIIP12 - Improves health and well-being by creating the conditions for a healthier population

DIIP12 - Proximity to Deprived SOA (IMD 2015) - 10% most deprived health domain

SUB(J) - Improves access to training opportunities to create a skilled workforce; and ensure that education and training are better related to skills shortages to raise workforce skills

SUB(K) - Improve road and community safety, reduce crime and the fear of crime

SUB(K) - Cycle Collisions on Adjacent Corridor (previous 3 years)

SUB(L) - Increase opportunities for people to participate in social, cultural, sport and recreational activities to promote healthy lifestyles

SUB(M) - To protect, enhance and expand a network of easily accessible and high quality green and blue infrastructure, including open spaces, allotments, nature conservation sites and proposals that support countryside recreational pursuits; and cultural facilities

- **Deliverability**

DC1 - Is a viable route potentially available at this stage?

DC2 - Is land assembly likely to be achievable?

DC2 - % Within DCC Landownership

DC3 - Has preparatory work been undertaken?

DC4 - Are other consents (not land or planning) in place?

DC5 - Has any funding been secured or in the pipeline for the design stage?

DC6 - Has any design work been undertaken?

DC7 - Is planning consent in place?

DC8 - Has a risk register been prepared?

DC9 - Has any funding been secured, or in the pipeline for the construction stage?