

**East Derbyshire
Greenway Strategy**

**Prepared for Derbyshire County
Council
by
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for Leisure and Les Lumsdon**

**Supported by the
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1. BACKGROUND TO THE PROJECT

INTRODUCTION

- 1.1. This report describes the findings of a strategic study commissioned by Derbyshire County Council in December. It has been supported by the Countryside Commission and prepared by a consultancy team led by Land Use Consultants (LUC) in collaboration with Transport for Leisure (TFL) and Les Lumsdon. Individual members of the team are identified on the flysheet of the report.
- 1.2. This chapter briefly outlines the purpose of the study, background to the research and explains the layout and structure of the report.

PURPOSE OF THE STUDY

- 1.3. Derbyshire County Council along with the Countryside Commission wish to develop clear proposals for a strategic network of multi user routes through East Derbyshire.
- 1.4. A brief was prepared by the County and circulated to consultants on the 28 November 1997. Following standard tendering procedures, LUC, TFL and Les Lumsdon were appointed to undertake the work.
- 1.5. In the brief for the study, Derbyshire County Council clearly identifies that the multi user network should consist of the following criteria:
 - Provide a safe environment for walkers, cyclists and horse riders. An adequate network should be provided for all users.
 - The provision of utility and recreational routes; used by locals for journeys to work, shops and schools and casual leisure use.
 - Provide routes which link urban areas, within and surrounding the defined area with the rural environment and countryside attractions.
 - Provide routes well served by the public transport system.
 - Connect with routes in surrounding areas.
 - Be developed with high priority for “Access for All”.

The proposals to develop a strategic network of Greenways in East Derbyshire will draw on the wealth of routes that already exist and on previous survey work carried out in the area. The report will outline priorities for a strategic network of multi user routes, consider costings and means of attracting new funding.

BACKGROUND TO THE RESEARCH

- 1.6. This study has been undertaken at a time when there have been radical alterations in national, regional and local policies towards providing access into the countryside. Today the government is conscious of the need to promote alternative, more sustainable forms of transport than the car. As car ownership has escalated over the last thirty years so has the pressure on the road network, increasing congestion and pollution. The car is being relied on more and more for access into the countryside, for leisure and recreational use and for journeys of less than two miles.
- 1.7. There is now increasing recognition that access into the countryside needs to be encouraged by using public transport and promoting walking, cycling and riding as more enjoyable and healthier forms of reaching the countryside. This concept is being actively promoted by the Countryside Commission in their new national strategy for the development of Greenways or multi user routes.
- 1.8. Unfortunately the existing infrastructure of footpaths, bridleways and canal towpaths is very disjointed and requires urgent upgrading. The lack of financial investment, maintenance and clarity of ownership of the routes are common concerns. Direct access to the countryside from the towns and cities has often been severed by out of town housing, industrial or retail development.
- 1.9. Derbyshire County Council was responsible for opening one of the earliest multi user trails, the High Peak Trail in 1972. Subsequent to this the Council has undertaken many initiatives to encourage access to the countryside, in particular a series of multi user routes have been developed in East Derbyshire often using disused mineral lines.

LAYOUT OF THE REPORT

- 1.10. The report is set out in two sections:

Section One - outlines the strategy for implementing an overall network of Greenways in East Derbyshire.

Section Two - describes the aims and objectives of the research, and the method by which the research was undertaken, the market, physical and human resources and the responses gained from discussions with all the consultees.

2. OUTLINE OF THE STRATEGY

INTRODUCTION

- 2.1. This chapter defines the proposed greenway network, the missing links, and current condition of the routes. Route development, design standards, maintenance, expenditure, funding and marketing of the routes are also considered.
- 2.2. The greenway proposals and recommendations represent the study team's response to ideas and comments provided by both local authority officers, other agencies like the groundwork trusts, and representatives of user interests. As such the proposals carry no formal status and it will be for Derbyshire County Council as client, in consultation with other statutory authorities, to decide whether or not to accept the recommendations in their present form, or to make appropriate adjustments.
- 2.3. It is important to stress that a great deal of work has previously been carried out by Derbyshire County Council and the individual Districts and Boroughs within East Derbyshire, both to manage and make greater use of existing footpaths, tracks and bridleways and to develop new routes along river valleys, canals and disused railway lines. This work has been undertaken over many years, often in the face of severe physical and financial constraints. The success which has already been achieved is evidence of the foresight of the relevant local authority committees and the dedication of rights of way, leisure and development, and planning officers. There are also many examples of positive commitments by other agencies, local communities, user groups, and both public and private sector partners. Some development has taken place on an incremental basis over a period of years, while other projects have been initiated as part of specific regeneration and renewal strategies. Most recently there has been the impetus provided by the National Cycle Network.

THE CONCEPT

- 2.4. The fundamental aim of the study has been to prepare proposals for a Strategic Network of Greenways in Eastern Derbyshire. These routes will be developed as "high quality, multi use routes which enable people to access the Countryside near to their homes. They are designed and managed for shared use by people on foot, bicycle and on horseback." (Countryside Commission, 1997)

DEFINING A ROUTE HIERARCHY

- 2.5. In reaching conclusions about the preferred network the Consultants have had regard to the basic aims of the project as described above, the views of individual

authorities, and the state of the embryonic network of routes which already exists on the ground.

- 2.6. Given the previous history of development it is not surprising that there are a large number of routes in various stages of planning and development in Eastern Derbyshire, ranging from short circular walks of one or two miles to major sections of National Trails. The primary task for the study team has been to identify those routes which meet the strategic aims set out in paragraph 2.4. It has also lead to proposals for a grading system based on a hierarchy of primary, secondary and tertiary routes.
- 2.7. Routes which are considered to meet the study objectives in full at the present time have been described in this report as **Primary Routes**, and it is recommended that these should be given the highest priority for funding and development.
- 2.8. Other routes which warrant inclusion in the strategic network but are not as important have been defined as **Secondary Routes** for reasons which vary from route to route. In some cases secondary routes may be important in a local context but offer less benefits in terms of linking settlements throughout the study area. In other cases there may be real long term benefits to be gained in promoting a route, but it may be impractical to achieve it in the short term (the next 5-10 years).
- 2.9. Finally, many other routes exist which will form important connectors to the greenway network, but have no capacity to provide for multiple use. These are referred to as **Tertiary Routes**.
- 2.10. It is important that implementation of all the identified network is vigorously pursued to achieve the objective of linking urban areas, within and surrounding the defined area, with the rural environment and countryside attractions. The primary network should be given priority because it best fulfils the objectives, but this should not prejudice the development of other components all of which can be regarded as integral to the success of the overall concept.

THE PROPOSED GREENWAY NETWORK

- 2.11. The proposed Primary Greenway Network takes the form of a figure of eight within which there are secondary routes running east-west and north-south. The network consists of existing and proposed links and aims to follow desire lines discussed with all the consultees. The route is described in two sections below; the northern and southern sections of the figure of eight (Plan 1A and Plan 1B).
- 2.12. It is important to note that much of the existing network is suitable only for walking or cycling and, due to ground conditions, even these activities may be restricted to very active users. In the interests of making the Greenway network accessible to all sectors of the community, and extending use of footpath and cycling sections to horseriders as well, a substantial amount of upgrading work is likely to be required.

The Status of Primary, Secondary and Tertiary Routes

- 2.13. The concept of Primary , Secondary and Tertiary routes has been introduced by the consultancy team as a way of helping to assist in the prioritisation of staff-time and financial resources. It is important to stress, however, that the proposals have not been considered by the respective committees of the local authorities, and in some cases officers have responded to the initial proposals with different views on the priorities shown. The routes shown in Plans 1A and 1B are broadly agreed but it would be appropriate for the County Council and respective District and Borough Councils to review these priorities when each body has formally considered the report.

The Northern Section of the Figure of Eight

Primary routes

- 2.14. The northern section of the figure of eight consists of the following stages:
- The route would run from Alfreton north towards Westhouses, along the Teversal-Westhouses railway line to Newton where the route would either continue north east up towards Mansfield or continue north along the Five Pits Trail towards Chesterfield.
 - Following the route north, the trail would run through Chesterfield and continue northwards along the Trans Pennine Link towards Staveley.
 - At Staveley there are two alignments, one of which continues to follow the Trans Pennine Trail Link northwards to Sheffield and the other which would run eastwards towards Clowne mainly using bridleways.
 - The route from Clowne town centre would then run southwards towards Shirebrook and continue to Pleasley.
 - From Pleasley the route would continue along the Teversal Trail to Skegby and join the old Silverhill Colliery railway trail to Alfreton.
- 2.15. It is important to note that 9 kilometres of the primary route between Tibshelf, Skegby and Pleasley actually runs outside East Derbyshire through part of Ashfield District in Nottinghamshire. This section of route is also identified as a 'Linear Access - Longer Distance Route' in a report to the Countryside Commission entitled Countryside Recreation and Access Overview Sherwood Area of Nottinghamshire by David Tyldesley and Associates.

Secondary and Tertiary Routes

- 2.16. Within this primary network there will be a series of secondary and tertiary routes which will link up the remaining towns. The first route would run east-west from Shirebrook to Bolsover through to Chesterfield. There is no existing route between Shirebrook and Bolsover although the possibility exists of developing a greenway along the dismantled railway north of Shirebrook to Scarcliffe and then

upgrading a footpath from the B6417 to Hills Town in Bolsover. Development of a route between Shirebrook and Chesterfield would utilise parts of the Staveley, Markham, Bolsover, Hardwick, Pleasley link. Part of the route to the east of Hardwick Hall lies within Nottinghamshire .

Plan 1A Recommended Strategy and Visitor Attractions for the East Derbyshire
Greenways

Plan 1B Recommended Strategy and Visitor Attractions for the East Derbyshire Greenways

List of Visitor Attractions and Other Sites shown in Plan 1A and Plan 1B

- 2.17. Other desired routes identified by North East Derbyshire would be firstly to create a link between Dronfield and Sheffield to the north and Dronfield and Chesterfield to the south. Although there are potential recreational routes for the latter through the Holme Brook valley, the Council is particularly interested in creating a commuter route following the A. 61 corridor. 1991 data shows that journey to work movements between Dronfield and Sheffield in both directions are the highest in the County.
- 2.18. A Second desired route consists of an east-west link in the very north of the county from Killamarsh through Eckington to Dronfield. These routes have not been surveyed on the ground and remain desire lines rather than practical entities at this stage.

Plan 1A provides a sketch outline of the Northern network.

The Southern Section of the Figure of Eight

Primary routes

- 2.19. The southern section of the figure of eight would run from Alfreton in two directions; either east along the Blackwell Trail joining the Erewash Trail to Heanor or south through Alfreton to Butterley.
- Following the Erewash Trail to Heanor the route would then continue south through Heanor, Ilkeston, through Sandiacre and onto Long Eaton along the Nutbrook Trail.
 - At this point it would join the proposed Sustrans National Cycle route to Derby . The route would meet the existing Riverlife Way outside Derby and continue along this route until it reached Little Eaton.
 - The route would then run north up through Little Eaton and on to Ripley.
 - From Ripley the route would continue following part of the Leabrooks to Butterley Trail through to Alfreton.

An option exists for the latter route to pass through, rather than to the east of Ripley, following an old railway line. This is being assessed by a current joint working party involving the Borough and County Councils.

- 2.20. In addition to these two routes Amber Valley Borough Council regards the proposed Derwent Valley Way from Little Eaton to Bakewell as a major project which deserves high priority. Much of the route follows the edge of the present study boundary and it is therefore shown as a connecting route. (The costs of constructing parts of the route within Amber Valley Borough have not been included in this study)
- 2.21. It is important to note that in its present condition the Erewash Trail has the status of a footpath and is not designed for multi-user purposes. The Nutbrook Trail is only suitable for horses along part of its length. Parts of the Derby to Little Eaton

route are also unsuitable for horseriders. Amber Valley officers have some doubts about the proposed status of the Little Eaton to Ripley route because it includes on-road sections where vehicular conflict with walkers and riders may occur. As noted in paragraph 2.12 work will be required to upgrade these routes for multi-purpose use.

Secondary and Tertiary Routes

2.22. Two secondary routes are proposed:

- an additional east - west route running from Ilkeston to Derby; based on a feasibility study and detailed costings which were previously undertaken for the County Council by Groundwork Erewash in 1992 on this route
- a route from Butterley to Ambergate which has been surveyed by Sustrans, this would connect with the proposed Derwent Valley route from Little Eaton to Bakewell.

2.23. Other smaller circular routes within the framework should be explored in order to achieve links around town centres. Groundwork Erewash and Amber Valley discussed the opportunity of extending routeways along the River Erewash and Erewash Canal which run along the eastern edge of Ilkeston and Long Eaton. A circular route could be created linking into the Long Eaton to Heanor Trail with additional links into Nottinghamshire. The British Horse Society are keen to promote circular bridleways based upon routes which currently go from “nowhere to nowhere”. Further discussion should continue between the respective local authorities and the BHS, cycling groups and ramblers to develop secondary routes. Plan 1B provides a sketch outline of the Southern network.

Cross-Boundary Links

2.24. Development of the Greenway network within East Derbyshire will provide a major resource for people living throughout this part of the County and this is its primary function. However, the benefits of the Greenway network should be extended wherever possible into areas lying outside the County in recognition of the fact that users of routes are no respecters of local government boundaries, and in the case of cross boundary routes, are likely to come from both sides of the division. Close co-operation already exists between Derbyshire County Council and Nottinghamshire County Councils. Similar close relationships exist at District and Borough level and there are a number of joint working parties on existing rights of way and on countryside access and management and related issues.

2.25. Some of the most important cross boundary links, in terms of connections between the East Derbyshire Greenways and equivalent routes in adjacent authorities (or West Derbyshire) are listed below. The development of these links are all regarded as of high priority:

- Killamarsh - Rother Valley (South Yorkshire)

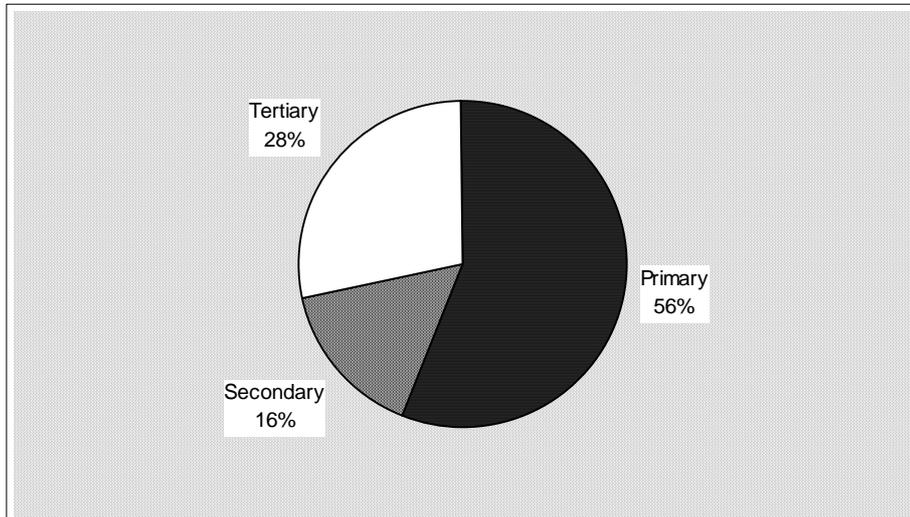
- Creswell - Worksop using Robin Hood Rail Link (Nottinghamshire) and link to the National Cycle Network
- Creswell - Robin Hood Way Walking Path (Nottinghamshire)
- Hardwick Hall - Teversal Pleasley Trail (Nottinghamshire)
- Tibshelf - Teversal / Sutton in Ashfield (Nottinghamshire)
- Long Eaton - Nottingham (Nottinghamshire)
- Midshire Way - Long Eaton (Nottinghamshire)
- Derby - Melbourne (Leicestershire)
- Little Eaton - Derwent Valley (West Derbyshire)
- Ambergate - Derwent Valley (West Derbyshire)

2.26. In addition to these existing cross-boundary links routes, there is the desire to link Dronfield and Sheffield although no route has been identified at present.

BASIC STATISTICS OF THE NETWORK

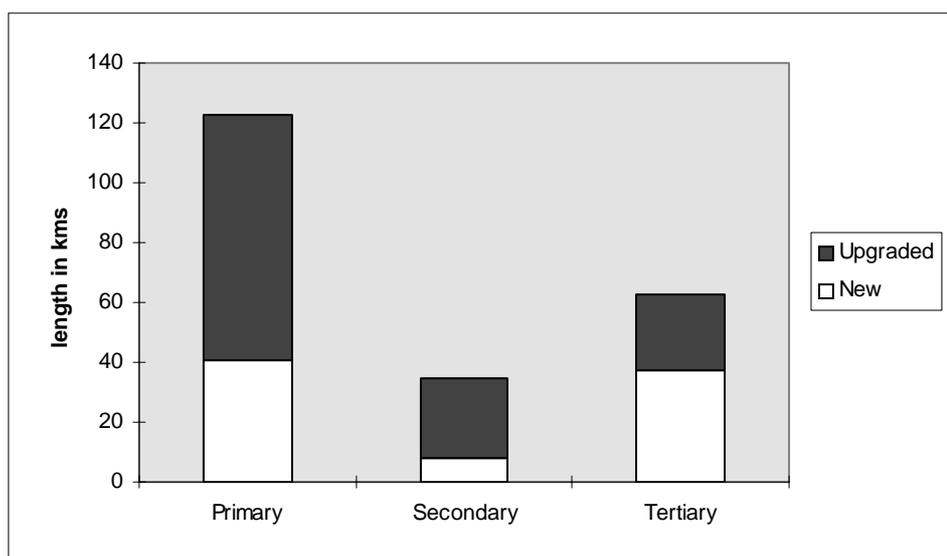
2.27. The total length of trails making up the Greenway network is estimated at 220 kilometres. Of this, the primary routes account for 122 kms (55.5% of the total), the secondary routes 30 kms (15.9%) and the tertiary routes 63 kms (28.6%) as shown in Graph 1.

Graph1 - Percentage of Network Made Up by Different Categories of Route



2.28. Over two thirds of the routes making up the network already exist on the ground, as shown in Graph 2. However most sections need to be upgraded to provide for multi-user activities, either by widening or re-surfacing of the track, or through the construction of new paths running parallel to existing routes. Roughly 40 kms of new route needs to be surveyed and developed.

Graph 2 - Proportion of Routes Requiring Upgraded or New Construction



PUBLIC TRANSPORT LINKS

- 2.29. One of the most important features of any Greenway network is to provide good links to public transport. Although the aim will be to encourage as many people as possible to walk, cycle or ride from their homes, large sections of the urban population will need to take a bus or train to the most convenient access point. Others will wish to use the Greenway system as part of an excursion or commuter journey but will rely on public transport for the remainder of the journey.
- 2.30. Sections of Greenway between towns are typically 6-8 kilometres long. Return trips of 12-16 kms can easily be undertaken by most cyclists, but the distances are more demanding for walkers. In consequence many walkers would prefer to follow a circular route or use public transport for the return journey rather than retrace their steps.
- 2.31. The re-development of the Robin Hood line has proved very popular with both commuters travelling into Nottingham to work and city dwellers heading to the countryside for recreation. Extension of the line northwards and the reopening of Shirebrook, Langwith, Creswell and Whitwell stations will provide increased opportunities for utilising both the East Derbyshire Greenways network, and the adjacent network of walks and trails in Nottinghamshire. Other important opportunities exist for increasing the use of the Derby-Long Eaton Railway and Alfreton Parkway, Chesterfield and Dronfield Stations.
- 2.32. A publicity campaign needs to be organised as part of the East Derbyshire Greenways strategy, to relate the existence of completed sections of greenways to the public transport network. For example, specially designed signs and posters should be commissioned and displayed at bus stops and in railway stations to increase public awareness, as discussed in the final section on marketing and promotion (See paragraphs 2.110 - 2.114).

- 2.33. Bus companies and train service operators also need to be encouraged to take a more active role in marketing the opportunities for using public transport to complete circular routes. Allied to this is the need to improve facilities for less able users and to make better provision for carrying bicycles on trains and buses.

DETERMINING PRIORITIES FOR ACTION

- 2.34. The value of a strategic approach to the planning of a Greenways network is that it allows evaluation of the network as a whole. A network is about the relationship of individual parts to the whole; it creates its own logic and adds value to each individual section. It is about opportunity and choice.
- 2.35. Once most or at least part of the network is in place, missing sections can be prioritised in the light of available resources. If a crucial link is required which will need significant new resources such as land acquisition or major new engineering features, its importance to the network in terms of costs and benefits should be evaluated, with the benefits to the network as a whole being brought into the equation.
- 2.36. This evaluation, after detailed survey and assessment, can form an essential supporting element to funding proposals which will follow the priorities for development identified in this study.
- 2.37. Thus key sections of the network such as the development of the Beighton - Staveley railway southwards to join the Five Pits Trail, the resolution of problems around Alfreton, the need for a safe crossing of the M1 west of Bolsover and a safe crossing over the A38 south of Little Eaton can be given a higher priority than say a more local route. Equally, if, as North East Derbyshire suggest, links between its northern settlements of Killamarsh, Eckington, and Dronfield plus links northwards into Sheffield are a major priority in terms of its network, then the construction of such links can be given a high priority in the programme, and funding bids to achieve this can reflect the greater significance of the link.
- 2.38. The best mechanism to achieve the completion of missing links is undoubtedly a carefully costed wish list, perhaps divided into three priorities - urgent, medium and low, based on the benefits to the network as a whole, with reductions in road accidents being a particular important factor - given the emphasis in DETR figures of the financial benefits gained in terms of every potential accident saved.
- 2.39. The urgent list would include major blockages, pinch points and busy crossings, without which the entire network or key sections of the network loses credibility. In some cases substantial funding for new engineering works may be required, and funding bids from a variety of outside sources may be needed - including appropriate TPP Package Bids, and the bidding process needs to be actively pursued with likely funding agencies.
- 2.40. The medium list will include many desirable if less essential schemes, and these may respond more to opportunity, for example a development proposal where planning gain or environmental improvement scheme is under way. However, as the urgent list diminishes, so these schemes will move up in importance.

- 2.41. Low priority - and these items may also move up the list - will include sections where some provision, such as a quiet byway or lane with some traffic, is in being, but the situation is far from ideal. These sections will normally have to wait until the urgent and medium list has been completed, unless of course an outstanding, low-cost opportunity offers itself.

CURRENT CONDITIONS

- 2.42. The nature of the existing trails throughout the study area vary dramatically in condition, ranging from tarmac surfacing appropriate for cyclists to bare earth suitable for walkers and horse riders. A substantial section of the existing routes need to be upgraded.
- 2.43. The majority of routes surveyed seemed to be well used. However one of the most noticeable elements which appears to be lacking are “gateways” to some of the routes; for example, access onto the Nutbrook Trail from the centre of Long Eaton was difficult to find. Within some town centres cycle lanes and route prioritisation requires major funding allocation in order to establish clear links onto routes.

ROUTE DEVELOPMENT

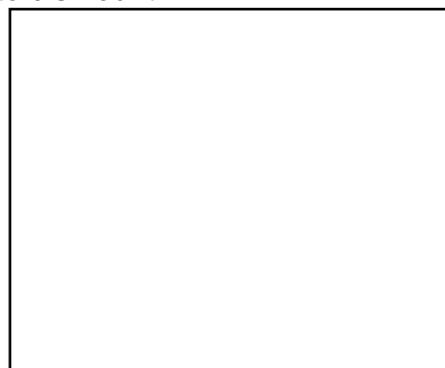
- 2.44. There are six key stages in any section of route development.
- 2.45. **Initial Route Planning** The exact line of route will depend on many factors, including local geomorphology, settlement patterns, land ownership and usage, and available features such as river valleys, old railway trackbeds, trackways. Careful field surveys need to be undertaken to establish natural desire lines, and links with other rights of ways including footpaths, bridleways and byways.
- 2.46. Active consultation with the local community and user groups should be encouraged; keeping them informed and obtaining support at an early stage in the design process. “Planning for Real” exercises may be beneficial to instil a sense of ownership in the routes proposed. This should be continued through all stages of the project development.
- 2.47. **Environmental Impact Evaluation** Any new route, however green its proposed end use, may have negative environmental impacts in terms of disturbance to vegetation, wildlife, habitats, landscape impact, pollution during construction and loss of privacy to local residents. Such impacts need to be carefully assessed and action taken to minimise such effects, including route deviations if damage is going to be severe and long lasting.
- 2.48. **Design and Construction Costings** The engineering works required to achieve the route need to be carefully evaluated and costed. Such aspects as surfacing, drainage, building or restoration of bridges, fences, tree planting and landscaping, access routes, provision of visitors facilities needs to be considered.

Maintenance provision needs to be built into initial designs, and on-going costs of future maintenance need to be estimated and allowed for in estimates.

- 2.49. **Funding Sources** of short term and longer term funding need to be evaluated and secured.
- 2.50. **Programme of Work** Suitable contractors need to be identified and appointed, and a work programme established over an agreed period, with firm quality controls being in place and an appropriate payment regime to reflect stages in the route building programme being completed.
- 2.51. There may be scope for using voluntary labour in part of the construction process, for example involving local schools in tree planting and related work, an activity which can do much to help give local children a sense of ownership and reduce subsequent vandalism and damage, as well as being an educational experience in its own right. As discussed in Chapter 5 opportunities to utilise the existing unemployed labour force through the new Welfare to Work programme should be explored.
- 2.52. **Promotion and interpretation** Allowance needs to be made in costings for promoting and interpreting the Greenway trails as discussed under marketing and promotion below.

DESIGN STANDARDS

- 2.53. A clear design specification is required in order to achieve consistency in design standards throughout the entire network of routes. Each type of use generates a different requirement in terms of the character of the route. Walkers would prefer routes with some scenic variation and a reasonable surface. Cyclists preference vary depending on the type of cycle, mountain bikers prefer irregular surfaces, long distance and utility riders prefer a smooth surfaced track. Horse riders prefer routes with variable gradients, a firm but not hard ground underfoot, with straight sections for galloping and cantering. Less agile walkers and users with wheelchairs require smooth hard surfaces. Preferences should be considered at an early stage in the design process in order to “design out” any potential conflicts which may arise and reduce maintenance costs in the future.
- 2.54. **Surfacing** Surfacing needs to be designed for specific uses in mind. Surfaces for walkers and cyclists would consist of a tarmac or fine compacted gravel whilst bare earth or grassed trails would be suitable for horse riders. BHS have specific guidelines on surfaces for bridleways. Surface materials should be non slip, resilient, well drained and require minimal maintenance.
- 2.55. **Widths** Where more than one use is being accommodated the routes should be 2.5 to 3 metres. Greater widths of 4 metres or more are appropriate for tracks including horse riding. Where routes reach pinch points of less than 1.5 metres in busy sections, cyclists should be encouraged to dismount.
- 2.56. **Segregation** Techniques for segregating users should be considered where there is the opportunity to do so. Three options



need to be explored. Complete segregation with each user being free to follow an independent trail within the same corridor; braided routes which allow some contact at different points along the route and the use of different parts of the track by applying surface painted markings to differentiate the footpath from the cycleway. Lastly minor changes could be created by dividing the route with a raised kerb or a central barrier.

- 2.57. Ideally a corridor approximately 20 metres wide with a defined route for each type of user would be created; a “highway for sustainable transport”. Obviously the opportunity to develop this is limited to available space. The linear corridor would be landscaped, with tree plantations established along the boundary edges; strategically placed to allow for views out and to restrict “no go areas”. There would be the opportunity to develop small rest and recreation areas and the entire route could be promoted as a wildlife corridor (see sketch plan above).
- 2.58. **Lighting** is important in urban areas, it can reduce damage in areas where there is a real or perceived problem with crime. Visibility along routes can also be increased by designing out blind spots, and adopting low level planting with a regular maintenance regime. Lighting will also encourage sports groups to use the routes in the evening for training purposes rather than the road.
- 2.59. **Planting** Opportunities to encourage land owners to set aside land adjacent to the route for planting should be explored. The use of farm woodland premium schemes, dedicating farmland to forestry would create diversity of experience along the route and be managed by the landowners rather than the council. Planting should be strategically located and regularly maintained to ensure there is adequate headroom under trees for cyclists, horse riders and walkers.
- 2.60. **Signage** Routes should be clearly signed at all access points indicating the exact location of the user in relation to the extent of the route. Adequate information on public transport, proximity to bus or rail links should also be readily available. As a general principle all greenway routes should be developed to a standard which does not restrict their use. On occasion, however, signs may be needed to draw attention to sections which contain steeper than average gradients. Alternative signage must also be considered along priority routes for the visually impaired, such as Braille boards and listening posts.
- 2.61. Consideration should be made with regard to the route identity. It is important to give the routes a distinctive image which will help to attract users and secure its long term popularity, such as the Nutbrook Trail.
- 2.62. **Furniture/Sculpture** Furniture should be designed to be in keeping with the landscape using readily available materials such as local stone or felled timber. The urban landscape should reflect a different quality of material, metal compared to more natural materials such as stone and timber in the countryside. Furniture along the route should include items such as seating, picnic tables etc. The

furniture should be robust, fire resistant and able to withstand vandalism. All items should be firmly secured to the ground.

- 2.63. Local schools should be encouraged to get involved in the design of street signage, leaflets and motifs themes for particular sections of the trails. Sculpture should play an important part in the design of routes using local schools and artists. Signage and sculpture should be robust enough to tolerate vandalism. All proposals for the siting,, materials and colour of signage, furniture and sculpture should be discussed with local user groups; for example, unsuitable locations may startle horses and place the safety of other users in jeopardy.
- 2.64. **Access Control Barriers** A recurring issue which needs to be considered early in the design process is the provision of access controls. Along several existing routes motorcyclists and four wheel drive vehicles are trespassing onto the routes, however introducing barriers tends to hamper horse riders and disabled access, in particular access for larger wheelchairs and electric scooters. Derbyshire County Council in partnership with a local manufacturer has developed a 'keyhole stile' for use on the Chesterfield Canal which provides access for wheelchair users but excludes motorbikes. Sustrans are currently working closely with the disabled people to redesign barriers providing radar keys to bypass the access controls and Sustrans have developed a standard horse stile which is well accepted by riders, but is unfortunately not 100% motorcycle proof.

MAINTENANCE AND OPERATIONAL COSTS

- 2.65. The study clearly shows that one of the main issues raised through discussion with the local authorities is the lack of funding allocated towards the maintenance of routes. Long term management and maintenance costs often determines the quality, number and length of planned routes. Design specifications should place a high priority upon minimising maintenance costs without reducing the attraction and value of the facility. Some of the main issues which need to be considered are:

Regular maintenance

- 2.66. All the routes must be regularly maintained. A well managed route will tend to be revisited by users and increased usage and management will help to reduce concerns over security, crime, vandalism and the accumulation of litter.
- 2.67. Regular patrolling of the route coupled with site maintenance, by cutting back overgrown vegetation and increasing visibility along the route are all practical ways of reducing actual crime, assisting in the detection of potential trouble spots and encouraging local people and other users to overcome inaccurate perceptions of the degree of risk from crime.
- 2.68. Local community action can only be encouraged where there is active participation on behalf of the authority as well. It would be unachievable if the

resources, back up support and interest is lacking. Ideally local communities should be involved right from the outset of initial consultations and any subsequent development of route proposals.

- 2.69. Management plans should be produced which will provide the framework for good conservation and maintenance practice on the Greenways.

The use of rangers/wardens/volunteers

- 2.70. Local authorities are often financially restricted in investing in the regular patrolling of routes. It is now normal practice for “patrols” to form integral components of maintenance and research work. Patrolling for its own sake is not considered to be an effective use of resources. In most areas wardens or rangers are either part time or responsible for controlling and maintaining more than one route. Alternative techniques should be explored to encourage the local community and users of the route to take on a responsibility for the construction and aftercare of the route.
- 2.71. Amber Valley have attracted a lot of volunteer support through the Ramblers and British Horse Society. The local community should be encouraged to look after the routes, possibly adopting sections of path to maintain. Additional labour to maintain routes could be explored through the new Welfare to Work programme.
- 2.72. Derbyshire County Council Green Routes Ways Initiative involves staff actively engaging with the local community and volunteers.

Codes of conduct

- 2.73. There are potential areas of conflict between user groups, between users and adjacent landowners and the local community. Issues raised range from cyclists speeding and frightening walkers and horse riders, to the landowners concerns over trespass, potential disturbance of adjacent land and public safety. Many areas of concern; perceived or real can be “ironed out” during the initial planning and design stages.
- 2.74. A code of conduct should be used where there is an existing or potential conflict between users. This should be displayed within leaflets for the overall network and on signage at access points onto the route, thereby educating people concerning the standards which are expected of all users.

PROJECT DEVELOPMENT COSTS

- 2.75. It is not practical to quantify the nature of the work or associated costs with any great accuracy within the context of this strategic overview, but some indication of the budget which will be required has been derived by reference to other studies and information held by the Consultants on typical construction costs. The sources of information have included construction costs for multi-user routes in

Central Scotland, East London, the Wye Valley, the National Cycle Network, and published data by Sustrans. Table 2.1 provides a typical digest of costs for a multi-user route involving entirely new construction, or upgrading of an existing system. The 'LUC' cost of £52,000 per kilometre for new greenway construction is based on 1998 current rates. Sustrans' rate is from 1994. It should be noted that design and supervision fees and land purchase are not included in this breakdown.

Table 2.1 - Typical Multi-User Path Construction Cost

Standard cost estimated per kilometre for a 3 metre width of paved surface with 300 mm stone base and 1.5 metre strip/verge each side, grass seeded and shrub/tree planted at intervals, bounded with post and rail fencing, with allowance for access controls and bridge repairs etc.			
	A - new construction		B - upgrade
item	LUC cost/km	SUS cost/km	LUC cost / km
earthworks & drainage	10000	8000	5000
stone base & wearing course	30000	10000	15000
post & rail fencing (linear metre)	10000	13000	5000
shoulders/verge seeding	1500	2000	1500
shrub/tree planting	500		500
access controls		4000	
bridge repairs		6000	
contingencies			
Totals	52000	43000	27000

Note: Route Categories: A construction of new route; B upgrading of existing route

- 2.76. As noted in paragraphs 2.12 the current condition of the paths and trails which make up the potential East Derbyshire Greenways network is very variable. Detailed surveys will be required of all sections in order to identify the full extent of work needed. In some cases this may involve widening or resurfacing existing tracks, but in others entirely new construction will be necessary.
- 2.77. Costs for new construction shown in Table 2.1 assume an overall width of six metres for the Greenway, which provides a reasonable but not over-generous corridor. Where it is practicable to widen the greenway still further this will be desirable. The main costs in creating the greenway lie in the excavation, filling and compaction of the path, and perimeter fencing. Costs arising from increasing the width of the corridor will be associated largely with land acquisition rather than physical works. In some locations it may be possible to increase the width to take in adjacent open space without incurring any increase in costs. In open countryside, the apparent width of the Greenway may be increased by incorporating adjacent land in the overall landscape strategy without providing public access to these areas. In this respect it is important that development of the Greenway network should complement other wider countryside and woodland management initiatives.
- 2.78. Costs for converting existing trails from single to multi-user routes will vary greatly depending upon local circumstances. In the 'typical' cost profile adopted in Table

2.1 it has been assumed that an existing 1.5 metre wide stone dust surfaced path is widened to 3 metres (or alternatively a second 1.5 metre wide path is constructed) , and that additional land needs to be acquired and fenced in on one side only of the existing corridor.

2.79. Using the standard costs quoted in Table 2.1 these figures have been applied to lengths of trails which are potentially upgradable to Greenways or would involve entirely new construction in each of the five Districts / Boroughs, as shown in Table 2.2.

Analysis of Costs

2.80. The total length of the Greenway network is estimated at 219.5 kilometres and the total estimated budget cost for developing it is £8.07 million, which equates to £36,800 per kilometre. The cost of creating the primary route network is estimated at £4.32 million, while the secondary and tertiary routes would cost £1.13 and 2.62 million respectively.

2.81. The cost of developing this greenway network in a reasonable timescale lies beyond the capacity of existing funding sources, since it would take anywhere between 15 and 25 years to complete at an annual rate of expenditure of say £300,000 - £500,000.

2.82. However, much of the work should be eligible for financial support from a variety of sources, including Landfill Tax Credit, Central Government, European funding, and the National Lottery, as discussed in later sections. There should also be greater opportunity for financing Greenway projects under the County Council's Transport Planning and Programmes Budget in future years.

Graph 3 - Costs for Developing Sections of the Greenway Network

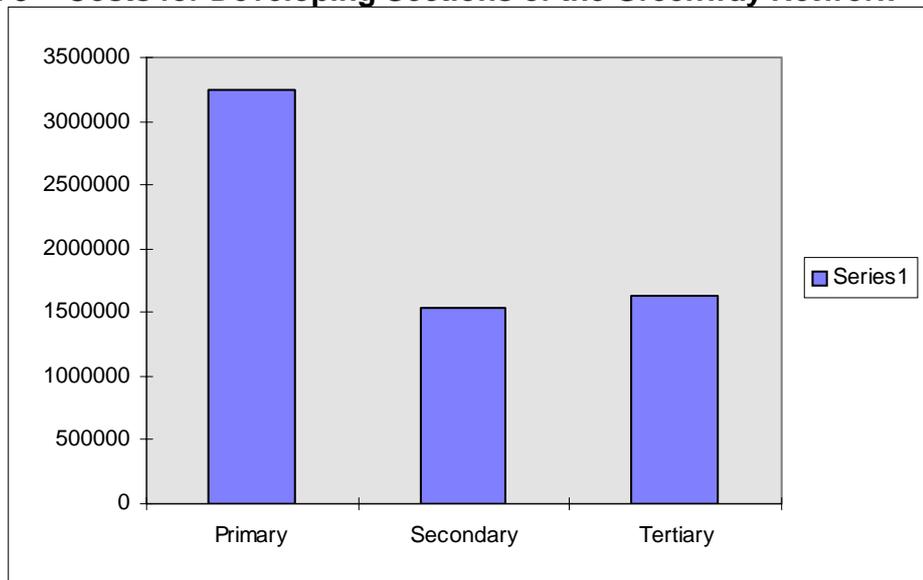


Table 2.2 - Estimates of Greenway Construction Costs Within Individual Boroughs / Districts

North-East Derbyshire				Bolsover			
routes	new	existing upgrade	total	routes	new	existing upgrade	total
primary	0	10	10	primary	13.5	13	26.5
secondary	1.5	10	11.5	secondary	0.5	10	10.5
tertiary	21	2	23	tertiary	8.5	4	12.5
total	22.5	22	44.5	total	22.5	27	49.5
rate/km	52000	27000		rate/km	52000	27000	
cost £000's	1170000	594000	1764000	cost £000's	1170000	729000	1899000

Chesterfield				Amber Valley			
routes	new	existing upgrade	total	routes	new	existing upgrade	total
primary	0	12	12	primary	6	27	33
secondary	0	1.5	1.5	secondary	6	5	11
tertiary	8	0	8	tertiary	0	0	0
total	8	13.5	21.5	total	12	32	44
rate/km	52000	27000		rate/km	52000	27000	
cost £000's	416000	364500	780500	cost £000's	624000	864000	1488000

Erewash			
routes	new	existing upgrade	total
primary	21	20	41
secondary	0	0	0
tertiary	0	19	19
	21	39	60
rate/km	52000	27000	
cost £000's	1092000	1053000	2145000

FUNDING

- 2.83. The single most critical funding issue relates to the provision of maintenance and operational services. Innovative ideas upon how this can be financed in the short and long term are required. The organisations involved in the study will undoubtedly be aware of the range of funding opportunities which are available to them. In terms of the strategic development of a greenway network in East Derbyshire we commend an approach which uses existing budget allocations to lever match funding. While an analysis of the market suggests that by far the most important user segments will be local, we particularly stress the need to collaborate in order to develop the strategic cross boundary routes which could encourage over night stays by walkers, cyclists and horse riders passing through. This would be important in obtaining grant support for tourism development, for example, from RECHAR funding. This will bring a tangible economic return to the

communities involved as well as recreational benefit. At this stage, it is impossible to determine the value of this return.

Sources of Funding - European Funding

EUROPEAN STRUCTURAL FUNDS

- 2.84. The key aim of this funding framework is to address regional imbalances through RECHAR and Objective 2 of the European Regional Development Fund. The funding is for capital support for works and business development associated with such projects. The funding rates are between 25-75 percent of any given project.

Rechar

- 2.85. One major source of funding is RECHAR which allows local authorities to seek to regenerate areas in decline following the demise of the coal-mining sector. RECHAR funding is applicable to the development of greenway routes for recreational purposes.

OTHER FUNDING

- 2.86. There might be opportunities arising to be part of European based demonstration projects under the auspices of DGVII or DGXXIII which feature transport and tourism initiatives. Current interest in cycling and walking routes in Europe is growing, if the routes under discussion can be shown to be European links rather than a patchwork of local routes. Funding is often arranged on a consortium base and match funded up to 50 percent.

Central Government

- 2.87. It is recognised that the main source of funding will most probably be attributed to the Transport Planning and Programmes Package bids submitted on annual basis. Other schemes administered by the Department of Environment, Transport and the Regions which are appropriate are described below:

ENVIRONMENTAL ACTION FUND: LOCAL PROJECTS FUND

- 2.88. This source of funding is available to organisations in the voluntary sector, grants fall within a range of between £10-75,000 per annum. A project can span 3 years. Types of schemes which are eligible are those which encourage sustainability, and improvement to local environments or encourage bio-diversity. Any such proposal would require match funding from the private sector or local authority.

LANDFILL TAX

- 2.89. The use of a tax levied on registered landfill site operators is an important source of funding. Operators can allocate up to 20 percent of their tax liability to organisations which are registered with the Landfill Tax Regulatory Body. The selected criteria for funding include land reclamation, provision of public amenity near existing landfill sites, wildlife habitats, environmental education and some building restoration work within a given range of a site. An organisation may receive up to 90 percent funding of any given project. Applications to be placed on the register of eligible organisations need to be directed to the regulatory body, Entrust, although local grants are administered by Derbyshire Environmental Trust. This source of funding obviously requires liaison with local amenity groups.

SINGLE REGENERATION BUDGET

- 2.90. Administered by DETR, this programme concerns primarily local economic and environmental regeneration. It also geared towards improving the quality of life including cultural and sports opportunities. Partnerships including local authorities, Training and Enterprise Councils and other organisations may apply for support.

Lottery Funds

- 2.91. There are two main sources of funds available from the Lottery Fund:

HERITAGE LOTTERY FUND

- 2.92. This supports primarily capital schemes which enhance access to and enjoyment of existing heritage sites. It is open to the voluntary sector and local authorities. Grants can be approved with match funding of between 50-90 percent, (although 50 percent is more common), for projects which are less than £100,000 and up to 75 percent for projects of more than £100,000.
- 2.93. The type of project within this category would include feasibility studies, land acquisition and refurbishment of existing facilities including urban parks (which are over 30 years old). This might prove useful in planning links to strategic routes.

LOTTERY SPORTS FUND

- 2.94. Since the Lottery Sports Fund was first established there has been only limited support for the development of multi user routes. This has reflected the fund's emphasis on sport rather than recreation. Schemes which improve access to existing recreational or sports facilities, thus helping to make them more popular, are eligible for support, together with projects aimed specifically at recognised sports like orienteering and trail quest riding.

- 2.95. Lottery Sports Fund administrators are being encouraged by national bodies to look more favourably at projects where a clear case has been made at a strategic level for providing better access to the countryside for all sectors of the community. There is a clear evidence that for many sectors of the community, Greenway schemes provide greater opportunities for healthy exercise than active participation in formal sports.
- 2.96. All the Lottery Funds are currently in a period of reassessment, due to the knock-on effect of the New Opportunities Fund that the Government has just established, which will lead to a reduction of approximately 20% in the level of resources which will be available in future years. However, given the strength of the case for increased support of access for riding, walking and cycling at a national level there may well be changes in policy which will allow greater support of these activities and it is therefore important that formal bids should be prepared and submitted to the Sports Lottery Fund.

Other Sources of Funding

- 2.97. One of the underlying forces of funding programmes is to encourage public-private and voluntary sector co-operation in bidding for projects. Organisations such as Derbyshire County Council, English Partnerships, Creswell Groundwork Trust and Sustrans are existing providers of resources in the development of Greenways in East Derbyshire. Furthermore, the Countryside Commission is also in a position to continue grant support for certain types of schemes. The Countryside's Quiet Roads and Greenways local initiatives are particularly appropriate. Other organisations which could provide support for schemes are:

ENGLISH PARTNERSHIPS

- 2.98. This organisation seeks to encourage the economic and environmental regeneration primarily through reclamation schemes and development of under-used or derelict sites. This could include the improvement of access, and recreational opportunities within an industrial site.

PRIVATE SECTOR SPONSORSHIP

- 2.99. Joint public-private sector schemes tend to be very localised and feature direct benefits to a private sector employer in return for support of a local project. There are opportunities for sponsorship in terms of interpretation, additional facilities and promotional events from regionally based firms.

INCOME GENERATION

- 2.100. The costs of developing a Greenway network are likely to fall principally on the public purse, with some private sector support through sponsorship, but the benefits of creating an efficient and well-used network will be spread much more widely through the community. These benefits will include significant boosts to

the local economy where recreational as well as commuter and other utility trips are involved. There is now substantial evidence at national and international level of the beneficial economic impact which is provided by multi-user trails. For example, the economy of the area between Padstow and Wadebridge in Cornwall has been transformed by the creation of the Camel trail with six local businesses offering cycle hire, while provision of accommodation and catering provides still greater indirect contributions.

- 2.101. In Cumbria, and the Northern Pennines, the opening of the Sea to Sea (C2C) Cycle trail in 1996 attracted 12,000 new visitors to the area spending an average of £30 a day, and contributing £1.5 million to the local economy. Its real significance lay, however, in the areas where money was spent, since the remoter areas of the route offer very few sources of local employment other than farming to sustain the community. One illustration of the direct benefits which the route has brought is the fact that the only public house/ guest house in Nenthead has trebled its annual turnover, and taken on four members of staff. The retention of local village stores and post-offices in remote villages has been made possible by the injection of new spending by cycling visitors.
- 2.102. Detailed research on the C2C, Cuckoo Trail, Camel Trail and Manifold trail confirms that cyclists spend more per head in the areas they pass through than most other visitors. The average expenditure for day excursionists on the C2C trail was found to be £7.23 in 1996, while research by Lumsdon and Smith in the Peak District produced a figure of £8.16. Touring cyclists on the C2C were found to spend an average of £30 a day. Lesser sums are spent by home-based cyclists taking short rides for utilitarian purposes like visiting friends or shopping.
- 2.103. Studies of expenditure by walkers and riders suggest that they spend less than cyclists, since walkers and riders tend to carry more of their own provisions. Nevertheless, visits to pubs, cafes and local shops are often an important part of the overall 'experience' and it is reasonable to anticipate average expenditure of £5 a day per person.
- 2.104. Attempts to calculate the potential economic returns from investment in the Greenway network are fraught with difficulty. To start with there are no reliable baseline data from which to predict levels of use. Secondly, there is no easy way of anticipating the proportion of users who will be attracted for commuting, utility or recreational trips. In these circumstances the best which can be achieved is to provide an informed guess based on experience from other areas.
- 2.105. As a starting point for assessing numbers it has been assumed that a typical 'journey or trip' will range between 10 - 20 kms. There are around 20 sections of route which offer distinct origin-destinations for such trips. A low level of activity on any given section of route would be 25,000 users a year a moderate level of use would be 75,000 and a high level would be in excess of 125,000 users a year.
- 2.106. Using these very basic figures a table (Table 2.3) can be constructed to show the minimum-maximum levels of use which might be envisaged over the whole network.

Table 2.3 - Potential Levels of Use of the East Derbyshire Greenways

Level of Use over 20 sections of the Network		
Low (x 25,000)	Moderate (x 50,000)	High (x 100,000)
500,000	1,000,000	2,000,000

- 2.107. Having established a potential range in activity from a half to two million users a year it is necessary to estimate the proportion of users participating in commuting, utility or leisure trips. Actual levels of use are likely to vary from year to year, and from one part of the network to another. In addition, different parts of the network will prove popular for different purposes. In general, the network is likely to see a higher level of commuting and utility trips than most established multi-user routes in tourist areas. It is suggested that commuting and utility trips are likely to represent 60-80% of the total with leisure trips representing the balance of 20-40%
- 2.108. Commuters and utility users are unlikely to spend substantial sums during their daily journeys although in the case of cyclists significant investment will be made in equipment, clothing and servicing of bicycles. This would be counterbalanced by a decrease in car maintenance and fuel expenditure. A substantial increase in revenue to bus and train operators would be likely to follow development of popular commuting routes which are linked to public transport. The increase in number of commuting or utility trips using the Greenway network could have a marked impact on levels of expenditure on public transport as opposed to use of private cars. How this redistribution of expenditure patterns would affect the local economy would require a major study in its own right although it would be unlikely to result in any major net gains or losses
- 2.109. The most likely area in which new expenditure would be generated is through recreation or leisure trips, since these will tend to be new activities rather than displacement of existing activity. For the purposes of estimating income generation it has been assumed that 90% of recreational/ visitor trips would be day visits, with 10% involving overnight stays (ie holiday trips to the area). This ratio gives a figure for average daily expenditure per head of £8.40 calculated as follows.

9 day visitors / recreation users - 50% cyclists / 50% walkers/riders - spending £6.00 each	£54.00	
1 overnight visitor - spending £30/day/night	£30.00	
10 trips @	£84.00	= £8.40 average

2.110. Table 2.4 gives a breakdown of potential expenditure by recreational and tourist users, allowing for different ratios of visitors/ recreationalists to commuters and utility visits.

Table 2.4 Estimates of Potential Levels of Expenditure on Leisure Trips

Proportion of Total Trips represented by Recreational/ Visitor Trips	Low 500,000/Year		Moderate 1,000,000/Year		High 2,000,000 / Year	
	No.'000's	£ 000's	No. '000's	£ 000's	No. '000's	£ 000's
20%	100	840	200	1660	400	3320
30%	150	1260	300	2520	600	5040
40%	200	1680	400	3360	800	6720
50%	250	2100	500	4200	1000	8400
60%	300	2520	600	5040	1200	10080

2.111. Reference to Table 2.2 suggests that, with low levels of activity, leisure use of the Greenway network by 100-200,000 people a year could generate between £ 840,000 - £1.68 million. Moderate levels of activity involving 200,000- 400,000 people could raise expenditure to £3.36 million, and at high levels of activity 800,000 people could spend £6.7 million within the local economy.

2.112. Taking the middle position as a reasonable target the figures suggest that the Greenway network could generate increased expenditure of £2-3 million per annum in the towns and villages linked by the network. The costs of maintaining the network would be considerable, perhaps requiring between £250,000- £500,000 per annum in providing a ranger service carrying out annual maintenance, and managing publicity and promotion, but the net income to the local economy would still represent a very good rate of return on the initial capital investment of £8.07 million.

2.113. The benefits of promoting the Greenways network would extend much wider than direct financial returns to the local economy, since its use should result in:

- a reduction in the risks of accidents,
- helping to change attitudes towards the use of the private car, and,
- encouraging use of more sustainable forms of public transport

MARKETING/PROMOTION

- 2.114. Marketing is the process by which the target markets for the product - Greenways - are identified and promotion is the mechanism by which awareness of the product is raised among those target markets.
- 2.115. There are different target markets for Greenways. The simplest of all are the committed user groups - the walkers, cyclists and horseriders, who will respond to little more than good signing from access points and readily available maps of the routes, which should also show access points, available car parking and public transport interchange opportunities as well as local facilities such as cafes, pubs, shops and toilets.
- 2.116. Less motivated users, including people living in neighbouring housing estates who do not regularly use the countryside, as well as visitors to the area, will require more confidence building material to encourage them to use Greenways. This may include leaflets promoting sections of the Greenway from points close to where they live or are likely to stay, offering simple directions of how to get there and what to do, suggesting circular walks and cycle rides and available bus links. A programme of events or guided walks/cycle ride programme can also do much to create awareness of countryside recreational opportunity, and it is almost certain that there are existing schemes and projects, for example at Shipley Country Park and other County Council run sites, that can benefit the new Greenway network.
- 2.117. There is also an important role for high quality interpretation, both to increase public understanding and enjoyment, and to help modify visitor behaviour to respect the local countryside and the wider environment. Much excellent work is already being done in this respect in Derbyshire and the Districts. It can be undertaken through printed literature (which need not be technical or elitist), and by good quality interpretation panels, though these are inevitably prone to vandalism and defacement. There is also great scope, as suggested above, for guided walks and events programmes. Much can be achieved by targeting and working with local schools, to celebrate something of the area's special history and the diversity of wildlife that can be experienced from the Trail.
- 2.118. Recent work in Nottinghamshire, supported by the Countryside Commission shows that one of the most important aspects is effective coordination of available resources, using joint publicity and promotion as a comprehensive package rather than through different authorities promoting routes within their districts or boroughs.

3. STUDY METHODS

INTRODUCTION

- 3.1. This chapter briefly outlines the procedure which was adopted for discussion with the key players, identification of problems and opportunities, overview of site conditions, key resources and analysis of the strategic route options. These items are examined in Chapters 6 and 7.

DISCUSSIONS WITH KEY PLAYERS

- 3.2. A meeting was held on the 19th December at Shipley Country Park inviting all consultees from a list supplied by the County Council to attend (see Appendix 1). The aims and objectives of the study and the role of the consultancy team were briefly outlined at the meeting. Local authority representatives were invited to make a brief statement on the current state of development of multi-user trails, footpaths, bridleways within the local authority area. Other participants including Sustrans, Groundwork Trust and British Horse Society were asked to provide statements with regard to their current involvement and experience on multi-user trails.
- 3.3. Following this initial meeting detailed discussions took place with all the study partners and consultees to ensure that all viewpoints had been considered. The responsibility of consultation rested with TFL in the northern part of the study area and LUC in the south. Interviews were set up with all district/borough councils (listed below) running for approximately one to two hours. The remaining consultees were contacted by phone. A full list of the consultees is in Appendix 1.
- Amber Valley Borough Council
 - Bolsover District Council
 - Chesterfield Borough Council
 - Erewash Borough Council
 - North East Derbyshire District Council
- 3.4. A proforma sheet was developed to act as a guide for discussion but not aimed to hamper the free flow of conversation on the topic (Appendix 2). The pro forma sheet was issued in some cases to the local authorities in advance.
- 3.5. Key questions on the sheet sought to clarify the status of existing routes, to establish a priority of routes and to determine realistic desire lines within and outside the individual councils' areas. The questions discussed how the routes were selected and what involvement, if any, existed with the local community and user groups.

- 3.6. Some of the questions were aimed at establishing the annual expenditure of new routes over the past three years and the annual budget on maintenance and interpretation. The questions also focused the proportion of funding provided by various bodies such as government organisations, authorities, private sponsors, and European funding.
- 3.7. Following discussions a draft report was submitted for circulation and a workshop was set up on the 17th of February inviting all consultees to discuss the findings of the initial stages of the study with written comments to be submitted before the end of February.

IDENTIFICATION OF PROBLEMS AND OPPORTUNITIES

- 3.8. During the interviews and telephone calls consultees were asked to discuss and identify the main problems in their district or borough and potential areas for development. The key findings are discussed in more detail in Chapters 6 and 7, along with issues raised in local planning policies.

OVERVIEW OF SITE CONDITIONS

- 3.9. Given the extent of the study area it was decided that analysis of site conditions would need to be restricted to a few sample points. The study team identified existing and proposed links on the network through a combination of fieldwork verification and desktop surveys, checking existing and proposed routes against information provided through interviews and from local plans and strategies.
- 3.10. Fieldwork was undertaken over a period of two days. Due to the tight time constraint and the wealth of existing routes, survey work involved a mix of selecting key crossing points and vehicular access points close to routes. A survey record sheet was set up and details were noted concerning the character of the existing trail including notes on boundaries, width between boundaries, the gradient of the route, track surface, condition and width of the track, evidence of vandalism and levels of use.(See Appendix 3). At each point a photographic record was taken.

IDENTIFICATION OF KEY RESOURCES

- 3.11. Key resources were identified through a variety of methods. A detailed study of regional, local plans and strategies, through discussions with consultees and information provided from the tourist offices at Derby, Chesterfield and Ripley. Resources identified within the study area and close to the boundary such as the Attenborough Nature Reserve were plotted onto plans 1A and 1B.

REVIEW OF PUBLISHED PLANS

- 3.12. National, regional and local plans and strategies were reviewed in detail highlighting the relevant sections as discussed in the previous chapter.

MAPPING OF EXISTING DATA

- 3.13. Ordnance survey information covering the study area was provided by Derbyshire County Council and the existing and proposed routes for cyclists, horse riders and walkers were plotted onto GIS at 1:10,000 scale.

ANALYSIS OF STRATEGIC ROUTE OPTIONS

- 3.14. The analysis of strategic routes options was discussed in detail with local authorities and user groups in order to establish a clear picture of the internal network and cross boundary links. Consultees were asked to prioritise the principal routes in the area and to identify desired routes leading to other destinations outside their area of operation. The adjacent local authorities listed below were also contacted:

Derby City Council

Leicestershire County Council

Nottinghamshire County Council

Sheffield City Council

Rotherham Metropolitan Borough Council

4. POLICY CONTEXT

- 4.1. A wide range of government and local policies which are relevant to the development of a strategic network of multi user routes are briefly outlined in this chapter. Part One considers national policy guidance followed by a review of the remit of statutory agencies. Part Two outlines local planning policies and strategies at a county and district or borough level for the area and Part Three outlines the regional strategies for the area.

PART 1 - POLICIES AT A NATIONAL LEVEL

Government Guidance

- 4.2. For the study area, guidance on government policy is provided by the Department of Environment and Transport. Planning Policy Guidance notes (PPGs) are the principal source of guidance to local planning authorities and others on the policies and operation of the planning system in England. They set out the Government's planning policy priorities and provide practical guidance on general and specific aspects of the planning system.
- 4.3. Guidance contained within the relevant PPGs includes the requirement for local authorities to actively promote tourism, sport and recreation, and refers specifically to the role of cycling. Other PPGs are concerned with policies related to environmental conservation and stress the importance of safeguarding natural resources.
- 4.4. The following paragraphs consider the guidance contained within the PPGs which have a direct relevance to the proposed development of a strategic network of multi user routes, beginning first with the guidance which seeks to promote cycling.

Policies Encouraging Cycling, Walking and Horse Riding Development

- 4.5. **Transport - PPG 13 (March 1994)** PPG 13 sets out the Government's views on the development of Britain's transport system. The Guidance note states that the level of cycling in the United Kingdom is significantly lower than that in a number of neighbouring countries which have taken steps to make cycle use attractive as a day to day means of transport. Local authorities are encouraged to produce planning policies which will stimulate and assist people in using bicycles. Proposals maps in local plans should indicate routes along which cycling will be made safer and more attractive. Where possible, such routes should involve separating cyclists from other road traffic, developing shared pedestrian and cycle routes guidance and catering sometimes for the horse riders as well. (**see Box 1**).
- 4.6. Specific reference is made to provision for cyclists is contained in the Guide to Better Practice, PPG 13, published in October 1995. This document notes that cycling is environmentally friendly and healthy, economical and efficient for local journeys. It notes that about half of the journeys in the country are under 5 miles,

or 8 kilometres, in distance. Bicycles are currently used for less than 3% of these journeys, while the car accounts for 45%. Only 2% of all the journeys in the UK are made currently by bicycle. This compares with 10% in Germany, 18% in Denmark and 27% in the Netherlands. The Government is keen to promote cycling and improved safety for cyclists. Its 1992 White Paper entitled 'Health of the Nation' underlines the health benefits that could arise from cycling.

- 4.7. The Department of Transport published the **National Cycling Strategy** in December 1997. Its main aim is to create a focus for organisations and individuals who are able to influence cycle policy formulation. The National Cycling strategy sets out objectives and identifies targets to be achieved by the year 2002. Particular emphasis is placed on increased co-operation between organisations in the public, commercial and voluntary sectors.
- 4.8. The Government is now encouraging the development of a National Cycle Network which was first promoted by Sustrans and has recently been given direct support from the Millennium Commission. The national network aims to create an infrastructure of continuous, high quality, safe and attractive cycle routes reaching into all areas of mainland Britain (*see Box 2*).
- 4.9. The tourism potential of developing cycle routes is referred to in PPG 13. Transport choices of tourists and residents in rural areas can be influenced by the right sorts of development plan policies and proposals. The example is quoted of the development of a new railway station on the Gloucester/Bristol line which provides better links to nearby urban areas and makes local tourist attractions more accessible. Another example of a highly effective network for encouraging both local residents and visitors to cycle to work or for leisure is a network of cycleways linking market towns in Allerdale and Copeland in Cumbria.
- 4.10. This Guidance note aims to encourage the use of cycles for short commuter and shopping trips, and encourage people to use cycles rather than cars for short journeys. It encourages the development of cycle routes as transport links and is primarily concerned with the promotion of cycling as a form of transport.
- 4.11. **Planning Policy Guidance, Tourism - PPG 21(November 1992)** This PPG discusses the economic significance of tourism in relation to environmental impact. Its advice is directed primarily at the preparation of local plans and policies and there is no direct reference to multi use tracks within it. Tourism covers a wide variety of activities and impinges on many different types of location, both urban and rural, and trends in tourism are constantly changing as new types of activity, new attractions and new destinations become popular. The planning system should therefore facilitate and encourage development and improvement in tourist provision, while tackling any adverse effects of existing tourist attractions and activity in a constructive and positive manner.
- 4.12. **Sport and Recreation - PPG 17 (September 1991)** This Guidance note stresses that Sport and Recreation can help to improve an individual's health and sense of well-being, while also having a valuable social and economic role. Specific reference is made to the development of cycling and walking in paragraph 19 of the PPG which states that local plans should contain policies on the potential for re-use of disused railway tracks (*see Box 3*).

KEY REFERENCES TO CYCLING POLICIES IN GOVERNMENT GUIDANCE

BOX 1

Extract from PPG 13 - Transport

4.16 Plans may also include policies for cycle use of redundant railway lines or space alongside canals and rivers. Sometimes such routes may serve the dual purpose of providing linear parks in urban areas. Routes shared with pedestrians, and sometimes with horseriders, should be considered where space allows. Provision of cycle routes and cycle priority measures should be encouraged in new development. As with pedestrian routes, care needs to be taken to ensure that cycle routes are not isolated from all other activity.

4.17 Authorities should encourage the provision of secure cycle parking at public transport interchanges, including railway stations and park and ride facilities, to increase the opportunities to use cycles in combination with public transport and car sharing. Provision of secure cycle parking facilities should be sought in all major developments and in town centres, and at educational institutions.

4.19 The Government 1992 White Paper 'Health of the Nation' contained specific proposals for developing targets concerned with the health benefits of physical activity and set targets for the reduction of accidents. The creation of safer areas for pedestrians and cyclists can help to ensure that the promotion of physical activity does not expose people to a higher risk of accidental injury, and make a contribution to meeting the Government's objectives.

BOX 2

The National Cycle Network

The National Cycle Network aims to create an infrastructure of continuous, high quality, safe and attractive cycle routes reaching into all areas of mainland Britain. Half its mileage will be traffic-free routes for shared use by cyclists, walkers and people with disabilities; the other half will be on traffic calmed and minor roads. The network will extend through urban to rural areas, enhancing access to the countryside. Launched by Sustrans in 1994 as a 5,000 mile (8,000 km) network, the enthusiasm of local authorities and other partners has boosted the total planned mileage beyond 6,000 (9,000 km).

BOX 3

Extract from PPG 17 - Sport and Recreation

Local plans should contain policies on the potential for reuse of disused railway tracks, which have an important part to play in offering recreational opportunities in urban areas and the countryside. For example, such tracks can be transformed into footpaths or cycleways, which provide safer alternatives to urban roads, or give access to the countryside. When proposals for redeveloping goods yards or station sites on such routes are being considered, the aim should be to preserve a corridor for recreational use in order not to interrupt a significant length of disused track with recreational potential. Where a local authority has an opportunity to purchase a disused line, consideration should be given to its potential recreational value.

Policies Promoting Sustainable Development and Environmental Protection

- 4.13. **Countryside and the Rural Economy - PPG7 (January 1992)** Government's strategy is outlined in guidance for the protection of the environment based on sound stewardship of the heritage and on creating the conditions for a healthy and growing economy. The Government's main aims are :
- to encourage economic activity in rural areas;
 - to conserve and improve the landscape, and encourage opportunities for recreation;
 - to conserve the diversity of our wildlife particularly by protecting and enhancing habitats.
- 4.14. In developing planning policies for the countryside, local authorities are advised that the guiding principle should be that the development will benefit the rural economy and maintain or enhance the environment. The countryside can accommodate many forms of development without detriment, if the location and design of the development is handled with sensitivity. PPG7 discusses in considerable detail the importance of protecting the environment in designated areas including National Parks, Sites of Special Scientific Interest and Areas of Outstanding Natural Beauty. In discussing the role of AONBs, the guidance states that, "the primary objective of designations is conservation of the natural beauty of the landscape" and that "AONBs differ from National Parks in that the promotion of recreation is not an objective of their designation, though these areas should be used to meet the demand for recreation so far as that is consistent with the conservation of natural beauty and the needs of agricultural, forestry and other users".

Aims of Statutory Agencies

- 4.15. Several of the policies outlined previously have been formulated on the advice of statutory agencies, who are also responsible for issuing their own guidance. The following section briefly outlines the responsibilities and role of the statutory agencies.

Countryside Commission

- 4.16. The Countryside Commission operates throughout England, and is the national organisation responsible for the conservation of the English countryside and its enjoyment by people. The Commission owns no land or facilities but aims to work with others to achieve three broad aims:
- to conserve and enhance the scenic, natural, historic and cultural qualities of the whole countryside;
 - to secure and extend opportunities for people to enjoy and use the countryside for open-air recreation;

- to promote understanding of the countryside, its life and work, having regard for the needs of agriculture, forestry and the economic and social need of the countryside.

4.17. The Countryside Commission is in the process of launching a new strategy for the development of Greenways in its aim to encourage a more sustainable use of the countryside. The Countryside Commission defines Greenways as "high quality, multi use routes which enable people to access the countryside near their homes. They are designed and managed for shared use by people on foot, bicycle and on horseback".

4.18. The underlying concept of these routes is that they should provide:

- an opportunity for non-motorised travel from peoples' doorstep to the countryside.
- an assured, high-quality recreational experience in its own right.
- an attractive, "green route in terms of both its physical characteristics and its environmental quality.
- access to, and linkages between places that people might wish to visit.
- routes open for use "as of right".
- routes for multi-use by walkers, riders and cyclists.
predominately traffic-free use. Any short sections which are open to vehicles will be subject to traffic calming.
- High quality published information about the route in the form of guidebooks or leaflets.
- routes serving recreational demands which can also meet utilitarian demands, e.g. for local journeys to work or to school.

Further criteria for defining Greenways are based upon patterns of use and requirements for their establishment, management, and maintenance, as follows:

- Greenways will normally be located in areas where there is the greatest demand, such as on the urban fringe or a popular holiday or recreation destination.
- Every Greenway should be part of a network - meaning in this context a planned system of routes and sites, linked (where possible) to public transport.
- The approach will be to establish where people want to go and then secure their means of doing so, rather than working only with access rights as they currently exist.
- The emphasis should be on the co-ordinated provision and management of a range of routes and adjoining sites.
- sections that make up a Greenway may include selected public rights of way, permissive paths and quiet roads. The sites will usually include a mixture of public and privately owned and managed land.

- An important part of the approach will be to secure (by agreement) new and extended recreation opportunities.
- the approach should also recognise any *de facto* use of land for recreation that takes place within the area and bring these sites into the scheme.
- while aiming to cater for as wide a range of users as possible, a Greenway will be intended primarily to meet local demands from the adjacent urban population.
- an important part of the approach will lie in meeting the special needs of visitors with disabilities, who are elderly or have restricted mobility.

4.19. The Commission has stated that the benefits of developing Greenways are primarily seen as:

- (a) Improving the quality and the range of opportunities for the public to enjoy the countryside;
- (b) Establishing safe and enjoyable links from cities and towns into the countryside, either directly or via public transport, thereby helping to reduce people's dependence on cars; and including complete circuits where possible, so that people do not need to retrace their steps;
- (c) Ensuring that high-quality information is available to inform people about the recreation opportunities that exist and to enhance their appreciation of the countryside;
- (d) Helping to overcome conflict between different types of recreational activity and between recreation and other land uses; and,
- (e) Enabling the use of the most popular areas of the countryside to be monitored, so we can be sure that such use does not damage the environment".

4.20. In parallel with its work on Greenways the Commission is actively pressing for measures to reduce the impact of the private car on the environment. In its report **Rural Traffic: Getting it Right** (November 1997), the Countryside Commission predicts that traffic levels will grow faster in rural than in urban areas, leading to ever increasing problems of congestion, danger and pollution on roads in the English countryside. The Commission sees an urgent need to develop pro-active strategies to reduce traffic impact, including traffic calming measures, improved public transport, and the development of networks of "quiet roads" and multi-user Greenways to provide a safer environment for walkers, cyclists and horseriders. A number of demonstration projects are being developed in areas such as the Lake District, the Surrey Hills, Devon and the Peak District.

4.21. The Countryside Commission emphasises that multi user routes should be available to all sectors of the community and should be designed with this aim in mind, including the elderly and less able. Increasing attention is being given to cycling at a national level since it represents one of the fastest growing informal recreation activities, but it is important that greenways should become

equally popular with pedestrians and horse riders. In many rural as well as urban areas facilities for walking and riding are more limited than those for cycling because access to private land is restricted and there is no legacy of paths and bridleways. The Pedestrian Association is actively campaigning for walkers to be given the same priorities as cyclists when road schemes are re-designed to be treated.

- 4.22. There is scope for conflict between different user groups if multi user routes are not planned carefully, but fortunately there is now much useful advice about good practise in the design of routes, including publications by Sustrans, who fully appreciate the importance of encouraging shared use.

Environment Agency (EA)

- 4.23. The EA has statutory duties and powers under the 1991 Water Resources Act which include conservation, flood defence, navigation and recreation throughout England and Wales. The Agency was set up In April 1996 when it combined the former National Rivers Authority(NRA) and Her Majesty's Inspectorate of Pollution (HMIP). The Environment Agency has a general duty to promote amenity and recreation on land and water in its control.
- 4.24. Proposals to construct bridges, or buildings close to the river bank or any development within 7 metres of the top of the river would require the consent of the EA. The EA has been involved in developing new strategic routes such as the Severn Way and in proposals for the Tame Way which in some sections will cater for cyclists and horse riders. In particular circumstances where potential or existing routes run close to major river courses the EA could become a more active partner providing technical and financial support.

English Nature

- 4.25. English Nature is the agency responsible in England for advising central and local government on nature conservation and for monitoring, research and promotion of wildlife and natural features. It establishes, maintains and manages National Nature Reserves, notifies and protects SSSIs, and provides advice to central and local government on policies affecting nature conservation. It also has a statutory role in development plan preparation and development control.
- 4.26. English Nature's position statement on access and nature conservation states that its objectives for access are "to maximise the benefits of nature conservation to people and in doing so, to ensure that the resource itself is not degraded". Nature conservation and access need not conflict provided appropriate management and good practice measures are implemented to mitigate potential damaging effects. Where access is shown to have actual or potentially adverse effects on nature conservation, English Nature will take a precautionary approach in considering management for the area, and will monitor the need for continued research. The statement refers to the positive benefits that can result from encouraging understanding and awareness of nature conservation and helping people to care for and enjoy our natural heritage.

Forestry Commission

- 4.27. Since April 1992, the Forestry Commission has operated under two distinct arms: The Forestry Authority is responsible for the payment of grants for approved planting and restocking schemes, and the Forest Enterprise which is responsible for the multi-purpose management of the Forestry Commission's own woodlands, including the provision of recreation facilities.
- 4.28. It is Forest Enterprise's national policy to encourage cycling and walking in its forests where this is compatible with the well-being of the forest; "to take the action needed to facilitate access by the public on foot extending it as widely as is consistent with the safety of users and with the Commissioners' legal obligations."(Forest Enterprise Business Plan 1996-1997). One example of Forest Enterprise's initiatives is its active promotion of cycle tracks along the disused railway lines within the Forest of Dean, where specific trails have been constructed for different users.

British Waterways

- 4.29. British Waterways are a publicly owned body sponsored by the Department of Environment, Transport and Regions (DETR) and are responsible for the management and care of "over 3,200 kms of canals and rivers in Scotland, Wales and England". A major amount of the work is financed by grant aid from the DETR.
- 4.30. British Waterways (BW) were invited by the DETR in August 1997 to develop an integrated transport policy. BW aims are outlined in their policy document issued in November 1997; "Developing an Integrated Transport Policy". The policy focuses attention on four areas; inland waterway freight, integrated transport and land use planning, the use of the towpath and road effects in inland waterways. BW considers that it is a major "opportunity for the inland waterways to realise its full potential "as an "environmental sustainable resource for transport and tourism, as an agent of economic regeneration and national heritage asset accessible for all".
- 4.31. BW highlights that "towpaths provide good connection to existing footpath and public transport networks "and are beneficial to both cyclists and walkers in terms of health and environmentally. BW hope that through the investment and management in the future, the towpath network will "offer a major sustainable network for cycling and walking" To generate funds to support this objective BW will look towards landfill and corporation taxes, DETR grants, funding from Local authorities, the lottery and also hopes to extend the principle of charging cycle permits wherever it is practical to do so.

PART 2 - LOCAL AUTHORITY POLICIES

- 4.32. National planning guidance discussed above has been taken into account by local authorities when preparing the development plans for their areas. The structure plan, prepared by Derbyshire County Council, outlines key strategic policies as a framework for local planning by district and borough councils. Local plans, prepared by the borough and district councils set out more detailed policies to guide development in their areas.
- 4.33. This section reviews the local authorities policies, starting with Derbyshire County Structure Plan and strategies, and progressing through the five district plans and strategies of Amber Valley, Bolsover, Chesterfield , Erewash and North East Derbyshire. The purpose of this section is not to identify local authority priorities but to précis current policy.

Derbyshire County Council Policies and Strategies

Derbyshire County Structure Plan Policy 13 - Cycling - May 1990

- 4.34. "Provision will be made for safe, pleasant and, where possible, segregated networks of cycle routes to link residential areas with major attractions such as educational establishments, shopping centres, countryside and other recreational facilities and employment areas. The networks will also provide links between towns. Where appropriate, they will take advantage of opportunities presented by utilising disused railway lines and suitable footpaths, bridleways, highways and existing recreational routes."

Derbyshire County Structure Plan Milestone statement

- 4.35. The Derbyshire County Council **Milestone Statement**, published in July 1996 in response to the Countryside Commission's **Milestone Initiative**, sets out an agenda to have the County's network of public rights of way legally defined, well maintained and well publicised by the year 2000. This includes exploring the possibility of creating circular routes for horseriders and cyclists, and investigating the possibility of an equestrian route for the Midshires Way through Derbyshire. Although not all targets will be achieved by the year 2000, sufficient improvement to the network as a whole will be in place by then to be of real benefit to all users.

Derbyshire County Transportation Strategy- July 1995

- 4.36. The strategy reflects changes in direction pending new Government strategy for transport, including the 1994 **Sustainable Development Strategy for the UK** which suggests transport should "meet the social and economic needs for access to facilities with less need to travel and in ways which do not place unacceptable

burdens on the environment". The main objectives relevant to this study are outlined below:

- 4.37. Objective 1 is: "To influence and manage transport demand" Means of implementation will "approach transport problems by examining opportunities to pursue a package approach in which a combination of traffic management measures, parking policy and improvements to public transport, cycling and walking facilities will; be utilised instead of, or in addition to, traditional highway improvements".
- 4.38. In line with PPG 13, through Development Plan Policies and in conjunction with District Councils, Derbyshire County Council will: "seek to ensure that plans for new development contain good access for public transport to and from local centres together with the provision of facilities for cyclists and pedestrians".
- 4.39. Objective 2 is "to reduce reliance on the use of private cars".
- 4.40. Objective 3 is "to give very high priority to the safety and health of people affected by the transport system". "Healthy modes of transport such as walking and cycling will be promoted, facilitated and encouraged."
- 4.41. Objective 4 is "to develop area transportation strategies which produce solutions based on an integrated package of measures" to include "schemes to promote and facilitate cycling and walking".
- 4.42. Where appropriate proposals will be developed and included in future package bids for TPP funding, with the first studies to be concentrated on the Peak Park, Derby and Chesterfield".
- 4.43. Objective 5 is "to pursue traffic management and calming measures" including measures to "improve conditions for pedestrians, cyclists and disabled people".
- 4.44. Objective 7 is "to establish a realistic and manageable programme of transport schemes" which will have regard "to improving safety, alleviating environmental problems, supporting economic development and tourism, improving conditions for public transport operation, pedestrians and cyclists".
- 4.45. Objective 11 is "to set an example in responsible use of transport" to include measures to "encourage and assist cycling to work and, where appropriate, on business, particularly by providing secure parking facilities, shower and changing facilities."

Derbyshire County Transportation Strategy- Cycling Strategy July 1995

- 4.46. In the introduction to this strategy it is stated that "cycling is one of the most environmentally-friendly forms of transport and a real alternative to the private car for short journeys." But it is noted that in UK as a whole, with 11 million cycles in households, cycling represents only 3% of trips, and 1% of personal mileage, even though 75% of all personal journeys are less than 5 miles, a distance potentially ideal for cycling.

4.47. 31% of households in Derbyshire have no car (43% in some areas). It is therefore suggested that there is a potential for considerable additional journeys to work to be made by bicycle within the county. DCC is therefore committed to "promotion of cycle ways and joint use of some footpath or footways for cycling, better provision for cyclists at road junctions" and to other "cycle initiatives."

4.48. "Increase in cycling as a leisure activity may well encourage more cyclists to use this mode of transport for other journeys - to school, work, local shops etc, particularly if traffic-free routes were developed."

4.49. Current cycleway/cycle route initiatives in eastern Derbyshire are as follows:

Trans Pennine Trail Link
Glapwell Railway (part completed)
Five Pits Trail
Peasley Trail (proposed)
Blackwell Railway (proposed)
Shipleigh Country Park cycleway
Long Eaton to Heanor (part complete)
River Life Way
Little Eaton to Melbourne (part complete)

4.50. The Objectives of the Strategy are as follows:

- To improve safety
- To encourage modal shift from the private car"
- To improve the environment"
- To encourage people to think "bike" (with consequent health benefits)

4.51. Policies which have been approved to achieve these objectives include:

- Creation of safe cycle routes, especially to and from school
- The encouragement of cycling as a healthy and environmentally friendly form of transport as an alternative to the private car.
- The construction of cycle facilities, network of routes and long distance cycle paths.
- The improvement of access and facilities for cyclists including measures:
 - to implement via the Structure Plan a process adoption of cycling policies in local plans and input into Local Plans and the TPP of the provision of networks and dedicated routes for cyclists and routes for shared use, e.g. cyclists and pedestrians"
 - to ensure that new cycle paths and networks are safe, direct, well-signed and match the required travel patterns of cyclists.
 - to ensure that new cycle paths are afforded legal status as rights of way in order to ensure that they are properly maintained and to preserve their availability for future generations"

- to provide cycle links between long-distance cycle paths and adjacent town centres"
- to construct cycle lanes, cycle crossing points, advanced stop lines at traffic signals and other measures to assist cyclists to take advantage of existing highway"
- to develop and promote park and bike and bike and ride facilities including the availability to take cycles on public transport.

4.52. The suggested way forward is as follows:

"Each scheme or initiative will have specific targets/objectives, e.g. % increase in numbers cycling to work/school, reduction in cycle journey time, reduction in cycling casualties" and its progress will be monitored.

Derbyshire County Transportation Strategy - Pedestrian Policy Statement (Draft) 1997

4.53. Four broad categories of walking are identified in the statement:

- **Complete walking journey** - walking all or most of the way between point of origin and destination - i.e. from home to school, work or shops
- **Walking as part of a journey using another form of transport** - i.e. to and from bus stop, car park or railway station
- **Social Walking** - covers a wide range of activity - e.g. window shopping, strolling, meeting people and general browsing,
- **Recreational Walking** - includes countryside rambling, and children playing in the street

4.54. The Pedestrian Strategy suggests a need to "encourage people away from private car use for short journeys and to choose more environmentally friendly forms of travel." and to "reduce reliance on cars and thereby reduce traffic congestion, pollution and community severance."

4.55. Nationally, it is noted that walking makes up a third of all journeys, 80% of journeys less than one mile, but only 3% of distance travelled. Much of the population of Derbyshire is concentrated in Chesterfield and other towns in the east of the county. Only 13% of journeys to work are currently on foot - 67% are by car - there is, therefore, "considerable potential for change of travel mode"

4.56. Four key elements are required to be in place to achieve the aims of the pedestrian Strategy:

- I. **Pedestrian environment** - there is a need to make the pedestrian environment more convenient, pleasurable and comfortable. Policies should include better management of the infrastructure.

II. **Land Use** - there is a need to integrate land use and transport planning policies more effectively, to include good access to facilities and to public transport; new development offers opportunities to create appropriate facilities for walking.

III. **Safety** - there is a need to improve pedestrian safety and security; to include ways of reducing pedestrian vehicle conflict, e.g. with refuges, reducing vehicle speeds, e.g. 20 mph zones and pedestrian areas (28 schemes costing £700,000 planned over next 3 years), safe routes to school, etc.

IV. **Changing attitudes** - there is a need to increase public awareness of the valuable role of walking - to think "pedestrian". 16% of peak traffic is now produced by parents "doing the school run" reflecting a need to educate and create greater environmental awareness.

- 4.57. There is also a need to monitor pedestrian activity and change of behaviour mode as a result of new policies and action.
- 4.58. The Policy Statement recognises that there are two potential sources of funding for new initiatives:
- i] Making better use of resources from existing budgets - e.g. Road Maintenance, Local Safety, Traffic Management. Mobility and "Specific Allocations", and
 - ii] Attracting funds from external sources, e.g. TPP Packages, EU, Lottery, Developers, District Council contributions.

Derbyshire Countryside Strategy (1990)

- 4.59. The Derbyshire Countryside Strategy was prepared in response to the Countryside Commission "Recreation 2000" strategy. The main aims relating to this project are outlined below.
- 4.60. A prime aim is to improve access to the countryside and to encourage its use as a whole by all sections of the community for informal recreation. This is to be achieved by providing country parks, trails, picnic areas and other facilities for recreational trips, and maintaining and improving the public rights of way network for walking and cycling.
- 4.61. Highlighted under this aim is the need to prioritise rights of way which are close to urban areas or which are close to public transport routes and to promote country parks as gateways leading to the countryside. It is also essential to support public transport links to the country parks and develop circular routes from urban areas. New promotional techniques need to be developed to promote routes and low cost accommodation provided to encourage people to use the countryside.
- 4.62. A related aim is to develop new recreation routes and access to the countryside. "The County Council has developed routes on disused railway lines and canal which can serve as 'tasters' for the inexperienced. It is essential that the management of these is planned to cater for both experienced and inexperienced visitors. Priority needs to be given to areas which are directly accessible from urban areas or which have public transport available, including river corridors and green areas extending into towns and cities."
- 4.63. "The County Council supports the network of Regional Routes for walking, cycling and horseriding. adopted by the East Midland Regional Council for Sport &

Recreation." The County Council also supports a number of trails and in 1983 a "strategic network of recreational cycle routes" was adopted as a long term aim.

The Challenge - A Derbyshire Local Agenda 21 Strategy

- 4.64. Two points which are relevant to this study are Key Challenge Point 3 and 5. Key Challenge Point 3 is to "Promote sustainable recreational use of the countryside", and a key objective in realising this is "to develop and promote a network of paths for walking, cycling and horseriding, linking to urban areas"
- 4.65. The related County Council Action Programme is to develop six additional trails; prepare a draft strategy for trails network, to complete this strategy and develop the network, and promote it within and outside the county.
- 4.66. Key Challenge 5 is to "Promote Sustainable transport to cut congestion on Derbyshire Roads and improve public transport. The County Council proposed action is the development of new cycling facilities and routes, including the National Cycle Network Route within Derbyshire, crossing facilities, cycle storage schemes signing of routes."

District and Borough Planning Policies/Strategies

Amber Valley Borough Council

Leisure Routes

- 4.67. Amber Valley are seeking to establish leisure routes throughout the borough to encourage the local community to walk, cycle or ride as a recreational activity, with some routes being aimed at attracting tourists. Other routes will be focused primarily on journeys to and from work, linking the main residential areas with centres of employment. The routes should be designed to avoid roads heavily used by vehicles. The main objectives of the strategy are outlined as follows:
- to improve safety and encourage more people to cycle, walk and ride.
 - to provide a co-ordinated set of routes ranging in length and aimed at commuters, the local community and tourists
 - to maximise use of existing routes in the interests of minimising costs and maximising resources
 - to link routes to new developments
 - to market routes by circulating leaflets and waymarking
- 4.68. The strategy outlines the numerous factors which should be considered when designing the route, the legal implications, construction and maintenance factors, access points, leisure route crossings, additional landscape, facilities (signage, lighting and interpretation), security, leisure route promotion and funding allocation. The strategy outlines existing and proposed routes.

Amber Valley Borough Council Local Plan Adopted August 1994

- 4.69. Amber Valley Local Plan supports the need for a range of public transport services and facilities (Policy TP17, TP18). The document indicates a priority to improved rail links" in order to maintain and enhance the local economy" and will continue to press for improved facilities at all stations (Langley Mill, Alfreton, Belper, Ambergate, Duffield and Whatstandwell). The Borough will also encourages innovative forms of transport, including car sharing schemes, community transport initiatives and park and ride schemes with particular regard for commuters to Derby and Nottingham (Policy TP20).
- 4.70. The Local Plan seeks to promote alternative routes of transport for the cyclists, walker and horse rider, together with an improvement in facilities for all users avoiding potential conflicts between users. This is discussed in more detail under Policies of Recreation, Leisure and Community Facilities.
- 4.71. With regard to leisure routes the Council identifies that there is an opportunity to develop abandoned canals and disused railway lines as informal leisure activities. These will link with open space, centres of employment and housing. The plan seeks to protect such routes and avoid conflict between user groups (Policy R24,25,26).

District of Bolsover Council

Bolsover District Local Plan (Deposit Draft December 1997)

- 4.72. One of the key transport objectives (Objective 2) is "to ensure maximum accessibility for both residents and visitors to the area by making efficient and effective use of existing road space and by promoting the use of public transport, cycling, horseriding and walking."
- 4.73. Rail routes are to be protected in the area (Policy TRA2), and the reopening of stations is planned (in May 1998) as part of Stage 3 of the Robin Hood Line at Shirebrook, Langwith, Creswell and Whitwell (Policy TRA3). The possibility of extension of the line to Sheffield along an existing freight route via Clowne and Staveley is being examined, with a further station site being identified at Clowne.
- 4.74. In the Local Plan the Council also recognises that "there is considerable potential for adding new routes to the existing definitive network of footpaths and bridleways". Local horse riding groups, as well as individuals have expressed concern over the shortage of bridleways in the area. It is suggested that new links could be established by demonstrating former use of paths and tracks by horseriders through more research.
- 4.75. The need for new countryside recreation facilities and multi user trails is recognised in Policy CLT 12. The paragraph also states that "the network of bridleways and other off-road routes available to horse riders in the District is fragmented, however, with riders often being forced onto busy roads, putting

health and safety of both horse and rider at risk. " Policy CLT13 makes provision for the needs of the horseriders.

- 4.76. Policy TRA 14 proposes improvements to the network of walking and riding routes. "The District Council, in association with the County Council, will investigate ways of extending and improving the footpaths and bridleways network, and will involve parish councils and appropriate interest groups."
- 4.77. Bolsover Council "recognises the need to encourage the development of good quality networks of routes and acknowledges the advantages it will bring to tourism in the area. For these reasons the council will investigate ways of extending and improving the network of bridleways and other horse riding routes in consultation with adjoining local authorities as stated in TRA 14. The need to protect wildlife habitats and woodland, and to avoid any disturbance development work is fully recognised.
- 4.78. Specific provision for Cyclists is dealt with by Policy TR16: "In considering proposals for both development and traffic management the local planning authority will seek to secure measures that will make cycling safer and more attractive and to improve the network and accessibility of cycle routes. The local planning authority, in consultation with local cycle groups, the local highway authority, local interest groups and adjoining local authorities, will seek to implement a network of safe cycle routes based on those shown on the Proposals Map for further evaluation."
- 4.79. The provision of convenient and secure cycle parking will be sought in town centres and at all major developments including bus connection points and railway stations, educational institutions, employment and leisure sites (Policy TRA 16).
- 4.80. Reclamation of derelict land is a priority in the Local Plan and is covered by Policy ENV 13.

Chesterfield Borough Council

Chesterfield Borough Local Plan (February 1996)

- 4.81. Chesterfield Borough Local Plan contains policies which support access into the countryside. The document highlights, in particular, the protection of the Chesterfield Canal and the Trans Pennine Link from development which may prejudice its existing character (Policy ENV 11 and 12).
- 4.82. The document supports policies to improve facilities for pedestrians especially with regard to the footpath initiatives and ongoing maintenance of the rights of way network. The Borough Council seeks "to encourage cycling, and to enhance facilities for cyclists. Cycle routes within the Borough would be best suited to the river valleys and existing routeways such as the Canal and disused railway lines. The following two routes have been selected for implementation: the corridors

from Holme Hall, Ashgate along the Holme Brook Valley and from Walton along the Hipper Valley. "

- 4.83. Policy TRN16 and TRN17 are more specific. "The existing routeways along the Holmebrook and Hipper Valleys as shown on the proposals map will be upgraded for use by cyclists and cycleways". TRN17 indicates "a footpath cycleway/bridleway will be constructed by the Borough Council on the former Staveley-Arkwright town disused railway line as shown on the Proposals Map".
- 4.84. The Council also indicates the need to improve the public transport network throughout the Borough including park and ride schemes, traffic management and environmental improvement schemes which allocates a greater priority towards bus traffic (Policy TRN19). The Council has also developed a cycling strategy which has been considered by the development committee and adopted but not yet published.

Erewash Borough Council

Erewash Borough Local Plan Adopted September 1994

- 4.85. Erewash Borough Local Plan contains policies which seek to protect and enhance multi user routes. In the transport section of the plan, the council identifies the fact that thirty percent of households do not have access to a car; in areas such as Ilkeston the figure is nearly twice as high, 56.5% (data taken from the 1991 census). The Council outlines general policies which seek to support a clear network of public transport facilities by bus or rail in particular the re-opening of railway stations. However, the document highlights the limitations it has over implementing public transport improvements.
- 4.86. The Plan indicates that cycling is an efficient and healthy form of transport, but notes that in order to reduce accidents and encourage cycling as a safe means of transport specific improvements such as cycle lanes and cycling priority areas will be required to encourage greater use of cycles in towns. Implementation of such policies requires close liaison with the County Council Highways department and allocated funding (Proposals T7).
- 4.87. Policies for Recreation and Leisure Policy R1, R2 and R3 seek to promote recreational routes stating the Council's commitment to seeking and providing routes for walkers, cyclists and horse riders based on the public Rights of Way network and opportunities which exist along disused railways and canals. The Plan identifies four main routes which should be protected from development; the Derby Canal, the Ilkeston to Derby railway, Nutbrook Canal and the Stanton to Ilkeston Railway Line. The document also states that priority will be given to urban fringe areas where "circular walks and rides will be promoted and maintained".

Erewash Cycling Strategy - March 1997

4.88. In addition to guidance by Derbyshire County Council Erewash Valley Borough Council has set out its own framework for cycling in a document called "Erewash Cycling Strategy 1997". The strategy expands on some of the policy statements included in the local plan and focuses on off road cycling. The strategy puts forward proposals for the next ten years. The broad strategic principles include the following:

- development of a network of off-road cyclepaths across the borough, and support for the creation of the National Cycle Network.
- provision of cycle facilities such as cycle parking, ancillary facilities, and financial incentives to encourage council employees to cycle to work
- improvement of cyclepaths, cyclelanes and junction improvements
- close co-operation with the County Council and with other partners to provide better cycle facilities, increase levels of use and seek additional funding.

North East Derbyshire District Council

North East Derbyshire Local Plan (October 1995)

4.89. The North East Derbyshire Local Plan (Deposit draft) was placed "on deposit" between October and November 1995. Following receipt of the Inspector's report in August 1997, a set of modifications were placed on deposit in February 1998 with representations on the Proposed Modifications being required by the end of March 1998.

4.90. The local plan highlights that water courses can provide important green corridors which are valuable for recreation, amenity and natural history uses. The Council seeks to support all measures to upgrade the water courses in the District and a wildlife strategy has been prepared to identify and guide opportunities for enhancement.

4.91. Under a section on Leisure Routes (8.40) the Council is pursuing a policy of using former colliery lines as footpaths and cycle tracks. These include:

- The former Beighton-Steveley Railway in the east passing through edges of Renishaw and Killamarsh. This route forms a southern spur of Trans-Pennine Trail.
- Five Pits Trail to be linked to Clay Cross, Bramley/Rowthorne Trail and Chesterfield Canal.
- Footpaths and cycle route around Callow and Arkwright to link with Five Pits Trail.

- The Mickley-Morton railway line
 - The Cuckoo Way - involving the creation of a long distance footpath linking Chesterfield Canal Towpath to River Trent at West Stockwith.
- 4.92. The Deposit Draft plan emphasises the value of multi-user routes to secure "full integration with the comprehensive network of more local footpaths, accessible to all members of the community, linking settlements with the countryside and existing facilities".
- 4.93. The Chesterfield Canal has been identified as a linear feature of sub-regional importance as a leisure route. Proposals have been made by the Chesterfield Canal Society for the full restoration of the canal to navigable status. Policies seek to protect the canal and encourage proposals which seek to help "realise the full recreational, leisure, natural history and historical potential of the Chesterfield canal" (Policy R15 and R17).

North East Derbyshire District Council Cycling Strategy (1998)

- 4.94. The Cycling Strategy sets out the Council's policies for increase the level of cycling as a "widely accessible, convenient, healthy, economic and environmentally friendly mode of transport". The objectives outlined in the strategy are to:
- maximise the role of cycling as transport in order to reduce car use
 - develop a safe, convenient, efficient and attractive method of transport
 - ensure policies are included in the structure plan, local plan, transport policies and programme, challenge funding, other resource bids and complimentary strategies
 - promote cycling as a healthy activity and a leisure activity.
- 4.95. The County Council's Transport Policies and Programme bid for 1997/8 contained a proposal for a cycle network in Dronfield to use and link existing "cross-site" paths passing through the main residential areas to link schools, sports centres, and main civic areas. Cycle routes are also being created in the new development at Coney Green, Clay Cross. A prime target (Target 1) is to double cycle use by 2002, and further double this by 2012.
- 4.96. In Policy 2, the Council highlights the need for high quality cycle routes and states that priority will be given to "an inter urban route between Sheffield and Chesterfield" which would provide "an important link between several settlements in North East Derbyshire. The main settlements of Dronfield, Eckington, Killamarsh, Clay Cross and Wingerworth have potential to create a high level of cycle traffic, with people cycling to school and work." Policy 3 of the Council's Cycling Strategy sets out the Council's priority for route development and states that utility routes are the Council's top priority, with recreational routes and links to the national cycle network and the Trans Pennine Trail a lower priority.

- 4.97. Policy 6 will protect key potential cycle routes while Policy 7 indicates that development opportunities will be used to provide facilities for cyclists. Policy 9 seeks to ensure that longer journeys can be made using a combination of cycling and public transport.
- 4.98. Three ways are suggested for achieving these targets - Engineering works to provide cycle friendly infrastructure, encouragement to promote cycle route usage, education in road safety skills (cyclists and drivers), and health and safety promotion.

Summary

- 4.99. This analysis of planning policies and related strategies shows that, without exception, all of the local authorities within the project area have adopted a forward looking and positive approach towards more sustainable forms of transport in the future.

PART 3 - REGIONAL STRATEGIES

- 4.100. In addition to government guidance and local planning documentation there are two regional strategies which have been prepared for East Derbyshire; The East Derbyshire Woodland Project, The Three Valleys Countryside Project Strategy and the Creswell Heritage Area Strategy. These are discussed in more detail below.

East Derbyshire Woodland Project - Strategy Document (May 1997)

- 4.101. The East Derbyshire Woodland Project covers an area of approximately 180 km². It is located predominately to the east of the county; an area which has suffered from a dominance of industry, coal mining and resulting dereliction. The objective of the project is to "redress the imbalance through planting new woodland and management of existing areas. There will be a variety of woodland ranging from small copses, urban fringe woodland planting to hedgerow planting".
- 4.102. A prime aim of this strategy is to form links with and between the local community and the countryside resource:
- 4.103. "For the countryside and woodlands to be easily accessible to local communities a network that links urban areas with the countryside must be provided. Links must also be made between key areas including those of recreational, education wildlife and archaeological interest. The existing network of long distance trails and public rights of way form the basis for developing a more extensive system. A system of wooded greenways for walking, cycling or riding should be created that are clearly identified with appropriate way-markers. There is also a need to increase the availability of routes suitable for use by all sectors of the community, including the young, the elderly and the disabled."

- 4.104. The document identifies that the use of "the disused transport network provides many opportunities to develop such multi-user routeways. It is essential to co-operate and liaise with other relevant agencies to take advantage of every opportunity to extend the existing network of trails and to create wooded corridors that link key sites. "
- 4.105. The document contains a map of "established" and "proposed" Recreational Trails within East Derbyshire which support many of the long term strategies proposed by the district and borough councils.
- 4.106. The project is strongly supported by the Forestry Authority (who have allocated £1 million over a period of ten years to the project), the Countryside Commission, MAFF, English Partnerships, Government and European Union.

The Three Valleys (Moss-Drone Rother) Countryside Project Strategy 1995-2000

- 4.107. The Three Valleys Countryside Project operates in an area of approximately 70 km² between Sheffield and Chesterfield; a landscape which has been dominated by mining and industry. The project aims to work "towards the sustainability of the countryside, by encouraging conservation, and through appropriate access and education initiatives will empower local communities to play their part".
- 4.108. Among the key objectives to be realised through an annual work programme (with detailed targets) is improvement work on the public right of way network in the project area and a policy to "develop circular access routes, with priority given to links with the Trans Pennine Trail and major settlements". It is proposed to open two new footpaths each year, with the Killamarsh area as a priority, and to work towards establishing a "riding/cycling route" (area not specified).
- 4.109. There will be close liaison with special needs groups to ensure that the network is, wherever possible, accessible to all. The strategy aims to encourage local horse riders to be more actively involved with maintaining the network and aims to explore possibilities for liaison with landowners over permissive access (Owler Carr/ Long Wood are seen as a priority). Dedicated or concessionary routes will be negotiated where opportunities are identified.
- 4.110. The project will actively promote the use of public transport to access the countryside, by advertising these facilities through its own events and on recreational route leaflets. The basic aims of the Marketing and PR strategy are to promote an understanding and respect for the countryside in all age groups, to bring enjoyment for a wider cross-section of the community and to encourage more people to participate in local projects.

Creswell Heritage Area Strategy

- 4.111. A strategy for Heritage Area has been prepared by Derbyshire County Council, Nottinghamshire County Council and Bolsover District Council with the assistance of English Heritage, Countryside Commission, Nature Conservancy Council,

Bassetlaw District Council and Museums and Galleries Commission. Creswell Crags represents an archaeological resource of international significance, being the most northerly concentration of early pre-historic sites that has survived in the world. Threats to the site from a proposed extension of the sewage treatment works in Creswell Gorge, the impact of heavy traffic and visitor access to the caves causing erosion all call for a future management policy to ensure the protection and conservation of the caves.

4.112. The aims of the strategy are to:

- ensure the protection of the site,
- demonstrate how opportunities for recreation, tourism, research, and education can be realised
- indicate solutions to the particular problems raised in the area
- show how international and national resources can be enlisted to ensure the implementation of proposals.

4.113. In order to implement the strategy a management agency is proposed with two functions; firstly to establish a strong image and promotional drive to maintain the momentum of proposals and seek the support of the private, public and voluntary sector and, secondly, to support an organisation capable of running the Heritage area on a daily basis.

IMPACTS OF OTHER GREEN TRANSPORT POLICIES

4.114. In discussing strategies for the development of a Greenway network for walkers, cyclists and horse riders it is important not to forget that other transport initiatives may be proposed in the interests of sustainable development along the same potential routeways. This applies particularly to the re-instatement of railways on disused and abandoned lines. The Robin Hood Line in Nottinghamshire is one of the best examples in the country of a successful scheme of this nature. Within the eastern part of Derbyshire there are a number of disused railway corridors where interest is being expressed in re-opening routes, including the links between Clowne and Staveley.

4.115. Where a decision is taken to promote a new railway, or bus route in preference to completing the Greenway circuit this should not be seen as a dis-benefit, but as complementary. What is critical in such circumstances is that the new rail or bus service should be fully integrated with the remainder of the Greenway network, and that, where possible a new route is provided, especially for horseriders.

5. THE MARKET

- 5.1. Provision of any recreational facility, whether it is situated in an urban or a rural area, should closely reflect the needs of the market, that is the number of people living within key catchment areas, as defined by journey time, including staying visitors at established holiday resorts, who are likely to use the facility. It should also have regard to strategic objectives (e.g. regeneration and environmental improvements) and trends. Nevertheless opportunity and practicality have to be acknowledged as significant constraints upon desirable targets.
- 5.2. In simple terms, attractions which lie close to large populations, i.e. within walking or cycling distance or easy access by car or public transport, will be far more heavily used than those which are situated, say, one or two hour's journey time away, unless the attraction is of extremely high appeal to overcome this time/distance barrier.
- 5.3. In countryside recreation terms, only a handful of major recreational areas, such as the Peak District National Park or Sherwood Forest are likely to draw more than a specialised minority for more than an hour's journey; indeed the key markets in travel terms are those within half an hour's journey; this is especially true of walkers and cyclists, only 15% of cyclists, for example, use any other form of transport (car, bus or train) to reach areas away from their own locality.
- 5.4. The importance of a market led, rather than a resource led, approach is that it will focus attention of providers and funders on the real priority, which is the people who will benefit from the provision. If a trail is being developed to provide maximum public benefit in terms of achieving key objectives for safety, health and physical well being, and access to and from the countryside for informal recreation, then resources should be focused on that part of the network which serves the largest potential group of users. A further factor is enabling people of more limited means, including the important 25% of the population who according to Countryside Commission surveys rarely use the countryside. The majority of such rare users do not have access to a car. If such people are indeed a target market for Greenways, it is important to prioritise routes which serve their needs and which are easily accessible on foot, by cycle or public transport from residential areas, rather than only being accessible by car. Such routes will have added value to communities if they serve important recreational areas, such as a Country Park, or lead to or from a town centre without having to cross busy roads or dangerous traffic intersections.
- 5.5. This may conflict with a more opportunistic led approach which, for example, might focus on the restoration of a former railway trackbed in a more rural location simply because it happens to be available and not required for other development, even though it does not serve any sizeable catchment population and does not lead to any worthwhile destination.
- 5.6. It has been suggested, for example, that a weakness of the National Cycling Network is that it does not have a market led approach. In other words, it seeks to deliver a strategic network of long distance trails without any proven market

demand, when the market for that form of long distance cycling - say from Penzance to Aberdeen - might be very small indeed. In contrast, some individual links in the chain - say Chesterfield to Sheffield - would in fact deliver an important new off-road walking and cycling facility between these settlements and also serving intermediate settlements, to a potentially huge local market. Where a particular link in the chain can be shown to offer such benefits it is likely to deserve priority and perhaps higher levels of funding, including land acquisition costs, to overcome technical problems and barriers.

- 5.7. It is also important to look at the kind of activities which are undertaken by potential users to ensure that priorities are not distorted by user group pressure which, however well intended, may not reflect actual behavioural patterns.
- 5.8. The prime market for a Greenways network in East Derbyshire consists of people living within the 30 minute catchment area of the proposed network, that is in and around the larger towns and villages of the five Districts - Amber Valley, Erewash, Bolsover, Chesterfield and North East Derbyshire, and within the City of Derby. A smaller proportion of the population from the adjacent conurbations of West Nottingham, Sutton-in-Ashfield, Mansfield, South Sheffield and Worksop will also use the closest sections of the Greenways network where this is accessible to their homes or places of work.
- 5.9. This is not to say that there will not be people coming from outside this immediate catchment area to use the Greenway network. There will also be increasing numbers of visitors to the area, both holidaymakers and people visiting friends and relatives (VFRs) but the overwhelming majority of users will be people resident in the above locations.
- 5.10. The project has a large catchment population. The total estimated population of the five Districts in the study was 492,700 in 1996. This breaks down as follows:

Amber Valley	115,200
Bolsover	70,900
Chesterfield	100,700
Erewash,	106,800
North East Derbyshire	99,100.
- 5.11. In addition, the City of Derby in 1996 was recorded as having a population of 233,700, making a total potential catchment of 726,000. This includes areas of the Five Districts outside the study area, but excludes the natural catchment population in nearby settlements in South Yorkshire and Nottinghamshire. For simplicity sake, it might be fair to suggest that the potential market for Greenways consist of around 750,000 people - or three quarters of a million.
- 5.12. The questions which now need to be considered are how many of these are likely to be regular walkers, cyclists or horseriders, and what should be the balance between provision for these three activities ?

WALKING

- 5.13. Walking for pleasure is Britain's greatest single outdoor recreational activity, with 41% of the population regularly walking for pleasure. 652 million walking day trips were undertaken in 1994, and 92% of walks were undertaken as an activity in its own right, i.e. not linked to another activity. Walking, very significantly for East Derbyshire, is not determined as an activity by age or social class, though there is an inevitable bias towards people of AB social classes; however, people in age groups 55-64 particularly like to go for a walk, and at least half of all walks are of two miles or more.
- 5.14. Walking is probably the most understated form of both utility and leisure transport. The National Travel Survey confirms that the average person makes 1052 journeys a year of which a third are on foot. This is significantly more than are made by public transport which accounts for less than 10% of all personal journeys.
- 5.15. Another significant fact is that most walks are taken fairly close to where people live. Most walks are undertaken within 10-20 minute journey time of home. (Source UK Day Visitor Survey 1996). For local journeys walking is still the most important mode of transport. Of journeys under 1 mile 82% are walks and of journeys under 2 miles, 61% are walks. This again stresses the value of facilities close to where people live.
- 5.16. Taking participation rates in East Derbyshire to be average, this suggests at least 315,000 regular walkers in the study area and within the catchment of the Greenways.
- 5.17. In considering the future role of multi user routes it is important to recognise that walking still accounts for 18 times as many trips as cycling, although this fact is often overlooked when planning new routes. Walking and cycling can co-exist very well on the same trail providing that the track is designed with sufficient width or, if necessary, with segregated routes. However, there is clear evidence that walkers have been discouraged from using trails which are too narrow, or are publicised exclusively as cycle trails.

CYCLING

- 5.18. Around 32% of the UK population own a cycle, (around 80% of schoolchildren) and there is a bicycle in around 50% of homes. Ownership of cycles is growing steadily and is the highest in Anglia and the Midlands at around 38%. 1.6 million people cycle daily, 5.4 million weekly and 17 million people or 30% of the population ride bikes occasionally. There has been a significant shift in the use of cycles from a utilitarian form of transport to a leisure use - 40% of all usage is now recreational.
- 5.19. The average duration of a cycle trip is 2.2 hours, and a third of all trips are made at weekends. Young people are a key part of the market for leisure cycling, with

a quarter of all trips made by 15-17 years olds, but only 4% are made by over 55 years olds. 27% of all cycle trips are made by people in social classes AB, whilst 37% are made by people in social groups D and E, suggesting that this is an activity which is less dependent on income.

- 5.20. Men are more likely to cycle than women. According to a 1987 survey 18% of all men and 12% of women cycle at least occasionally. Only 3% of countryside leisure trips are by bicycle.
- 5.21. Reasons why people do not cycle more is also of particular relevance to the creation of a traffic-free Greenways network. The greatest single disincentive to cycling is fear of death or injury from traffic. A survey of cyclists by British Waterways indicated that 75.7% of people chose to cycle on a canal towpath because it offered "freedom from traffic". A recent survey undertaken on behalf of the Countryside Commission indicated a number of reasons given by people for not cycling included traffic (50%), motorists' driving habits (46%) fear of accidents (41%), state of roads (34%) and road layouts (17%) (Source TFL/SHMS 1994; UK Day Visitor survey 1996).
- 5.22. These figures suggest that there is in fact a huge "suppressed demand" for cycling facilities. This is borne out by the popularity of traffic free cycle trails, in some cases away from centres of population. The Camel Trail in Cornwall attracts 250,000 users per year, of whom the majority are cyclists and the Tarka Trail in Devon over 200,000 users, whilst more locally the Peak National Park has 60,000 cycle hirings per annum.
- 5.23. Assuming that around 3% of the local population are regular users of cycles in the study area, this suggests around 22,500 regular cyclists, but 127,500 "occasional" cyclists. Assuming that suppressed demand operates in the study area, creation of a Greenways network could, in fact, encourage quite substantial growth of cycling in the area, helping to meet the County Council's cycling strategy objectives.

HORSE RIDING

- 5.24. The British Equestrian Trades Association survey undertaken in 1996 suggested that there are around 600,000 horses in Great Britain; 88% or 528,000 are owned by the public for leisure riding. This suggests horse owners are in fact about 1% of the population. There is a horserider in 6.1% of all households in Britain, or 3.8% of the total population of Great Britain - are horseriders. About 10% of all horse riders live in the Midlands and Anglia. 80% of all riders ride purely for pleasure or to exercise their horse.
- 5.25. The following table indicates the frequency with which owners and non-owners of horses go riding for pleasure:

	all riders	horse owners	non owners
4/5 days per week	17%	46%	4%
1/3 days per	25%	36%	23%

week			
Fortnightly/monthly	21%	6%	28%
Less often	37%	14%	45%

- 5.26. The BETA survey found "significant" demand for more bridleways and byway facilities.
- 5.27. Around 42% of privately owned horses, approximately 250,000 are not ridden on byways or bridleways, but their owners would wish to do so if more facilities were available. Demand is far greater among existing users of bridleways, which suggests that once riders have ridden a bridleway they show a strong preference to explore the countryside on horseback this way.
- 5.28. Other surveys indicate that safety is a keen concern among horseriders, as among cyclists. BHS estimate that there are at least 8 vehicle-related injury accidents per day on Britain's roads, equating to an estimated 32,000 accidents a year involving horses. Thus promotion of traffic free routes is a major issue among horse riders.
- 5.29. Assuming horse ownership in the study area matches the national average of 1%, there could be as many as 7,500 horses and 28,500 horseriders in the area, this equates to the figure of 2,000 estimated horses within the District of Erewash alone. However, these figures need to be treated with some caution because they are likely to be an over-estimate given the economic profile of the area.

SUMMARY

- 5.30. In summary, there are significant numbers of walkers, cyclists and horseriders in the study area, all of whom are potential frequent users of a well developed and well marketed Greenway network.
- 5.31. Walkers, though numerically the most important, have a far greater choice of routes to use for their activity. Nonetheless, the Greenways network offers a potentially extremely valuable series of links between existing footpath and bridleway routes, and the level nature of the routes will be particularly valuable to people with special needs, including wheelchair users, the partially disabled or families with young children and buggies.
- 5.32. Cyclists are an important single user group, and a well designed traffic-free network will go a long way to release the considerable suppressed demand for cycling which almost certainly exists within the study area. They also include a large percentage of the target population in terms of people with lower than average incomes who can benefit much from good quality access to local countryside, and for whom cycling is an important means of essential transport for work, education and personal business needs as well as providing health giving recreation, all of which will be encouraged by the Greenway concept.
- 5.33. Horse riders remain the smallest group numerically but are likely to provide a significant proportion of new users of the routes if their needs can be met (which

may include strategically placed parking space for horse boxes). The Greenways will also enhance and add value to the existing bridleway network of the area, creating new network and links, and providing more opportunity for riders who at the moment are not making use of the bridleway network because of road safety concerns along busy linking roads.

6. PHYSICAL AND HUMAN RESOURCES

"...down the valleys of the brooks from Selby and Nuttall, tall new mines were sunk, until soon there were six pits working. From Nuttall, high up on the sandstone among the woods, the railway ran, past the ruined priory of the Carthusians, past Robin Hood's Well, down to Spinney Park, then on to Minton, a large mine among corn fields; from Minton across the farm-lands of the valley sides to Bunker's Hill, branching off there, and running north to Beggarlee and Selby, that looks over at Crich and the hills of Derbyshire; six mines like black studs on the countryside, linked by a loop of fine chain, the railway."

- *D.H.Lawrence Sons and Lovers,*

1913

LANDSCAPE AND LAND USE CHANGE

- 6.1. No-one has better captured the essence of the Derbyshire-Nottinghamshire borderland coalfield communities than Lawrence, who was writing at the time when two of the most dominant shaping forces of the East Derbyshire landscape - railways and coal - were at their height. For Lawrence, it was also a period of dramatic change, from an essentially rural England to that of the world's first, and at that time most powerful, industrial nation. Indeed the conflict between the rural past and the industrial present, and at that time future, is one of the driving forces behind his novels, stories and plays, in particular the dehumanisation effects of industrialism on human relationships. His writing captures the astonishing contrast between the deep rural nature of the countryside - the woods, the cornfields, the ancient farms, abbeys, great estates, and the new brutalism of heavy industry, most graphically illustrated by the mines "like black studs on the countryside". The mines were linked by the very steam railways the coal they produced powered and the railways, in turn, released and distributed coal's massive economic power to fuel the nation.
- 6.2. Railways were not the only means of transporting heavy industrial goods, and in an earlier phase of history equally dramatic changes to the landscape were made in building canals with their cuttings, tunnels and embankments, only to see a decline in commercial trade when rail transport provided quicker means of accessing markets.
- 6.3. If Lawrence was writing about what was happening at the turn of the twentieth century, at the turn of the twenty first century an equally dramatic process is happening. The mines have closed, the great industrial scars and tips they created are healing, and the streams are being cleansed of their pollution. Canals which have lain dormant, or been partially infilled, are being restored to leisure uses, and the once dense web of railway lines is reduced to a skeletal network - the Midland main line, the Matlock line and - reversing a long dismal

trend of rail closures, the newly reopened Robin Hood Line, now open to Mansfield and soon to be open to Worksop, with three new stations in East Derbyshire. Otherwise only a handful of freight branches survive, some of them mothballed because of the closure of the colliery they served. One short stretch of railway, 3½ miles of track at Butterley Station Ripley, now forms the popular and successful Midland Railway Centre at Butterley Country Park.

SOCIAL AND ECONOMIC CHANGE

- 6.4. The de-industrialisation of this part of the East Midlands, whilst it was an economic and social catastrophe to the many communities whose well being depended on the area's prime industry, is not without its compensations, as the pollution, environmental degradation and physical danger (leading to many industry-related illnesses) suffered by miners and their families have also disappeared. Thanks to a number of UK Government and EU funded schemes, and initiatives led by Derbyshire County Council, vast tracks of land despoiled by the mining industry have been reclaimed and re-landscaped, and the local authorities in particular have been successful in attracting at least some new industry to replace the coal industry. Such industries tend to be cleaner, more environmentally friendly than the heavy industry they replaced, but are less dependent on semi-skilled manual labour, leaving many former miners facing no other prospect than permanent unemployment until retirement age.

REGENERATION

- 6.5. Restoration of the environment to its pre-industrial natural beauty should be seen, however, not just as a cosmetic, but an essential part of the process of economic regeneration. As the waste tips are seeded over, as birch trees and primroses recolonise the embankments, as wetland reappears with its wildlife around old colliery flashes, East Derbyshire becomes a place worthy of discovery and exploration. Ironically, this environmental renewal is occurring at the very time when the South East of England - which escaped the impact of industrialisation during Lawrence's time - is under huge pressure with massive demand for unspoiled Green Belt land for housing, roads, industry, concrete, extended airports, new railway lines. As environmental quality declines in the south, and congestion, pollution and overcrowding become more acute, so the restored and recovered countryside of the Midlands and the North become more precious, with higher quality of life, shorter journey times, a better place to live and work. With excellent road and rail connection to almost every part of England, with a high quality regional airport with links to mainland Europe, a potentially highly skilled workforce, East Derbyshire is in a prime position to attract inward investment.

THE ROLE OF GREENWAYS

- 6.6. The very railway lines which scarred the Victorian landscape offer a huge opportunity for more environmentally sustainable forms of travel between communities and as a means of enjoying the countryside. The huge investment

in their construction, including cuttings, embankments, viaducts, drainage, not only created important landscape features - part of the cultural landscape of East Derbyshire and West Nottinghamshire - but offer a superb opportunity for the creation of Greenways, as we have defined them, routeways with the space to accommodate a wide variety of users, walkers, cyclists, horseriders, disabled people. They can be designed to link into existing networks, high quality routes which require little or no navigational skills to follow, and because of the way in the past they linked industrial communities, they tie in extremely well with existing public transport networks, both road transport and the surviving railways, including the new Robin Hood Line, which runs parallel to a key proposed Greenway route in East Derbyshire. Imaginative design of these core routes as well as canals, mineral lines and tramways, which can incorporate tree planting schemes, creation of small wildlife habitats, semi-wild nature reserves, areas suitable for informal recreational activity such as mountain bike or jogging and "fitness" circuits, can create what in effect are linear country parks, with features and attractions like beads along a string.

- 6.7. Such routes can not only have huge value as leisure routes, but can also be important for commuter and shopping journeys. There is evidence to suggest that once individuals rediscover the pleasures of leisure cycling, and their fitness and confidence increases, then they are much more likely to use a cycle for work trips. For this reason it makes sense to prioritise routes which serve centres of population, which can offer this dual purpose of taking people out into the countryside from where they live, but also enable them to use the routes into the town centre for shopping or business.
- 6.8. Creation of the East Derbyshire Greenway network will require considerable funding, mainly from outside sources, as this report will explore elsewhere. However, it is important to focus on what is perhaps the most important resource of all - the people of East Derbyshire. Employment statistics indicate that several of the communities in the east and north east of the county are unemployment "black spots", with unemployment levels significantly higher than the national average. This includes many older men, ex-miners for whom the emergent new industries in towns such as Chesterfield and Derby will have little or no relevance. Male unemployment is now a key economic and social issue in these communities.
- 6.9. Creation of Greenways is a labour-intensive activity, requiring skilled and semi-skilled labour. It also is an excellent opportunity for a variety of skill training activities - engineering, (e.g. draining, bridge building), building, estate management, countryside skills - carpentry, hedge laying, tree planting, countryside interpretation.
- 6.10. Nor are such skills alien to the people of Derbyshire. D.H. Lawrence wrote eloquently about how the mining communities along the Nottinghamshire/Derbyshire border always kept deep links with their rural origins, keeping allotments, domestic animals, even indulging in the occasional bit of ferreting or even poaching. The construction of trails and their long term maintenance is therefore a direct investment in the people of the region, restoring confidence and a sense of belonging and purpose. Unlike other regions of Britain, it may be more a question of reawakening old skills rather than training

people from large urban communities who have totally lost any feeling for the land.

- 6.11. Funding may come from a variety of sources, but the Prime Minister's recently announced Welfare to Work programme, with its promised emphasis on environmental tasks, might therefore be of particular relevance to East Derbyshire. Such measures may essentially be short term, but could provide an important lifeline for local communities until longer term economic regeneration takes place. Such regeneration will be fuelled by the increasingly attractive local environment available to people living and working in the region, most notably the many excellent countryside access and recreation opportunities offered by the Greenways network itself.

7. ANALYSIS OF OPPORTUNITIES

INTRODUCTION

- 7.1. The data collected from Derbyshire County Council and each of the district or borough councils and other consultees is discussed in the sections which follow. Priority routeways have been identified and plotted on Figures 1-7.

DERBYSHIRE COUNTY COUNCIL

Discussions with key players

- 7.2. Separate meetings were held with officers of the highways and transportation and countryside management sections of the County Council.

Identification of Problems and Opportunities

- 7.3. The County Council has been actively involved with district and borough councils in managing existing rights of way, and in developing new walks and trails throughout the eastern part of Derbyshire. Due to the extensive legacy of dereliction in the northern part of the study area, the County has played a more prominent role in land reclamation and the physical development of new routes in these areas than in the south. At the same time, however, it has been heavily involved in countryside management of public access areas and closely associated with the creation of new walks and trails in southern areas.
- 7.4. Work within the study area is co-ordinated by County Hall staff but administered on the ground by two Countryside Service Area Team - the East Area Team and the North Eastern Area Team (which includes the Green Routeways and Three Valleys Projects). For ease of presentation, activities in these areas are described separately.

Eastern (Southern) Area

- 7.5. The County is involved with other partners in two important projects in the south: the Erewash Footpath and Bridleway Initiative (led by Erewash Borough Council Footpaths and Bridleways Department) and the Amber Valley Routeways Initiative. 23 circular walks have been produced under the first of these initiatives, which now provide a comprehensive coverage of routes aimed principally at family outings. The Amber Valley scheme has produced 9 self-guided trails to date.

- 7.6. Close links are maintained with the adjacent authorities of Nottinghamshire County Council and Derby City Council, with whom a number of joint projects have been developed. Development of multi user trails has involved Erewash Groundwork, Sustrans, and British Waterways.
- 7.7. The County Council countryside management team is also heavily involved in the development and management of Shipley Country Park and other local access areas.

Northern Eastern Area

- 7.8. The North Eastern Countryside Management team works closely with individual Districts and with joint working groups. These include the Pleasley Trails Network Officers Working Group, the Three Valleys Countryside Project and the Linacre Valley Project.
- 7.9. The Pleasley Trails Initiative includes representatives of Derbyshire County Council, Bolsover, Ashfield District Council, Nottinghamshire County Council, Mansfield District Council and English Nature. The initiative crosses the border with Nottinghamshire. The reclamation of Pleasley Colliery will provide a central hub for environmental improvements and new access routes in both counties.
- 7.10. The Three Valleys Project Partnership includes Derbyshire County Council, North East Derbyshire District Council, Chesterfield Borough Council, English Nature and the Derbyshire Wildlife Trust.
- 7.11. The Linacre Valley project is a joint initiative between Severn Trent Water and Derbyshire County Council.
- 7.12. The North East Countryside Management Team has inherited the resources developed over a 30 year reclamation programme. These include individual land reclamation schemes on former colliery tips and an extensive network of mineral railway lines. Substantial work has already been carried out on individual sections of route including the 5 Pits trail, routes in the vicinity of Arkwright, and Bolsover, on the Chesterfield Canal and on the Stockley Trail to mention but a few.

Green Routeways Initiative

- 7.13. This new initiative is a partnership project between Derbyshire County Council and Groundwork Creswell. It has been established to provide training in countryside management for adults to NVQ grade 2 standards. The scheme has 4 staff and will be training 10 apprentices working 2 days a week. The aims of the project are to :
 - manage countryside sites following completion of the initial phase of restoration
 - involve local communities in the management of such sites

- support the development of green tourism and economic regeneration of former mining areas
- improve existing facilities for residents and visitors
- In all of these activities the most important role of Green Routeways is seen as providing help, advice and training to local people through their own community organisations.

Funding

- 7.14. Derbyshire County Council spends more than £2.2 million per annum in providing the Countryside Service in Derbyshire (not including Rights of Way costs). Of this sum approximately £850,000 is spent in the study area, of which about a quarter is spent directly upon site maintenance. Additional funds are spent upon maintaining, keeping open and legally defining Rights of Way. Most of the Districts and Borough Councils are funded by the County Council to provide some aspects of Rights of Way management and schemes are run to help Parish Councils and other interested groups to undertake work on the Rights of Way. Capital expenditure varies but has been severely restricted in recent years. Last year £30,000 was available to cover the whole County. In recent years there has been annual cuts in revenue expenditure reflecting Central Government settlements.

Identification of Key Resources and Mapping of Data

- 7.15. The study team has been provided with a detailed inventory of country parks, land reclamation schemes and visitor attractions within the eastern area of the county, and this information has formed the basis of plans presented in the report, supplemented as appropriate with data provided by other Consultees.

Analysis of Strategic Route Options

- 7.16. County Council officers have their own views on the priorities which they would wish to see emerging from the study, although they have stressed that it will be for the consultants to make initial suggestions in the light of their discussions and investigations, which can then be considered by the County Council in close consultation with district and borough authorities and with other consultees.

Southern Area

- 7.17. The Nutbrook Trail which runs from Long Eaton to Heanor will open to Shipley Country Park in mid 1998. This route which forms part of the National Cycle Network, and has been developed in partnership with Sustrans, Groundwork,

Erewash Borough Council and Amber Valley Borough Council, is seen as a major strategic route which should be continued to Chesterfield. There are questions over precisely how the connections should be made through or round Alfreton and its alignment further north.

- 7.18. Two routes have the potential to link Nottingham and Derby. The County Council are helping to establish the Derby - Long Eaton route but would also like similar priority to be given to the Derby to Ilkeston route which would link onward to Nottingham; two thirds of the route being in the County's ownership.
- 7.19. The section of the Midshires Way which crosses the southern part of the Study area is the only part of the route which is not open as a bridleway between the Ridgeway and Peak District, reflecting the higher standards which Derbyshire County Council has insisted on for such routes. Major difficulties exist in upgrading the route, especially at dangerous road and river crossings. The County Council is approaching the upgrading of the route as the opportunities arise, but would not wish to pay the very high cost of completing the full length in a single operation given what it regards as more pressing priorities elsewhere in the region.
- 7.20. A route south from Derby to Melbourne in the National Forest is a Sustrans route for cyclists and walkers. Its development is supported by Derbyshire County Council and Derby City Council.
- 7.21. The establishment of the Derwent Way (multi user route) is being led by the Derbyshire Dales District Council in partnership with Derbyshire County Council and Amber Valley Borough Council. A partnership exists between the Derwent Valley National Heritage Corridor Trust and Derbyshire County Council (Countryside Services) to promote a series of public footpath walks along the Derwent Valley similar to the Railway Walks produced in 1997.

Northern Area

- 7.22. North of Alfreton the two principal north-south routes follow the boundaries of the project area. The eastern route, (consisting of the Teversal Trail), would link the centres of Alfreton, Sutton, Mansfield and Shirebrook, providing access to attractive countryside around Hardwick Hall Country Park and Pleasley, with its own network of walks (the Pleasley Trails). A significant part of this route would actually lie outside the County in Nottinghamshire. Opportunities exist to take the route northwards along a former railway (Shirebrook to Creswell and Clowne). This is particularly important because the extension of the Robin Hood Line as an active railway from Mansfield to Shirebrook, Langwith, and Worksop will open up the whole of the county border to public transport and provide easy access from Nottingham and other urban centres to areas like Poulter Country Park (which will have its own railway station), and to the Creswell Heritage Area. Surveys of potential walking routes in both counties which link with these stations have been undertaken by the Bactie Group acting for Groundwork.
- 7.23. The western route north of Alfreton would follow the Five Pits Trail, of which 8 kilometres has been completed. However, a connection to Chesterfield exists only as a desire line, as do routes north to the area of Arkwright. The County Council's officers see major opportunities in developing a link from the Five Pits

Trail to Arkwright, where multi user routes are being incorporated in the opencast restoration plans, and to Bolsover.

- 7.24. North of Chesterfield, the restored Chesterfield Canal already provides a valuable multi user route although connections north to Dronfield and, ultimately, Sheffield have not been identified on the ground. The Chesterfield Canal forms part of the Trans Pennine Link and continues north to the County Boundary where it links with Rother Valley Country Park. The Trans Pennine Trail forms part of the European route E8, from Liverpool to Istanbul.

AMBER VALLEY BOROUGH COUNCIL

Discussions with key players

- 7.25. Interviews were held with Amber Valley Borough Council.

Identification of Problems and Opportunities

- 7.26. Amber Valley is strongly committed to the development of multi-user routes, and its priorities are focused on those sections which meet the needs of commuters, leisure and recreation and environmental improvement, since these reflect the interests of three separate committees.
- 7.27. Some frustration arises through lack of direct responsibility and resources for dealing with public complaints about the maintenance of existing rights of way, which rebounds on plans for developing and improving routes. Fortunately, waymarking and route maintenance does attract a lot of volunteer support, especially from the Ramblers and British Horse Society.
- 7.28. Officers consider that lack of funding is one of the most important constraints on promoting ideas which are supported in principle. The County Council's actions in beginning to develop on-road cycling routes in the Borough are much welcomed. However, some concern is expressed that cycling attracts most of the attention to the disbenefit of horse riding which is very popular in the Borough but lacks adequate routes.

Funding

- 7.29. The Borough Council has spent on average £6000 a year, largely on leaflets and publicity for its short circular walks. It has also made an allocation of £10,000 in the 1998/99 budget for development work on leisure cycling routes, although the sum is not yet committed.
- 7.30. The Council has been involved in a number of joint venture initiatives in which it has put up money as pump-priming, including the Derby to Belper route (outside the present study area). It is working closely with Sustrans and Groundwork and

with the East Derbyshire Woodland Project. Particular opportunities for attracting funds exist with RJB opencast, and through applications to the landfill tax funds operated by Trusts set up by the County Council and Yorkshire Environmental.

- 7.31. Although not forming part of a borough-wide initiative, the Council is actively involved with Sainsburys in promoting a short cycle and walking route between Ripley Town Centre and a new store. The company is allocating £250,000 towards this project.

Identification of Key Resources

- 7.32. There is a major opportunity for developing multi-user routes in connection with the industrial archaeological heritage of the Ironville-Golden Valley area, where a tributary of the Erewash Canal; the former Cromford Canal, and a series of attractive reservoirs, dams and sluices remain from the former iron industry. The Midland Railway Centre and adjacent Country Park contain a wide range of resources which meet both local recreational needs but also have the potential to become an important regional attraction. Development of traffic free routes for walkers riders and cyclists into this area will add greatly to the recreational experience

Mapping of Existing data

- 7.33. The status of routes which have been developed and are proposed is shown on the accompanying plans (Figures 2, 3 and 4)

Analysis of Strategic Route Options

Internal Network

- 7.34. The most important route in the Borough is a north-south link between Alfreton and Ilkeston. There are two separate alignments for the route, one of which follows the Erewash valley, and open land, part of which is being mined at present. The other, which would be harder to implement due to physical obstructions, but is potentially more valuable, would connect the towns of Alfreton, Ripley, Heanor, Eastwood and Ilkeston. Parts of both routes already exist. There is an extensive network of bridleways and paths around Shipley Country park. A route which can be made suitable for multi-purpose use relatively easily runs south from Alfreton to Swanwick and Ripley. This is particularly important for journeys to work since it provides a safe alternative route to Alfreton and Cotes Park, a major industrial estate. South of Ripley a disused railway could be used for extending this route southwards.
- 7.35. A second strategic route runs east-west from Ironville via Golden Valley and Butterley to Ambergate along the old Cromford Canal. This route has been

surveyed in detail by Sustrans. Its development would help to realise wider economic and tourism objectives for Ripley and the Golden Valley-Ironville area.

- 7.36. A third strategic route would follow the River Erewash and would link a number of areas of nature conservation interest. However, this route is the least advanced in planning terms.

Cross Boundary Links

- 7.37. Each of the internal routes described in the preceding paragraphs would link into a wider network. The north-south routes would connect to the Nottinghamshire routes at Long Eaton and at Ilkeston, and would continue northwards to Chesterfield. The East-West route would provide an important link to the proposed Derwent Valley Way and Pennine Cycleway (although this will not accommodate horse riders).

BOLSOVER DISTRICT COUNCIL

Discussions with key players

- 7.38. An interview was held with Bolsover District Council. Contact was also made with Groundwork Creswell.

Identification of Problems and Opportunities

- 7.39. The District are not been directly involved in building or maintenance of routes except for around 600 metres of multi-user route in Clowne Linear Park. So far, building and maintenance of new trails in Bolsover has been undertaken largely by Derbyshire County Council (Five Pits, Stockley, Rowthorne and Blackwell Trails). The County has also been responsible for maintenance with some input from Groundwork Creswell. The County Council has also set up Parish Path Partnerships in 4 or 5 Parishes. Both Bolsover Planning Services and Recreation and Leisure, are involved in planning and promoting all types of route.
- 7.40. A number of existing multi-user trails are safeguarded in the Bolsover District Local Plan Deposit Draft (shown on the map which accompanies the Plan at 1:12,500 scale) under Policy CLT 11, and several further routes are shown safeguarded for development in the future (CLT12). Cycle routes (on and off road) "for further evaluation" are also shown in the Local Plan (TRA 16).
- 7.41. While the collapse of the mining industry brought economic and social problems to the District, it has left a legacy of old railway lines whose level nature and "linear integrity" is an opportunity to be exploited. Site reclamation and re-development offer opportunities to create new trails and access routes over former industrial land - and Bolsover is an area which qualifies for substantial funds from both the British Government and the EU to help achieve this.

- 7.42. Use of such routes for utilitarian purposes are at least as important to Bolsover as for leisure purposes. They provide access to cheap, health-giving local transport for communities with high unemployment levels, low incomes, and low car ownership. For this reason safe cycling routes to and from neighbouring towns are the highest priority - e.g. Bolsover-Chesterfield, as are cross-border routes into Nottinghamshire. It is no accident that within the District and in adjoining areas, settlements are spaced at intervals which allowed people to walk to the nearest mine or works. The network of towns and villages corresponds to the key catchment time/area for utilitarian trips of 4/5 miles cycling or one mile walking (around 20-30 minutes travel time for each mode of transport). Development of sustainable tourism opportunities such as cycle/walking routes to Hardwick Hall, Bolsover Castle or Creswell Crags will sustain far longer leisure travel times, and are seen as important mechanisms for economic regeneration.
- 7.43. The Sustrans National Cycle Network runs close to the east side of the District from Worksop south through Sherwood Forest at Clumber Park. It is also hoped to have a branch to the west of the District via Chesterfield, linked into the Trans Pennine Trail Chesterfield arm and this could be developed to form a north south route heading towards Derby and Nottingham.

Funding

- 7.44. Lack of finance at both County and District level has been an inevitable problem, especially for footpath and trail operation and maintenance, and it is acknowledged that the County Council has had to be especially cautious in recent years owing to the risk of "capping" by the Government. Nevertheless there are important funding opportunities which the District and the County can exploit. Funding opportunities to be exploited include Derelict Land Grant, Intermediate Area Status (within Travel to Work catchments), Single Regeneration Budget and EU Objective 2. A TPP Cross-boundary package is in place with Nottinghamshire, though few "minor works" projects (e.g. cycle ways) have been identified so far on the Derbyshire side.
- 7.45. Groundwork Creswell is seen as a key player with potential to receive and use funds from a variety of sources not normally available to a local authority. A number of cycling routes are being identified by the Babbie Group on behalf of Groundwork Creswell as part of a "Rail Trails" project linked to the new stations on the Robin Hood Line. These are mainly circular routes, using a mixture of tracks and quiet lanes, including sections of the proposed Strategic Routes within Bolsover and North East Derbyshire.

Identification of key resources

- 7.46. The Pleasley to Creswell disused railway and the Creswell - Clowne line (parallel to the Robin Hood line possible westwards extension), offer opportunities for access into the countryside of North East Derbyshire and North West Nottinghamshire from Bolsover. Hardwick Hall, Bolsover Castle and Creswell Crags are seen as having major interest as tourist attractions, and there is countryside of high quality to the east close to local communities. The Rowthorne Trail into Hardwick Hall is, however, closed to cyclists and riders on nature conservation and safety grounds.

- 7.47. There are countryside attractions at Creswell Crags, Poulter Country Park, and Hardwick Hall, a Heritage Centre at Whaley Thorns, and Forest Walks at Whitwell. There is also a good network of footpaths, with a number of published circular walks and trails.
- 7.48. Criteria for selection of routes include the "linear integrity" of many old rail lines, significant areas of catchment population and worthwhile target destinations both for utilitarian travel - e.g. shopping - and leisure. In connection with the latter point it is perceived as desirable that the route should serve a twin role wherever possible; for both leisure and utilitarian use - e.g. commuting/leisure cycling/riding.

Mapping of existing data

- 7.49. The status of routes which have been developed and are proposed is shown on the accompanying plans (Figures 1,3,4,5 and 7)

Analysis of Strategic Route Options

- 7.50. Because of the shape of Bolsover District, it is almost impossible to establish purely internal routes. Cross-boundary routes into Chesterfield, North East Derbyshire, Nottinghamshire (e.g. Mansfield, Sutton in Ashfield) are extremely important, underlining the need to work closely with neighbouring authorities and organisations (in North East Derbyshire, Chesterfield and Nottinghamshire in particular). However this also emphasises the need for north - south links which follow natural geographic features such as river valleys, as identified in the Local Plan.
- 7.51. Three priorities for route development have been identified. These are the Pleasley-Clowne route, the Bolsover-Chesterfield route, and a second north-south route, Staveley-Pinxton.
- 7.52. The Robin Hood Line Phase Three extension offers superb opportunities for public transport access to the proposed Pleasley-Clowne route. The latter is a former railway line, connecting a number of sites of recreational interest and offering a valuable commuter route between settlements. It has links to the Robin Hood Line stations and potential links westwards and northwards to the Trans-Pennine Trail, while the National Cycle Network will be only six miles to the east, at Clumber Park.
- 7.53. A major problem on this route is getting through Shirebrook as the natural route has been interrupted by development, but one option identified in the Local Plan is to use the road network and the town park, while an easterly route is also under investigation (included in the Babbie Robin Hood Station routes).
- 7.54. A Bolsover - Chesterfield route is required to provide a strategic route across the M1 which physically divides Bolsover from Chesterfield. This could help establish a "core corridor" for commuting journeys on foot and by cycle between Bolsover, Chesterfield and the settlements between. (This ties in with a potential route

along the old railway line via Arkwright Town identified by North East Derbyshire and a built section within Chesterfield).

- 7.55. The Staveley-Pinxton route would run between the Trans Pennine Trail (Chesterfield Canal) and Pinxton via Staveley, Holmewood, the Five Pits Trail, Tibshelf, Alferton Station (on the Nottingham/Chesterfield/Sheffield railway line).

CHESTERFIELD BOROUGH COUNCIL

Discussions with Key players

- 7.56. A meeting was held with officers of Chesterfield Borough Council in the Borough Council Offices. In Chesterfield route planning is undertaken by the Planning & Estates department in consultation with other departments. Routes are constructed by Technical Services using CBC Direct Labour Services. Small schemes may be done by countryside staff (Recreation & Leisure) and Groundwork if a partnership with an outside body is involved. Key partnerships include the Three Valley Partnership to the north of the Borough and Groundwork Creswell. Chesterfield are soon to become "members" of Groundwork Creswell and are also full members of the Trans Pennine Trail Partnership.

Identification of Problems and Opportunities

- 7.57. Chesterfield is a compact Borough, and like Bolsover, must co-operate closely with its neighbours, especially North East Derbyshire, to ensure a strategic approach to its trail network. Planned and prioritised routes are shown in the Local Plan, others are to be added in due course.
- 7.58. Flat routes avoiding steep gradients are preferred for cycling in the Borough, and for the less abled. There is little horse riding in the Borough due to the lack of facilities though there are some riding stables on the outskirts. Invariably, therefore, the routes which are being developed follow valleys, in some cases using existing pedestrian routes which are capable of being upgraded or minor roads. The top priority is to complete the Hipper and Holmebrook Cycle routes, and the Staveley-Arkwright railway and routes south linking to the Five Pits Trail.
- 7.59. Priorities are to serve centres of population and residential areas by offering routes into the town centre for utilitarian and leisure purposes, but also out into countryside. Opportunity is being taken to access green areas/recreation areas within the Borough (e.g. Queen's Park) and attractive areas outside the Borough, for example Linacre Reservoirs, and onwards to the Peak District. This again emphasises the need for close co-operation with North East Derbyshire District.
- 7.60. Problems have emerged in meeting the high standards required for less abled needs including a 3 metre track width, kerbs, and handrails. These facilities are recognised as being desirable but the high cost of provision restricts the amount of route that can be developed. The aim of providing a segregated route in the Hipper Valley is fully supported but could become unaffordable if the highest standards are sought. There is therefore a need to balance the desirable with the practical where resources are limited.

Funding

- 7.61. Chesterfield Borough Council has a full Agency Agreement with Derbyshire County Council for footpath, bridleway and minor highway work. The budget for footpath maintenance from Derbyshire County Council is only £6,000 per annum and this amount is soon spent. The Borough and County Councils have spent £40,000 since 1994 on cycling related activities in Chesterfield.
- 7.62. The Advance Design Programme for cycleways has a budget of £3000 in 1997/98 . This is being used to attract matching funding from a variety of sources. Additional support is provided in kind by "about one third" of an officer's time devoted to cycling matters.
- 7.63. There have been various small one-off schemes - e.g. £9,000 spent over three years for a Cycle Heritage Scheme allowing minor improvement schemes along the Hipper Valley/Holme Brook route in the Borough. In addition, 150 metres of new route has been built in Queen Park (part of Holme Brook scheme) as part of a wider environmental improvement corridor winning £18,000 from English Partnerships and 40% of the total costs from RECHAR. A £27,000 RECHAR Tourism Grant has been received towards the development of the Cycle Heritage Trail through Holme Brook and Hipper Valleys and extending to the eastern side of the Borough.
- 7.64. No money has been spent on promotion, as the Borough Council see difficulties in promoting routes which are not legally cycle routes.
- 7.65. If the Staveley by-pass is built, a new cycle route is planned on its southern side between Staveley and Hollingwood thereby providing relief for the Chesterfield Canal towpath which is restricted in width.

Identification of key resources

- 7.66. The Holme Brook and Hipper Valleys represent attractive green corridors through the Borough which are being developed as multi-purposes routes - walking, cycling and disabled access. In addition there is a network of purely cycling routes being developed on quiet roads and lanes.
- 7.67. A route has been constructed on the old Great Central Railway Arkwright-Chesterfield Railway line embankment in the Spital area - there is a potential route from here into the centre of Chesterfield using what is presently a footpath and the underpass under the Chesterfield by pass.
- 7.68. Chesterfield Station is served by train from Derby, Nottingham, Sheffield, Alfreton, Dronfield, which potentially allows cyclists to return to/from the Borough after using north south routes - though access to the station is currently poor.
- 7.69. The Borough has some attractive areas of countryside and a dense local footpath network, e.g. into the Brimington area, with attractive open countryside to the

west - to Linacre, the Upper Hipper Valley etc. Queen's Park is strategically situated on the routes and close to the town centre.

Mapping of Existing data

- 7.70. The status of routes which have been developed and are proposed is shown on the accompanying plans (Figures 1,4,5, 6 and 7).

Analysis of Strategic Route Options

- 7.71. The Hipper and Holme Brook Valley schemes will provide high quality routes into the town centre. Problems arise in providing continuity for cyclists within the town centre, as cycling is not likely to be permitted through the pedestrian areas, e.g. the Market Place, the possibility of a cross town centre cycle route is being investigated by the Borough Council.
- 7.72. Access to the railway station is poor. Cyclists are not permitted to use the pedestrian bridge as the railings are too low for safety. The Council are considering erecting signs on the pedestrian bridge over the Inner Relief Road to advise cyclists to dismount. This would allow cyclists to reach the station but not cause a danger to themselves or to pedestrians.
- 7.73. Given that the links to the Trans Pennine Trail are in place, the priority is for a route south to Five Pits Trail and towards Derby and Nottingham. This might be assisted through new industrial or housing initiatives in the Wingerworth area - again requiring co-operation with neighbouring authorities. The Spital-Arkwright path will also link to the Staveley-Pinxton route, and provide a link to Bolsover.
- 7.74. Chesterfield would very much wish to be either on the main route or a loop (with its excellent transport links) of the National Cycle network.

EREWASH BOROUGH COUNCIL

Discussions with key players

- 7.75. Interviews took place with Erewash Borough Council and Groundwork Erewash Valley with follow up telephone calls to Derby City Council, Leicestershire County Council and Sustrans.

Identification of Problems and Opportunities

- 7.76. Erewash is strongly committed to the development of multi user routes throughout the borough. Its priorities are to create multi user routes and protect potential routes.

- 7.77. One of the main problems identified from discussions with the Council and Groundwork Erewash is the lack of financial resources allocated by the Highways Authority towards town centre improvements. The Erewash Cycling Strategy and Local Plan clearly indicate a need to implement segregated cycling lanes and cycling priority areas within town centres. A lack of resources has meant that the access points onto existing routeways are poorly defined. The Council has been strongly criticised by user groups for not improving cycle routes within the town centres and there is a strongly held view that part of the County Council's transportation budget should be directed towards road routes within town centres.
- 7.78. Groundwork Erewash Valley have stated that lack of funding has been a major constraint in the development of feasibility studies of proposed routes.
- 7.79. Opportunities exist to integrated public transport with multi user routes. However in order to achieve this considerable work needs to be undertaken. The Council has little responsibility for public transport other than the provision of bus shelters etc., they have however undertaken work to provide cycle parking and CCTV to improve security at Long Eaton station.
- 7.80. Some interesting observations were provided by the Long Eaton Cycling Group which succeeded in getting £17,000 from the DoT Cycle Challenge to set up a shop called "Cyclewise" which provided cycling information, adult cycle training, postcoding, cycle maintenance, cycle safety checks and cycle parking for people in Long Eaton. The scheme started as a six month experiment but continued for two years, closing this year after being unsuccessful in attracting further financial assistance. The most popular scheme set up over this time was cycle parking whereby people could leave their bikes completely secure whilst they continued shopping. Since the closure of the shop several people have complained that with the loss of this facility they will use their bikes less. The adult training was not as successful, it concentrated on adults with no cycling skills and special needs. This was not enthusiastically received possibly due to lack of promotion and peoples attitudes that they do not require cycling skills.
- 7.81. Long Eaton is ranked the sixth highest cycle user town in the East Midlands (data taken from the 1991 census) with 9.8% of people using bikes to journey to work. The main failure with the existing routes in the area, for example the Long Eaton to Heanor route is seen as the lack of marketing. The Long Eaton Cycling Group suggested that the route should be marketed as a utility route rather than a leisure route which is what it is defined as at present

Funding

- 7.82. The Borough Council has established a strong partnership with Groundwork Trust, English Partnership, British Waterways, Environmental Agency and Sustrans. A partnership with Stanton Ironworks Plc has been particularly important in acquiring licences across their land.
- 7.83. The Council has a very limited budget of approximately £500 a year for the production of publicity for cyclepaths produced in partnership with Groundwork

Erewash. Publicity for footpaths and bridleways is promoted by the Leisure Services Department which has an allocated budget of £3,200 per annum. Major routes such as the Long Eaton to Heanor or Nutbrook Trail have been jointly promoted by Erewash Borough Council, Derbyshire County Council, Sustrans, Groundwork Erewash Valley and Amber Valley Borough Council; (Sustrans produced the promotional leaflet and Groundwork Erewash Valley handled all the local promotional events). The Borough has an allocated maintenance budget of £5,000 for routeways and £4,000 on canals in 1998/9. Sustrans or Groundwork Trust carry out the maintenance work, either through Sustrans direct works teams or under contract.

- 7.84. The Council has allocated a provisional figure of £17,500 in the 1998/99 budget for development works on the Long Eaton to Derby cycleway. Funding in the previous three years for new routes has ranged from £35,000 to £30,000 in 1996/1997 and 1997/98 with a contribution of £10,000 per year from Derbyshire County Council. English Partnership has contributed £66,000 (1998) for the Long Eaton to Heanor Trail. The whole trail has cost over £500,000 to construct over a period of five years.

Identification of Key Resources

- 7.85. The Borough has a range of local recreational resources, a local history museum at Ilkeston, several small nature reserves and sites of geological or geomorphological interest (six in total), scattered throughout the borough. The Borough is also situated in an accessible location for major attractions in adjacent areas such as Nottingham and Sherwood Forest. The countryside within this area is under pressure from walkers, cyclists and horse riders from the adjacent towns and cities such as Sheffield and Derby. The development of further traffic free routes aimed at the local communities would contribute greatly to the existing local recreational opportunities available within the Borough and also create alternative transport routes to major attractions outside the Borough.

Mapping of Existing data

- 7.86. The existing data and information provided from the local authority and Groundwork Trust was plotted on the GIS see figures 1, 2 and 3.

Analysis of Strategic Route Options

Internal Network

- 7.87. The Borough Council is in the initial stages of setting up a strategic network of routes to form the foundation on which to develop small linear and circular routes. The major existing and proposed routes are outlined as follows:
- 7.88. The most important route in the Borough, running north-south is the nine mile Long Eaton to Heanor Trail, linking Long Eaton to Shipley Park which forms part

of the National Cycle Network. Long Eaton to Shipley Country Park is complete. The route is available to cyclists, pedestrians and horse riders wherever possible - along the former Stanton line and northwards to Shipley Country Park. British Waterways provide free cycling permits for the canal section of the cyclepath.

- 7.89. A second strategic route is along a disused canal from Long Eaton to Derby. This route is part of the National Cycle Network and is due to be completed by the year 2000. The western part of the route, named the Riverlife Way running from Derby to the B5010 at Elvaston has been completed by Derby City Council. A spur up to Elvaston Castle County Park has been constructed by Derbyshire County Council. The eastern part of the route will divide in two; one route will link in with the Long Eaton to Heanor route and the other will run eastwards through to Nottingham past the Attenborough Nature Reserve.
- 7.90. The third major route is from Ilkeston to Derby, the Friargate Greenline along a disused railway line. Groundwork Erewash were commissioned in 1992 to undertake a feasibility study of this route.
- 7.91. The fourth route proposed in the Cycling Strategy is to create a link between Derby and Little Eaton. Both the northern section of the route to Little Eaton and south to Derby (The Riverlife Way) are complete. However one of the major problems to be overcome is crossing the A38 north east of Allestree; no funding has been allocated for this section of the route, although assistance may be available from national sources for this critical crossing. The completion of the missing link would enable the creation of a routeway potentially running from Long Eaton through Derby to the proposed Derwent Valleys Way and Walks, and then running on to Matlock.

Cross Boundary Links

- 7.92. All of the internal routes discussed previously would link into a wider network. There is a clear demand for direct links between the major centres of population such as Ilkeston, Long Eaton, Derby and Nottingham. One of the major cross boundary routes would be an east-west connection from Heanor, through to Ripley and on to the Derbyshire Dales.

NORTH EAST DERBYSHIRE DISTRICT COUNCIL

Discussions with key players

- 7.93. A meeting was held with North East Derbyshire in their Chesterfield Offices.

Identification of Problems and Opportunities

- 7.94. Like Bolsover, North East Derbyshire contains a number of communities suffering from the collapse of the main industry - coal mining, with relatively high levels of unemployment and consequent social deprivation. Thus multi-purpose routes are important primarily as a means of access to facilities including schools, shops, and work opportunities, although they also meet leisure and recreation needs.

- 7.95. Settlements within the District are fairly small, and strong desire lines exist for routes towards Chesterfield from the central and southern parts of the District and into Sheffield from peripheral towns like Dronfield, Eckington and Killamarsh. Killamarsh is also on the edge of the Rother Valley Country Park.
- 7.96. The position of Chesterfield as an 'island' within North East Derbyshire makes close co-operation between the two authorities imperative, and whilst proposals, for example for the Trans-Pennine Trail and for a route southwards from Chesterfield to Long Eaton via Pinxton are fully supported, North East Derbyshire also see a strong desire line from Dronfield to Chesterfield - which might take advantage of Chesterfield's Holme Brook route and available tracks and bridleways. However such a cross-country route would not follow natural valleys and faces severe gradients or long deviations to take advantage of topography. The Council also identifies a strong desire line between Dronfield and Sheffield along the A61 corridor.
- 7.97. Opportunities are limited for linking the three communities in the north - Dronfield, Eckington and Killamarsh, although a cross-Killamarsh route is being constructed. There are also strong desire lines from these communities northwards into Sheffield to link with available routes into the centre of Sheffield.

Funding

- 7.98. Planning of routes within the District is carried out by Development & Leisure as a part of Local Plan and Policy Development framework. NE Derbyshire also have an Agency Arrangement with the County Council. As part of this agreement they employ an officer within Technical Services Department who is responsible for footpath inspection and maintenance work with a budget of around £16,000 per annum. Main contract work on Rights of Way is done by NED Direct Services Organisation.
- 7.99. North East Derbyshire are partners in the Three Valleys Project with Derbyshire County Council, Chesterfield Borough Council and Sheffield City Council.
- 7.100. Use has been made of Landfill Tax, and funds from English Partnership to develop sections of cycle trail. No breakdown is available however on expenditure on individual items relating to trail construction. The forthcoming Clay Cross Town Centre redevelopment may include cycle route provisions as part of a larger development project.
- 7.101. Although there has not been much funding for capital schemes so far on trail-related projects - except a few cycle stands at key locations, the new TPP Package bid is intended to change this and focus much more on sustainable transport solutions - including walking and cycling.
- 7.102. A small contribution of £500 is currently available from the District's Local Agenda 21 Strategy budget for cycling initiatives; it has been used primarily on "revenue" items such as leaflets - but this could grow in future years for the right projects.

7.103. The need to ensure adequate funding for maintenance of any new and existing trails is a matter of some concern to North East Derbyshire.

Identification of key resources

7.104. Aside from Derbyshire County Council, Groundwork Creswell is the main local active organisation responsible for trail construction - North East Derbyshire are about to join as Groundwork Creswell members. Groundwork Creswell have made an important input into the Killamarsh Cycle Trail. There are close links with North East Derbyshire Cycle Campaign, who have helped to research the leaflets of recommended cycle leisure routes (on quiet roads) in conjunction with Chesterfield Borough Council and Bolsover District Council.

7.105. The Trans-Pennine Trail and Staveley-Beighton railway trail both pass through the District. The eastern part of the District contains a network of quiet lanes which are linked to more urban trails around Chesterfield and Dronfield.

7.106. There is a Country Park at Grassmoor, and a popular picnic area at Linacre Reservoirs. The Rother Valley Country Park is adjacent to the District boundary at Killamarsh. Much of the District is Green Belt or Special Landscape Area, and Ogston Reservoir at Woolley is a Site of Special Scientific Interest, with picnic sites close to the reservoir. Other attractions are Hardwick Hall, Williamthorpe Plantation, Five Pits Trail and associated picnic sites, Ridgeway Craft Centre.

7.107. The District has an extensive network of public footpaths which are promoted by the Council by a series of leaflets of circular walks.

7.108. Dronfield Station is strategically situated for services both to Sheffield and Chesterfield, but would benefit from cycle links with both Eckington and Killamarsh. If a station could be reopened at Clay Cross it would also be of benefit, as would links to Alfreton station. There is an excellent network of bus services throughout the District.

Mapping of Existing data

7.109. The status of routes which have been developed and are proposed is shown on the accompanying plans (Figures 4,5 and 6).

Analysis of Strategic Route Options

7.110. Key desire lines for the District and priorities for North East Derbyshire include the following:

- A route between Dronfield and Chesterfield for commuter/utilitarian journeys as well as leisure trips.
- A route or routes linking into Sheffield City Centre from Dronfield/Eckington. This would not only be an important commuter route

for people in Dronfield but would provide a green tourism and recreation route out of Sheffield into North East Derbyshire, providing economic benefit to communities in the District. It would need to link, and be fully integrated with, routes currently being developed within Sheffield

- The Staveley-Long Eaton via Pinxton route, with links via Arkwright to and from Bolsover and Chesterfield. This might form a loop from the National Cycle Network to serve North East Derbyshire and Chesterfield.
- A route linking Dronfield, Eckington and Killamarsh. As there is no natural river valley/railway/canal this might be largely a "new build" scheme to be developed as a major Three Valleys project. Such a route would meet the need for a link between the three towns, but would also feed to and from the route to Chesterfield suggested above and the Staveley-Long Eaton via Pinxton route. It would also act as a link from the Trans-Pennine Trail to Hardwick Hall, Chesterfield, Chatsworth and the southern part of the Peak District.

Figure 1 Overall Plan showing Existing, Proposed and Desired Routes in East Derbyshire

Figure 2 Existing, Proposed and Desired Routes in East Derbyshire

Figure 3 Existing, Proposed and Desired Routes in East Derbyshire

Figure 4 Existing, Proposed and Desired Routes in East Derbyshire

Figure 5 Existing, Proposed and Desired Routes in East Derbyshire

Figure 6 Existing, Proposed and Desired Routes in East Derbyshire

Figure 7 Existing, Proposed and Desired Routes in East Derbyshire

8. MULTI USER ROUTES IN ADJACENT AREAS

INTRODUCTION

- 8.1. It was apparent from the outset of the study that the opportunities for developing Greenways in Eastern Derbyshire should not be considered in isolation, but should make reference to plans for similar routeways in adjacent areas. Details on existing routes and proposals for further development in the western part of the County were, of course, available, but little was known about the plans of Sheffield, Rotherham, Nottinghamshire, Leicestershire and Derby City. Information on these authority areas was sought largely through telephone discussions, although a meeting was held with Peter Lees from Nottinghamshire County Council. The following sections describe the background to plans in other areas.

Sheffield

- 8.2. Conversations with the Rights of Way officer at Sheffield City Council have confirmed that the only cross boundary link which has been established is the Trans Pennine Link /Sustrans route which runs through to the City Centre. There are proposals to develop a cycleway along the A61 from the City Centre but this is at an early stage of development. There are seen to be advantages in providing access to the countryside on the southern fringes of the City but, as in the case of North East Derbyshire, little has been done to develop such links.

Rotherham

- 8.3. The authority has been engaged in one of the largest reclamation schemes in the country at the Rother Valley Country Park, and there are ambitious plans for regeneration of the local economy through the encouragement of tourism. The opportunity exists to provide a direct link from the East Derbyshire Greenway Network to the Rother Valley Country Park.

Nottinghamshire

- 8.4. Nottinghamshire, like Derbyshire has suffered from the decline of traditional industries, including coal mining in the Derby-Notts Coalfield. It has had a very ambitious and successful reclamation scheme in operation for many years and has now restored the majority of the sites which were formerly derelict. A number of these have been developed as Country Parks. Opportunities have also been taken to develop walkways and cycleways along former railway lines.
- 8.5. Nottinghamshire has taken a very proactive stance on the development of public transport, and one of its major successes has been the reopening of a rail service on the Robin Hood Line between Mansfield and Nottingham. This route is used

extensively by commuters shoppers and for leisure trips. The route is being extended through Derbyshire to Worksop and close liaison is taking place between the two county authorities to maximise the benefits to all communities on the route. This project is of particular significance to the East Derbyshire Greenways initiative.

- 8.6. The County's primary concern with public access has focused on ways of increasing tourism activity, particularly in the area of Sherwood Forest and adjacent areas like Clumber Park. A study of Countryside Recreation and Access funded by the Countryside Commission, and prepared by David Tyldesley and Associate (DTA), has examined the western area of the County, including all of the areas which abut the Derbyshire boundary and happen to lie within the Greenwood Community Forest Area.
- 8.7. This report describes the countryside character and recreational potential of discrete areas. The 5 recreation resource areas of direct relevance to this study are:
1. Nottingham West Coalfield
 2. Nottingham North west
 5. Erewash Coalfield Forest
 8. The Ashfields
 12. Meden and Poulter Limestone
- 8.8. In the **Nottingham West Coalfield** conditions are very similar to those in Erewash. Broxtowe Borough Council promotes 7 out of 12 walks in the area and is developing a number of cycling routes. There are several bridleways which are less suitable for cycling and are popular with horse riders. Broxtowe Borough Local Plan identifies six Greenways which are to be created in the area. About 20% of the development work is reported to have taken place already. Cossall restored Colliery tip is a local visitor attraction and includes a dry ski slope. It lies close to the Nottingham Canal.
- 8.9. **Nottingham North West** also provides informal recreational opportunities for walking, cycling and horse riding over what are described as a reasonably good coverage of footpaths and bridleways. Two greenways are proposed in this area in the Broxtowe Local Plan.
- 8.10. The **Erewash Coalfield** contains a dense network of inter-village footpaths used largely by local residents. Access can be gained on foot to the area of Heywood Oaks. Horse riding occurs around the reclaimed Moorgreen Colliery tip, but Bridleway provision is limited elsewhere.
- 8.11. The **Ashfields** contains a fairly dense network of footpaths but also includes part of the Teversal and Pleasley walking and cycling trails with its own visitor centre. Proposals exist for the creation of Brierley Forest Park on the former Sutton Colliery tip and its surroundings. Teversal is an attractive village and the DTA report notes that its popularity is likely to increase with visitors if plans are implemented for leisure trails linking the Fulwood area of Sutton in Ashfield to the Five Pits Trail in Derbyshire. Other important resources in the area are described including Skegby Hall which has been acquired by Ashfield District Council and

may be opened for public access in future, and Silverhill Colliery Tip which is currently being restored.

- 8.12. The Meden and Poulter Limestone area is described as being almost completely devoid of minor roads with limited footpath and bridleway facilities. However, Creswell Crags and the Heritage Centre at Whaley Thorns are noted as of national and regional importance respectively, with opportunities for increased visitor activity when the Robin Hood Line opens in Mid 1998.
- 8.13. From discussion there would appear to be strong merit in developing the Greenway link between Derbyshire and Nottinghamshire along, and across their common boundaries in the north. The existence of the derelict Nottingham Canal and short lengths of trail along the Erewash valley also offer potential, although the development of a river corridor Greenway has not been strongly supported from contacts to date. There are certainly merits in looking at opportunities for east west links, for example providing access to the D.H. Lawrence museum at Eastwood.

Derby City Council

- 8.14. Derby City Council has an allocated budget of £20,000 a year core funding for capital projects, which totals £300,000 with private and public funding. Projects have included Project Greenstep and Riverlife in partnership with English Nature, Countryside Commission, Environmental Agency and Courtaulds. These are environmental improvement projects helping to develop a network of safe, traffic free "recreational routes" through the City Centre, catering for walkers, cyclists and where possible horse riders. The main routeway being developed at present is the Great Northern Walk which runs from Micklover through Mackworth to the centre of Derby. It is anticipated that this route will link with Burton on Trent, south of Derby, running through Etwell and Egginton (a Sustrans route). Most routes are planned with respect to the local plan. User surveys have been undertaken and cycle counts both, manually and with electronic counters.

Leicestershire

- 8.15. Leicestershire has an annual budget of £40,000 per annum on new routes with approximately 80% funding received from English Partnerships, 10% RECHAR and 10% from the authority itself. Routes in the County which have been identified as top priority are links to the National Cycle Network and extensions to existing trails. Routes are identified in the TPP, Local Plans, and Derelict Land Strategy. One particular route runs through South Derbyshire from Beacon Hill, to Market Bosworth connecting to the Little Eaton-Melbourne link from Derby. The Council has an annual budget of £6,000 for maintenance of existing routes with over 30% spent on vandalism repairs and 50% spent on volunteer workers. The Council spends approximately £4,000 on publicity per annum. The County is effectively separated from Southern Derbyshire by the River Trent and with the exception of the link to Melbourne already described other connecting points lie further east.

Appendix 1

List of Consultees

Amber Valley Borough Council - Barrie Whittaker
Bolsover District Council - -Richard Bryant
British Horse Society - Lyndsay Jones
Chesterfield Borough Council - Mike Land and Mark Shewing
Countryside Commission and Pennine Bridleway - David Lepper
Cyclists Touring Club -
Derby City Council - Bridget Gould
Derbyshire County Council Environmental Services
East Derbyshire Woodland Project - John Holmes
Erewash Borough Council - Peter Wiggleworth
Groundwork Creswell - Chris Monks
Groundwork Erewash Valley - Chryse Tinsley,
Long Eaton Cycle Users Group -
Leicestershire County Council - Peter Williams
North East Derbyshire District Council - Mike Hase
North East Derbyshire Cycle Campaign
Nottinghamshire County Council - Peter Lee
Pleasley Trails Network
Project Greenstep - Paul Salter/David Slinger
Ramblers Association (Amber Valley)
Rotherham Metropolitan Borough Council -
Sustrans - Peter Foster
Trans Pennine Trail and Three Valleys Tourism Initiative
Two Counties Bridleway Group- Lyndsay Jones

Appendix 2

**EAST DERBYSHIRE GREENWAY STRATEGY
TOPICS FOR DISCUSSION WITH LOCAL AUTHORITIES**

<p>1. Clarification of Who Does What</p> <p>Which department(s) are involved in: maintaining existing routes? planning new routes? constructing new routes?</p>	Footpaths	Cycleways	Bridleways	Other non-vehicular
<p>2. Clarification of what exists already</p> <p>With reference to plans prepared by Derbyshire County Council (which are incomplete and may not be entirely accurate):</p> <p>Which sections of path/trail are already in existence?</p> <p>Which sections are under construction?</p> <p>Which sections are at the detailed planning stage?</p> <p>Which other desire lines are seen as realistic long term possibilities?</p>				
<p>3. Involvement of local communities / user groups and other interests</p> <p>Are there any active bodies/ individuals within the district? If so identify them and obtain contact names/addresses.</p> <p>With reference to each of the main paths/trails present within the district what level of involvement exists amongst the different groups in terms of: route development route maintenance promotion/marketing and related activities</p>				

<p>4. Maintenance & Financial Support</p> <p>Who carries out maintenance work?</p> <p>How much time is spent on individual routes (if possible identify inputs with reference to individual named routes)?</p> <p>What is the annual budget for the authority for maintenance of existing routes?</p> <p>Which departmental budgets is expenditure drawn from?</p> <p>What other sources of funding are drawn on from other agencies, and grant-making bodies (e.g. Countryside Commission) to support maintenance, ranger services etc.</p> <p>What proportion of the overall budget is spent on:</p> <ul style="list-style-type: none"> boundary repairs? path resurfacing? signs and site furniture? vandalism repairs other items staff (i.e. rangers / wardens) 	
<p>5. Funding for Capital Projects</p> <p>What has been the annual expenditure on development of new routes within the district over each of the last three years?</p> <p>What proportion of this annual expenditure has been provided by:</p> <ul style="list-style-type: none"> the authority? government agencies (identify body)? European funding (i.e. Rechar / ERDF)? private sector sponsorship? charitable trusts? lottery? land fill tax credit? volunteer contributions in kind? 	

<p>6. Route Planning</p> <p>To what extent are routes identified in existing planning strategies (e.g. local plans, countryside management plans, reclamation programmes etc.)</p> <p>What criteria are used for selecting potential routes?</p> <p>How are decisions taken on whether or not to promote multi-use trails (i.e. combined walking, cycling horse riding etc.)</p>	
<p>7. Determining Priorities</p> <p>Which routes have been identified as top priority for further enhancement - and for what reason?</p> <p>Which routes meet the criteria set by the Countryside Commission for acceptance as Greenways?</p> <p>Which centres of population would benefit most from development of better access into surrounding countryside?</p>	
<p>8. Implementation</p> <p>Is the construction of new routes undertaken by:</p> <ul style="list-style-type: none"> direct works teams? under contract? with volunteers? 	

<p>9. Nature of Demand</p> <p>How is demand for new routes / facilities established?</p> <p>Have any surveys been undertaken of public opinion in relation to use and development of trails?</p> <p>Are surveys undertaken on levels of use and user profiles?</p> <p>Should there be an absence of any direct evidence what are the informed views of officers (other interested parties) about the typical user profiles, length of time spent on individual trips, primary purpose of trip etc.</p>	
<p>10. Matching Resources and Markets</p> <p>What are the officers'(user groups) views about the types of trails which need to be enhanced / developed to meet the needs of specific interest groups and segments of the market</p> <p>What themes have been developed for the promotion of routes (e.g. industrial archaeology/ literary / educational / heritage - nature conservation etc.)</p> <p>Which existing trails have been given a specific identity?</p>	
<p>11. Publicity / Interpretation</p> <p>Who is responsible for producing leaflets, posters, and other guides / interpretative material for individual routes?</p> <p>What is the annual budget for production of this material?</p>	

<p>12. Partnerships</p> <p>What partnerships have been established with other organisations to develop / manage individual trails: (relate details to specific examples)</p>	
<p>13. Links with Public Transport</p> <p>Which routes are served directly by public transport systems?</p> <p>How frequent are the services?</p> <p>What efforts have been made to develop joint marketing / promotion of routes?</p>	
<p>14. BENEFITS</p> <p>To what extent are linear routes considered to bring benefits in terms of:</p> <p>stimulating greater recreational activity?</p> <p>improving environmental quality?</p> <p>improving educational facilities?</p> <p>improving community / cultural facilities?</p> <p>meeting agenda 21 / sustainability targets, including:</p> <ul style="list-style-type: none"> • reducing dependence on private car? • reducing traffic congestion? • increasing accessibility between local communities & existing facilities / services like community centres / shops country parks and leisure centres? 	

Appendix 3

**SURVEY RECORD SHEET
EASTERN DERBYSHIRE GREENWAYS STRATEGY**

Name of Trail		OS Grid Reference:			
Site Number Plan		(Mark No. On	Photograph Ref.		
Nature of Existing Access to the Survey Point (Brief Written Description)					
CHARACTERISTICS OF EXISTING TRAIL					
Boundaries					
Hedges	Wire Fence	Walls	Buildings	Water	
Width between Boundaries					
< 2 metres	2-4 metres	4-6 metres	6-8 metres	> 8 metres	
Gradient of route/track					
level	slight incline	undulating	steep		
Track Surface					
Grass	Soil	Coarse Stone	Fine Gravel	Tarmac	Concrete
Width of track					
0-1 metres	1-2 metres	2-3 metres	3-4 metres	> 4 metres	
Condition of Track					
V. Good (no damage)		Good (Only slight wear & Tear)			
Moderate (some potholes)		Poor (potholes & ruts		Bad	
Evidence of Vandalism					
None	Slight (graffiti)	Much (Physical Damage)			
Levels of use					
Note no. Of users by category over fixed interval of time (i.e. 5 minutes)					
Cyclists	Walkers	Horse riders	Anglers	Joggers	
Other Notes:					

