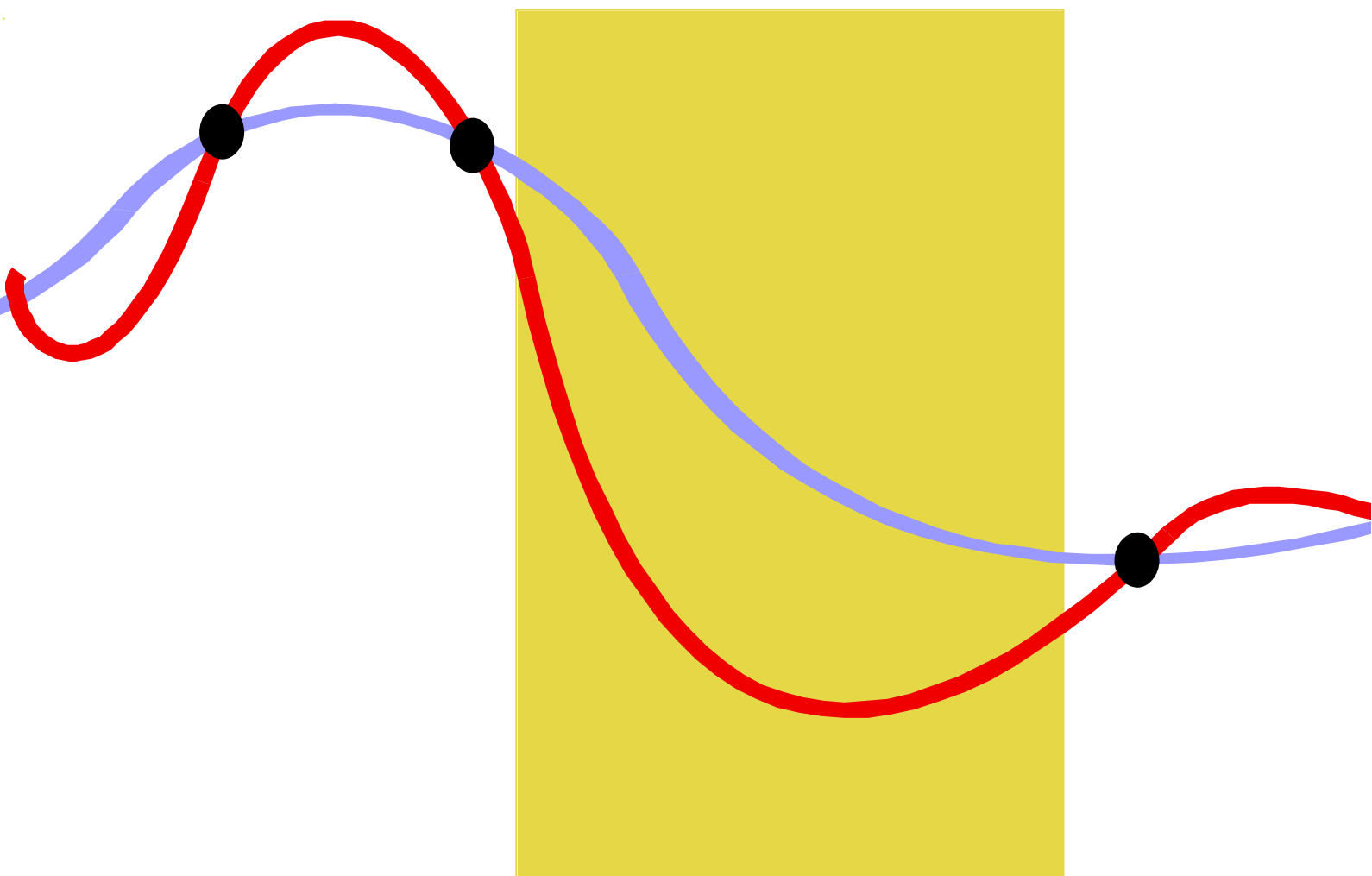


South Derbyshire District Council

2001 Cycling Strategy



March 2001

Contents

Introduction

Policy Background

National Policy	5
Planning Policy Guidance	5
Derbyshire County Council	7
Local Transport Plans	8
Burton & Swadlincote Area Transport Strategy	10
South Derbyshire District Council	10
National Forest	11
Other relevant Strategies & Initiatives	12
Cycling Strategies of Neighbouring Authorities	12

Strategy for South Derbyshire

Existing Cycling Facilities in South Derbyshire	17
Programmed and Proposed Developments	17
Local Cycling Strategy	18
Objectives	18
Targets	18
Timescale	20

Delivery Mechanisms

Engineering	23
Encouragement	25
Education	26
Enforcement	26
Monitoring and Review of Policies	27
Funding	27

Action Plan 30

Appendices

Appendix A	35
Appendix B	37
Appendix C	38

Introduction

1.1

Cycling is widely recognised as being an environmentally responsible, healthy, inexpensive and enjoyable form of transportation, available to most age groups.

1.2

South Derbyshire offers considerable scope for growth in cycling, both for journeys to everyday destinations such as the workplace, school or the shops and for recreational and tourism based trips. The relatively short average length of journey in the Swadlincote urban area favours cycling as an alternative to motorised forms of transportation. In rural areas, cycling can offer a viable means of transport within and between villages and to nearby urban areas, as well as being an enjoyable activity in its own right.

1.3

This Strategy seeks to enable the potential for an increase in the level of cycle use to be realised. It reflects a holistic approach, incorporating engineering, encouragement, education and enforcement measures to make cycling safer, more convenient and more enjoyable.

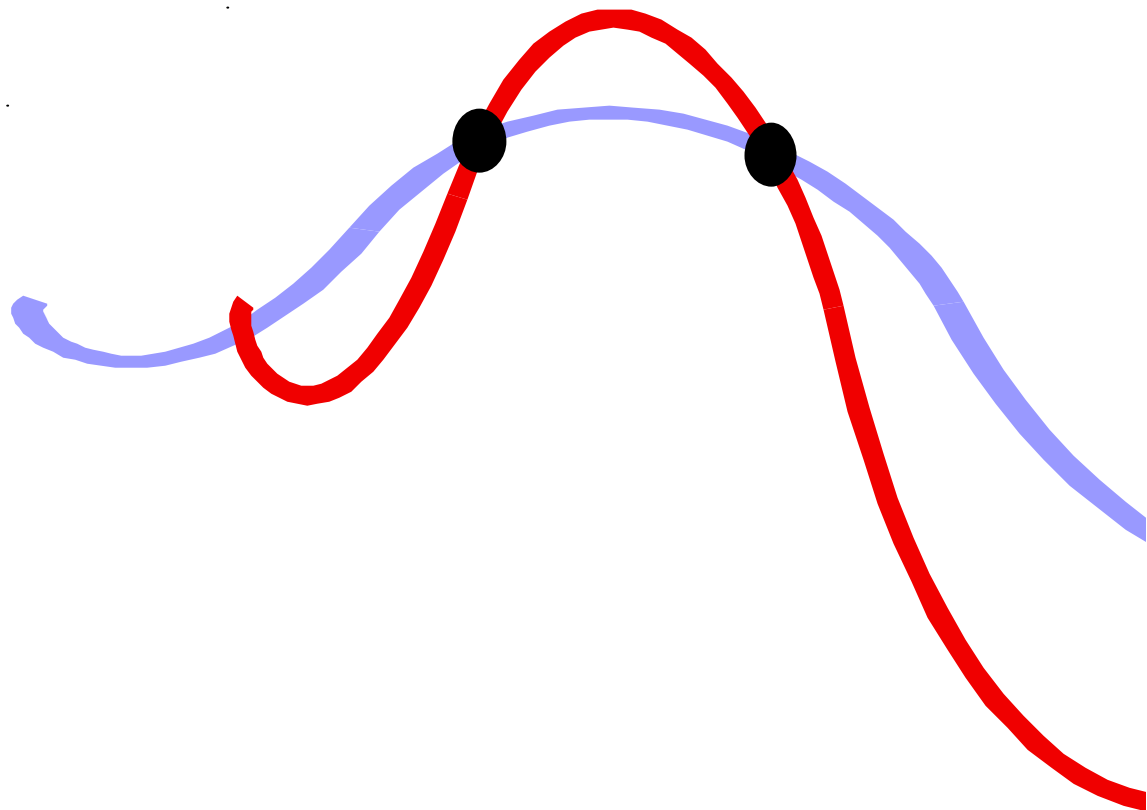
1.4

The Strategy complements a variety of related initiatives for the District involving land-use planning, transport, health, crime prevention, tourism, leisure, economic development and the environment. It has been prepared in consultation with a wide range of organisations with an interest in, or responsibility for, cycling in the District. Implementation will require continued co-operation and co-ordination among these organisations. Cycling as a sport is not specifically addressed in this document, but will be taken into consideration in the preparation of the Council's proposed Cultural Strategy.

1.5

This document was produced to provide detailed advice in support of policies in the Development Plan and was the subject of a public consultation exercise. Following consideration of the responses received it was adopted as Supplementary Planning Guidance by the Planning and Economic Development Committee at its meeting of 22nd February, 2001.

Policy Background



National Policy

National Cycling Strategy

2.1

The National Cycling Strategy, published by the Department of Transport in 1996, charges Local Authorities and other transport providers with the task of encouraging an increase in cycle use to help meet national targets.

Government White Paper

2.2

The Government White Paper "A New Deal for Transport: Better for Everyone" published in 1998, signals the intention to make significant changes to current practice to achieve more sustainable transport patterns through the development of an integrated transport policy. The paper endorses the National Cycling Strategy and expresses the Government's wish to see a local cycling strategy as part of local authorities' Local Transport Plans.

Transport 2010

2.3

This document, published by the Department of the Environment, Transport and the Regions, represents a ten-year plan for transport, designed to deliver reduced congestion, better integration, and a wider choice of quicker, safer and more reliable travel. The plan seeks to treble the number of cycling trips from their 2000 level by 2010. Growth is expected to be promoted by improved local provision for cycling and by the National Cycle Network.

2.4

The National Cycle Network (NCN) addresses issues of road congestion, air pollution, public health, tourism and social fairness. Initiated by the charity Sustrans, it has been adopted by Central and Local Government agencies throughout the UK. Boosted by £46 million from the Millennium Commission, the first 5,000 miles were opened in 2000 and a further 6,000 miles is intended by 2005. NCN routes already pass through South Derbyshire running from Lichfield to Derby, Derby to Leicester and Derby to Nottingham. A planned new route will parallel the proposed National Forest passenger railway line between Leicester and Burton-on-Trent.

A Better Quality of Life: A Strategy for Sustainable Development in the UK.

2.5

This Government strategy, published in May 1999, has four main aims:

- social progress which recognises the needs of everyone

- effective protection of the environment
- prudent use of natural resources
- maintenance of high and stable levels of economic growth and employment

2.6

To help measure progress, the strategy includes a set of some 150 indicators. A set of 29 indicators that lend themselves to monitoring at local authority level was published in July, 2000, in the document 'Local Quality of Life Counts'. Local authorities are encouraged to monitor a selection in connection with their Local Agenda 21 and Community Strategies. Some of these indicators are pertinent to cycling, measuring such factors as energy use, air pollution, public health, and environmentally sound business activity. Transport measures are particularly relevant and are as follows:

- access to key services
- travel to work
- travel to school
- overall traffic volumes

Planning Policy Guidance

2.7

Government advice on local planning policy is set out in Planning Policy Guidance notes (PPGs). The following PPGs are of particular relevance to cycling:

PPG 6

Town Centres and Retail Development, 1996

2.8

The guidance encourages improvements in the quality and convenience of less environmentally harmful forms of transport to provide a realistic alternative to the private car as a means of access to town centres.

PPG12

Development Plans, 1999

2.9

The importance of integrating transport and land use policies in local plans is stressed.

2.10

Development plan policies and proposals for the management of traffic may include co-ordination of various forms of transport including cycling. An indication of timescales and priorities for proposed transport developments should be included and should reflect the provisions of the local transport

plan.

2.11

Local authorities should consider potential for disused trackbeds and routes for possible future cycling schemes.

PPG 13 Transport, 1994

2.12

Local plans should include policies that encourage measures to assist cyclists. The aim should be an effective network of cycle routes.

2.13

Provision should be made for cycle routes and cycle priority measures in new development. Secure cycle parking at public transport interchanges is encouraged to increase opportunities for combined cycle and public transport journeys

Replacement Draft PPG 13 Transport, 1999

2.14

The draft guidance further develops the themes of the current document, emphasising the need to integrate planning and transport to promote sustainability and reduce the need to travel, particularly by car.

2.15

Consideration is to be given to allocating more road space to cyclists in town centres and other areas with a mixture of land uses and local neighbourhoods.

2.16

It is considered that cycling offers potential to substitute for short car trips, particularly those of less than 5km, and to form part of longer journeys by public transport.

In preparing their development plans and in determining planning applications local authorities should:

- review existing provision for cyclists, in order to identify cycling networks. Generally, these will use existing highways, but may also utilise redundant railway lines, space alongside canals and rivers;
- ensure that the design, location and access arrangements of development, including parking restrictions, promotes cycling;
- seek the provision of cycle parking and changing facilities in developments, in town centres and, at transport interchanges, storage facilities;

- seek the provision of cycle routes and priority measures in major new development, taking care to ensure that cycle routes are not isolated from other activity;
- reduce traffic volumes to promote cycling;
- introduce traffic calming measures, particularly near schools and in housing areas;
- improve cycling infrastructure on the highway;
- improve facilities off the highway, such as cycle paths;
- encourage use of public rights of way for short journeys and promote links in rights of way networks;
- only consider the shared use of space with pedestrians when no other option is available, particularly in urban areas".

2.17

Planning conditions may be used to secure cycle parking and changing facilities in association with new development. Planning obligations may be used to achieve improvements in cycling provision where such measures would be likely to influence travel patterns to the site, either on their own or as part of a package of measures. Developers will be expected to contribute more to improving access by cycling in locations away from town centres and major transport interchanges than for development on more central sites.

2.18

Local authorities should consider setting local targets for the adoption of green travel plans by businesses and other organisations, and to set an example by adopting their own plans. Where appropriate, these may be made binding through conditions attached to a planning permission or through a related planning obligation.

PPG17 Sport and Recreation, 1991

2.19

This guidance note addresses all aspects of sport and recreational provision.

PPG21 Tourism, 1992

2.20

Although cycling is not mentioned in this document, access to visitor attractions by cycle and cycling for leisure are important aspects of tourism and need to be taken into account.

RPG8

Regional Planning Guidance for the East Midlands Region, 1994

2.21

The guidance note sets out the main principles for development in the Region, one of which is “to encourage the use of energy efficient modes of transport”.

2.22

Measures should be set in place to increase convenience, safety and enjoyment for cyclists, including the provision of cycle-only routes between residential and employment areas and other destinations. Secure cycle parking areas should be established, particularly in town centres and at major transport interchanges.

2.23

Development plans should also promote long distance routes in the countryside for cyclists, linked to networks in nearby urban areas.

Draft Regional Guidance for the Spatial Development of the East Midlands, Public Examination Draft, 1999

2.24

This document, published in November 1999, incorporates the Interim Regional Transport Strategy. Part of the Vision of the Strategy is to: “...give more attention and resources to the needs of walking and cycling.”

2.25

The overall aim of the Strategy is: “to ensure that land-use planning and transport planning are fully integrated in order to steer new development to more sustainable locations, reduce the need to travel and enable journeys to be made by more sustainable locations, reduce the need to travel and enable journeys to be made by more sustainable modes of transport.”

2.26

The Strategy indicates that measures to reduce the need to travel by private car and to improve accessibility, health and safety should give priority to the needs of cyclists, pedestrians and disabled people, above the needs of public transport and other road users.

2.27

The reallocation of road space to assist public transport, cyclists and pedestrians is encouraged and measures to encourage walking and cycling, including the National Cycle Network, are supported. Secure cycle parking will be required in new developments.

2.28

Developers should be required to contribute to the provision of cycling infrastructure and facilities to mitigate adverse impacts of development.

2.29

Improved inter-modal integration is encouraged.

Derbyshire County Council

Derby and Derbyshire Joint Structure Plan, Deposit, (and subsequent Proposed Modifications)

2.30

The Plan was placed on Deposit in 1998 and Proposed Modifications were published in April 2000, following an Examination in Public. It aims to promote the creation of patterns of land use that reduce the need to travel and to encourage the use of more sustainable modes of transport by encouraging the development and use of public transport, walking and cycling.

2.31

In new development, priority is to be given to public transport, walking and cycling. Provision is to be made for access, internal circulation and for links with existing developments. Green travel plans will be required where appropriate.

2.32

Highway schemes and traffic management and calming measures are to seek to improve conditions for all road users, including cyclists.

2.33

Provision is to be made for a network of cycle routes and long distance and recreational routes.

2.34

Secure cycle parking provision and improved public transport interchange facilities are to be encouraged.

2.35

The routes of disused railways and canals are to be protected and proposals for reclamation as public access routes, with provision for cycling, will be supported where this does not preclude proposals for the re-establishment of the former use.

Derbyshire Cycling Strategy

2.36

The Strategy, published in 1995, demonstrates a commitment to improving safety and facilities for cyclists, linking the principles set out in various County Council policy documents to assist cycling. It identifies action that needs to be taken in connection with these principles. At the time of writing the Strategy is being revised to set out priorities for developing a cycle route network and

will be implemented through the Local Transport Plan.

2.37

Four basic objectives are identified:

- to improve safety of cyclists
- to promote cycling as a healthy and practical form of transport
- to improve access and facilities for cyclists
- to achieve a transfer of some trips from car to bike

Derbyshire Road Safety Plan

2.38

The Plan, published by the County Council in 1995, embraces both national and local road safety targets and broader health and Community Safety Strategy objectives, seeking significant reductions in numbers of casualties. It takes a multi-agency partnership approach, reflecting the joint objectives and shared accident reduction goals of partner organisations. At the time of writing the Plan is being revised.

Trent Valley Recreation Plan

2.39

The Trent Valley Recreation Plan, approved by Derbyshire County Council in 1988, was intended to provide a basis for recreational management and development in the Derbyshire section of the Trent Valley, although many of the proposals were not implemented, due to lack of resources.

2.40

The Plan identified the potential for the Trent Valley to develop as both a local and a regional resource for a wide range of active and passive recreation pursuits, including cycling.

2.41

It identified potential for cycling due to the topography, interesting and relatively safe minor roads, bridleways and farm tracks. A system of cycle routes was proposed, linked to principal valley cycleways and would be ideally located to meet the need for recreational cycling from Derby, Nottingham, Burton-on-Trent and Swadlincote. The principal cycling route would be intended for cycling enthusiasts who were accustomed to traffic, rather than for families. However, cycling on some of the principal roads was considered dangerous and unpleasant due to the volume of traffic and heavy goods vehicles, although this situation has since been alleviated to an extent in the north of the District by the opening of the A50. In addition, some bridleways were identified as being in need of improvement or maintenance to

bring them to a suitable standard for cycling.

2.42

Proposals for the establishment of recreational cycle routes were set out in the document and are incorporated in this document as part of the cycle network proposals.

Local Transport Plans

2.43

Local Transport Plans (LTPs) set out proposals for transportation and act as bidding documents for government funding of local transportation works. South Derbyshire is covered by two such plans: the Derby Joint LTP, produced by Derby City Council in consultation with Derbyshire County Council, covers the northern part of the District whilst the Derbyshire LTP covers the remainder. Each takes a different approach to fulfilling government objectives for LTPs. Both plans were published in 2000 and cover the period from 2001 - 2006.

Derby Joint Local Transport Plan

2.44

The Transport Vision of the Derby LTP is:

"To develop an integrated transport system for the Derby Joint Local Transport Plan area which delivers viable transport choice while reducing reliance on the private motor car, encouraging economic activity and promoting safety and sustainability"

2.45

The Cycling Strategy contained in the LTP aims to achieve the following objectives:

- to improve accessibility for cyclists
- to promote cycling as a sustainable and healthy mode of transport
- to improve road safety for cyclists; and
- to improve and protect the quality of the cycling environment and minimise damage to health by reducing the adverse effects of traffic.

2.46

Proposed measures fall under the headings of:

- implementation of a strategic cycle route network
- safety and security measures, including cycle parking provision and cycle training
- integration with public transport services

2.47

The Plan sets a target to increase cycling as a mode of travel for journeys to work by an average of 5%

where employers have approved travel plans in place.

2.48

School travel plans in the Derby LTP area are the responsibility of Derbyshire County Council and are described under the heading of the Derbyshire LTP, below.

Derbyshire Local Transport Plan

2.49

The Plan aims to contribute to the achievement of the National Cycling Strategy by:

- achieving an increase of at least 25% in the number of secondary school students cycling to school, where schools have adopted cycling as part of their School Travel Plan by 2005/06
- achieving an increase of at least 20% in the number of employees cycling to work where employers have adopted cycling as part of their Travel Plan by 2005/06
- journeys to school and to work are seen as representing the areas where cycling can make the greatest contribution to tackling the broader objectives of the Plan

2.50

The measures proposed for the encouragement of cycling are as follows:

- identify a core network, to be achieved by 2010
- review the existing road and cycle networks to prioritise improvements
- design and check new traffic measures and developments for effect on cyclists
- promote cycling for its health and environmental benefits
- expand the Cyclist Training Programme for young school children
- recognise the particular role cycling has in local journeys under 8km (5 miles)
- implement schemes to improve safety and reduce conflict through:
 - traffic and/or speed reduction measures
 - ensuring traffic calming and other improvements are cycle-friendly
 - on-road measures; cycle lanes, advanced stop lines at traffic signals

- off road trails, taking advantage of disused railway lines and canal towpaths

2.51

The measures aim:

- to make cycling a logical option for trips of up to 8km (5 miles) in length
- to reduce cycling casualties
- to increase cyclist training:
 - increase on-road training at participating schools
 - increase number of participating schools
 - increase number of children trained each year

2.52

The main aim of the proposed core cycle network will be to link the major towns and provide a safe and convenient alternative to the car. Local links will be developed to ensure the network continues through the town centres and links the major centres of employment, housing and transport interchange.

2.53

The main criteria for prioritising the development of the network will include the following:

- provides a link to key local facilities and services
- completes a link within a wider network
- population served – number of deprivation indices
- safety of users or contribution to accident savings
- delivery of local transport plan targets
- costs and available external funding

2.54

The LTP envisages that it will take 10 years to complete the entire network and has set as a target the completion of at least 50% of the total by 2005/06.

2.55

The Plan also seeks to secure better integration between public transport and cycling, with particular emphasis on rail services. To this end local cycle networks should serve bus and railway stations. There is potential for developing cycle hire facilities at key stations such as those linked to the National Cycle Network.

2.56

Priorities for implementation in 2001/2002 include

the completion of the Derby to Nottingham and the Derby to Burton Millennium Cycle Routes, both of which pass through South Derbyshire.

2.57

In overall terms, the LTP programme for South East Derbyshire (including Swadlincote and the southern parishes of South Derbyshire) will focus on:

- tackling social exclusion by improvements in access to employment and facilities
- increasing access to the National Forest and management of related tourism
- improving pedestrian and cycle links to connect with bus and rail services
- improving safety in town and village centres, particularly through speed management and development of a programme of safe routes to school
- reducing the impact of traffic in residential areas
- enhancing the attractiveness of town centres to support the economy of the towns and villages.

2.58

The priority for the southern part of South Derbyshire will be to link communities with completed long distance cycle routes. Commuter routes will also be accorded a high priority.

Burton and Swadlincote Area Transport Strategy

2.59

This document identifies the local transport issues that are of common concern to the member authorities (South Derbyshire District Council, East Staffordshire Borough Council, Derbyshire County Council and Staffordshire County Council) and presents a vision for the future sustainable enhancement of the local transport network. The National Forest is also a signatory to the document.

2.60

The Strategy informs the Local Transport Plans of the two strategic authorities and also links into other policy documents including the National Forest Strategy.

2.61

One aim of the Strategy is to complete and link national and local cycle networks and to promote opportunities to expand the network further, especially forming routes into and out of the heart of the National Forest. The provision of cross-boundary cycle routes will be accorded particular emphasis. Routes will be developed to link local

cycle networks to the National Network to form one sub-regional network that serves the entire strategy area. This network will incorporate key destinations and routes within the National Forest.

South Derbyshire District Council

South Derbyshire District Council Corporate Objectives

2.62

The development of a cycling strategy is particularly relevant to the following Council objectives:

- to promote the sustainable economic and community development of South Derbyshire addressing social exclusion and equality of opportunity
- to protect and promote a sustainable environment
- to identify and address the transport needs of the District
- to work in partnership with organisations in the public, private and voluntary sectors to promote the safety and welfare of life in the community

South Derbyshire Local Plan

2.63

The Plan, which was adopted in May 1998, makes provision for cycling in the following policies:

Transport Policy 8: Cycling

"In consultation with the Highway Authority, provision will be made for safe, pleasant and, where possible, networks of segregated cycle routes wherever opportunities arise and resources permit, including utilising disused railway lines and suitable footpaths. Provision will be made to meet the needs of cyclists in the design of highway improvements, traffic management and pedestrianisation schemes."

Recreation and Tourism Policy 7: Disused Transport Routes

"A.

Development which is likely to impair the continuity of or restoration of disused railway lines or canals or prejudice their future use for recreation purposes will not be permitted.

"B

Proposals which lead to the use of disused railway lines and canals for footpaths, bridleway and cycle routes (as appropriate) will be permitted."

2.64

The Plan is currently under review and policies will be revised to reflect the greater importance placed by government on cycling as an alternative means of travel to the private car. It will provide the formal planning context for the Cycling Strategy. One of the approved objectives for the Local Plan in the context of the Swadlincote Sub Area is to “provide better access to and within the town, (particularly for those who do not have use of a private car) through the preparation of cycling and walking strategies and by ensuring that all new development maximises the potential for improving public transport use.”

South Derbyshire Leisure Strategy, 1999-2004

2.65

A survey of local people showed that cycling was the most popular leisure activity for 4% of those questioned. The survey further revealed that cycling was not a popular means of transport in the District. The Strategy indicates that the Council will contribute to the development of both footpaths and cycleways within parks and open spaces where practicable, and to assist in the long term development of a cycle network through the whole district including cycle paths forming parts of routes from Mickleover to Etwall, Derby to Long Eaton and Little Eaton to Melbourne.

South Derbyshire Tourism Strategy, 1995-2000

2.66

The Strategy identifies the need for the development of cycle routes as a means of developing tourism in some of the less visited parts of the District. The promotion of cycling trails is advocated as a means of interpreting the District's environment and heritage.

2.67

Among the tourism initiatives relevant to cycling are the National Forest, described above, and the Derwent Valley National Heritage corridor. The latter is intended to promote and interpret the corridor and includes a cycle link along the length of the valley. The southernmost section links Derby to Shardlow and there is a need to identify a route to connect the existing Derwent Riverside Path in Derby to the village.

2.68

The cycle network must be designed to link tourist facilities and attractions to one another and should also include routes through attractive countryside intended for enjoyment in their own right.

2.69

Attractions and facilities that need to be served by the network include Rosliston Forestry Centre, Beehive Farm, the Heart of the Forest Centre at Moira, Swadlincote Ski Centre, the Swadlincote Woodlands site, the proposed Sharpes Resource Centre, Shardlow Heritage Centre, Melbourne, Calke Abbey, Elvaston Castle, Staunton Harold reservoir and Foremark reservoir. It will also be important to link sites within the National Forest that offer public access and amenities.

2.70

The Strategy is under review at the time of writing and it is expected that the replacement document will identify cycling as a key opportunity for development as a tourist activity within the District. The Cycling Strategy therefore seeks to reflect this close relationship with the emerging Tourism Strategy.

South Derbyshire Economic Development Strategy, 2000-2005

2.71

The strategy aims to co-ordinate the work of all departments within the Council and the wider community on the Council's Economic Development aims and objectives.

2.72

Among the objectives are:

- the promotion of South Derbyshire as a location for new investment and as a developing area for tourism and leisure related activities and;
- to continue to improve the basic infrastructure and environmental quality of the area in order to retain and attract investment

The National Forest

National Forest Strategy

2.73

The National Forest Strategy identifies a need for new off-road cycle paths to meet existing demand and identifies potential to develop an extensive network of trails and access routes for walkers, cyclists and horse riders as part of an integrated transport strategy.

2.74

It is proposed that an east-west long distance forest trail should be developed, together with a network of interlinking trails. Schematic linkages are suggested connecting Swadlincote to Burton, Walton-on-Trent, Foremark, Melbourne and Moira. A further link is proposed between Netherseal and

Moir. These routes should link with all of the major access, tourist and leisure locations, the Ivanhoe Line stations, Forest gateways such as the Trent and Mersey Canal, and should connect with long distance routes outside the Forest.

2.75

A fundamental priority will be to ensure that a high proportion of this provision is off-road. Access could be accommodated in country or forest parks and areas of public open space in urban locations. The National Forest Access and Recreation Plan identifies opportunities for cycle provision through traffic calming, use of derelict railway lines and grant aid.

2.76

Cycle hire facilities will be important, particularly close to railway stations. Issues such as allowing bicycles on trains and buses will need to be considered.

2.77

Special facilities may also be required to meet the growing demand for mountain biking and cyclo-cross. A training centre with access to off-road cycling areas could also be appropriate.

2.78

The increasing emphasis on sustainability and the need to reduce growth in car use is an important consideration within the National Forest and the Strategy will seek to encourage cycling as an alternative to private car use as a means of accessing the countryside and recreation and tourist facilities within the Forest area.

Other Relevant Initiatives and Strategies

Central Rivers Project

2.79

The Central Rivers Project is being developed by a partnership of local authorities, statutory agencies, the minerals industry, voluntary organisations and others. The aim of the initiative is to develop a Strategy for an area of land between Burton-on-Trent and Tamworth, focussed on the corridors of the Rivers Trent and Tame. Part of the study area lies within South Derbyshire, including land close to Walton-on-Trent and Newton Solney. The Strategy is concerned with several aspects of life in the corridors, including economic and environmental matters. One of the aims of the project is to increase the level of informal recreation and to enhance public access provision and links.

Crime and Disorder Reduction Strategy for South Derbyshire 1999-2002

2.80

The Crime and Disorder Act, 1998, placed a duty on local authorities and the police to work in partnership to develop a Community Safety Strategy to reduce crime and the fear of crime. The Crime and Disorder Reduction Strategy for South Derbyshire, prepared by the South Derbyshire Community Safety Partnership, covers the period 1999-2002. The Strategy gives priority to a particular group of issues, among which is the protection of property. Although crime figures demonstrate that bicycle theft is not a particular problem in South Derbyshire at the moment, this may be a reflection of the present low levels of cycle usage and continued monitoring will be required as cycling increases.

Southern Derbyshire Health Improvement Programme

2.81

In 'Saving Lives: Our Healthier Nation', published in July 1999, the Government set out an action plan to promote health and prevent illness. The twin aims of the Strategy were to:

- improve the health of the population by increasing the length of people's lives and the number of years people spend free from illness
- improve the health of the worst off in society and to narrow the health gap.

2.82

The strategy acknowledges the link between social, economic and environmental factors and poor health and sets targets for reducing deaths from cancer, coronary heart disease and strokes, accidents and mental illness.

2.83

Local health authorities are required to prepare a Health Improvement Programme to improve health, tackle inequalities in health and improve services. Southern Derbyshire Health Authority has prepared proposals for 1999-2002 in partnership with all other organisations that can have an impact on public health through their actions, including local authorities.

2.84

Priorities for health improvement have been identified, of which the following are directly relevant to provision for and encouragement of cycling in South Derbyshire:

- heart disease and stroke

- accidents
- communities in need (providing for people living in poorer areas)

2.85

The plan aims to address these priorities in a variety of ways including:

- encouraging exercise
- improving road user behaviour
- continuing to improve the information that is collected about where accidents happen
- tackling social exclusion

2.86

The Cycling Strategy will have a role to play in dealing with these issues.

Countryside Agency

2.87

The Countryside Agency has published policy advice on public rights of way, including cycle routes, in its document "Linking Town and Country" which will be relevant to the implementation of the Cycling Strategy.

Cycling Strategies of Neighbouring Authorities

2.88

A number of neighbouring authorities have produced cycling strategies as follows:

East Staffordshire Local Cycling Strategy and Action Plan, 1998

2.89

Policies include the development of route networks for cyclists, with priority being given to urban areas and links to surrounding settlements that generate significant levels of commuting.

Leicestershire County Cycling Strategy, Draft, 1999

2.90

The document sets out strategic cycling policies.

Ashby Area Cycling Network Plan, 2000

2.91

The Plan, prepared by North West Leicestershire District Council, Sustrans and other organisations sets out proposals for the development of a cycling network for the Ashby area. Some proposals cross

the district boundary into South Derbyshire and are reproduced as South Derbyshire cycling network proposals. A further such plan for the Northern Parishes of North West Leicestershire has been proposed and will have implications for the north-western area of South Derbyshire.

Derbyshire Dales Cycling Strategy, 1999

2.92

The Strategy identifies potential for cycle links between Ashbourne and Etwell.

Derby Cycling Strategy, 2000

2.93

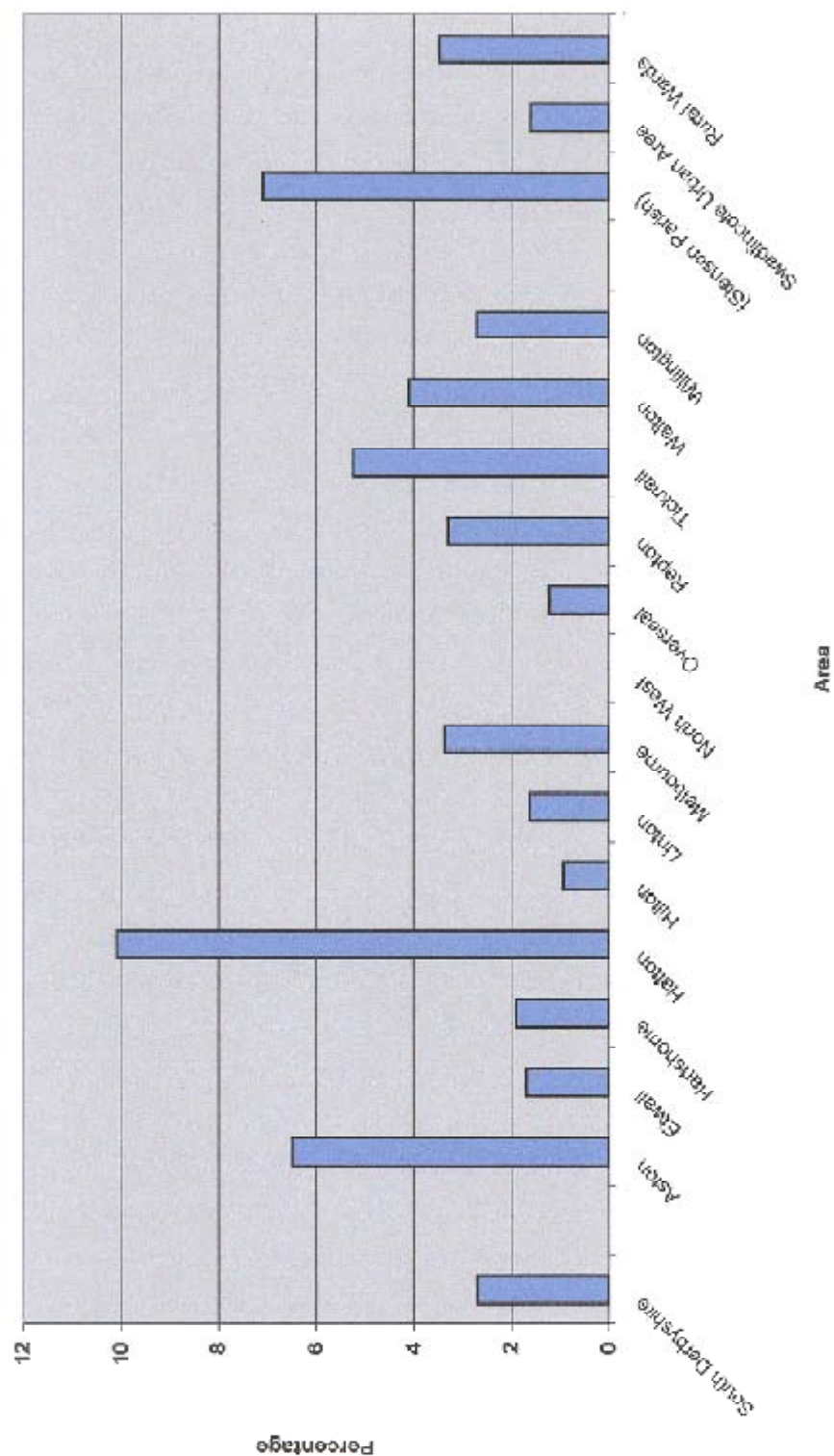
Derby's Cycling Strategy is embodied in the Local Transport Plan, described above. It includes proposals for a cycle route network, parts of which meet with the South Derbyshire boundary offering opportunities for cross-border links.

Erewash Cycling Strategy, 1997

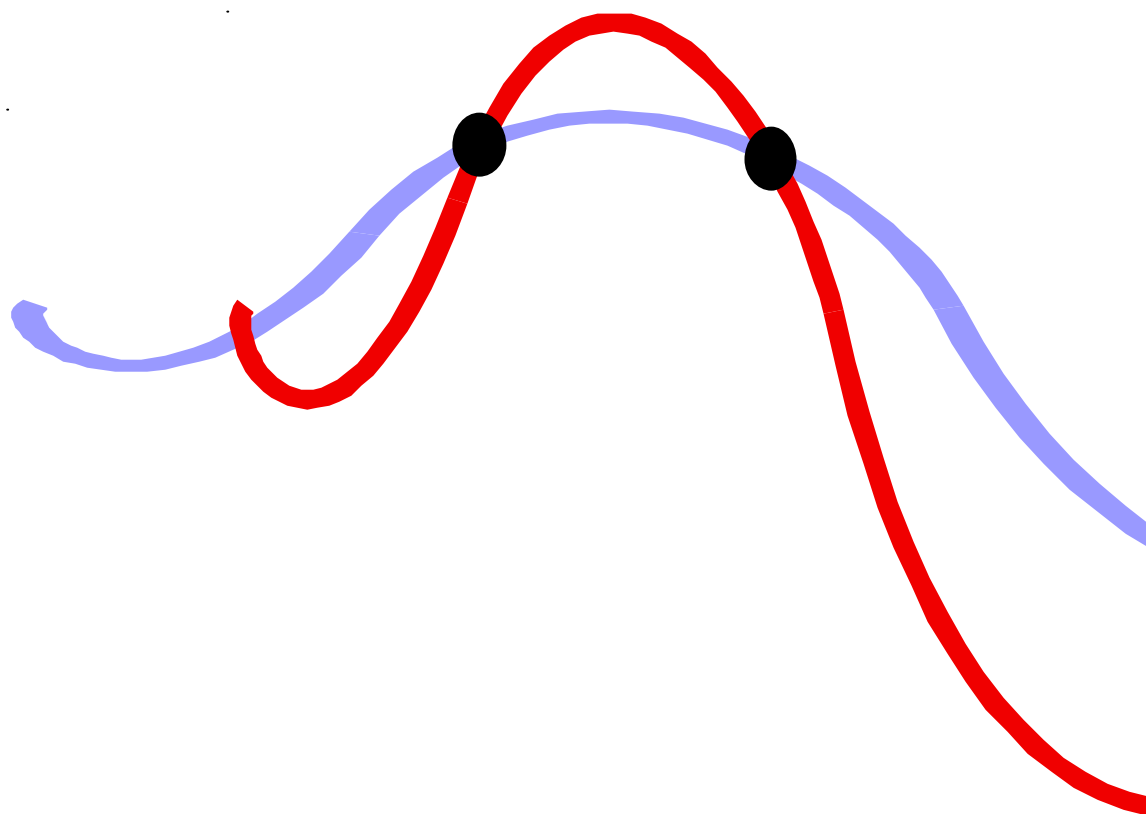
2.94

The Strategy sets out proposals for the development of cycleway infrastructure. Among the priorities is the development of a route from Sandiacre to Derby, part of which passes through the northern part of South Derbyshire.

Table 1: Travel by Cycle as a Percentage of Journeys to Work by Ward (1991 Census, 10% sample)



Strategy for South Derbyshire



Existing Cycling Facilities in South Derbyshire

3.1

Existing cycling routes in South Derbyshire are as follows:

Derby to Leicester National Cycle Route

3.2

This forms part of the National Cycle Route from Inverness to Dover and passes through Derby and close to Swarkestone and Melbourne, continuing into Leicestershire. The route through South Derbyshire follows the path of a former railway line, the Trent and Mersey Canal towpath and a section of Weston Road. One remaining section, along the canal towpath between Cuttle Bridge and Massey's Bridge, has planning permission for use as a cyclepath and will be implemented as resources allow in substitution for the current on-highway section of the route.

Derby to Nottingham National Cycle Route

3.3

This off-highway path follows the bank of the River Derwent through Derby and into South Derbyshire, just to the north of Elvaston Castle. It is scheduled for further extension to form part of a route linking Derby to Long Eaton and Nottingham. A crossing has been provided over the Derwent at Borrowash, and it is intended that the path should continue along the towpath of the former Derby and Sandiacre Canal in Erewash, which is currently proposed for restoration.

Derby to Lichfield National Cycle Route

3.4

This off-highway path, scheduled for completion in early 2001, follows the route of a former railway line extending from Derby southwards. The link will connect with an existing off-highway path in Derby. It will then connect to Burton-on-Trent, following an on-highway route from Etwall via Egginton to the A38 cyclepath. Another possibility for the future is to link Etwall to Burton by continuing the off-highway link southwards from Etwall, following the path of the former railway, under the A5132, to the Dove where a dedicated crossing would be provided.

A38 Cyclepath

3.5

This path runs along the verge of the A38 from Burton-on-Trent to the Mickleover roundabout.

Elvaston Country Park

3.6

There are several off-highway paths available for use by cyclists at Elvaston Country Park, one of which provides direct access from Alvaston.

Cycle Parking Provision

3.7

Cycle parking facilities are provided by the Council at the Civic Offices, the Green Bank Leisure Centre and at four locations in Swadlincote town centre. Cycle parking is also available at Melbourne Leisure Centre.

Programmed and Proposed Developments

3.8

The following represent firm proposals:

A6 Alvaston Bypass Cyclepath

3.9

A dedicated off-highway cyclepath has been proposed to run parallel with the A6 Alvaston Bypass which is currently expected to be completed around 2003. It will be developed as part of the Bypass scheme and will link to existing cyclepaths in Derby, including the Derwent riverside path and the multi-user trail linking Alvaston to Elvaston Castle.

A511 Ashby Bypass Cyclepath

3.10

This dedicated off-highway cyclepath will run parallel to the proposed A511 Ashby Bypass. It will be developed as part of the highway scheme.

Pennine Cycleway

3.11

It is planned to include the existing route from Mickleover to Etwall within the Pennine Cycleway, linking Derby to Berwick-upon-Tweed. From Etwall, the route will follow existing rural lanes northwards to Ashbourne.

Leicester to Burton-on-Trent National Cycle Route

3.12

Sustrans proposes a new National Cycle Network route following the Ivanhoe railway corridor between Leicester and Burton-on-Trent. This will approach from Leicestershire via the Ashby canal and Heart of the Forest Visitor Centre, extending through

Church Gresley and Swadlincote it will run into Burton-on-Trent via Stapenhill Viaduct.

Local Cycling Strategy

3.13

The function of the Cycling Strategy will be to co-ordinate all policies and programmes of action which can help to promote cycling in the District.

Objectives

3.14

The Strategy will aim to deliver the following objectives:

- to maximise the role of cycling as a transport mode, in order to reduce the use of private cars
- to encourage cycling for recreation and tourism
- to encourage cycling as a healthy activity
- to develop a safe, convenient, efficient and attractive infrastructure which encourages and facilitates cycling
- to ensure that transportation is available to all sections of the community, particularly those without access to a private car
- to ensure that policies to increase cycling and meet the needs of cyclists are fully integrated into all relevant documents and complementary strategies

Targets

3.15

The following targets reflect the aims of the National Cycling Strategy and are intended to be challenging yet achievable within a time period of 10-15 years.

Target 1:

To increase the level of cycle usage in the District, having regard to national targets set out in Transport 2010.

3.16

The National Cycling Strategy aims to achieve a doubling in the level of cycle use between 1996 and 2002 and a further doubling by 2012, whilst the more recent Transport 2010 aims to treble the number of cycle journeys by 2010 from a 2000 base. Cycle use in the U.K. as a whole in 1996 was estimated to be 2.3%. However, the 1991 Census recorded that 2.7% of all journeys to work in South Derbyshire were made by cycle. Consideration of the statistics at ward level reveals some interesting patterns as illustrated in Table 1.

3.17

Contrary to the experience of other areas, the chart shows that cycle usage in rural parts of the District (3.48%) was significantly higher than in the Swadlincote urban area (1.6%). Generally speaking, urban travel is more conducive to cycling, since journeys tend to be shorter than in rural areas. The local pattern may be explained by the fact that many Swadlincote residents travel to the neighbouring districts of East Staffordshire and North-West Leicestershire to work, thus travelling over longer distances along routes that are not particularly well suited to cycling at present.

3.18

Parts of the District where cycle usage is particularly high include Aston ward (6.49%), Hatton ward (10.08%) and Stenson Parish (7.1%). High levels of usage in Aston may be partly explained by the presence of the Little Eaton to Melbourne cycle path. Stenson is located on the edge of Derby City with trip destinations only a short distance away.

3.19

North West ward is the most remote part of the District and the absence of journeys to work by cycle reflects the long distances involved.

3.20

Around 40% of journeys made by car are of three miles or less and these offer the best potential for modal change to cycling.

3.21

In providing for cyclists in South Derbyshire, a distinction needs to be drawn between "utility" and "recreational" cycle trips. The former include the journey to work, school, shops and other facilities while the latter represent journeys for their own sake.

3.22

Taking both together, there would appear to be significant scope for growth in cycle usage in terms of the following:

- journeys within the Swadlincote urban area
- journeys from Swadlincote to Burton-on-Trent, Ashby-de-la-Zouch, rural parts of the district and nearby leisure and tourist facilities
- journeys from rural areas to urban centres including Swadlincote, Burton-on-Trent, Ashby de-la-Zouch and Derby
- journeys within rural areas to key settlements (offering employment, shops and a range of services)
- journeys to and between leisure and tourist facilities and through rural areas

3.23

A further distinction needs to be made between regular, experienced cyclists and those who cycle only occasionally or mainly for recreation. The former tend to be generally more willing to cycle on the public highway than the latter, who prefer traffic-free routes. National research demonstrates that many existing and potential cycle users are deterred from cycling by what they perceive as a dangerous highway environment. The needs of all types of user need to be taken into account.

Target 2:

To reduce the number of casualties for pedal cyclists in the District.

3.24

The Derbyshire County Council Accident Prevention Unit publishes an annual report containing details of casualty rates for cyclists throughout the County. In 1998, cyclists represented 5% of all casualties in South Derbyshire, compared with 4.38% for the County as a whole. Of all casualties aged 5-16 years 10.2% were cyclists, compared with 15.31% for the County. None of the cycle casualties in South Derbyshire occurred on the journey to or from school, compared with the County figure of 1.92%.

3.25

The most effective means of reducing cycling casualties is through engineering measures, including highway improvements and off-road routes where appropriate. Reduction of speeds and prevention of rat-running in residential areas will be particularly important. Improvements to conditions and facilities on quieter rural lanes would also benefit cyclists.

3.26

Derbyshire County Council also tackles cycling casualty issues through publicity campaigns aimed at motorists and the provision of information to cyclists regarding such matters as clothing and helmets.

Target 3:

To reduce the rate of cycle theft in South Derbyshire.

3.27

Cycles are vulnerable to theft as they are light, highly mobile, valuable, exposed and often hard to identify and distinguish.

3.28

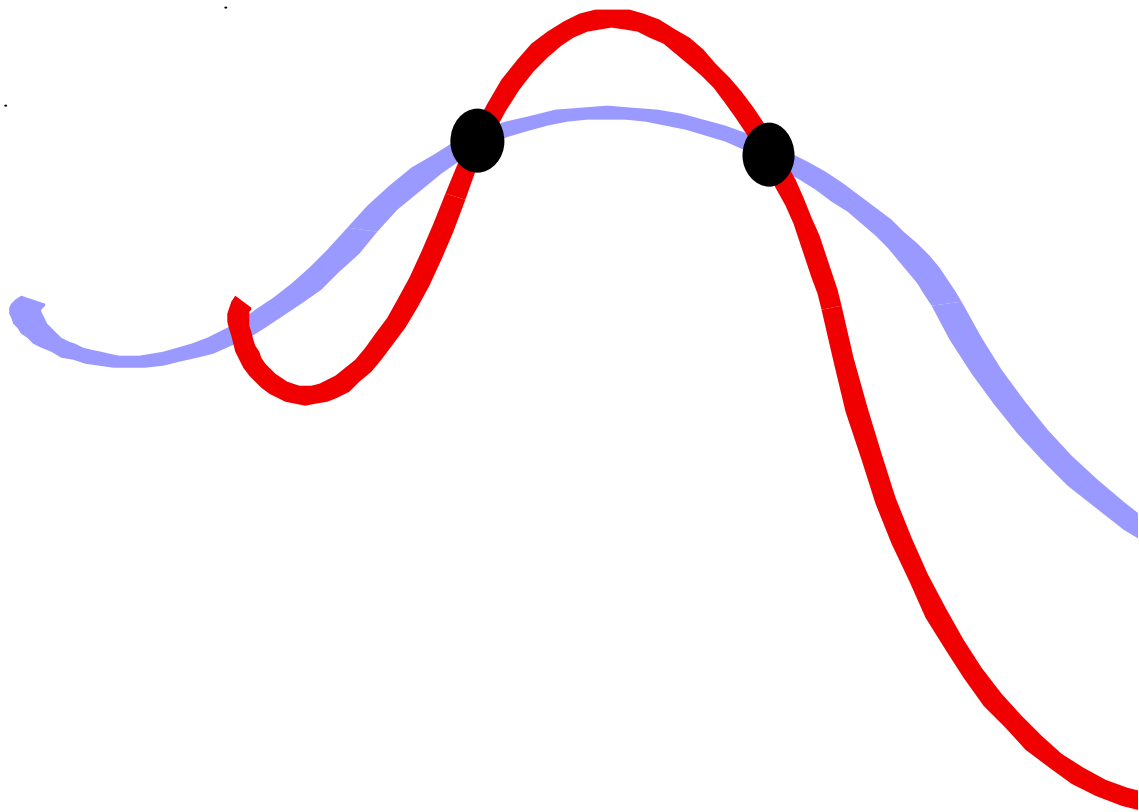
The Police compile statistics concerning cycle theft and these will need to be closely monitored. Records show that between July 1997 and July 2000 there were 194 cycle thefts in the district of which 158 took place in the Swadlincote urban area. These figures are relatively small in comparison to other areas, but this may reflect the low level of cycle usage in the District at the present time.

Timescale

3.29

The Strategy covers the period to 2010, the date set by the government for trebling the number of cycle trips from a 2000 base.

Delivery Mechanisms



Delivery Mechanisms

3.30

As part of an integrated approach to transport, delivery mechanisms listed under the headings of 'engineering', 'encouragement', 'education' and 'enforcement' will be employed. These are intended to complement the broader strategies for transport being pursued by the County Council and Derby City Council through the Local Transport Plans.

Engineering

Policy 1: Cycle Audit

Development proposals will include a cycle audit to ensure that schemes provide improvements to, or at least have no negative impact on, the coherence, directness, continuity, safety, attractiveness and comfort of routes used by cyclists.

3.31

Although not yet established, the County Council intends to develop the fundamental principles of an audit procedure which can be applied consistently on a county-wide basis. The design of routes will be undertaken in full consultation with all affected parties (see Policy 18).

Policy 2: Cycle Network

A high quality, continuous route network will be provided for cyclists, as shown on the Maps. These will be prioritised as follows, subject to the availability of resources:

(i) major local and inter-urban utility routes catering for significant travel destinations such as:

- major employment areas
- secondary schools and other educational facilities
- retail centres
- public transport interchanges
- leisure facilities (including links to major National Forest recreation and tourist facilities)
- hospitals

(ii) other utility routes serving less significant travel destinations

(iii) recreational routes primarily intended for enjoyment in themselves rather than as links between significant origins and destinations.

3.32

The Derby to Leicester, Derby to Burton-on-Trent, Derby to Nottingham and Leicester to Burton-on-Trent National Cycle Routes are accorded the highest priority as these serve as utility links connecting major South Derbyshire villages to urban centres, as well as fulfilling a recreational role

Other priority (i) routes will include:

- routes within Swadlincote and to the neighbouring towns of Burton, Derby and Ashby, where journey distances are suited to cycling
- routes likely to assist in alleviating access problems in areas of economic and social deprivation
- links to neighbouring areas where these are likely to serve as utility routes

3.33

Design criteria will reflect a hierarchical approach favouring measures to make use of existing routes safe and convenient for cyclists in preference to segregation as follows:

1. Traffic reduction
2. Traffic calming
3. Junction treatment and traffic management
4. Redistribution of the carriageway
5. Cycle lanes and cycle tracks

Disused railway track beds should be protected for use as multi-user routes. Routes should be multi-user, except where space prohibits this.

3.34

Regard will be had to best practice design guidance in the design of cycling infrastructure, as embodied in documents such as the following:

"The National Cycle Network – Guidelines and Practical Details"
published by Sustrans in 1996.

"Cycle Friendly Infrastructure: Guidelines for Planning and Design"
published by the Institution of Highways and Transportation et al in 1997.

At the time of writing Derbyshire County Council is developing a code of practice for the design and construction of cycling facilities which will form the main point of reference for the development of facilities in the District, once adopted.

Personal security will be an important consideration in the design of new routes.

3.35

It is desirable that national design standards are adopted and adhered to for the sake of coherence and consistency. The National Forest is currently compiling a guide to these national standards for landowners.

3.36

In rural parts of the District and in conservation areas, care will need to be taken to ensure that the design of cycling infrastructure does not detract from the environmental quality of the surroundings.

Policy 3: Cycle Priority Measures

Where appropriate, measures will be provided to improve cyclists' safety and give cyclists greater priority (in terms of access and journey time) over other traffic on all roads with significant cycle flows or significant potential cycle flows.

3.37

Cycle priority measures could include:

- traffic management to reduce the amount of traffic, supported where it is safe to do so and practical, by exemption for cyclists from traffic restrictions applying to general traffic.
- speed limit reduction, traffic calming and junction treatment to reduce traffic speeds
- advisory and mandatory cycle lanes, bus/cycle lanes and widened nearside lanes
- advanced stop lines
- changes in junction priority
- toucan crossings and cycle-priority phases at traffic signals
- fully segregated cycle tracks
- direction signing of existing routes
- shared use on converted footways. This would only be in exceptional circumstances where no alternatives are available.

Policy 4: Maintenance

A high standard of maintenance reflecting the route management priorities of the Highways Authority will be provided on cycle routes within the District.

3.38

Derbyshire County Council is responsible for the maintenance of the highway network in South Derbyshire, whilst the District Council is responsible for cleansing.

3.39

The District Council will seek to provide an adequate

standard of cleansing within the limits of available resources.

Policy 5: Route Protection

The Council will ensure that new development does not sever routes used by cyclists (or pedestrians) or unjustly prejudice accessibility by walking or cycling. Disused transport routes, such as former railways and canals, will be protected from development that might prejudice their future use as cycle routes.

3.40

Former railway track beds in the District may provide opportunities for cyclepath development, particularly in Swadlincote and the southern parishes. In the north of the district, the former Derby and Sandiacre Canal is proposed for restoration. The former towpath forms part of the existing Derby-Melbourne cyclepath and it will be important to ensure that the route is retained should the restoration scheme go ahead. Routes should be multi-user except where space prohibits this. In certain cases it may be appropriate to seek to protect cyclists' routes when 'rat-runs' are closed to motor vehicles.

Policy 6: Planning Gain and Commuted Payments

The Council will make use, wherever possible, of planning conditions and negotiated planning obligations under Section 106 of the Town and Country Planning Act, 1990 to improve transport infrastructure to aid cyclists.

3.41

In accordance with the provisions of Draft PPG13, the Council will require developers to prepare greentravel plans, or packages of measures aimed at mitigating the adverse environmental impact of development proposals, where appropriate. Such measures will usually include provision for cyclists.

3.42

Existing employers and other trip generators such as major shops, leisure facilities etc. will also be encouraged to make provision for cyclists and to develop green travel plans.

Policy 7: Integration with Public Transport

The Council will seek to work in partnership with the County Council and public transport operators to ensure that cycling is fully integrated with public transport to facilitate cycle use as part of longer journeys.

3.43

The County Council is involved in negotiation with rail operators to make provision for cyclists within their infrastructure. It will be particularly important to encourage provision at railway stations, but less so in the case of bus stations as cycling tends to

represent an alternative rather than an adjunct to bus trips, owing to the short distances involved.

3.44

Provision may include links from railway and bus stations to the cycle network and the provision of secure cycle parking at these facilities.

Policy 8: Integration with Facilities for Pedestrians and People with Mobility Difficulties

The Council will integrate measures to facilitate cycling with measures to aid pedestrians and people with mobility difficulties, seeking to minimise conflicts of interest between these groups.

3.45

The Council is aware of the concerns of pedestrians and people with mobility impairments regarding the shared use of facilities and will bear these in mind in the implementation of cycling measures.

3.46

Derbyshire County Council published its Personal Mobility Strategy in 2000. The Strategy seeks to ensure that people with mobility needs have the opportunity to travel with reasonable convenience when undertaking daily activities. Government guidance on the shared use of facilities has also been published.

3.47

A separate walking strategy is being prepared by the District Council to address the particular needs of pedestrians in Swadlincote.

Policy 9: Cycle Parking

The Council will seek to ensure adequate cycle parking provision at major travel destinations, including educational establishments, retail centres, public transport interchanges and leisure facilities. Employers will be encouraged to provide cycle parking at workplaces.

3.48

Well designed cycle parking encourages use by cyclists. Cycle parking standards for new development are set out at Appendix A.

Encouragement

Policy 10: Danger Reduction

The Council will support Derbyshire County Council in their work to reduce cycle casualties and seek to ensure that the desired increase in cycling does not result in cycling casualties by ensuring a reduction in road traffic danger at source.

3.49

The Derbyshire Road Safety Plan, prepared by the County Council, seeks significant reductions in numbers of casualties and provides the basis for reducing danger to cyclists.

3.50

The Council will encourage the promotion of the use of safety equipment at cycle hire centres and will support cycle safety campaigns.

Policy 11: Cycle Theft

The Council will work with the police to address the problem of cycle theft in the context of growing cycle usage.

3.51

Crime Prevention and Architectural Liaison Units monitor cycle theft nationally and locally.

3.52

The provision of secure cycle parking is a key factor in deterring cycle theft. The Council will seek to ensure that cycle parking provision is secure, accessible and, where possible, well lit, under shelter, and that it conveniently serves the cycle route network.

Policy 12: Cycle Friendly Employer Initiatives

The Council will encourage cycle-friendly employer initiatives.

3.53

Below are a number of low-cost measures that can have a significant impact on encouraging people to cycle to work. The suitability of these measures will depend on the needs of the employer and the nature of the work.

- provision of secure, covered cycle parking, equipment storage lockers, and showers at the place of employment
- cycle mileage allowance, for work related trips, to be established at a realistic level to fully reflect the costs of cycle use and to encourage cycling as the most appropriate mode for short trips.
- an interest-free loan scheme to help with the purchase of cycles
- poolbikes
- support for and regular liaison with a cycle user group
- development of a green travel plan/employee travel strategy to include incentives to encourage all alternatives to private car use
- charging an appropriate fee for car parking

- Liaison with and encouragement of cycle registration schemes
- Publicity on cycle theft awareness and measures that individuals can take to increase security

Policy 13: Cycling and Schools

The Council will support Derbyshire County Council in the implementation of School Travel Plans.

3.54

The purpose of the County Council programme is to enable safer conditions for pupils to walk or cycle or use public transport to get to school in order to achieve traffic reduction, environmental improvement, improved personal health, casualty reduction, enhanced road safety skills and reduced parking problems.

3.55

A holistic approach has been taken which will combine education, awareness and engineering measures, progressing on a partnership basis with schools and local communities. It is estimated that a five-year programme will entail a range of measures at 40 schools (approximately 10% of schools). The strategy follows a procedure that ensures that activity is client-centred and that the appropriate level of funds is targeted at areas where it is most needed.

3.56

Since the network proposals will be developed ahead of School Travel Plans in South Derbyshire, it will be necessary to ensure that the proposed infrastructure caters properly to schools from the outset. Particular attention will be paid to the need to discourage the parking of vehicles on cycle routes close to schools.

Policy 14: Publicity

The Council will assist in publicising cycle facilities and events, to emphasise the health, financial and environmental benefits of cycling and the need for reduced use of private cars. Recreational cycle facilities will be promoted as part of the District's tourism product.

3.57

The District Council together with other agencies, including the County Council and the National Forest, can assist in publicising cycling in the District.

3.58

Publicity can focus on:

- specific publicity for new routes and facilities
- integration with health campaigns
- integration with environmental initiatives

- integration with public transport
- leisure and tourism cycling promotion (including the National Forest)
- events and mass rides
- support for National Bike Week initiatives

Education

Policy 15: Cycle Training for Children and Adults

The District Council will support Derbyshire County Council in its work with cycle training for school children and will support national and local publicity campaigns aimed at educating adult cyclists about responsible behaviour and other road users about considerate driving including awareness of the needs of cyclists and other vulnerable road users.

3.59

Derbyshire County Council recruits volunteers to assist road safety officers in providing cycle training in schools. During 1999 some 1500 children from 125 participating schools were trained in cycling skills and it is intended that this annual figure should rise to 4000 children and 200 schools by 2001.

3.60

It is important to seek to prevent the abuse and misuse of public rights of way and private paths by cyclists. This is currently a problem at Foremark Reservoir.

Enforcement

Policy 16: Enforcement of Traffic Law

The Council will continue to liaise with the Police over the enforcement of traffic law as it affects cyclists.

3.61

The police can do much to enhance the safety and convenience of cyclists and other road users through law enforcement, particularly in relation to:

- excessive speed
- parking and obstruction of footways
- illegal manoeuvres
- driving while under the influence of drugs, including alcohol
- cycling on the footway
- cyclists' use of lights
- conformance to traffic signals by cyclists

- the use of hand signals by cyclists

Monitoring and Review of Policies

Policy 17: Cycle Monitoring

The Council will seek to ensure that measures to encourage cycling are based upon up to date and accurate cycle information.

3.62

The Council will monitor progress towards the Strategy targets, taking account of all available information including that relating to:

- cycle infrastructure provision
- cycle use
- cycle accidents
- cycle theft
- cycling provision in connection with planning permissions

Information will be compiled and made publicly available on an annual basis.

3.63

The District Council is highly dependent upon the County Council, as Highways Authority, and other agencies for the measurement of these transport indicators.

3.64

Although the District Council will be involved in the provision of off-road cycling infrastructure, on-road provision will be the responsibility of the County Council.

3.65

The principle source of travel to work information is the Census, the next taking place in 2001. Travel to school information will be measured by the County Council when it audits individual schools in connection with the School Travel Plans initiative, although this will only extend to 10% of schools in the County in the period to 2005. Measurement of overall traffic volumes on South Derbyshire roads is the responsibility of the Highways Authority except on trunk roads, which are the responsibility of the Highways Agency. Local cycling groups can also assist in monitoring cycle traffic on a voluntary basis, as in other parts of Derbyshire.

3.66

Derbyshire County Council Road Safety Group monitors accidents involving cyclists.

3.67

The police hold figures on reported cycle theft, although a large proportion of cycle crime is not

reported to official bodies.

3.68

The District Council can monitor cycling provision through conditions and obligations attached to planning permissions.

Policy 18: Consultation and Publicity

The Council will consult local cycling organisations and all other interested parties to inform the review and implementation of the Strategy.

3.69

The Council will continue to liaise with partner organisations in implementing and reviewing the Strategy and will hold informal meetings and correspondence with all stakeholders including local cyclists and cycling organisations, seeking to continually improve this liaison. Derbyshire County Council's Cycling Liaison Group provides an important forum for local cycling groups to express their views

Funding

Policy 19: Funding

The Council will identify available funding sources for cycling. External funding should be sought wherever possible.

3.70

The following represent potential funding sources available, or likely to become available, at the time of writing. These will change over time and should therefore be kept under review.

Central Rivers Project

3.71

Financial assistance may be available through the Central Rivers Project, although the precise form of any direct funding is not yet known.

Coalfield Regeneration Trust

3.72

This is a fund set up by the Government to assist in the regeneration of former coalfield areas and may assist in the development of cycleway infrastructure. Available funding amounts to some £50 million over a three year period.

Countryside Agency

3.73

The Countryside Agency may contribute towards the development of cycleways. It has been running six Greenways and Quiet Roads National Demonstration projects over the past three years and provides an Advisory Service and website dedicated to Greenways. Further information can be obtained by contacting www.countryside.gov.uk.

East Midlands Development Agency (EMDA)

3.74

EMDA can assist in bringing derelict land back into beneficial use and often contributes toward the conversion of derelict railway routes to cycleways. Sections of former railway lines within and close to Swadlincote are classified as derelict land.

Environmental Trusts

3.75

Landfill tax is a levy on waste deposited in registered landfill sites. The proceeds are distributed through Environment Trusts for “the provision of publicly available amenity and recreation facilities in the vicinity of landfill sites. Recreational cycling routes are eligible for such funding.

Highways Agency

3.76

Trunk road schemes provided by the Highways Agency, such as the proposed Alvaston and Ashby Bypasses often include provision for cyclists.

Local Authority

3.77

At present the Council is experiencing financial difficulties and is not able to commit substantial funds to the encouragement of cycling in the short to medium term. However, where funding gaps are identified, specific projects can be put forward as service development proposals, allowing the Council to make appropriate budgetary provision.

3.78

The Council can assist in publicising the health benefits of cycling and promoting cycle routes and facilities through its leisure and tourism activities.

Local Transport Plan

3.79

These set out proposals for transportation and act as bidding documents for government funding of local transportation works. The Council can seek to influence the County Council's programme of works through joint work on Local Transport Plan implementation. The LTPs covering South Derbyshire express a strong commitment to cycling and will represent a significant resource for the funding of cycle schemes.

National Forest

3.80

The National Forest can contribute through grant funding toward cycleway development, accounting for up to 50% of the total cost.

3.81

Another way in which the National Forest can assist is through the Tender Scheme, which encourages applicants to provide public access to sites to be planted with trees using grant funding.

3.82

The Forest can also encourage cycling through the production of publicity and promotional materials, and events.

National Lottery

3.83

National Lottery Millennium funds have assisted in the development of sections of existing cycle routes in South Derbyshire, although this source is no longer available as of the end of 2000. However, in future it may be possible to take advantage of the Sports Lottery fund in those instances where clear sports development outputs can be demonstrated.

Private Finance

3.84

Developer contributions, secured by the Council through planning conditions and obligations under Section 106 of the Town and Country Planning Act, 1990, can be sought by Councils to fund transport infrastructure in association with new development. New land-use allocations in the reviewed local plan will be well related to the cycle route network which will assist in enabling private sector funding contributions to be sought.

3.85

Public transport operators, local employers and other interests have potential to fund cycle schemes, such as cycle parking and shower facilities at the workplace.

3.86

Cycling is attractive to sponsors because of its healthy, environmentally friendly image. There are likely to be opportunities for partnership funding of cycling facilities, or publicity involving local and central government and the private sector.

Rural Development Area

3.87

A small part of South Derbyshire, comprising the wards of Hartshorne, Netherseal and Overseal, is covered by the Leicestershire and South Derbyshire Coalfields Rural Development Area (RDA). The RDA Operating Plan includes a number of specific tourism projects associated with the National Forest, Moira Furnace, Ashby Canal and Measham Museum and may allow for the funding of cycling initiatives.

Single Regeneration Budget

3.88

The Single Regeneration Budget is aimed at regenerating areas of deprivation and is operated by the Government Regional Office. In early 1996, the Made in Swadlincote Partnership achieved success in securing S.R.B. funding for the Swadlincote Woodlands project. A key element of the initiative is the establishment of an urban country park close to the town centre. There is potential for the development of cycleways through the Park that would provide key links in the Swadlincote cycle network and it is hoped that SRB monies can be made available for this purpose.

Sustrans

3.89

Where a proposed cycling facility is associated with the National Cycle Network, Sustrans is generally pleased to help with fundraising and associated negotiations.

Action Plan

Engineering Measures				
Action No.	Policy No.	Action	Priority	Provider
1.	1.	Support the development of a cycle audit procedure in line with Institution of Highways and Transportation good practice for land use development and highway schemes.	High	DCC/ SDDC
2.	2.	Subject to availability of resources, prepare detailed proposals for and complete development of links in the proposed cycle network	High	DCC/ SDDC
3.	2; 3.	Identify the standards to which the cycle network and other facilities will be built	High	DCC/ SDDC
4.	3.	Subject to the availability of resources, review and implement a programme of traffic calming/management measures in appropriate areas, including rural roads, to ensure that they will be of benefit to cyclists, particularly where they form part of the proposed network	High	DCC/ SDDC
5.	3.	Identify and prioritise locations for any cycle priority and safety measures considered necessary on the highway network	High	DCC/ SDDC
6.	4.	Provide a high standard of maintenance on cycle routes within the District	High	DCC/ SDDC
7.	5.	Protect disused railway lines and canals from development which could prejudice the future development of cycleways	High	SDDC
8.	5.	Encourage development that does not have a negative impact on cycling	High	SDDC/ DCC
9.	6.	Ensure that wherever possible, successful planning applications result in improved facilities for cyclists	High	SDDC/ DCC
10.	6.	Encourage the provision of adequate cycle parking and other facilities as part of green travel plans in association with new development as appropriate	High	SDDC/ DCC

Action No.	Policy No.	Action	Priority	Provider
11.	7.	Identify facilities required at public transport interchanges	Medium	SDDC/ DCC/ Public Transport Operators
12.	8.	Integrate cycling measures with measures for pedestrians and people with mobility difficulties	High	SDDC/ DCC
13.	9.	Provide cycle parking in public places and facilities as resources permit	Medium	SDDC

Encouragement Measures

Action No.	Policy No.	Action	Priority	Provider
14.	10.	Integrate SDDC cycling initiatives into relevant health and environmental campaigns	Medium	SDDC
15.	11.	Liaise with the Derbyshire Police to tackle cycle theft	Low	SDDC/ Police
16.	12.	Encourage the introduction of cycle-friendly employer measures, with priority given to organisations with 100 or more employees	Medium	DCC/ SDDC/ Employers
17.	13.	Encourage schools to adopt School Travel Plans	High	DCC/ Schools
18.	14.	Publicise cycling facilities	Medium	DCC/ SDDC/ National Forest/ Others

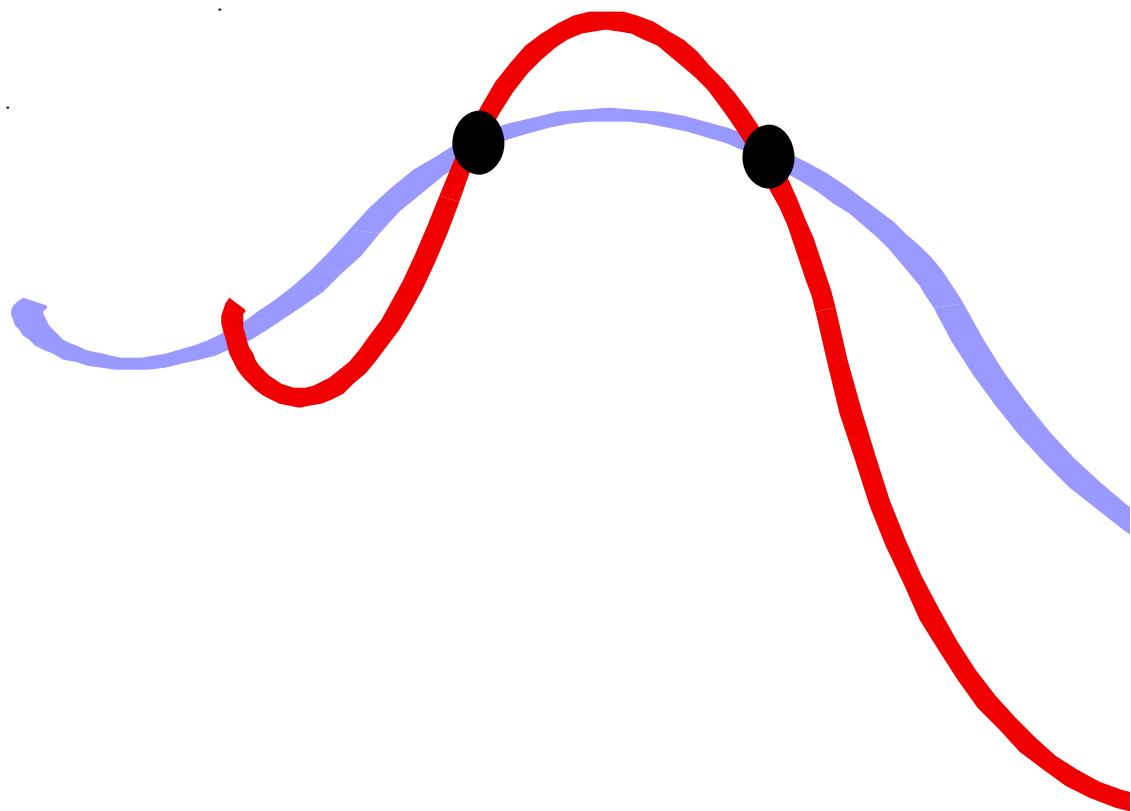
Education Measures

Action No.	Policy No.	Action	Priority	Provider
19.	15.	Support Derbyshire County Council cyclist training schemes at schools in the District	High	DCC/ Schools
20.	15.	Investigate provision of adult cyclist training initiatives	Low	DCC/ SDDC

Enforcement Measures

Action No.	Policy No.	Action	Priority	Provider
21.	16.	Liaison with Derbyshire Police regarding cycling issues	Medium	Police SDDC

Appendices



Cycle Parking Standards

Land Use	User	Cycle Parking Spaces
General Shops (A1)		1 per 300m ²
Individual Superstores (A1)	Customers	Below 1000m ² : 1 per 250m ² (minimum 1) 1000-3000m ² : 1 per 200m ² Above 3000m ² : 1 per 100m ²
	Staff (long stay)	1 per 1000m ² (minimum 1)
Individual non-food retail warehouses (A1)	Customers	1 per 200m ² (minimum 1)
	Staff (long stay)	1 per 1000m ² (minimum 1)
Retail Parks		To be assessed as a combination of the different uses described above
Garden Centres (A1)	Customers	1 per 300m ² (minimum 1)
	Staff (long stay)	1 per 1000m ² (minimum 1)
Financial and professional services (A2)	Customers	1 per 150m ²
	Staff (long stay)	1 per 150m ²
Restaurants, cafes (A3)	Customers	1 per 40m ² dining/drinking area
	Staff (long stay)	1 per 150m ² dining/drinking area
Public Houses, licensed clubs and bar areas off restaurants (A3)	Customers	1 per 10m ² drinking area
	Staff (long stay)	1 per 150m ² drinking area
Administration offices, high technology industry (B1)	Long stay	1 per 250m ²
General industry (B2)	Long stay	1 per 400m ²
Storage and distribution (B8)	Long stay	Below 1000m ² : 1 minimum Above 1000m ² : 1 per 1000m ² internal plus 1 per 2000m ² external storage
Hotels, guest houses, hostels (C1)	Long stay	1 per 10 bedrooms (minimum 1)
Residential institutions – hospitals/nursing homes (C2)	Long stay	1 per 10 flats (minimum 1)
Flats (C3)	Long stay	1 per unit
Clinics, health centres (D1)	Visitors	1 per 2 consulting rooms (minimum 1)
	Staff (long stay)	1 per 2 consulting rooms (minimum 1)
Creches and day nurseries (D1)	Long stay	0-3 year old children: 1 per 100m ² 3-8 year old children: 1 per 200m ²
Infant/primary and secondary schools (D1)	Long stay	2 per classroom/teaching area
Colleges (D1)	Students/ Staff	4 per classroom/teaching area
Art galleries, museums.		To be assessed individually

libraries (D1)		
Public or exhibition halls (D1)	Long stay	1 space per 50 m2 floor area
Places of worship or religious instruction (D1)	Long stay	1 space per 50 seats or 50m2 of floor area
Cinemas, concert halls, bingo halls, casinos, dance halls, discotheques (D2)	Long stay	1 per 30 seats or 30 m2 floor area if the seats are not permanently fixed
Swimming pools (D2)	Long stay	1 per 10m2 water area
Sports Facilities, Leisure Centres (D2)	Long stay	To be assessed individually

Security: The frame and, if possible, both wheels should be able to lock to the parking fixture. For short term use (visitors/customers) the parking area should be in clear view of passers by. Long term storage (staff/students/residents) should provide restricted access, except to the user.

Convenience: Facilities should be sited as close as possible to places where their users are likely to want to go, e.g. near shop entrances, libraries, schools or places of employment. This is particularly important for short term use.

Shelter: Use of parking facilities will be enhanced by the provision of shelter from the weather. This is particularly important for long term storage.

Damage: Cycle parking which supports the cycle by only the front wheel is unsatisfactory. Properly designed fixtures should support the cycle.

The above standards will relate to new development and will be applied having regard to the characteristics of the particular development. In the case of changes of use of existing buildings, the standards should be applied as far as reasonably practicable.

Special care will need to be taken in positioning facilities in relation to listed buildings and in conservation areas.

Appendix B

Stakeholder Organisations

- Bridleways and Byways Group
- British Cycling Federation
- British Waterways
- The Countryside Agency
- Cyclists Touring Club
- Derbyshire County Council
- Derwent Heritage Trust
- Landowners and developers
- Local cycling groups
- Local employers
- Local health authority
- National Farmers Union
- Neighbouring Local Authorities
- The National Forest
- The National Trust
- Other potential users including walkers and horse-riders
- The Police
- Public facility operators (i.e. leisure centres, tourist attractions etc.)
- Public transport operators
- Schools
- Severn Trent Water
- South Derbyshire District Council
- Sustrans Ltd

The following documents have been drawn upon in the preparation of this Strategy:

A Better Quality of Life: A Strategy for Sustainable Development in the U.K.	HMSO	1999
Bike Frame - A Model Cycling Strategy	Cyclists Touring Club, CPAG, Bicycle Association	1997
Bikes and Trains - Opportunities for New Operators	Cyclists Public Affairs Group	1995
Burton and Swadlincote Area Transport Strategy	Derbyshire County Council, East Staffordshire Borough Council, South Derbyshire District Council, Staffordshire County Council	2000
Crime and Disorder Reduction Strategy for South Derbyshire 1999 - 2002	Derbyshire County Council, Derbyshire Constabulary, South Derbyshire District Council	1999
Cycle Friendly Infrastructure	Department of the Environment, Bicycle Association, Cyclists Touring Club, Institution of Highways and Transportation	1996
Derby and Derbyshire Joint Structure Plan - Deposit	Derbyshire County Council	1998
Derby and Derbyshire Joint Structure Plan - Deposit - Proposed Modifications	Derbyshire County Council	2000
Derby Joint Local Transport Plan 2001 - 2006	Derby City Council, Derbyshire County Council	2000
Derbyshire Local Transport Plan 2001 - 2006	Derbyshire County Council	2000
Derbyshire Transportation Strategy - Cycling	Derbyshire County Council	1995
Draft Regional Guidance for the Spatial Development of the East Midlands Region - Public Examination Draft	East Midlands Local Government Association	1999
Funding Cycle Schemes	Bicycle Association	1997
Interim Regional Transport Strategy for the East Midlands	East Midlands Local Government Association	1999
Linking Town and Country	The Countryside Agency	1999
The National Cycle Network	Sustrans Ltd.	1996
The National Cycling Strategy	Department of the Environment	1996
The National Forest Strategy	The National Forest	1994
A New Deal for Transport - Better for Everyone The Government's White Paper for the Future of Transport	HMSO	1998
Planning Policy Guidance Note 6 - Town Centres and Retail Development	Department of the Environment	1996
Planning Policy Guidance Note 12 - Development Plans	Department of the Environment, Transport and the Regions	1999

Planning Policy Guidance Note 13 - Transport	Department of the Environment, Transport and the Regions	1994
Replacement Draft Planning Policy Guidance Note 13 - Transport	Department of the Environment, Transport and the Regions	1999
Planning Policy Guidance Note 17 - Sport and Recreation	Department of the Environment	1991
Planning Policy Guidance Note 21 - Tourism	Department of the Environment	1992
Reducing the Risks - A Road Safety Plan for Derbyshire	Derbyshire County Council	1994
Road Accidents in Derbyshire - Casualty Report	Derbyshire County Council	1999
South Derbyshire Economic Development Strategy 2000 - 2005	South Derbyshire District Council	2000
The Southern Derbyshire Health Improvement Programme 2000/2003	Southern Derbyshire Health Authority	2000
South Derbyshire Leisure Strategy 1999 - 2004	South Derbyshire District Council	1998
South Derbyshire Local Plan	South Derbyshire District Council	1998
South Derbyshire Tourism Strategy 1995 - 2000	South Derbyshire District Council	1995
Transport 2010	Department of the Environment Transport and the Regions	2000
Trent Valley Recreation Plan	Derbyshire County Council	1988

