
REPORT TO:	FINANCE AND MANAGEMENT COMMITTEE	AGENDA ITEM: 10
DATE OF MEETING:	18 FEBRUARY, 2003	CATEGORY: DELEGATED
REPORT FROM:	DEPUTY CHIEF EXECUTIVE	OPEN PARAGRAPH NO:
MEMBERS' CONTACT POINT:	RICHARD GROVES (EXTN. 5738)	DOC:
SUBJECT:	NATIONAL FOREST CYCLING STRATEGY	REF: c:/myfiles/richard/committees/FM7
WARD(S) AFFECTED:	GRESLEY, HARTSHORNE, LINTON, MELBOURNE, MIDWAY, NETHERSEAL, NEWHALL, OVERSEAL, REPTON, SWADLINCOTE, TICKNALL, WALTON, WOODVILLE	TERMS OF REFERENCE: FM14

1.0 Recommendations

1.1 That the National Forest Cycling Strategy be approved.

2.0 Purpose of Report

2.1 To seek the member approval for the National Forest Cycling Strategy.

3.0 Detail

3.1 The National Forest Company has prepared a cycling strategy for the whole of the National Forest Area in consultation with Partner Local Authorities and Sustrans, the cycle path charity. A copy of the Strategy has been placed in the Members' Room. The document amalgamates the existing strategies prepared individually by the Partner Local Authorities, outlines actions and mechanisms to achieve their aims and indicates priorities and timescales for the creation of a Forest-wide cycle network. The network comprises proposals contained in the strategies prepared by the Partner Local Authorities including those contained in the South Derbyshire Cycling Strategy adopted by Planning and Economic Development Committee on 22nd February, 2001 (minute PED/56 refers).

3.2 The aims of the National Forest Cycling Strategy are as follows:

(i) To integrate the cycling strategies and plans of Partner Local Authorities in order to promote a Forest-wide network (shown on a plan contained within the document)

(ii) To highlight areas of opportunity within the proposed cycle networks, particularly where this furthers implementation of the National Forest Strategy, proposing actions and timescales for their implementation.

(iii) To utilise the proposals for funding bids, development control and to target funding

(iv) To promote cycling as a means of commuting and for leisure, so contributing to sustainable development and transport policies

(v) To contribute to sustainable tourism and economic regeneration of the National Forest through the publicity and promotion of cycling networks linking settlements, places of interest and employment centres.

3.3 Delivery of the cycle network will be achieved through partnership working and the Strategy indicates that it may be necessary to appoint a Project Officer to co-ordinate implementation in collaboration with the partner Local Authorities, landowners and other agencies.

3.4 Development of the cycle network will be prioritised, the most crucial links being accorded the highest importance. A Moira-Swadlincote-Burton link forming part of the proposed National Cycle Network Route 63 and a route linking Rosliston Forestry Centre to Conkers are identified as being among the highest priorities.

3.5 The Strategy identifies opportunities for the establishment of new cycle links such as access agreements with landowners in association with the National Forest Tender Scheme and provision by developers through the use of planning agreements between applicants and local authorities, under Section 106 of the Town and Country Planning Act, 1990.

4.0 Financial Implications

4.1 The Strategy identifies a number of potential funding sources for the development of cycling infrastructure including The National Forest's Programme Development Fund, Sustrans, Local Transport Plans, Landfill Tax Funds and private sponsorship.

4.2 There are no direct financial implications for this Council, although monies in the sum of £10,000 have been identified as a capital growth item for 2002/03 for contributions toward the development of National Cycle Route 63 through South Derbyshire. If any need for further Council contributions toward the development of cycling infrastructure should be identified in the future, these too would need to be considered as capital growth items.

4.3 Should it be decided that a Project Officer is needed to co-ordinate cycle network development, as referred in para. 3.3, the Strategy suggests that funding for such a post may be sought from bodies such as the Countryside Agency or Health Trusts.

5.0 Corporate Implications

5.1 The Strategy will contribute toward meeting the following Key Aims of the Council:

(i) to promote the health and welfare of all sections of the community, including access to leisure and cultural activities

(ii) to support the development of the National Forest and its enjoyment by residents and visitors.

6.0 Community Implications

6.1 The development of a cycling network for South Derbyshire will be of benefit to local residents both as a health and recreational resource and as a sustainable means of transportation. Cycling is relatively inexpensive and therefore particularly benefits many of those who lack access to a private car. The proposed network will also represent an economic asset in that it will enhance the tourism "offer" of the National Forest.

7.0 Conclusions

7.1 The aims and priorities of the National Forest Cycling Strategy complement those of the Derbyshire Local Transport Plan and the South Derbyshire Cycling Strategy. The National Forest Cycling Strategy will contribute toward the encouragement of cycling in South Derbyshire and in particular will assist in the development of part of the district-wide cycling network proposed in the South Derbyshire Cycling Strategy. By raising the profile of cycling in the National Forest the Strategy will assist in attracting the resources necessary to bring network proposals to fruition.

8.0 Background Papers

“National Forest Cycling Strategy”

The National Forest, 2002

“South Derbyshire Cycling Strategy”

South Derbyshire District
Council, 2001

“Derbyshire Local Transport Plan
2001 – 2006”

Derbyshire County Council,
2000

