

# **North Kesteven District Council Cycling Infrastructure Plan 2021-2024**

## **1.0 Introduction and Context**

'Inspiring everyone to cycle' is the Council's cycling vision for North Kesteven.

The North Kesteven Cycling Strategy, refreshed in 2020, sets out our strategic aim and priorities for increasing participation in cycling across the district. It acknowledges the benefits of cycling not only for an individual's health and wellbeing, but for the environment and also for the economy, with the promotion of cycling as an alternative to motorised transport and for leisure cycling and tourism.

These benefits accord closely with the Council's wider aims and priorities for the environment, community and the economy, set out in a range of documents including:-

- 2012- 2036 Central Lincolnshire Local Plan,
- 2021-24 NK Plan,
- 2020 Climate Emergency Strategy and Action Plan.

Delivering the North Kesteven Cycling Strategy aim 'to inspire everyone to cycle' is built on 3 priorities for cycling:–

- To increase awareness of cycling
- To increase the safety of cycling
- To increase cycling infrastructure

This Cycling Infrastructure Plan takes forward the third priority; to increase cycling infrastructure and sets out the priority cycling infrastructure projects that the Council would like to see commenced and delivered across North Kesteven over the next 3 year term.

## **2.0 Delivering Cycling Infrastructure in North Kesteven**

In producing this Plan it is acknowledged that significant and large scale cycling infrastructure cannot realistically be delivered without securing significant external funding for its completion.

Therefore the role of this plan is to set out a number of priority cycling infrastructure projects that the Council would like to see delivered over the medium term. This will inform the Council's approach to lobbying and bidding for funding as opportunities arise to deliver these projects.

The prioritisation of projects in the plan does not preclude the delivery of other cycling infrastructure projects in the district and the Council remains committed to working with wider stakeholders to deliver as much cycling infrastructure a possible.

### 3.0 Cycling Infrastructure Projects

The projects identified in this section aim to achieve a number of positive cycling outcomes across North Kesteven by:-

- Improving connectivity in and around the main towns
- Improving connectivity of rural areas
- Delivering connectivity for a significant new developments
- Increasing the leisure and tourism offer

The priority cycling infrastructure projects are set out below:-

<b>Project 1</b>	<b>River Slea, East West Cycle Link, Sleaford</b>
<b>Project Location</b>	Along the banks of the river Slea from Cogglesford Mill to the A15
<b>Description</b>	A project widening of the current footpath along the River Slea to facilitate cycling across Sleaford, East to West making it easier and safer to access the town centre and joining the existing cycle path at Cogglesford mill to promote access to Sleaford Industrial estates and Pride Park as well as providing connectivity for current and planned residential development in Sleaford.
<b>Delivery Comments and Resourcing</b>	The first phase will be to explore feasibility and deliverability of the project.  Delivery will be subject to securing external resources for detailed feasibility work and project delivery

<b>Project 2</b>	<b>Cycle Link, Discovery Court, North Hykeham</b>
<b>Project Location</b>	<b>Discovery Court , Whisby Road / Sadler Road, North Hykeham</b>
<b>Description</b>	The provision of a 5m x 165m section of shared footpath cycleway connecting Sadler Road and Whisby Road to improve non vehicle movement and access to public transport. The cycleway element is 3m in width and the footpath 2m with construction to an adoptable highway standards
<b>Delivery Comments and Resourcing</b>	A planning application submitted in January 2021 for the cycle path within North Kesteven district has now been approved. The City of Lincoln planning application for the cycle path within the City boundary has been submitted. Delivery of the project will be subject to this permission and identifying external funding resources.

<b>Project 3</b>	<b>Canwick Heath ( South East Quadrant Sustainable Urban Extension) Cycling Provision</b>
<b>Project Location</b>	<b>Bracebridge Heath /Canwick Heath Cycle Link</b>
<b>Description</b>	A project to deliver the first phase of a cycle link from Bracebridge Heath through the Canwick Heath sustainable urban extension to support cycling into the City of Lincoln. This will ensure that cycling routes are identified and delivered as part of Section 106 developer obligations associated with planning applications for the first phases of development off Canwick Avenue and Lincoln Road Bracebridge Heath
<b>Delivery Comments and Resourcing</b>	<p>In line with the Supplementary Planning Document South East Quadrant Concept Plan and Design Code *, work is currently underway to deliver public open space associated with two current planning applications. This open space will incorporate cycling provision.</p> <p>The project will be resourced primarily from Section 106 developer contributions, although options to explore how earlier delivery could be achieved with appropriate governance arrangements and external funding are being undertaken.</p>

\*<https://www.n-kesteven.gov.uk/residents/planning-and-building/planning/planning-policy/supplementary-planning-guidance-lincoln-south-east-quadrant/>

<b>Project 4</b>	<b>Cycle Path Cranwell to Leasingham</b>
<b>Project Location</b>	Cranwell to Leasingham and Sleaford
<b>Description</b>	<p>To explore the feasibility of delivering a dedicated cycle link between Cranwell and Leasingham joining the existing Sustrans route for connectivity into Sleaford.</p> <p>This will also include an investigation into the potential for utilising the former Cranwell to Sleaford railway line .</p> <p>With RAF Cranwell a significant employer in the district and Cranwell a population of over 2000 residents this would provide an attractive and safe alternative to the A15 or A17 road routes.</p>

	Subject to successful completion, opportunities to explore further cycle linkages from surrounding villages offering an alternative to the A roads access to and from Sleaford by cycle could be explored.
<b>Delivery Comments and Resourcing</b>	Delivery will be subject to securing external resources for detailed feasibility work and project delivery

#### **4.0 Delivery and Monitoring of the Plan**

As stated the delivery of Cycling Infrastructure Projects is dependent on securing external resources, as such the Council will work with a range of partners and stakeholders identified in the 2020 Cycling Strategy, including Lincolnshire County Council, to explore and secure these opportunities.

A Cycling Delivery Group formed around the CIP will meet regularly during the term of this plan working to secure funding and coordinate the delivery of cycling infrastructure identified in this plan alongside the other 2020 North Kesteven Cycling Strategy priorities to increase the awareness of cycling and improve safety.

This CIP will be reviewed and refreshed at the end of its 3 year term in 2024, to set out cycling infrastructure priorities for a further 3 year term.

#### **5.0 Conclusion**

North Kesteven has a vision for a district where everyone is inspired to cycle and the delivery of more cycling infrastructure is a key priority for achieving this vision.

The Cycling Infrastructure Plan sets out a range of cycling infrastructure projects, which demonstrate the geographical spread of our cycling infrastructure ambition across the district and which will achieve a number of positive outcomes.