

Swadlincote Walking Strategy

South Derbyshire District Council

November 2001

Contents

Introduction	1
Policy Context	2
Objectives and Targets	17
Policies	21
Action Plan	30
Appendix A: Swadlincote Town Centre Pedestrian Links	32
Appendix B: Stakeholders	34
Appendix C: Bibliography	35

Introduction

- 1.1 Both locally and nationally, walking has declined as car use has risen. This has contributed to problems of pollution, noise, inadequate personal health, traffic congestion, and loss of independent mobility, particularly for children and those without cars.
- 1.2 The Swadlincote Walking Strategy seeks to address this pattern by encouraging walking as an alternative to other forms of transportation for short journeys. A holistic approach has been taken, incorporating engineering, encouragement, education and enforcement measures to make walking safer, more convenient and more enjoyable. Ensuring access for people with mobility difficulties will be a high priority.
- 1.3 The Derbyshire Local Transport Plan, prepared by Derbyshire County Council, identifies Swadlincote as offering considerable potential for an increase in walking. This is because the town is compact, with many day-to-day trip destinations, such as the workplace, school and the shops, within two miles travelling distance of residential areas.
- 1.4 One of the most important elements of the Strategy is the proposal to develop a pedestrian network, giving particular priority to the improvement of links between Swadlincote town centre and the rest of the Urban Area as part of the Council's drive to enhance the vitality and viability of the local shopping centre.
- 1.5 The Strategy complements a variety of related initiatives involving land use planning, transport, crime prevention, health, tourism, leisure, economic development and the environment. Implementation will involve close partnership working between the District Council, the County Council and a wide range of other organisations with an interest in, or responsibility for, walking in the urban area.
- 1.6 The document was produced to support policies in the Development Plan by providing detailed advice in the form of Supplementary Planning Guidance and was the subject of a public consultation exercise. Following consideration of the responses received it was adopted by the Council's Development Services Committee on 8 November, 2001.

Policy Context

National Policy

Government White Paper

- 2.1 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 aims to make walking a more viable, attractive and safe option.

Encouraging Walking: advice to local authorities

- 2.2 This document, published by the Department of the Environment, Transport and the Regions in 2000, represents a working guide for those charged with translating Government policy on walking into action. The broad thrust of the advice is that pedestrian needs should be tackled in a comprehensive manner. The document offers practical suggestions relating to the development of a strategic approach to walking.

Transport 2010

- 2.3 This document, published in 2000 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 make walking easier and safer and encourages local authorities to develop and implement strategies to secure substantial increases in walking. The Plan sets a target for reducing the total number of fatal and serious casualties from road accidents by 40% for the general population and by 50% for children by 2010, compared with the average for 1994-98.

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

- 2.4 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
- 2.5 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’. Some of these indicators are pertinent to walking, measuring such factors as energy use, air pollution and public health.
- 2.6 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 walking:

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. Local authorities are encouraged to develop a comprehensive integrated traffic management strategy that should include:
- traffic restraint and traffic calming measures
 - improvements to the design of town centre roads, especially junctions, to give greater priority to the needs of pedestrians
 - measures to improve the pedestrian environment including wider footways, more direct and safer pedestrian routes and crossings
 - networks for safer walking which focus on town centres
 - improvements to meet the needs of disabled and elderly people
 - in the case of edge-of-centre sites, sensitive location and design of retail developments to ensure attractive links and ease of access to the town centre on foot
- 2.9 Plans may also show any areas for special initiatives to improve accessibility for disabled people and for shoppers with prams or pushchairs.

PPG 7 – The Countryside – Environmental Quality and Economic and Social Development, 1997

- 2.10 The guidance states that when deciding planning applications, authorities should take account of the effect of the proposed development on public rights of way with a view to avoiding interfering with the rights of way network wherever possible.

PPG 12 – Development Plans, 1999

- 2.11 The importance of integrating transport and land use policies in local plans is stressed.
- 2.12 Development Plan policies and proposals for the management of traffic may include co-ordination of various forms of transport including walking.
- 2.13 Local Authorities are advised to consider potential for disused railway track beds and routes for possible future footpath schemes.

PPG13 – Transport, 2001

- 2.14 The guidance indicates that local authorities should use their planning and transport powers to give greater priority to walking as follows:
- 2.15 “In preparing their development plans and in determining planning applications local authorities should:
- in conjunction with work on preparing the local walking strategy, review existing provision for pedestrians in order to identify the network of routes and locations (including

the links between key uses such as schools, town centres, and transport interchanges) where the needs and safety of pedestrians will be given priority, and the measures which will be taken to support this objective;

- pay particular attention to the design, location and access arrangements of new development to ensure it promotes walking as a prime means of access;
- promote high density, mixed use development in and around town centres and near to major transport interchanges;
- promote and protect local day-to-day shops and services which are within easy walking distance of housing;
- create more direct, safe and secure walking routes, particularly in and around town centres and local neighbourhoods, and to schools and stations, to reduce the actual walking distance between land uses, and to public transport; and
- ensure that the personal security concerns of pedestrians are addressed.

2.16 Local authorities, as part of their local walking strategy, should also promote walking through measures such as:

- provision of wider pavements including the reallocation of road space to pedestrians, and environmental improvements, including improved lighting;
- pedestrian-friendly road crossings which give pedestrians greater priority at traffic signals and avoid long detours and waiting times, indirect footbridges or underpasses;
- traffic calming measures to reduce speeds, particularly near to schools, in urban residential areas (perhaps as part of a home zone) and in villages;
- encouraging health and education providers and employers to promote walking to and from schools and places of work, ideally in the context of site-specific travel plans;
- pedestrianisation schemes where vehicle access is restricted or prohibited to boost the attractiveness of town and local centres for shopping, employment and leisure uses. Schemes may include clear zones, where access is restricted to walking, cycling and low or non-polluting vehicles;
- encouraging more use of public rights of way for local journeys and help promote missing links in rights of way networks;
- partnerships with local health authorities and input to Local Health Improvement Plans, and
- ensuring pedestrian routes, for instance, along river banks, canal towpaths or disused railways to be highly visible and integrated with other activities, in order to maximise pedestrian safety and security.

2.17 Planning conditions may be used to require developers to provide safe pedestrian routes and the provision of information to staff and visitors about walking access to the site. Planning obligations may be used to achieve improvements to walking where such measures would be likely to influence travel patterns to the site involved, either on their own or as part of a package of measures. Examples could include pedestrian improvements which make it easier and safer to walk to a site from other developments or from public transport. Developers will be expected to contribute more to improving access by walking 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 travel plans by local 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.

Draft PPG 17 – Sport and Recreation, 2001

- 2.19 The guidance states that in their plans, site proposals and consideration of individual planning applications, authorities should look for opportunities to protect and enhance the rights of way network and its use by adding links and improving access and safety. Authorities should consider separately how the network provides for recreation and sustainable transport. They should develop complementary policies to make walking more feasible and more attractive.

RPG8 – Regional Planning Guidance for the East Midlands Region, 1994

- 2.20 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”.
- 2.21 Convenience, safety and enjoyment for pedestrians should also be provided for in development plans, particularly in town centres or near facilities where children congregate. The maintenance and development of footpath networks should also be considered in local plans, both in areas of high amenity and within urban areas where routes might be developed which could contribute to some reduction in the use of cars for short journeys. Access to such facilities for elderly and disabled people should also be considered. Where appropriate, footpath networks in urban areas should be linked to adjacent rural areas and amenity routes in the countryside.
- 2.22 Development plans should also take account of the needs of walkers, including long distance routes in the countryside, and the possibility of extending and improving existing networks of footpaths in the countryside should be considered. Where possible these should link with footpath networks in nearby urban areas and with existing long distance footpaths. In The National Forest, care should be taken to integrate new building with footpaths and other existing or newly created routes.

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

- 2.23 This document, published in November, 1999, 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 users.
- 2.24 Measures to reduce the growth and impact of traffic should include channelling new investment into more sustainable transport provision including schemes and policies emerging from green travel plans.
- 2.25 The reallocation of road space to assist pedestrians is encouraged and measures to encourage walking are supported.
- 2.26 Developers should be required to contribute toward the cost of walking measures which are required for the movements predicted to be generated by the development.
- 2.27 Improved inter-modal integration is encouraged.

Derbyshire County Council

Derby and Derbyshire Joint Structure Plan

- 2.28 The Plan, published in 2001, aims to reduce the need to travel and to promote the use of more sustainable modes of transport by encouraging the development and use of public transport, walking and cycling as a priority.
- 2.29 Provision is to be made for a greater proportion of journeys to be made on foot by requiring a high standard of provision to be made for pedestrians in association with new development; maintaining existing facilities to a high standard; providing safe crossing facilities and reducing pedestrian/traffic conflict; establishing further pedestrian priority areas in town centres; providing convenient, safe and secure facilities for pedestrians and supporting the provision of long distance and other walking routes.
- 2.30 Improved access for people with special needs will be achieved by requiring a high standard of provision in new development; improving the maintenance of footways and removing unnecessary obstructions; providing facilities for people with special needs, including dropped kerbs and tactile paving; encouraging and making parking provision for people with special needs in convenient and safe locations and improving access to and ease of use of public transport.
- 2.31 Highway schemes and traffic management and calming measures are to seek to improve conditions for all road users, including pedestrians.
- 2.32 The routes of disused railways and canals are to be protected and proposals for reclamation as public access routes, with provision for walking, will be supported where this does not preclude proposals for the re-establishment of the former use.

Derbyshire Transportation Strategy – Pedestrians

- 2.33 This document, published in 1998, recognises the need for a comprehensive approach that encourages people away from private car use for short journeys. It is primarily concerned with walking as a form of day-to-day transport and aims to:
- reduce reliance on cars, thereby reducing congestion, pollution and community severance;
 - make streets feel safer, more friendly and pleasant;
 - help boost local economies and make town centres feel lively;
 - provide an environmentally friendly form of travel, and a healthy form of exercise.
- 2.34 There are four main elements to the Strategy as follows:
- changing attitudes to increase public awareness about the value of walking
 - making the pedestrian environment more convenient, pleasurable and comfortable
 - integrating walking more effectively into land use and transport planning policies
 - improving pedestrian safety and security

Derbyshire Road Safety Plan

- 2.35 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 organisation. At the time of writing the Plan is being revised.

Derbyshire Personal Mobility Strategy

- 2.36 This Strategy, to be published by Derbyshire County Council, is currently in the course of preparation. The Strategy will aim to ensure that that people with mobility needs have the opportunity to travel with reasonable convenience when undertaking daily activities.

Derbyshire Public Transport Strategy

- 2.37 The latest version of this Strategy was published by Derbyshire County Council in 2000. The Strategy is intended to promote public transport and, importantly in terms of pedestrians, its integration with other means of transport.

Derbyshire Local Transport Plan

- 2.38 Local Transport Plans (LTPs) set out proposals for transportation and act as bidding documents for government funding of local transportation works. The Derbyshire LTP takes an integrated approach to tackling transport issues, recognising the interrelationships between land use and transport and the relationships between different modes of transport.
- 2.39 The County Council's overall Transport Vision, as set out in the Plan, is of a fair and efficient transport system resulting in healthier lifestyles, safer communities and better access to jobs and local facilities. This is to be achieved by improving the choice and accessibility of transport while balancing the economic, social and environmental needs of everyone.
- 2.40 The Plan relates back to Derbyshire County Council's Pedestrian Strategy, described above, and sets a target of:
- implementing two pilot Pedestrian Quality Networks by 2002/2003.
- 2.41 Other targets in the Plan with implications for walking are as follows:
- an increase of at least 5% in the number of primary school pupils travelling to school by non-car modes by 2005/6
 - a reduction of at least 6% in the number of single occupancy car journeys to work within two years of an employer adopting a Travel Plan
 - a reduction of at least 40% by 2010 in the number of people killed or seriously injured in road traffic accidents (from a 1995-98 baseline)
 - a total of 10% of major employers (100+ employees) to have adopted Travel Plans by 2005/06
 - a total of 10% of Derbyshire Schools have adopted School Travel Plans by 2005/06
 - to increase the number of bus passenger journeys in Derbyshire to at least 50 million per annum (pedestrian links to bus stops and termini will be an important factor)
- 2.42 The measures proposed for the encouragement of walking are as follows:
- target key routes, to avoid spreading resources too thinly to have any effect
 - aim to plug gaps in the footway network
 - bring in the following measures:
 - improved lighting to ease safety fears

- better signing, giving greater confidence
 - better crossing facilities
 - better footways, improved surfacing and wider, more accessible routes
 - dropped kerbs and tactile paving
- manage speeds in town and village centres
 - work with partners to provide better snow-clearing and gritting of footways in winter, and reduce dog fouling
 - promote walking positively, helping to create more vibrant, sociable communities
 - work closely with District Councils to create attractive pedestrianised areas and streetscapes

2.43 These measures are expected to lead to:

- an increase in walking trips to work and school
- fewer pedestrians among road casualty statistics
- walking to be the natural choice for many journeys under 2km.

2.44 The County's Personal Mobility and Public Transport Strategies have been developed taking account of the needs of pedestrians as have education and school travel policies.

2.45 The County intends to develop an access audit system for new and existing infrastructure to be related to the needs of pedestrians, cyclists and disabled people.

2.46 The need for the County Council to work closely with local planning authorities is emphasised to ensure that new developments are well related to established facilities to enable access by walking.

2.47 The two pilot Pedestrian Quality Networks, mentioned above, will be developed in a holistic way covering such issues as:

- flow, speed and type of traffic
- personal security
- links between urban and rural areas
- provision for cyclists, particularly minimising conflict with pedestrians
- provision for people with a mobility or sensory impairment
- public transport provision
- links with other initiatives such as Safer Routes to School and Travel Plans

2.48 The Five Year Spending Programme identifies and prioritises areas of expenditure.

2.49 The County Council intends to establish a hierarchy of routes and facilities appropriate to users of the network, including pedestrians. It will inform key decisions relating to investment in maintenance, further highway improvements, speed limits, route signing, the location of new development and improvements to the highway network.

2.50 A high priority will be accorded to investment in safety schemes, particularly those aimed at reducing child accidents. The following types of scheme will make up the bulk of the investment:

- Route enhancement schemes - targeting routes or corridors with poor accident records

- Site specific schemes - focussing on individual accident sites
 - School safety schemes - where particular safety problems persist for school journeys
 - Area traffic calming - area treatments, particularly to reduce speed-related accidents
- 2.51 Local Transport Capital funds are used for structural maintenance of Principal Roads (A-class, non-trunk, roads). Efforts are to be concentrated on reducing the proportion of the network which is overdue for maintenance.
- 2.52 Investment in the primary bus network will encompass provision of accessible stops and quality pedestrian routes.
- 2.53 Investment in training will focus on road safety education, the promotion of the Walk to School initiative and driving campaigns, including speed reduction, promotion of driver training and research into a pedestrian training programme.
- 2.54 The Programme for the Southern Coalfields Area (comprising Swadlincote and the Southern Parishes of South Derbyshire) will focus on elements of social exclusion by combining improvements in access to employment and facilities with the encouragement of local facilities and employment. There will be a particular emphasis on tackling the particular problems experienced by certain residents, such as children and elderly people. In the future there will also be an increasing importance attached to meeting the needs for access to The National Forest and for management of related tourism.
- 2.55 The particular aim for Swadlincote is to improve connections with its neighbouring areas and to improve the self-sufficiency of the town.
- 2.56 In overall terms, the programme for the South East area of the County, including Swadlincote, developed following consultation with local communities, 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 impact of traffic on residential areas
 - enhancing attractiveness of town centres to support the economy of towns and villages
- 2.57 A public workshop was organised in Swadlincote to gauge local opinion on transport issues in the southern part of South Derbyshire.
- 2.58 Among the local transport issues considered to be of greatest importance were the following:
- lack of alternatives to the car
 - excessive speed
 - congestion and parking outside schools
 - pedestrian safety
 - access problems for non-car drivers
 - safety on the route to school
 - air pollution
 - difficulties for pedestrians
 - access to public transport

2.59 The top priorities for future resource allocation were identified as follows:

- improve bus and train services
- improve town centres
- improve facilities for pedestrians and cyclists, and
- keep roads and pavements in good condition

2.60 Each of these is highly relevant to walking in Swadlincote.

Burton and Swadlincote Area Transport Strategy

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

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

2.63 The following objectives are identified:

- To contribute to an efficient economy and to support sustainable economic growth in appropriate locations;
- to promote accessibility to everyday facilities for all, especially those without access to a car;
- to improve safety for all travellers;
- to promote The National Forest as a new sustainable attraction for recreation and tourism
- to promote the integration of all forms of transport and land use planning, leading to a better and more efficient transport system;
- to protect and enhance the built and natural environment; and
- to use the available road space more efficiently.

2.64 An aim of the Strategy is to complete and link pedestrian networks and to promote opportunities to expand the network further, especially forming routes into The National Forest.

2.65 The policies of the Strategy most closely related to walking are as follows:

- Supporting existing centres, facilities and opportunities in order to reduce the need to travel and reduce travel distances. This policy relates to Swadlincote shopping centre and also to facilities such as local shops, libraries and schools.
- Improving safety, particularly where this is a significant factor in preventing the use of alternative means of transport. Areas of specific conflict, for example between pedestrians and motor vehicles, will be targeted in the first instance, as will locations where roads sever other routes or communities.
- Reducing the environmental impact of transport.

South Derbyshire District Council

South Derbyshire District Council Corporate Objectives

2.66 The development of a walking 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

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

Transport Policy 7: Pedestrians and People with Disabilities

“Proposals for new buildings, alterations to existing buildings and the formation of car parks and pedestrian areas will be permitted subject to the provision of safe, pleasant and convenient conditions for pedestrians and people with disabilities.”

Recreation and Tourism Policy 8: Public Footpaths and Bridleways

“The existing network of footpaths and bridleways will be protected. New development will not be permitted unless established routes are safeguarded or suitable alternatives are provided.”

2.68 The Plan is currently under review and policies will be revised to reflect the greater importance placed by government on walking as an alternative means of travel to more polluting forms of transport. The revised Plan will provide the formal planning context for the Walking Strategy.

2.69 The objectives and strategy for the Local Plan were approved by the Council’s Planning and Economic Development Committee at its meeting on 24 February, 2000. The objectives for the Swadlincote Sub Area are all relevant to the Walking Strategy, as follows:

- **improve the status of Swadlincote town centre as the main focus for retailing, service and leisure provision** – through the preparation of a comprehensive town centre strategy and the identification of sites which will provide a positive lead for development.
- **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.
- **maximise the use of suitable brownfield land for housing and employment uses and reduce the need to travel** – by carrying out an urban capacity study and identifying such land within, or if necessary immediately adjoining the urban area; ensuring that a range of sites are allocated to create certainty for developers and the local community.
- **assist the regeneration of the Woodville area** – through the preparation of a comprehensive package of policies and land use allocations which improve the environment, maximise the potential for retaining a balanced community and reduce the need to travel.

- 2.70 One of the underlying themes embodied in these objectives is the need to reduce the need to travel by ensuring that housing, employment, shopping and public services are located in close proximity to one another. By seeking to minimise journey lengths the Local Plan objectives and strategy will complement the Walking Strategy.

Air Quality Review and Assessment for South Derbyshire

- 2.71 Poor air quality can detract from the pedestrian experience and may be a factor in deterring travel on foot.
- 2.72 All Local Authorities have undertaken a review and assessment of air quality within their areas in order to determine whether any National Objectives, as defined by the Government, will not be met. The South Derbyshire Study concluded that it was unlikely that air quality objectives would be breached in South Derbyshire. The DETR has subsequently ratified the conclusions of the report.

Crime and Disorder Reduction Strategy 1999-2002

- 2.73 The Crime and Disorder Act, 1998, places 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.
- 2.74 The Crime and Disorder Strategy for South Derbyshire, prepared by the South Derbyshire Community Safety Partnership, gives priority to a particular group of issues, among which is personal safety. Objectives relating to personal safety are:
- to promote awareness and understanding of personal safety issues;
 - to promote a co-ordinated response to domestic abuse, and harassment on the grounds of sexuality;
 - to improve the co-ordinated response to racial harassment;
 - to help and support the victims of crime and those at risk or more susceptible to crime;
 - to make Swadlincote town centre, and other highlighted areas, safe places, free from violence and intimidation.
- 2.75 Statistics show the incidence of assault per head of population to be significantly higher in the Swadlincote urban area than in other parts of the District. This issue will need to be addressed as part of the Strategy to encourage walking in the urban area.

South Derbyshire Economic Development Strategy 2000 - 2005

- 2.76 The Strategy, published in 2000, 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.
- 2.77 Among the objectives of the Strategy are:
- to promote 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.
- 2.78 Actions proposed in order to meet these objectives include:

- the provision of literature and advertising to promote the area's potential for leisure activities and
- the promotion of improvements to the transportation network through the Local Transport Plan by encouraging a more sustainable and integrated approach to countryside access, through the planning process.

2.79 The Strategy is intended to follow sustainable development principles, mindful of policies for social inclusion, equal opportunities and environmental impacts.

South Derbyshire Leisure Strategy

2.80 The Strategy, published in 1998, focuses primarily on sport and recreation.

2.81 The popularity of walking, and its known health benefits, means that protection and development of such routes is important to serve the leisure needs of a significant section of the community.

2.82 The Strategy indicates that the District Council will:

- contribute to the development of footpaths within parks and open spaces, where practicable;
- support the provision and promotion of opportunities that enable the whole community to enjoy the district's varied countryside by working jointly with countryside agencies, British Waterways Board, The National Forest and individuals and;
- promote leisure and recreational opportunities in The National Forest in conjunction with other agencies.

South Derbyshire Tourism Strategy

2.83 The Strategy, published in 1995, seeks to capitalise on the tourism potential of South Derbyshire.

2.84 The Strategy identifies the local countryside as part of the existing tourism product of the District, offering opportunities for a variety of recreational activities, including walking. Walks and trails are seen as providing good opportunities to begin to develop tourism in some of the less visited parts of South Derbyshire. Accessibility within The National Forest through the development of a comprehensive network of inter-linking routes and trails is seen as integral to the development of tourism.

Swadlincote Town Centre Strategy

2.85 Swadlincote town centre represents the focus of retail and public administration activity in the Urban Area as well as providing local leisure and community facilities. The town centre is in competition with neighbouring retail centres, in particular Burton-on-Trent, and has to some extent been overshadowed by these in the past. The Council has long sought to enhance the vitality and viability of the town centre in order to ensure the continued provision of important services to local people, to foster regeneration of the urban area and to encourage more sustainable travel patterns by discouraging trips to neighbouring settlements.

- 2.86 The Swadlincote Town Centre Strategy, published in 2001, aims to promote the vitality and viability of Swadlincote town centre through a range of initiatives. The footpath network linking the town centre to the rest of the Urban Area represents an important part of the context for the study. Measures proposed in seeking to improve the town centre environment include improvements to points of pedestrian entry to the town and pedestrian approaches from car parks and the bus station, including paving, signage and lighting. The removal of clutter, including redundant bins and bollards, in the pedestrianised streets is seen as being important, particularly for disabled people and others with access difficulties. New, higher quality paving is suggested as a potential enhancement for the long term.

The National Forest

The National Forest Strategy

- 2.87 The Strategy, published in 1994, guides the work of The National Forest Company. It outlines the opportunities and issues surrounding the Forest's main land-use activities and assesses how to involve the local community in its creation. Key themes include accessibility and transport.
- 2.88 The National Forest Company is seeking to develop a comprehensive network of rights of way, including serviced routes, that enable visitors to walk in a safe environment, supported by a comprehensive system of public transport.
- 2.89 The Strategy gives a high priority to areas that are currently derelict or subject to mineral working, including parts of Swadlincote. Public access to such sites will be important as these offer some of the best opportunities for open access provision. "The National Forest Access and Recreation Action Plan" translates the aims of the Strategy into practical action to improve access in the National Forest.
- 2.90 The development of short walking routes is just one of the aims of the Forest. The following mechanisms are being employed:
- Creation of new permissive and dedicated rights of way through grant aid.
 - Working with local authorities and other partners to improve, waymark, maintain and promote rights of way.
 - Co-ordination of existing walks and information provision within a common Forest identity and
 - New circular walks in the countryside and particularly linking Forest sites.
- 2.91 An east-west long distance forest trail has been proposed, together with a network of inter-linking trails.
- 2.92 In addition to new site-based access, other forms of access are being developed through:
- Working in partnership with others to acquire land, e.g. Forest Enterprise, local authorities, trusts and the private sector.
 - Voluntary permissive access with landowners through:
 - grant-aided mechanisms to provide access to newly planted woodlands; the Countryside Stewardship scheme to secure new access to historic, heathland, waterside and urban

fringe landscapes; and new access on agricultural land through the Set Aside Countryside Access Scheme

- negotiated mechanisms such as access and management agreements

- Examining the potential of old mineral railway lines
- Themed trails to enhance the visitor appeal of the Forest, designed to reflect various aspects of the area, including industrial heritage, social, cultural and landscape history, wildlife, geology, water resources and the story of the developing Forest.

- 2.93 New linear routes are being developed, wherever possible, to link settlements in the rural Forest. It will also be very important to explore opportunities for developing multi-user trails favouring horseriders, cyclists and disabled users. Many new access sites will also offer potential for a variety of users. New dedicated Rights of Way and sites with in-perpetuity access have been created and 25 year contracts under the National Forest Tender Scheme ensure long term access to routes and sites.
- 2.94 Wherever possible, trails and sites are designed to accommodate the needs of people with disabilities.
- 2.95 The National Forest seeks to promote access through leaflets and events.
- 2.96 The National Forest Cycling Strategy, currently in preparation, will set out a framework for the enhancement of cycle access including the creation of a cycling network. This is likely to have implications for walking, particularly where the development of multi-user trails is proposed.

Other Initiatives

Countryside Agency

- 2.97 In the Strategy “Linking Town and Country”, the Countryside Agency seeks to enhance the relationship between urban areas and their green countryside settings by improving access and providing opportunities for community involvement in its maintenance and enjoyment.
- 2.98 One of the recommendations to local authorities is to use local transport plans to develop a strategic, integrated transport network including:
- filling gaps in routes for non-motorised travel and
 - trying to increase crossing points on roads to overcome severance of the countryside from towns by roads
- 2.99 In seeking to creating more and better recreational opportunities, the Agency recommends:
- the promotion of urban parks as gateways from urban areas to the countryside, with a network of linking Greenways and public transport, together with information accessible to a wide range of groups, including ethnic minorities and people with limited mobility making better use of country parks near urban areas as gateways to the wider countryside

Southern Derbyshire Health Improvement Programme

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

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

2.101 The plan 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.

2102 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.

2103 Priorities for health improvement have been identified, of which the following are directly relevant to provision for and encouragement of walking in South Derbyshire:

- heart disease and stroke
- accidents
- communities in need (providing for people living in poorer areas)

2104 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

Walking the Way to Health

2105 This is a joint initiative of the British Heart Foundation and the Countryside Agency, with extra funding provided by the New Opportunities Fund and Kia Cars. The programme began in England in October 2000 and will run for five years. It has been developed with a target of encouraging 1.5 million people with sedentary lifestyles to walk for the sake of health benefits. There is grant funding for groups promoting Healthy Walking, training for scheme co-ordinators and walk leaders, free insurance and an accreditation scheme.

2106 A pilot scheme involving South Derbyshire District Council, The National Forest and the Primary Care Group has been established to demonstrate the feasibility of a Health Walks scheme for South Derbyshire within The National Forest area. It is anticipated that the full scheme will focus on Swadlincote as the starting point for many walks.

Objectives and Targets

- 3.1 The purpose of the Walking Strategy will be to co-ordinate all policies and programmes of action which can help to promote walking in Swadlincote.

Objectives

- 3.2 The Strategy will aim to deliver the following objectives:
- To maximise the role of walking as a form of travel for short journeys
 - To develop a safe, convenient and attractive infrastructure which encourages and facilitates walking
 - To provide a means of access for all sections of the community, including those lacking access to a private car, elderly persons and disabled persons
 - To help boost the local economy, including Swadlincote town centre and tourism
 - To provide for a sustainable form of travel and a healthy form of exercise
 - To ensure that policies to increase walking and meet the needs of pedestrians are fully integrated into all documents and relevant strategies

Targets

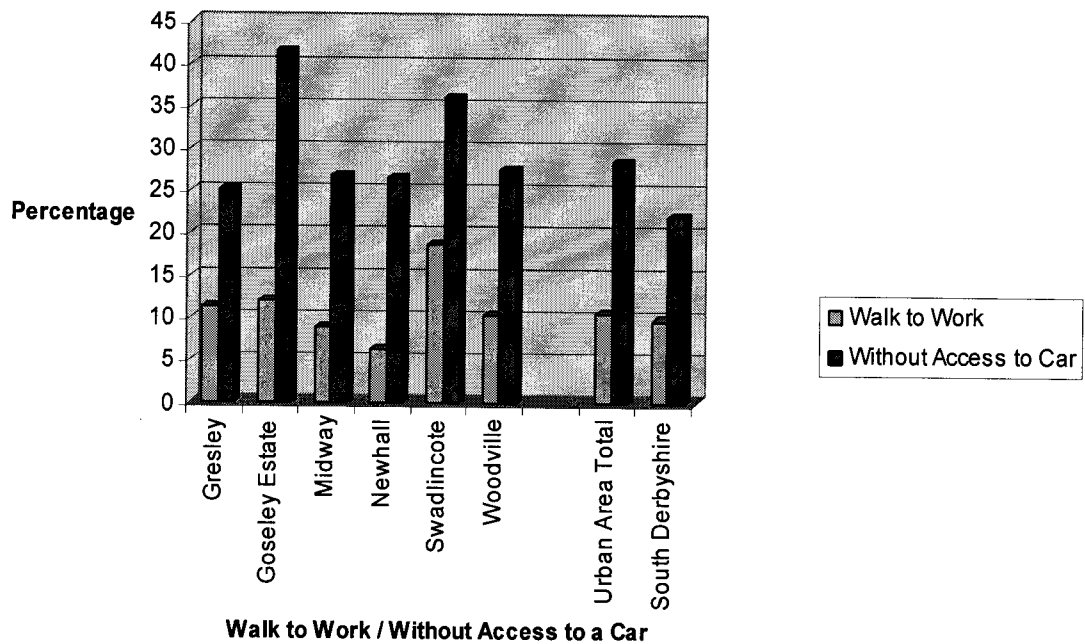
- 3.3 The following targets are intended to be achievable within ten years:

Target 1:

To increase the proportion of journeys made on foot in Swadlincote

- 3.4 Evidence from the 1991 Census demonstrates that walking is more prevalent in the Swadlincote urban area than in the District as a whole.
- 3.5 Table 1 shows the proportion of people walking to work and households having access to a car by area. It should be borne in mind that these figures are based on a 10% sample and should therefore be treated with caution. Figures for Castle Gresley are not included as they are presented in the Census as part of an aggregate total for Linton Ward.
- 3.6 It is likely that there is a relationship between levels of car ownership and levels of walking. It can be seen that the proportion of households lacking a car is higher in the urban area than in the district as a whole. Similarly, the high proportions of households without a car in Swadlincote Ward coincide with relatively high proportions of journeys to work on foot.
- 3.7 A variety of other factors are likely to impact upon levels of walking, one of the most important being journey length. A study undertaken by the South East Regional Planning Forum (SERPLAN) found that a distance of about 2 miles represented the maximum reasonable journey length on foot. A large proportion of Swadlincote residents travel to neighbouring areas, in particular Burton-on-Trent, to work. The majority of such journeys exceed 2 miles in length. However, the significant employment locations and residential areas within the urban area all lie within two miles of each other.
- 3.8 The journey to work is the only purpose of travel recorded in the 1991 Census, but walking can be a viable means of transport for a wide variety of activities. Swadlincote town centre lies within 2 miles of the whole of the urban area and is thus within easy reach of local shoppers and users of other services, such as library, travelling on foot. Primary and

Table 1. Percentage of People Walking to Work and Households Without Access to a Car by Area
(1991 Census, 10% sample)



secondary schools are all within easy walking distance of the urban part of their catchment areas. All parts of the urban area are within reasonable walking distance of recreation facilities such as public parks and the Green Bank Leisure Centre.

- 3.9 Given the short distances between origins and destinations in the urban area and the number of households without access to a car, there would appear to be considerable scope to increase the number of utility trips made on foot.
- 3.10 Walking also needs to be considered in terms of journeys involving more than one mode of transport. This will be an important factor in encouraging people to cycle and to use public transport, helping to ensure a seamless journey with efficient, safe and comfortable transition from one mode to another. In Swadlincote, attention will need to be paid to pedestrian links to cycle parking facilities, to bus stops and the Swadlincote Bus Station, to the proposed National Forest Line passenger rail service stations at Castle Gresley and Moira and, finally, to car parking facilities.
- 3.11 On 20th July, 2000, a pedestrian survey was undertaken in Swadlincote town centre. Although the purpose of the survey was to identify the primary sections of shop frontage in the town centre, the results can be used to provide an indication of the volumes of pedestrian traffic entering and exiting the town centre at various points. The survey showed that the most heavily trafficked points were the entrance to the Delph from Market Street, which leads to the bus station; the entrance from the Delph to Midland Road and the entrance to High Street from the East End car park. Much of this movement would be likely to comprise car drivers and public transport users walking to or from car parks or the bus station.

Target 2:

To reduce the number of pedestrian casualties

- 3.12 The important factors to be considered are personal responsibility and improvements to safety through planning and design.
- 3.13 Police records show that over the five year period from 1 January 1996 to 31 December 2000, there were 76 road accidents involving pedestrian casualties in the urban area, of which 51 were classified as slight, 23 serious and 2 fatal. These accidents took place throughout the urban area, but the statistics reveal a number of particularly dangerous stretches of highway, these being the A511 in Midway and Woodville; Hartshorne Road in Woodville; the A444 in Castle Gresley; High Street, Bretby Road, Wood Lane and Elmsleigh Drive in Newhall; Alexandra Road in Swadlincote; and Wilmot Road and Market Street in Church Gresley. Besides these, other roads such as Sunnyside in Newhall are also considered to be dangerous.
- 3.14 Injuries resulting from falls on the footway represent another aspect of pedestrian safety. In the period from 1995 to 1999, during which time the District Council was the highways agency for the urban area, 72 claims were made against the Council for such injuries, of which 14 have been upheld, although some are still in dispute and may be settled at a later date. Since June 2000, the highways agency has been with the County Council which now monitors these claims.

Target 3:

To improve pedestrian infrastructure and facilities

- 3.15 Pedestrian infrastructure in the Swadlincote urban area comprises the following elements:
- **footways alongside the highway** – these represent the most extensive and well used part of the pedestrian environment
 - **public rights of way not linked to the highway network** – Swadlincote is served by a number of off-road routes providing convenient access through open areas, such as public open space, and through built up areas. These often provide a more direct and convenient alternative to footways associated with the highway, although they are often isolated from areas of activity and potential users may feel vulnerable, particularly at night in under-lit areas.
 - **pedestrianised areas** – Swadlincote Town Centre was pedestrianised during the 1970's. The Swadlincote Town Centre Strategy seeks to improve the pedestrian environment through improved points of pedestrian entry and approaches from car parks and the bus station, the removal of unnecessary clutter including redundant street furniture and the provision of higher quality paving for the pedestrianised area.
 - **road crossing facilities** – in Swadlincote these take the form of zebra crossings, pedestrian crossings and dropped kerbs at road junctions and other frequent crossing points. Such facilities are being introduced in a growing number of locations and are being progressively improved through the application of tactile paving and other measures for the benefit of disabled people. Other measures relating to road crossings include the reduction of turning radii at junctions, to allow a reduction in the width of road to be crossed, increasing the width of footways where appropriate and the provision of railings to prevent pedestrians from crossing the highway in dangerous locations.
 - **signs and waymarking** – signage indicating directions and distances is important, particularly for people who are accustomed to using other forms of transportation.
 - **seating areas** – the provision of benches and seating areas is important for the elderly and others who have difficulty in walking any distance.

- **public toilets** – availability of facilities can be important since journey times tend to be greater for pedestrians than for those using other forms of transportation. There are two public toilet facilities in Swadlincote, both of which are in the town centre at the Delph and the East End car park. Both have facilities for disabled people.
- 3.16 Other infrastructure elements not directly connected with walking, such as speed restricted and traffic calmed roads, also have an impact on the quality of the pedestrian environment.
- 3.17 Pedestrian facilities should be accessible to people with mobility difficulties including disabled people and those with pushchairs.

Timescale

- 3.18 The Strategy covers the period to 2010.

Policies

- 4.1 As part of the 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 Derbyshire County Council through the Derbyshire Local Transport Plan.

Engineering

Policy 1: Pedestrian Audit

Development proposals will include a pedestrian 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 the pedestrian infrastructure and environment.

- 4.2 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: Pedestrian Network

The principle routes in the local pedestrian network will be surveyed and improved where appropriate, giving priority to routes serving:

- Swadlincote town centre
- major employment areas
- schools
- bus stops, the bus station and potential railway stations

- 4.3 The highest priority is to improve pedestrian links to the town centre as part of the drive to enhance its economic vitality and viability as set out in the Swadlincote Town Centre Strategy. Proposals for the enhancement of routes serving the Town Centre are set out at Appendix A.
- 4.4 Routes should wherever possible utilise the highway and be overlooked by buildings in order not to compromise personal security. Any off-highway paths should be well lit and be free of potential ambush points. Routes in the town centre should be protected via CCTV where possible.

Policy 3: Pedestrian Safety and Priority Measures

Where appropriate, measures will be provided to improve pedestrian safety and give pedestrians greater priority (in terms of access and journey time) over other modes of transport on all routes with significant pedestrian flows or significant potential pedestrian flows.

- 4.5 Pedestrian safety and priority measures could include:
- adjustments to traffic signals to improve pedestrian priority
 - pedestrian refuges between the carriageways of busy roads
 - “at grade” road crossings

- tactile surfacing at crossing points and dropped kerbs to better accommodate people with special needs
 - reduced junction widths
 - increased footway widths
 - speed limit reduction/introduction of additional speed camera sites
 - traffic calming and junction treatment to reduce traffic speeds
 - the use of traffic signals instead of roundabouts, where appropriate
 - improved street lighting
 - more comprehensive directional signposting
 - provision of benches to allow pedestrians to rest
- 4.6 Provision of most of these measures would be the responsibility of Derbyshire County Council as highways authority. The County Council is considering the introduction of a road user hierarchy to guide transport policy and investment decisions.
- 4.7 The District Council waymarks definitive public footpaths and bridleways where necessary and advises the County Council on the need for finger posts, bridges and structures. Provision of benches and other street furniture is also a District Council responsibility.

Policy 4: Maintenance

A high standard of maintenance of pedestrian routes and facilities, reflecting the route management priorities of the Highways Authority and the District Council, will be provided on pedestrian routes.

- 4.8 Derbyshire County Council is responsible for the maintenance of the highway network in South Derbyshire, whilst the District Council is responsible for cleansing. The District Council will continue to seek to provide an adequate standard of cleansing within the limits of available resources.
- 4.9 Where necessary, the District Council can prosecute landowners who refuse to remove obstructions and nuisances from definitive footpaths and bridleways.
- 4.10 Snow clearance on the highways in Swadlincote is the responsibility of the County Council, although the District Council is responsible for gritting footways and car parks in and around the town centre.

Policy 5: Route Protection

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

- 4.11 Former railway track beds may provide opportunities for pedestrian or multi-user route development.

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 pedestrians and provide convenient pedestrian access to other forms of transport .

4.12 In accordance with the provisions of Draft PPG13, the Council will require developers to prepare green travel plans, or packages of measures aimed at mitigating the adverse environmental impact of development proposals, where appropriate. Such measures will usually include provision for pedestrians. The provision of convenient pedestrian links to other forms of transport, such as routes to bus stops, will also be required where appropriate.

4.13 Existing employers and other trip generators such as major shops and leisure facilities will also be encouraged to make provision for pedestrians 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 pedestrian provision is fully integrated with public transport to facilitate walking as part of longer journeys.

4.14 The Council is a partner in the Burton to Swadlincote and Derby South Corridor Bus Quality Partnership agreements. These seek to encourage a modal shift to the bus from other, more polluting modes of transportation along particular corridors through partnership working. The location and accessibility by pedestrians of bus stops and termini will be among the factors to be taken into consideration. Bus stops elsewhere in the urban area will also be continually assessed on this basis and changes will be made where appropriate, in consultation with affected parties.

4.15 The proposed National Forest passenger rail service between Leicester, Burton upon Trent and Derby will involve the establishment of railway stations at Castle Gresley and Moira. The provision of high quality links, including pedestrian routes, to these stations from the rest of the urban area will be important to maximise use of the service.

Policy 8: Integration with facilities for Cyclists and People with Mobility Difficulties
The Council will integrate measures to facilitate travel on foot with measures to aid cyclists and people with mobility difficulties, seeking to minimise conflicts of interest between these groups.

4.16 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 pedestrian measures.

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

4.18 A separate Cycling Strategy was published by the District Council in 2001 to address the particular needs of cyclists in South Derbyshire.

Policy 9: Pedestrian Environment

The Council will seek to provide an attractive and interesting environment for pedestrians, through continued public sector investment and by requiring high standards of design and associated landscaping in association with new development.

4.19 Environmental enhancement represents an important aspect of the Council's strategy to regenerate the urban area. Swadlincote was blighted for years by derelict and despoiled land

associated with former mineral workings and a generally poor and neglected environment. In recent times substantial resources have been directed toward environmental improvement.

- 4.20 A characteristic of the urban form is the “green lungs” of open land which extend into the central area. Public parks and other areas of public open space throughout the urban area are another attractive feature. The town’s location in the heart of The National Forest has provided an important opportunity to introduce more greenery, including tree planting along the main approaches to the town and the development of the Swadlincote Woodlands Urban Country Park.
- 4.21 The Council will continue to encourage further improvement by requiring a high standard of design in new development, with tree planting and other landscaping where appropriate, and by further enhancing the town centre through the implementation of proposals contained in the Swadlincote Town Centre Strategy. These measures should help to make walking a more interesting and pleasurable experience.

Encouragement

Policy 10: Danger Reduction

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

- 4.22 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 pedestrians.

Policy 11: Personal Security

The need to reduce crime and the fear of crime will be taken into account in providing for the needs of pedestrians.

- 4.23 Crime and the fear of crime are a significant deterrent to walking. This is particularly the case among women, children and the elderly.
- 4.24 Crime should be taken into account in the design of pedestrian facilities. Ideally, routes should be well lit and free of potential ambush points, avoiding quiet areas which are not overlooked by buildings. Increasing the number of pedestrians acts as a deterrent to crime by increasing natural surveillance.
- 4.25 As part of the Crime and Disorder Act, 1998, local authorities and police authorities have a statutory duty to do everything possible to prevent criminal activity. The South Derbyshire Community Safety Partnership successfully bid to the Home Office for closed circuit television surveillance in and around Swadlincote town centre, for implementation in January, 2002. Among the purposes for which the system is proposed are:

- to provide a safer environment for people who live, work and trade in the area and those who visit the area and
- to deter offences against the person, property and good order

Policy 12: Pedestrian Friendly Employer Initiatives

The Council will support Derbyshire County Council in their work to encourage pedestrian-friendly employer initiatives.

- 4.26 Derbyshire County Council is seeking to encourage established employers and other organisations to adopt green travel plans for their employees and visitors, incorporating pedestrian-friendly measures where appropriate. These may include engineering measures to aid pedestrians or the provision of information to staff about pedestrian access to the site.

Policy 13: Walking and Schools

The Council will support Derbyshire County Council in the implementation of School Travel Plans and activities connected with the Walking to School initiative.

- 4.27 The purpose of School Travel Plans is to enable safer conditions for pupils to walk, 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.
- 4.28 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 in the County) by 2006/06. Among the measures that may be considered would be the "Walking Bus", an initiative intended to enhance child pedestrian safety and security on the journey to school.
- 4.29 The Walk to School initiative has been promoted by the County Council since 1998 with a target of encouraging 60 schools to be involved in Walk to School activities by 2002.

Policy 14: Publicity

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

- 4.30 The District Council together with other agencies, including the County Council and The National Forest, can assist in publicising walking initiatives and facilities in the District.

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 promotion (including The National Forest)
- events

- 4.31 A pilot scheme involving South Derbyshire District Council, The National Forest and the Primary Care Group has been established to demonstrate the feasibility of a Health Walks scheme for South Derbyshire within The National Forest area. It is anticipated that the full scheme will focus on Swadlincote as the starting point for many walks.
- 4.32 The District Council has developed and publicised circular walks in rural parts of South Derbyshire to encourage use of the public rights of way network and attract walkers to the area and is examining the scope for the development of such walks within and close to the urban area. The Swadlincote Town Centre Strategy identifies an opportunity for the development of a Swadlincote Heritage Trail around important historic sites in the urban area

as a way of encouraging people to develop an interest in the industrial heritage of the town. The development of a link between the Swadlincote Woodlands Urban Country Park and the Heart of the Forest Centre at Moira is seen as a priority and further opportunities may exist around Bretby, Castle Gresley and Hartshorne.

Education

Policy 15: Education

The District Council will support Derbyshire County Council in its road safety training and publicity programme and will support national and local publicity campaigns aimed at educating pedestrians about responsible behaviour and other road users about considerate driving including awareness of the needs of pedestrians and other vulnerable road users.

- 4.33 The County Council's training programme focuses on road safety education, the promotion of the Walk to School initiative and driving campaigns, including speed reduction, promotion of driver training and research into a pedestrian training programme.

Enforcement

Policy 16: Law Enforcement

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

- 4.34 The police can do much to enhance the safety and convenience of pedestrians through law enforcement, particularly in relation to:
- excessive speed of road vehicles
 - parking and obstruction of footways by road vehicles
 - illegal manoeuvres by road vehicles
 - driving while under the influence of drugs, including alcohol
 - cycling on the footway
 - conformance to traffic signals

Monitoring and Review of Policies

Policy 17: Monitoring

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

- 4.35 The Council will monitor progress towards the Strategy targets, taking account of all available information including that relating to:
- pedestrian infrastructure provision
 - numbers of trips undertaken on foot
 - pedestrian accidents
 - crimes against pedestrians
 - pedestrian provision in connection with planning permissions

- 4.36 Although the District Council is responsible for the provision and maintenance of certain facilities used by pedestrians such as benches and public conveniences, the majority of the pedestrian network is the responsibility of the County Council as Highways Authority. Provision of infrastructure can be recorded by both organisations.
- 4.37 The principle source of information on numbers of walking trips 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.
- 4.38 The Derbyshire County Council Road Safety Group monitors accidents involving pedestrians and the Police hold figures on crimes against pedestrians.
- 4.39 The District Council can monitor pedestrian provision secured through conditions and obligations attached to planning permissions.

Policy 18: Consultation and Publicity

The Council will consult all those affected to inform the review and implementation of the Strategy.

- 4.40 At present, the District Council maintains good relations with all users of definitive public footpaths and bridleways through meetings of the annual Footpaths Forum. This provides an opportunity for interested groups and individuals to discuss their concerns with the local authority.
- 4.41 The Council will continue to liaise with partner organisations in implementing and reviewing the Strategy and will hold informal meetings and correspondence with all those affected.

Policy 19: Funding

The Council will identify individual funding sources for pedestrian provision. External funding will be sought wherever possible.

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

Coalfield Regeneration Trust

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

**East Midlands Development Agency
(EMDA)**

- 4.44 EMDA can assist in bringing derelict land back into beneficial use and can contribute toward the conversion of derelict railways to multi-user trails. Sections of former railway lines within and close to Swadlincote are classed as derelict land.

Environmental Trusts

- 4.45 Environmental Trusts are responsible for distributing the proceeds from the landfill tax levy on waste deposited in registered landfill sites. Funds can be used for the provision of publicly available amenity and recreation facilities in the vicinity of landfill sites. Recreational pedestrian routes are eligible for such funding.

Local Authority

- 4.46 At present, the Council is experiencing financial difficulties and is not able to commit substantial funds to the encouragement of walking 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.

Local Transport Plan

- 4.47 The Local Transport Plan, prepared by Derbyshire County Council, sets out proposals for transportation and acts as a bidding document for government funding of local transportation works. The Plan expresses a strong commitment to walking and will represent an important resource for the funding of pedestrian schemes.
- 4.48 The level of funding provided for the County as a whole, outside Derby City, for 2001/02 is £18.353 million of which £7.319 million is to be spent on “integrated transport measures” including pedestrian provision. Total funding over the whole five year period of the Plan, from 2001/02 to 2005/06, is estimated to be around £80 million.

The National Forest

- 4.49 The National Forest can contribute through grant funding toward pedestrian routes that provide links to countryside sites.
- 4.50 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.
- 4.51 The Forest can also encourage walking through the production of publicity and promotional materials.

Private Finance

- 4.52 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 related to the pedestrian route network which will assist in enabling private sector funding contributions to be sought.

Single Regeneration Budget

- 4.53 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 SRB 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. Footpaths have been established through the park, providing key links to the town centre and other destinations.

Sustrans

- 4.54 Off road walking routes are often shared by pedestrians and horse riders. Where an off-highway multi-user trail 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 pedestrian audit procedure	High	DCC / SDDC
2.	2, 3.	Subject to availability of resources, prepare detailed proposals for and complete development of links in the proposed pedestrian network	High	DCC / SDDC
3.	3.	Investigate the establishment of a road user hierarchy	High	DCC / SDDC
4.	3.	Subject to availability of resources, review and implement a programme of traffic calming/management measures in appropriate areas	High	DCC / SDDC
5.	3.	Identify and prioritise locations for any pedestrian priority and safety measures considered necessary on the highway network	High	DCC / SDDC
6.	4.	Provide a high standard of maintenance of pedestrian routes and facilities	High	DCC / SDDC
7.	5.	Protect disused railway lines from development which could prejudice the future development of pedestrian routes	High	SDDC
8.	5.	Encourage development that does not have a negative impact on pedestrians	High	SDDC
9.	6.	Ensure that wherever possible, successful planning applications result in improved facilities for pedestrians	High	SDDC / DCC

Encouragement Measures

Action No.	Policy No.	Action	Priority	Provider
10.	6.	Encourage provision for and encouragement of walking as part of green travel plans in association with new development as appropriate	High	SDDC / DCC
11.	7.	Ensure that pedestrian provision is fully integrated with public transport	High	DCC / SDDC
12.	8.	Integrate pedestrian measures with measures for people with mobility difficulties and cyclists	High	SDDC / DCC
13.	9.	Require high standards of design and landscaping in new development to provide an attractive and interesting pedestrian environment	High	SDDC
14.	10.	Integrate walking initiatives into relevant health and environmental campaigns	Medium	SDDC

Action No.	Policy No.	Action	Priority	Provider
15.	11.	Liase with the Derbyshire Police to tackle crimes against pedestrians	Medium	SDDC / Police
16.	12.	Encourage pedestrian-friendly employer measures , with priority given to organisations with 100 or more employees	Medium	DCC / Employers
17.	13.	Encourage schools to adopt School Travel Plans or to become involved in Walking to School activities	High	DCC / Schools
18.	14.	Publicise walking as a transport option	Medium	DCC / SDDC / The National Forest / others

Education Measures

Action No.	Policy No.	Action	Priority	Provider
19.	15.	Support Derbyshire County Council in its road safety training and publicity programme	High	DCC / Schools

Enforcement Measures

Action No.	Policy No.	Action	Priority	Provider
20.	16.	Liase with Derbyshire Police regarding pedestrian issues	Medium	Police / SDDC

Monitoring and Review

Action No.	Policy No.	Action	Priority	Provider
21.	17.	Establish review procedure for pedestrian policies and progress	Medium	SDDC
22.	17.	Work with Derbyshire County Council to monitor pedestrian infrastructure provision	Medium	DCC / SDDC
23.	17.	Monitor trips made on foot	Medium	DCC
24.	17.	Monitor pedestrian accidents	High	DCC
25.	17.	Monitor crime against pedestrians	Medium	Police
26.	17.	Monitor provision for trips made on foot in association with new development	High	SDDC
27.	18.	Liase with partner organisations and interested groups on the implementation of the Strategy	Medium	SDDC / partners

Funding

Action No.	Policy No.	Action	Priority	Provider
28.	19.	Continually review available funding sources	High	SDDC

Appendix A

Town Centre Routes

- 5.1 A particular priority for the Council is to enhance the viability and vitality of Swadlincote town centre as a focus for retailing, service and leisure facilities in the urban area, as set out in the Swadlincote Town Centre Strategy, published by the Council in February 2001. The provision of safe, convenient, attractive and sustainable transport choices from other parts of the urban area will be an important element of this drive for regeneration.
- 5.2 A population of approximately 36700 lives within a 2 mile radius of the town centre (“Derbyshire Population Estimates 1991 to 1999”, Derbyshire County Council, October 2000), the distance generally recognised as representing the maximum that people can be expected to walk.
- 5.3 A number of key radial routes linking the town centre to the rest of the urban area have been identified as priorities for improvement. These have been chosen for their directness but require enhancements in many areas. The routes will form the core of a pedestrian network for the urban area which can be further extended as resources allow. Among these routes, numbers 2, 5, 8, 10 and 12 will be accorded particular priority.
- 5.4 The town centre routes, shown on Map 1, are as follows:
 1. Civic Way, Toulmin Drive, Darklands Road, Darklands Lane, footpath 46 and 47, Meadow View Road, Oversetts Road, Fairfield Crescent
 2. Civic Way, Toulmin Drive, Darklands Road, Coronation Street, Plummer Road, Robinson Road, Orchard Street, High Street, Bretby Road, Sunnyside
 3. Civic Way, Toulmin Drive, Darklands Road, Union Road, High Street, Beards Road, Belvoir Crescent, Chatsworth Road, Windsor Close, Buxton Close, Claymar Drive, Edgecote Drive
 4. Midland Road, Springfield Road
 5. Belmont Street, Midway Road, Sandcliffe Road
 6. Church Street, Vicarage Gardens, public footpath 22, Lincoln Way
 7. Public footpaths 22 and 23, Harebell Close, public footpath 3
 8. Hill Street, Derby Road, Swadlincote Road, Hartshorne Road / High Street
 9. Coppice Side
 10. Bank Passage, Alexandra Road, Church Avenue, Wilmot Road, New Street, Market Street, Church Street, Castle Road, Bridge Street
 11. Bank Passage, Alexandra Passage, Wilmot Passage, Glebe Street, footpaths 35 and 36
 12. West Street, Hearthcote Road

Appendix B

Stakeholder Organisations

Bretby Parish Council

Castle Gresley Parish Council

The Countryside Agency

Derbyshire Coalition of Disabled People

Derbyshire County Council

Hartshorne Parish Council

Landowners and developers

Lincote Disabled Group

Major local employers

Southern Derbyshire Health Authority

The National Forest

Other potential users including cyclists and horse-riders

The Police

Public facility operators (i.e. leisure centres, tourist attractions, etc.)

Public transport operators

The Ramblers Association

Schools

South Derbyshire Access Group

South Derbyshire District Council

Sustrans Ltd.

Woodville Parish Council

Appendix C

Bibliography

A New Deal for Transport – Better for Everyone The Government’s White Paper on the Future of Transport	HMSO	1998
Air Quality Review and Assessment for South Derbyshire	South Derbyshire District Council	2000
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, 1999 –2002	South Derbyshire Community Safety Partnership	1999
Derby and Derbyshire Joint Structure Plan - Deposit	Derbyshire County Council, Derby City Council	1998
Derby and Derbyshire Joint Structure Plan – Proposed Modifications	Derbyshire County Council, Derby City Council	2000
Derby and Derbyshire Local Transport Plan	Derbyshire County Council, Derby City Council	2000
Derbyshire Public Transport Strategy	Derbyshire County Council	1995
Derbyshire Road Safety Plan	Derbyshire County Council	1995
Derbyshire Transportation Strategy	Derbyshire County Council	1998
Draft Regional Guidance for the Spatial Development Of the East Midlands, Public Examination Draft	East Midlands Regional Government Association	1999
Encouraging Walking	Department of the Environment, Transport and the Regions	2000
Traffic Advisory Leaflet 2 / 00 - Framework for a Local Walking Strategy	Department of the Environment, Transport and the Regions	2000
Leisure Strategy 1999 – 2004	South Derbyshire District Council	1998
Linking Town and Country	Countryside Commission	1999
The National Forest Strategy	Countryside Commission	1994

Places, Streets and Movement	Department of the Environment, Transport and the Regions	1998
Planning Policy Guidance Note 6 – Town Centres and Retail Development	Department of the Environment	1996
Planning Policy Guidance Note 7 – The Countryside - Environmental Quality and Economic and Social Development	Department of the Environment, Transport and the Regions	1997
Planning Policy Guidance Note 12 – Development Plans	Department of the Environment, Transport and the Regions	1999
Revision of Planning Policy Guidance Note 13 – Transport	Department of the Environment, Transport and the Regions	1999
Planning Policy Guidance Note 17 – Sport and Recreation 1991	Department of the Environment	
Regional Planning Guidance for the East Midlands Region	Department of the Environment	1994
Road Accidents in Derbyshire – Casualty Report, 1999	Derbyshire County Council	2000
School Travel Strategies and Plans	Department of the Environment, Transport and the Regions	1999
South Derbyshire Cycling Strategy	South Derbyshire District Council	2001
South Derbyshire Economic Development Strategy,	South Derbyshire District Council	2000
South Derbyshire Local Plan	South Derbyshire District Council	1998
South Derbyshire Tourism Strategy	South Derbyshire District Council	1995
The Southern Derbyshire Health Improvement Programme 2000/2003	Southern Derbyshire Health Authority	2000
Swadlincote Town Centre Strategy	South Derbyshire District Council	2001
Taking the Strategy Step	The Pedestrians Association	2000
Traffic Advisory Leaflet 6/00 – Monitoring Walking	Department of the Environment, Transport and the Regions	2000
Transport 2010	Department of the Environment, Transport and the Regions	2000