

# LCWIP Delivery Programme Update for Derbyshire County Council (October 2022)

Our LCWIP sets ambitious targets to increase levels of cycling and walking, particularly for short trips that could replace private car journeys. Across Derbyshire, the plan reflects the priorities of existing [walking and cycling plans](#), which have helped us shape our network proposals.

Derbyshire's [Key Cycle Network](#) (KCN) was approved by Cabinet in January 2020 and consists of the most strategic inter urban routes for commuting, tourism and leisure, catering for pedestrians, cyclists and horse riders, wherever possible. It includes established routes as well as new and improved routes which generally connect the county's market towns, tourist attractions and neighbouring cities, as well as providing longer distance leisure cycling loops which support the wider visitor economy.

The KCN forms the top level of a three-tier hierarchy of routes. The **Local Cycle Network** (LCN) forms the middle tier which links the KCN to key local destinations. The KCN and LCN are further supported by a comprehensive network of **Town Routes** which facilitate local trips within the market towns themselves. Collectively, these networks form a comprehensive area-based approach to encouraging more active travel through walking and cycling.

There are currently 770km of routes which make up Derbyshire's approved KCN. Around 400km is currently complete and open for use. The remaining 370km (48%) has been split into 127 sections or discrete projects. The cost of delivery was estimated at **£140 million** in 2019 and forms the basis of Derbyshire's programme of works building on the Council's strong track record of delivering and managing this type of infrastructure over many years utilising funding from many different sources.

The identified KCN projects have been organised into an indicative 10-year infrastructure pipeline and have been prioritised for investment in the short, medium and long term. A copy of the full prioritised list, along with a plan showing the location of routes is provided below.

Since the pipeline's approval, four of the five KCN projects classed as short term (typically <3 years) are now complete - Clowne Branchline (Link 77), A61 Whittington Moor to Peak Resort (Link 73), B6057 Unstone to Cemetery Road, Dronfield (Link 74) and shared use cycleway alongside A511 to Woodville-Swadlincote Relief Road (Link 32a), with the fifth under development.

The Council is fully committed to building its technical capability and readiness for delivering an ambitious approach to high quality walking and cycle infrastructure networks. In this respect, Council resources are now being focused on the twenty projects which have been identified as medium term (typically < 5 years) for further consideration and development towards full business case (shovel ready schemes) ready for making funding bids when an appropriate opportunity presents itself.

The Council is actively involved in investigating/developing twelve of the medium term KCN projects utilising its own and other sources of funding involving extensive partnership working with a range of key stakeholders and community/user groups which include National Highways, District/Borough Councils, Sustrans, Canal and River Trust, Natural England/ Pennine National Trails Partnership, Buxton Town Team and the Derwent Valley Trust. Feasibility work is underway for the full length of the Derwent Valley Cycle Route between Shardlow and Hathersage, along with missing sections of

the White Peak Loop and Pennine Bridleway National Trail. Schemes are being progressed to planning for the Little Eaton Branch Line along with the cross-boundary section of the Derwent Valley Cycle route between Darley Abbey and Little Eaton, which is being funded and project managed by National Highways with input from DCC and Derby City Council.

In addition, the Council is actively engaged with partners to develop proposals for active travel in:

- Three existing Town Deals (Long Eaton, Staveley and Clay Cross)
- An existing Levelling Up Fund project (Chesterfield)
- Several other partners who have submitted bids in Round 2 Levelling Up Fund e.g. Ashbourne.
- Department for Transport Active Travel Fund 2 (8km East-West Active Travel Route across Chesterfield)
- Council's Local Transport Capital programme.

The remaining pipeline schemes have been classified as longer-term ambitions (typically >5years) i.e. more aspirational projects or those requiring a defined solution.

The **Capability and Ambition Fund** programme provides an opportunity for the Council to further build on its future offer of active travel interventions. In particular, the programme will enable the Council to enhance its capability to deliver more complex schemes and networks that are in accordance with contemporary design guidance including LTN1/20 and the update to Manual for Streets. More capability will enable the Council to extend the implementation of higher quality active travel networks across different funding programmes; and complement funding provided through the Active Travel Fund. The development of place-based connected networks and business cases will maximise opportunities for securing further funding from a variety of sources to accelerate modal shift to active travel across all 27 market towns in the county.

As these schemes continue to progress, the delivery programme is being kept under continuous review so it can remain agile and be adapted to whatever funding opportunities may arise.

Whilst Derbyshire County Council is leading in developing this programme, it incorporates the aspirations of a range of different stakeholders and community groups with similar ambitions, some of which are directly involved in funding and developing various sections of the KCN, working independently or in partnership with the County Council.

Monitoring, evaluation and further public engagement is planned to increase the understanding and inform design of future projects, with aspirations to deliver more complex initiatives and complementary infrastructure such as liveable neighbourhoods and school streets.



# Derbyshire KCN Prioritised Programme of Infrastructure Investment (Excluding Deliverability)

Link No.	Link Description	Length (km)	Estimated Cost (£)	Effectiveness/ Usage						Scores				Prioritisation	
				LCWIP - Greater Derby/Nottingham	LCWIP - North Urban	LCWIP - Rural Town & Hinterland	Adjacent Forecast High Commuting Corridor	Supports the Visitor Economy (Overnight Stays)	Adjacent Existing Leisure Corridor	Policy	Economic	Environment	Social	Total Score	Ranking
22	Macclesfield Road to Buxton Rail Station	1.8				✓	✓	✓	✓	94%	100%	67%	97%	100%	1
17	Buxton Rail Station to Fairfield Common (A6)	1.5				✓	✓	✓		94%	89%	25%	44%	98%	2
32a	A511 to Occupation Lane (WSRR)	0.8		✓		✓	✓		✓	72%	94%	45%	75%	98%	3
16	Calton Lees to Rowsley	2.7				✓		✓	✓	72%	98%	45%	9%	95%	4
19	Matlock Rail Station to Cromford (High Peak Junction)	7.0				✓	✓	✓	✓	93%	98%	0%	44%	95%	5
31	Newhall/County Boundary to Darklands Road, Swadlincote	4.1		✓		✓	✓		✓	37%	90%	87%	75%	95%	6
74	Unstone to Cemetery Road, Dronfield	2.4			✓	✓	✓		✓	72%	94%	45%	44%	95%	7
2	Pennine Bridleway/TPT - Glossop Road, Gamesley A626 to Gamesley Slidings (Dinting Vale)	1.1				✓	✓	✓		94%	45%	67%	75%	92%	8
32	Hastings Road, Swadlincote to A511 WSRR	0.7		✓		✓	✓		✓	37%	90%	67%	75%	92%	9
65	Avenue to Storforth Lane, Chesterfield	1.1			✓	✓	✓		✓	72%	90%	25%	75%	92%	10
73	Whittington Moor to Peak Resort	2.6			✓		✓		✓	72%	78%	45%	100%	92%	11
37a	Little Eaton Branch Line - Duffield Road, Little Eaton to Rawson Green, Kilburn	5.6		✓		✓	✓		✓	87%	85%	45%	44%	88%	12
43	West Hallam Depot to Ilkeston (A609)	2.3		✓			✓		✓	90%	45%	87%	75%	88%	13
50	Erewash Canal - Bridge Street, Ilkeston to Langley Mill Marina	4.5		✓			✓			87%	78%	25%	97%	88%	14
55	Swanwick Junction to Crays Hill, Leabrooks (Leabrooks Railway)	1.6		✓		✓	✓			72%	67%	87%	75%	88%	15
56	Crays Hill, Leabrooks to Park Pavilion	0.4		✓		✓	✓			72%	67%	98%	44%	88%	16
77	Clowne Branchline - Oxcroft Junction to Skinner Street, Creswell	7.4			✓	✓			✓	86%	67%	87%	44%	87%	17
5	George Street, Whaley Bridge to Chapel Road, Horwich End (B5470)	0.9				✓	✓		✓	54%	45%	100%	75%	82%	18
18	Coombs Road, Bakewell to Rowsley (A6)	3.9				✓		✓	✓	94%	67%	25%	9%	82%	19
21	Ladmanlow to Macclesfield Road, Buxton	1.7				✓		✓	✓	94%	27%	67%	75%	82%	20
32b	Woodville to Calke Abbey	7.6		✓		✓	✓	✓	✓	12%	94%	45%	44%	82%	21
33	Darley Abbey to Ford Lane, Little Eaton	2.1		✓			✓		✓	87%	78%	10%	97%	82%	22
44	Manners Avenue to Cotmanhay Road	1.0		✓			✓		✓	87%	85%	45%	9%	82%	23
75	Cemetery Road to Callywhite Lane, Dronfield	0.7			✓	✓	✓		✓	54%	94%	10%	44%	82%	24
15	Baslow to Calton Lees (Chatsworth Estate)	4.9				✓		✓	✓	12%	98%	4%	44%	79%	25
40a	Lowes Hill, Ripley to Hammersmith	0.8		✓		✓	✓			54%	85%	67%	9%	79%	26
53	Shipleigh Country Park, Heanor to Glue Lane	1.5		✓		✓	✓			12%	67%	98%	75%	79%	27
54	Glue Lane, Heanor to Erewash Canal, Eastwood	4.6		✓		✓	✓			12%	78%	87%	75%	79%	28
1	Pennine Bridleway/TPT - New Road Tintwistle to Woolley Bridge Road, Hadfield	1.7				✓	✓	✓		94%	35%	10%	75%	72%	29
20	Harpur Hill to Ladmanlow via HSE land	3.6				✓		✓	✓	94%	16%	67%	44%	72%	30
32c	Calke Abbey to Melbourne (Cloud Trail)	6.7		✓		✓		✓	✓	37%	90%	25%	9%	72%	31
38	Rawson Green, Kilburn to Station Road, Denby Bottles	1.3		✓		✓	✓		✓	72%	67%	67%	9%	72%	32
39	Station Road, Denby Bottles to Denby Business Park, Marehay	0.7		✓		✓	✓	✓	✓	72%	85%	25%	9%	72%	33

### Indicative Programme Category

- Short Term** (typically <3 years) – projects which can be implemented quickly or are committed i.e. already under development.
- Medium Term** (typically <5 years) – projects 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).
- Long Term** (typically >5 years) – more aspirational projects or those awaiting a defined solution.

### Stage 1 Cost Estimate

- £0 - £100,000
- £100,000 - £500,000
- £500,000 - £1,000,000
- £1,000,000 - £5,000,000
- £5,000,000 - £10,000,000

Version 2.1 20/11/2019

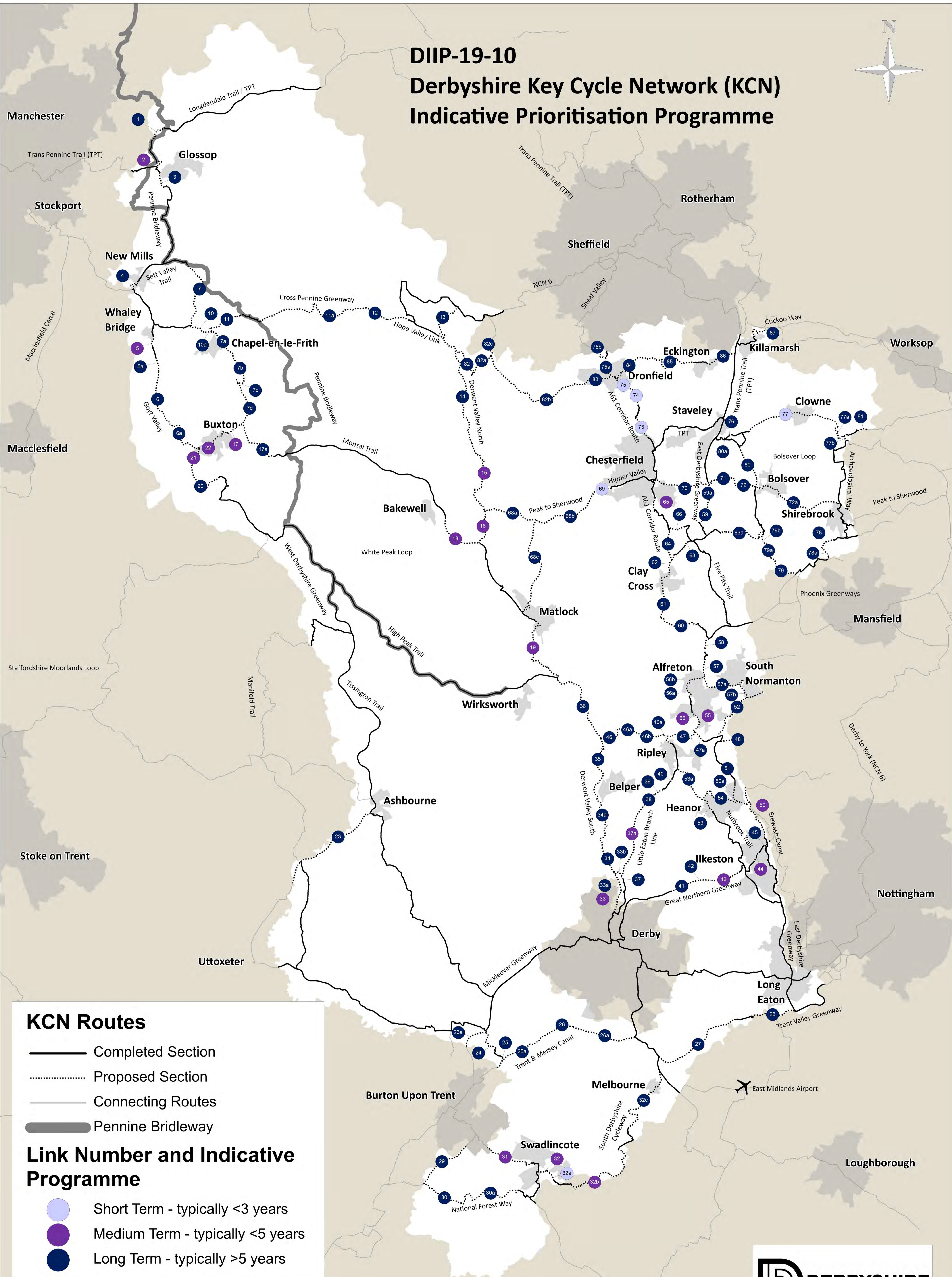
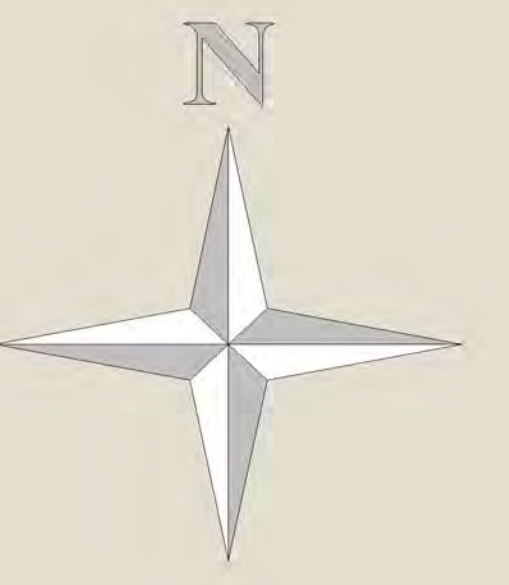
56a	Wimsey Way, Somercotes to Trent Grove, Alfreton	0.6	✓		✓	✓				12%	67%	87%	75%	72%	34
57a	Alfreton Station to A38 Underpass via Cotes Park	3.8		✓	✓	✓				12%	85%	45%	75%	72%	35
80	A632 Bolsover to Markham Vale (Bolsover Branchline)	3.4		✓	✓					54%	57%	67%	75%	72%	36
7a	Peak Forest Tramway - Chapel Milton (A624) to Chapel	1.6			✓					37%	57%	87%	44%	66%	37
26	Canal Bridge, Willington to Stenson Road	4.1	✓		✓			✓		54%	57%	67%	44%	66%	38
34a	Duffield to Belper	6.1	✓		✓	✓	✓	✓		37%	90%	1%	75%	66%	39
45	Nelson Street, Cotmanhay to Bennerley Viaduct/County Boundary	0.8	✓			✓		✓		54%	78%	25%	44%	66%	40
56b	Trent Grove, Alfreton to Alfreton Station	2.2	✓		✓	✓				12%	78%	45%	75%	66%	41
62	Clay Cross to Station New Road, Tupton/Station Road, Hephthorne	3.1		✓	✓	✓				54%	78%	25%	44%	66%	42
75a	Callywhite Lane, Dronfield to Bowshaw/County Boundary	2.0		✓	✓	✓		✓		54%	89%	4%	44%	66%	43
75b	B6057 to Greenhill Park County Boundary	0.9		✓	✓	✓		✓		12%	67%	67%	75%	66%	44
17a	Fairfield Common (A6) to Topley Pike	5.3			✓	✓	✓			94%	45%	4%	9%	62%	45
26a	Stenson Road to Swarkestone Junction	4.8	✓		✓			✓		54%	57%	67%	9%	62%	46
47	Ripley (Hammersmith) to Swanwick Junction	2.6	✓		✓	✓		✓		0%	78%	87%	9%	62%	47
53a	Glue Lane, Heanor to Ripley Greenway, Marehay	3.5	✓		✓	✓				12%	57%	67%	75%	62%	48
78	Archaeological Way - Wood Lane, Shirebrook to Pleasley Vale Outdoor Centre	2.4		✓	✓	✓		✓		72%	45%	67%	9%	62%	49
3	Pennine Bridleway - Green Lane, Simmondley to Monks Road	1.8			✓		✓	✓		94%	10%	67%	2%	56%	50
4	New Mills River Goyt / Sett Valley Trail to Peak Forest Canal	1.4			✓	✓		✓		12%	78%	25%	44%	56%	51
12	Hope Valley - Castleton to Bamford	6.5			✓		✓	✓		87%	57%	10%	9%	56%	52
24	Eggington Junction to Eggington Village (Derby Airfield)	2.0	✓		✓	✓		✓		37%	57%	67%	9%	56%	53
41	Lime Lane, Morley to Stanley	2.4	✓					✓		90%	10%	45%	75%	56%	54
67	Sheffield Road, Killamarsh to Norwood	1.6		✓	✓	✓		✓		72%	35%	67%	9%	56%	55
79	Pleasley Trail to Hardwick Estate	2.6		✓	✓		✓	✓		72%	45%	45%	9%	56%	56
10	Peak Forest Tramway - Whitehough Head Lane to Charley Lane	1.2			✓					54%	16%	98%	9%	47%	57
10a	Peak Forest Tramway - Green Lane, Chinley to Chapel Milton (A624)	0.8			✓					54%	27%	87%	9%	47%	58
28	Longhorse Bridge to Trent Lock	3.4	✓			✓		✓		54%	57%	25%	9%	47%	59
40	Derby Road, Marehay to Ripley Greenway	0.2	✓		✓	✓		✓		72%	57%	25%	2%	47%	60
42	Stanley to West Hallam Depot	0.8	✓					✓		90%	10%	45%	44%	47%	61
52	Ironville to Pinxton M1 Underpass via Pinxton Wharf (Pinxton Arm)	5.4		✓	✓	✓				12%	35%	45%	97%	47%	62
57b	A38 Underpass to Pinxton	1.7		✓	✓	✓				12%	35%	67%	75%	47%	63
58	Westhouses Sidings - Westhouses to Gloves Lane, Blackwell	1.3		✓	✓	✓				72%	16%	87%	9%	47%	64
71	Arkwright Composting Site to Longcourse Lane	1.6		✓	✓	✓		✓		54%	27%	45%	75%	47%	65
72a	Stockley Trail, Carr Vale to Archaeological Way, Langwith Junction	7.6		✓	✓		✓	✓		12%	67%	10%	75%	47%	66
84	Dronfield East	2.3		✓	✓	✓		✓		12%	67%	25%	44%	47%	67
86	Eckington to TPT	2.4		✓	✓	✓				54%	45%	10%	75%	47%	68
34	Holm Avenue, Little Eaton to Duffield	2.1	✓		✓	✓	✓	✓		37%	67%	4%	44%	37%	69
37	Duffield Road Link, Little Eaton	0.3	✓			✓		✓		54%	45%	10%	44%	37%	70
46a	Bullbridge to Buckland Hollow (Excavator)	1.8	✓		✓			✓		0%	35%	87%	44%	37%	71
57	Alfreton Station to Westhouses	1.3		✓	✓	✓				37%	35%	45%	44%	37%	72
63	Hephthorne to Five Pits Trail (Hephthorne Lane Link)	0.4		✓	✓	✓				37%	16%	87%	44%	37%	73
63a	Holmewood to Doe Lea	4.1		✓	✓					37%	16%	67%	75%	37%	74
64	Station New Road, Tupton to Mill Lane, Avenue	1.8		✓	✓	✓		✓		37%	57%	10%	44%	37%	75

68c	Matlock to Beeley Moor	8.4				✓		✓	✓	37%	57%	67%	0%	37%	76
70	Chesterfield to Arkwright Composting Site	5.1		✓	✓	✓		✓	✓	12%	67%	10%	44%	37%	77
72	Longcourse Lane to Stockley Trail, Carr Vale	2.7		✓	✓	✓		✓	✓	37%	57%	10%	44%	37%	78
76	Poolsbrook Country Park to Bridle Road, Woodthorpe	0.5		✓		✓		✓	✓	37%	45%	10%	75%	37%	79
83	Dronfield Gosforth Valley	1.8		✓	✓	✓		✓	✓	37%	67%	10%	9%	37%	80
6a	Goyt Valley - Goyt Lane (Erwood Reservoir) to Macclesfield Road, Buxton	5.2				✓		✓	✓	12%	35%	45%	44%	29%	81
7b	Peak Forest Tramway - Chapel to Dale Road, Dove Holes	3.6				✓	✓			12%	45%	45%	9%	29%	82
23a	Rolleston Curve	2.1	✓			✓			✓	37%	45%	25%	9%	29%	83
27	Sarson's Bridge to Wilne Lane, Shardlow	7.3		✓		✓			✓	72%	27%	25%	9%	29%	84
29	Stapenhill to Walton-on-Trent	4.5		✓		✓		✓	✓	12%	45%	25%	44%	29%	85
33a	Ford Lane to Holm Avenue, Little Eaton	1.5		✓				✓	✓	37%	45%	4%	75%	29%	86
66	Mill Lane to Chapman Lane, Grassmoor (Grassmoor Country Park & Five Pits Trail)	1.2		✓		✓				37%	27%	67%	9%	29%	87
69	Greendale Avenue, Holymoorside to Sommersal Lane (Hipper Valley Trail)	1.1		✓				✓	✓	72%	35%	10%	9%	29%	88
77a	Skinner Street to Crags Road, Creswell	2.0		✓		✓			✓	54%	27%	45%	9%	29%	89
79a	Hardwick Estate to A617 Glapwell	1.6		✓		✓		✓	✓	54%	45%	10%	9%	29%	90
7	Hayfield to Chinley	5.7				✓			✓	12%	16%	87%	9%	27%	91
35	Belper to Ambergate	4.2	✓			✓		✓	✓	37%	57%	1%	44%	27%	92
78a	Archaeological Way - Pleasley Vale Outdoor Centre to Meden Trail	0.3		✓		✓	✓		✓	72%	35%	4%	9%	27%	93
7c	Dale Road, Dove Holes to Dove Holes Railway Station	0.7				✓	✓			12%	16%	67%	9%	21%	94
46b	Buckland Hollow (Excavator) to Ripley (Hammersmith)	2.4	✓			✓			✓	0%	27%	45%	44%	21%	95
47a	Swanwick Junction to Newlands Road, Newlands	1.0		✓		✓	✓			0%	35%	25%	44%	21%	96
48	Cinder Bank, Ironville to Jacksdale Bridge	0.9		✓		✓	✓			12%	35%	25%	9%	21%	97
59	Temple Normanton to Sutton Spring Wood (Postmans Lane)	1.9		✓		✓			✓	54%	3%	67%	9%	21%	98
60	High Street, Stonebroom to Mickley (Mickley Branchline)	3.4		✓		✓			✓	0%	27%	67%	9%	21%	99
61	Mickley to Clay Cross	3.0		✓		✓	✓		✓	0%	27%	45%	44%	21%	100
85	Dronfield B6056 to Eckington	6.0		✓		✓				37%	16%	25%	44%	21%	101
7d	Dove Holes Railway Station to Daisymere Farm, Fairfield (WPL)	3.6				✓	✓			12%	16%	45%	9%	13%	102
14	Hathersage to Baslow	11.4				✓		✓	✓	12%	16%	10%	75%	13%	103
25a	County Boundary to Canal Bridge, Willington	2.9	✓			✓			✓	54%	10%	25%	9%	13%	104
30a	Rosliston Forestry Centre to Castle Gresley (A444)	6.4	✓			✓		✓	✓	0%	16%	45%	44%	13%	105
33b	Derwent Valley to Little Eaton Branchline via Holm Avenue	0.9		✓				✓	✓	12%	45%	1%	44%	13%	106
36	Ambergate to Cromford (High Peak Junction, WPL)	6.6	✓			✓		✓	✓	37%	27%	25%	2%	13%	107
50a	Langley to Aldercar Lane	1.4		✓		✓				0%	35%	25%	9%	13%	108
59a	Sutton Spring Wood (Rock Lane) to Arkwright Town	2.0		✓		✓			✓	54%	3%	45%	9%	13%	109
77b	Duchess Street, Creswell to Frithwood Lane Bridleway	0.4		✓		✓			✓	54%	3%	45%	9%	13%	110
5a	Shallcross Road to Long Hill (A5004)	1.1				✓			✓	12%	3%	67%	9%	11%	111
79b	A617 Glapwell to Stockley Ponds	0.6		✓		✓			✓	54%	2%	45%	9%	11%	112
81	Archaeological Way - Ice Age Centre to Welbeck Park/County Boundary	0.7		✓		✓			✓	54%	3%	25%	9%	11%	113
25	Eggington to T&M Canal Towpath A38 NCN Replacement	0.4	✓			✓			✓	37%	16%	4%	9%	8%	114
46	Ambergate to Bullbridge	1.9		✓		✓		✓	✓	0%	35%	1%	44%	8%	115
68b	Beeley Moor to Greendale Avenue, Holymoorside	5.9		✓		✓			✓	12%	16%	25%	2%	8%	116
82c	Longshaw to A6187	0.7				✓			✓	12%	10%	45%	2%	8%	117

6	Goyt Valley - Long Hill (A5004) to Goyt Lane (Errwood Reservoir)	3.0			✓		✓	✓	12%	10%	45%	0%	4%	118
11a	Pennine Bridleway to Castleton	6.8			✓			✓	12%	3%	10%	44%	4%	119
13	Hathersage to Burbage (Coggers Lane)	3.7			✓			✓	12%	3%	45%	2%	4%	120
30	Walton-on-Trent to Rosliston Forestry Centre	3.4	✓		✓		✓	✓	0%	10%	25%	9%	4%	121
68a	Calton Lees to Beeley Moor	4.3			✓		✓	✓	0%	16%	25%	2%	4%	122
23	Ashbourne to Norbury/Roicester	8.5			✓			✓	0%	3%	10%	44%	2%	123
82b	Longshaw Estate Visitor Centre to Dronfield	10.6		✓	✓			✓	0%	3%	10%	44%	2%	124
11	Chapel Milton (A624) to Pennine Bridleway	2.9			✓			✓	12%	0%	67%	0%	2%	125
82	Derwent Valley to Grindleford Station	2.7			✓			✓	0%	0%	25%	9%	1%	126
82a	Grindleford Station to Longshaw Estate Visitor Centre	3.2			✓			✓	0%	2%	4%	2%	0%	127



# 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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