



Derby City Council



# Rights of Way Improvement Plan for the City of Derby 2014 - 2017



Derby City and  
Neighbourhood Partnerships





# **Rights of Way Improvement Plan for the City of Derby**

**2014 - 2017**

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# 1. Introduction





# 1. Introduction

## About Derby

- 1.1 Derby is a freestanding city of 248,700 people (Census, 2011). It is situated in the East Midlands and stands on the River Derwent towards the southern end of Derbyshire. The Trent Valley lies to the south, the Derbyshire Uplands, and the Peak District to the north. It covers a relatively small area of approximately 78 square kilometres, which is just over 30 square miles. The city is surrounded by villages many of which are connected to Derby by cross boundary public rights of way. The public rights of way network, as recorded on the definitive map areas that cover Derby, is approximately 45 km in length. The network lies mostly within the city's suburbs, which before 1968 were rural parishes that encircled the old County Borough of Derby.

## The Rights of Way Improvement Plan

- 1.2 The plan contains actions that help us ensure that the city's path network meets the needs of its users as much as possible. It gives us guidance to help identify where we can improve the network and promote greater use of it. This edition of the improvement plan takes forward the actions and themes of the 2007-12 plan and updates them for the 2014-17 period.

## Derby's existing path infrastructure

- 1.3 The local rights of way network consists of a number of different paths with different types of user status. These are described below.

### Public rights of way

- 1.4 There are only footpaths and bridleways recorded on the Definitive Map and Statement areas, which cover the city. The public rights of way network is approximately 45 km in length.
- 1.5 There are approximately three kilometres of public bridleways in the city with the majority of that length being situated in the Sinfin Moor and Chellaston areas. All the stretches of bridleway are located close to the city boundary and lead out of the city. The bridleways are supplemented by the Council's own dedicated multi-user paths, some of which allow horse riding. There are no recorded byways open to all traffic or restricted byways in the city.
- 1.6 The Planning Division within Neighbourhoods Directorate is responsible for keeping the definitive map, which is the legal record of public rights of way in the city, up-to-date. The team processes applications for definitive map modification orders. These applications are very small in number. The team also processes applications for

public path orders, which affect those paths recorded on the definitive map areas of the city. These applications are also very small in number although this is expected to rise over the coming years as more development takes place in the areas of the former rural parishes.

1.7 The city is divided into four separate definitive map areas, which need to be consolidated into just one definitive map area.

- **The former Belper Rural District**  
The Definitive Map for this area is at a scale of 1:25,000. The Relevant Date for this Definitive Map and Statement is 1 June 1953.
- **The former Shardlow Rural District**  
The Definitive Map for this area is at a scale of 1:25,000. The Relevant Date for this Definitive Map and Statement is 1 January 1953.
- **The former Repton Rural District**  
The Definitive Map for this area is at a scale of 1:25,000. The Relevant Date for this Definitive Map and Statement is 1 June 1953.
- **The former County Borough of Derby**  
The former County Borough comprises of the central area of the city and as such was excluded from the survey required under the National Parks and Access to the Countryside Act 1949. There is no record of public rights of way within this area, although the city does maintain many public paths, which have not yet been formally adopted by the Highways Authority. The excluded status of this area was removed by the Wildlife and Countryside Act 1981 and so, therefore, the Council is now required to prepare a Definitive Map and Statement to cover it.

### **Adopted highways**

1.8 In addition to public rights of way, there is a network of footpaths adopted by the Council for maintenance purposes. The Council's Streetpride department is responsible for carrying out this maintenance to a safe and serviceable standard. It also protects the rights of the public to their use and enjoyment by ensuring they are free from nuisance, danger, obstructions, unlawful stopping up, interference and encroachments.

### **Cycleways**

1.9 In addition to the paths described above, there is a limited network of off-road paths which have cycleway status. These cycleways are mostly maintained by Streetpride. We have actively pursued increasing cycling provision within the city. A cycling strategy showing amongst

other things, the desired strategic network of cycle routes across the city was adopted by the Council several years ago and this steers our work in this area. The freely available Derby Cycle Map shows the city's off road and on road cycle routes and their priority status.

### **Greenways**

- 1.10 The Council has been working with Derbyshire County Council to develop a network of greenways, traffic-free pathways that run through the countryside and connect Derby to a number of surrounding towns and villages. The three greenways which lead out of the city are the Mickleover to Egginton Greenway, the Derby to Melbourne Greenway and the Great Northern Greenway (Derby to Breadsall section). The greenways are suitable for walking, cycling, horse riding, pedestrians and mobility scooters. They provide sustainable and healthy travel routes to schools, work places, shops and local amenities, whilst offering tranquil green routes out of town to both doorstep and wider countryside.

### **Permissive paths**

- 1.11 The city has a network of council owned and maintained paths known as permissive paths. These types of paths, also known as concessionary paths, are not public rights of way. The Council allows the public to use them, but reserves the right to temporarily close the paths when it sees fit. Examples of such paths include the Riverside Path, which is the most prominent recreational path in the city as well as paths running through Council parks and open spaces. There are also a small number of privately owned and maintained paths, such as those in the Markeaton Brook area, which are a useful addition to the public path network.

### **Maintenance of public paths**

- 1.12 Streetpride, the department of the Council responsible for public paths maintained at the public expense, inspects the public rights of way recorded on the definitive map, at least once a year. It inspects other Council maintained footpaths twice a year. Streetpride also carries out enforcement action on paths where necessary. It also maintains adopted footpaths serving new developments, provided they have been constructed in accordance with our standards.
- 1.13 Streetpride also has a duty to co-ordinate works on the highway, including the works of statutory undertakers such as utilities companies, in the interests of safety, public convenience, the protection of the structure of the highway and the integrity of apparatus in it.
- 1.14 Most of the public rights of way shown on the Definitive Map are in the urban area and so have hard surfaces, although some of the rural footpaths and bridleways have surfaces which are grass, stone or

earth. Many public rights of way suffer from the problem of overgrown vegetation from neighbouring properties and undergrowth on the paths themselves. The majority of the gates and stiles on the public rights of way network are in a good or acceptable condition. Nearly all the city's public rights of way are signed where they leave the road.

- 1.15 A very small number of paths have either fallen into disuse and so cannot be easily followed on the ground, or have been obstructed by development. There is also an issue with the waymarking of some of the rural paths within the city.

### **How people use public rights of way**

- 1.16 The assessment carried out in the 2007-12 plan demonstrated that the city's path network has many different types of path users. The vast majority of those users are pedestrians, which includes people who walk and jog and those who use disabled people's wheelchairs and scooters. There is a significant number of cyclists who use the city's extensive off road cycleway network. There are small numbers of horse riders who use the handful of bridleways and multiuser permissive routes. The latest results released by the Department for Transport and based on the Active People Survey stated that for 2010/11, 93% of Derby residents walked or cycled at least once a month. 91% walked at least once a month whilst 15% cycled at least once a month. The number who cycled increased to 18% for 2011/12.
- 1.17 There are no recorded byways open to all traffic in the city although it's possible that unrecorded ones could exist. No-one has brought any such routes to our attention, however.

### **How public rights of way are publicised**

- 1.18 The city's rights of way network is currently publicised as a set of area plans on the Council's rights of way web page. Some parts of the network are also publicised as part of the Derby Walks series of circular walks, which follow a mix of public rights of way and council owned permissive paths. The longer paths are also shown on the Ordnance Survey Landranger maps, although some of this information needs to be updated.
- 1.19 The Derby City Cycle Map also contains a number of rights of way which are legally available for cyclists to use. It shows on-road and off-road and proposed cycle routes. It is available as a leaflet and in electronic form on the Cycle Derby website.
- 1.20 Derbyshire County Council's Horse Ride Derbyshire leaflet, which we contributed to, shows the major horse riding routes throughout Derby and Derbyshire.

- 1.21 Derbyshire County Council's Access Derbyshire leaflet highlights its network of routes that give easy access to the countryside. It also includes the major routes, which connect to Derby.
- 1.22 All our published leaflets and brochures are available from public buildings, such as our council offices, libraries, tourist information centres and other places. We also offer a number of guided walks and events in our Walks and activities in Derby programme, which has replaced the Let's Go Wild in Derby programme.





## 2. Rights of Way Improvement Plan for the City of Derby 2007 - 2012





## **2. The Rights of Way Improvement Plan for the City of Derby 2007-2012**

- 2.1 The first Rights of Way Improvement Plan for the City of Derby ran from November 2007 to March 2012. The plan was a supporting document to Local Transport Plans (LTP) 2 and 3. The Council was required to produce the plan under Section 60 of the Countryside and Rights of Way Act 2000. The Derby and Derbyshire Local Access Forum (DADLAF) acted as statutory adviser for the 2007-12 and has the same role for the 2014-17 plan. More details on the DADLAF can be found in Appendix B.
- 2.2 The legislation requires that Rights of Way Improvement Plans consider:
- the extent to which local rights of way meet the present and likely future needs of the public
  - the opportunities provided by local rights of way (and in particular by footpaths, cycle tracks, bridleways and restricted by-ways) for exercise and other forms of open-air recreation and the enjoyment of their area
  - the accessibility of local rights of way to blind or partially sighted persons and others with mobility problems.
- 2.3 The production of the plan gave us the opportunity to see whether the city's path network was meeting the needs of its users, identify where we could improve it and promote greater use of it. It was produced following extensive research and consultation and this resulted in a plan that had a series of aims and a Statement of Action to manage and improve the path network in the city. It was closely aligned with the Derby Joint Local Transport Plan LTP2 and formed part of the suite of documents supporting it.
- 2.4 The Statement of Action contained five main aims and a list of specific actions, which were designed to meet those aims.

### **Review of the RoWIP Statement of Action 2007-2012**

- 2.5 Many of the actions in the plan were successfully implemented within the stated timescales. Some actions, however, were only partially implemented, or not carried out at all. The successes and failures of the Statement of Action 2007-12 helps give guidance on the make-up of the new Statement of Action.
- 2.6 There were five main aims in the 2007-12 plan. A summary of the actions under each of the five main aims that were not fully achieved in 2007-12 is below.

**Aim 1: To make sure that the local rights of way network is easier to use**

- 2.7 It proved more difficult than expected to create prioritised lists of paths which would benefit from the upgrade of their surfaces and furniture and the removal of barriers to their use. Despite some consultations with representative groups of disabled people, little new information about problem paths was discovered. Restrictive barriers on paths were mostly dealt with in a reactive rather than proactive manner.

**Aim 2: To provide an up to date and widely available definitive map and statement**

- 2.8 We identified up to 200 potential public rights of way that could be added to the definitive map. Those rights of way will need to be checked further before we decide whether to include them. We also identified all the known anomalies on the path network for correction. We had hoped to publish a draft definitive map and statement by April 2012 but the loss of staff resources, as well as other work pressures, meant that this could not be done within the planned timescale.

**Aim 3: To provide a more connected network suitable for all users**

- 2.9 The proposed city-wide path study to identify locations for new link paths and the upgrading of existing paths in order to create a more connected network turned out to be too ambitious and there wasn't the staff resources available to carry this out.

**Aim 4: To improve the provision of information about the public path network and access to the countryside**

- 2.10 The Council's website is still our primary way for distributing rights of way information in electronic form. We carried out some work, however, investigating the practicalities of implementing the latest means of digital communication with the public. This work will be useful for when we are able to offer some of these new services more widely.

**Aim 5: To provide greater opportunities for those groups who don't usually use public paths to use them more**

- 2.11 We consulted with members of some of the underrepresented groups, such as disabled people and black and minority ethnic groups, but we were unable to carry out the large consultation exercise that we had originally planned.
- 2.12 A fuller review of progress of the actions in the RoWIP 2007-12 is in Appendix A.



### 3. Moving forward from the 2007 - 2012 Plan



### **3. Moving forward from the 2007-2012 Plan: The changing context: policies and resources**

- 3.1 In updating the 2007-12 plan and moving forward from it, we have looked at the performance of the Statement of Action for the 2007-12 plan. We have also looked at changes in the policy and other contexts that the RoWIP must have regard to. In light of this, we have prepared a revised plan that will run to 2017.
- 3.2 The Rights of Way Improvement Plan 2014-2017 is the second part of the 10-year rights of way programme that began with the Rights of Way Improvement Plan 2007-2012. It retains the overall objectives and builds on the strengths of the original plan

#### **Policy Influences on the Rights of Way Improvement Plan 2014-2017**

- 3.3 Since 2007, there have been a number of new local and national policy and strategy documents produced which will have a significant impact on the way rights of way will be maintained, promoted and used. These include key locally produced documents, such as the current Council Plan, the Derby Plan and the Derby Local Transport Plan 3. The LTP3, with which the RoWIP must be aligned, is an important driver in producing some of the changes in this plan's Statement of Action. The government's national planning document, the National Planning Policy Framework was published in 2012. The government has also introduced the Health and Social Care Act 2012, which contains reforms that will transform the way the National Health Service is run. The government has also encouraged the creation of large local partnerships such as the Local Enterprise Partnerships and the Local Nature Partnerships, which are designed to promote economic development and nature conservation respectively. These documents and changes were taken into account in the updating of the RoWIP. The documents and changes are summarised below.

##### **Derby Plan**

- 3.4 The Derby Plan is a high-level plan that brings together the priorities of key partners from the public, private and voluntary sector. It covers the period October 2013 to March 2015. The plan is designed to help people in Derby to have an:
- inspiring start in life
  - inspiring working life
  - inspiring place to live

## Council Plan

3.5 The Council Plan is a key document that sets out what key improvements we would like to make and the types of actions that we will take to make them. The latest Council Plan runs until March 2015. The Council Plan supports the Derby Plan priorities and focuses on the following areas where we will work together in partnership and through strong leadership deliver good quality services that meet local needs by having:

- Better outcomes for our communities
- Improved value for money
- More efficient and effective processes
- A skilled and motivated workforce

## Derby Local Transport Plan 3

3.6 The Derby Local Transport Plan, LTP3 sets out our long term transport strategy and proposals for the transport system in and around Derby from 2011 up to 2026. This second 2014-17 plan acts as a supporting document to LTP3.

3.7 The LTP3 has five transport goals, which are in line with those at a national level. Each goal has been adapted and clarified to give a specific emphasis to how these goals relate specifically to local needs. Derby's five transport goals are:

**Goal 1** To support growth and economic competitiveness, by delivering reliable and efficient transport networks

**Goal 2** To contribute to tackling climate change by developing and promoting low-carbon travel choices

**Goal 3** To contribute to better safety, security and health for all people in Derby by improving road safety, improving security on transport networks and promoting active travel

**Goal 4** To provide and promote greater choice and equality of opportunity for all through the delivery and promotion of accessible walking, cycling and public transport networks, whilst maintaining appropriate access for car users

**Goal 5** To improve the quality of life for all people living, working in or visiting Derby by promoting investment in transport that enhances the urban and natural environment and sense of place

## **National Planning Policy Framework**

- 3.8 The National Planning Policy Framework (NPPF) was published in March 2012. It sets out the Government's planning policies for England and how these are expected to be applied. The NPPF states that planning policies should protect and enhance public rights of way and access and that local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.
- 3.9 The Planning Practice Guidance provides additional clarity by bringing together the requirements of the Localism Act 2011 and the National Planning Policy Framework. In this case the guide directs readers to where they can find additional information relating to public rights of way.

## **City of Derby Local Plan (CDLP) Review - Adopted January 2006**

- 3.10 The CDLP Review is the statutory document which sets out the Council's spatial planning policies and guides decisions on planning applications. It identifies specific sites for development and areas that need protection and enhancement. The Local Plan contains a number of policies, which seeks to retain, enhance and improve the city's network of public rights of way, footpaths, cycleways and routes for horse riders.
- 3.11 The Derby City Local Plan, Part 1: Core Strategy will, when adopted by the Council, replace the current CDLP Review. The Core Strategy will provide a spatial strategy for the future development of Derby up to 2028. The policies in the Core Strategy will reflect the requirements of the NPPF to protect, enhance and improve access to the existing rights of way network and the wider National Trails. To support the Core Strategy the Council is writing an Infrastructure Delivery Plan (IDP). This document sets out the infrastructure necessary to support future development, the cost of the infrastructure and the funding streams which could be accessed.

## **The Local Enterprise Partnership for Derby, Derbyshire, Nottingham and Nottinghamshire (D2N2 LEP)**

- 3.12 D2N2 LEP is a locally owned partnership between the named local authorities, and businesses and plays a central role in deciding local economic priorities and undertaking activities to drive economic growth and create local jobs.

### **Our City Our River**

- 3.13 Derby has 2,150 properties currently at risk from flooding in a severe flood event. To reduce this risk, we are working with the Environment Agency, while providing opportunities for economic development and environmental enhancements in the city.

### **Lowland Derbyshire Biodiversity Action Plan 2011-2020**

- 3.14 The Lowland Derbyshire Biodiversity Action Plan seeks to conserve and enhance Lowland Derbyshire's existing wildlife and to redress past losses through habitat conservation, restoration, recreation and targeted action for priority species.

### **Nature Conservation Strategy**

- 3.15 The policies in our Nature Conservation Strategy - April 2006, which forms part of our Local Development Framework, help to balance the need to allow for new homes and jobs against protection of Derby's local environment and wildlife sites.

### **Lowland Derbyshire & Nottinghamshire Local Nature Partnership (LDN LNP)**

- 3.16 The LDN LNP is the local nature partnership which covers the Derby city area. Its overall objective is to help businesses, communities and individuals to work together to create and enjoy the benefits of a better natural environment.

### **Local Sustainable Transport Fund**

- 3.17 Derby has been given nearly £5 million of funding up to March 2015 for our 'Better Ways to Work' scheme, which will deliver projects to help achieve carbon reduction whilst achieving economic growth in the south east quadrant of Derby. One outcome from the scheme is Connected, a new local travel initiative, which the Council is delivering in partnership with the Derbyshire and Nottinghamshire Chamber of Commerce and the D2N2 Local Enterprise Partnership. Flagship schemes include the Park Bikeworks cycle hub, which provides secure cycle storage, showering and changing facilities, cycle repair services and other facilities in the city centre. The cycle hub has been planned become self-sustaining. We've been awarded an additional £960,000 from the Local Sustainable Transport Fund (LSTF) by the Department for Transport (DfT) for 2015-16. It's largely going to fund continuation and expansion of the existing programme. The aim is to continue to improve sustainable transport options for commuters, visitors and businesses in Derby, building on the success of the current Better Ways to Work programme. The efforts being made under the LSTF scheme are helping to encourage people to walk and cycle, which will help implement some of the actions of this 2014-17 plan.



## **Neighbourhood Boards and Forums**

- 3.18 Neighbourhood boards and forums can play an important role with regards to local rights of way in that they have the resources to carry out local works. Some boards have already funded works to the local rights of way network and it is expected that this type of scheme will continue.

## **Neighbourhood Planning**

- 3.19 The enactment of the Localism Act in April 2012 allows local communities to establish groups who can write their own Neighbourhood Plan. Neighbourhood Plans will complement the Council's Local Plan. It will contain a vision for an area and policies which will help shape the future of that area. Once a Neighbourhood Plan has been completed and adopted it will become part of our Development Plan and be a material consideration in determining planning applications. Any Neighbourhood Plan produced in Derby is expected to take into account the local rights of way network in the area.

## **Healthy lifestyles**

- 3.20 The government and its advisers have been increasingly expressing concerns about the state of the nation's health over recent years. It has restructured the National Health Service through the Health and Social Care Act 2012 and introduced some major new initiatives such as Change4Life and its offshoots such as Walk4Life. Additionally, there have been reports by advisory groups published recommending that people become more physically active. These include the four home countries' Chief Medical Officers' report, "Start Active, Stay Active: A report on physical activity for health" (July 2011) and the National Institute for Health and Clinical Evidence's (NICE) Public health guidance, PH41 "Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation." (November 2012). The government's Natural Environment White Paper, The Natural Choice, which states that "From April 2013, Directors of Public Health will be employed within upper tier and unitary local authorities. They will be ideally placed to influence local services, for example joining up activity on rights of way, countryside access and green space management to improve public health by connecting people with nature."
- 3.21 Derby City Council took over the public health responsibilities for health improvement and tackling health inequalities from the East Midlands Strategic Health Authority and Derby City Primary Care Trust in April 2013. Its Health and Wellbeing Board, which is made up of representatives from a range of organisations, has produced the Derby Health and Wellbeing Strategy 2012-2014. The strategy has three priorities.

They are:

- More people living longer in better health
- Better health at work
- Better mental health and wellbeing

The Council's new Public Health Directorate is the lead directorate responsible for implementing this strategy.

- 3.22 The actions of the RoWIP, especially those that are designed to encourage people to use local public paths and cycleways in their bids to get more active, will help meet some of the goals of both local and national health strategies. The Council has been promoting its healthy lifestyles programme for a number of years through its Livewell programme.

### **Climate change**

- 3.23 'Climate Change' refers to changes in the earth's climate that are caused by increasing levels of greenhouse gases such as carbon dioxide (CO<sub>2</sub>) in the atmosphere. Derby has produced its own Climate Change Strategy (2013) which sets out "the city's ambitions to embrace the challenges that climate change will bring in a positive and proactive way. Its main aim is to address the global issue at a local level in a way which will benefit people, the economy and environment locally." The strategy identifies six strategic level priority themes to address both climate change mitigation and resilience. The strategy addresses each theme by building a picture of what the City needs to achieve, where the City is now and a number of key high level steps for moving forward. The actions in this 2014-17 plan will help meet some of the priorities of this strategy.

### **The development of the revised aims**

- 3.24 The five overall aims, and their associated actions, of the 2007-12 plan were based on six underlying themes that were born out of the assessment of the city's path network and its use by local residents and visitors. We have retained those six themes but have amalgamated two very closely related ones, recreational access and health promotion, into one theme. The five themes with a brief description are listed below.

### **Economic benefits**

- 3.25 The path network, by playing its part in providing an efficient, sustainable transport network, can act as an important component in job investment and retention. It also helps to support local tourism, which benefits local businesses.

### **Sustainable transport**

- 3.26 The path network provides an alternative means of travelling to work, school and other local destinations without the need to use a car. This includes rights of way links to bus stops and train stations, which allow people to avoid using their cars resulting in carbon reduction.

### **Recreational access and health promotion**

- 3.27 The path network gives local residents and visitors the opportunity to enjoy the areas of public open space and countryside within the city and get easy access to the countryside surrounding the city without the need for motor vehicles. The promotion of walking, cycling and horse riding on predominantly traffic free routes provides opportunities for exercise providing significant health benefits.

### **Social inclusion and community safety**

- 3.28 The path network allows pedestrians and cyclists who need to travel, but do not have regular access to a car, to move around the city more easily. This is especially important for disadvantaged groups in society including disabled people, black and minority ethnic peoples and young people. The network is generally safe and easy to use and helps keep pedestrians, cyclists and horse riders away from roads and vehicular traffic. We need to ensure that we try and remove any obstructions that would limit the mobility of people, particularly those who are disabled, or have other mobility limiting issues.

### **Biodiversity and local heritage**

- 3.29 Some parts of the path network provide important wildlife corridors and make up a large part of our local heritage. The bridleway in Sinfyn, for example, forms the basis of the wildlife corridor identified in the CDLP Review, which allows wildlife to move more easily through the local area. Careful maintenance of corridors such as this ensures that we maximise our biodiversity and local heritage.

### **Aims for the 2014-17 RoWIP**

- 3.30 The revised aims in this plan take more account of the six underlying themes and address the policy changes that have occurred since 2007. These include the Council's overall objectives, as stated in key policy documents, such as the Council Plan and the Derby Plan. They also take into account Derby's five transport goals as stated in the current Derby Local Transport Plan, LTP3.

3.31 To address all these issues we have developed six new aims for the 2014-17 plan, which expand upon the original five aims. The actions listed in the Statement of Action are there to deliver aspects of these six aims. The aims are listed below.

**Aim 1** To support growth and economic competitiveness by delivering a more connected path network suitable for all users

**Aim 2** To contribute to tackling climate change by developing and promoting multiuser routes and low-carbon travel choices

**Aim 3** To provide learning and health benefits for people by promoting investment in multiuser routes.

**Aim 4** To contribute to better safety and security for all people in Derby by improving safety and security on all routes

**Aim 5** To provide and promote greater choice and equality of opportunity for all by promoting investment in accessible multiuser routes

**Aim 6** To improve the quality of life for all people in Derby by promoting investment in multiuser routes that enhances the urban and natural environment and sense of place.

## **Resources and their impact on the Statement of Action**

3.32 We have produced this 2014-17 plan at a time of very significant budget pressures for the Council. These pressures have already restricted what we were able to achieve with the actions of the previous plan. We can expect even greater budget pressures for the life of this plan and the situation will remain difficult and change regularly. There will be some resources available but we may have to bid for them individually. Those resources may come from LTP funding, neighbourhood board funding and other alternative sources. We may also have funding opportunities on the back of development

3.33 The actions put forward in the Statement of Action are based on the resources that we consider are likely to be available over the plan period to take forward the six revised plan aims. The actions are considered realistic and should be effective in meeting the needs of path users. Some actions also have an aspirational element, in that they reflect the needs identified during our path network assessment in the 2007-12 plan. Given this, the actions proposed may have to be reduced in the light of diminished resources. Alternatively, they may be capable of expansion or speedier delivery, if new resources can be identified and secured to take them forward.



## 4. Statement of Action



## 4. The Statement of Action

- 4.1 The Statement of Action sets out the list of actions that the Council intends to take to improve the public path network and provide greater opportunities for the users of that network in Derby during the period 2014-17.

### Structure of the Statement of Action

- 4.2 In order to express how this new RoWIP is taking matters forward from 2014, we have created a new Statement of Action, divided into four sections:
- **Publishing the Definitive Map and Statement for Derby.** This section sets out the procedure for publishing a definitive map and look at ways of providing a more connected network.
  - **Improving the path infrastructure.** This section briefly assesses the current local rights of way infrastructure in the city and looks at what actions can be taken to improve its condition and accessibility, and create new routes.
  - **Encouraging and helping people to use local rights of way.** This section explains how we will encourage and help people to use local rights of way using different means of communication.
  - **List of actions.** This section contains the actions that we intend to carry out. This includes details of Council services and partners who will deliver them and the likely timescales for their implementation.

### Publishing the Definitive Map and Statement for Derby

- 4.3 An important task for the Council, as the surveying authority for Derby, is to identify the public rights of way in the city and record them on a definitive map for Derby. Once published, the definitive map will show a clear network of paths that can be legally used by the public.
- 4.4 A suggested process for creating a single definitive map and statement was set out in the Derby Draft Milestones Statement, which was written by our consultant, IPROW Services Limited, in 2002 and co-funded by the Countryside Agency. We have adopted this system to create the new Definitive Map. The Council's consultant identified a series of steps that could be taken. These are:

- Step 1** Publish a draft Statement of Priorities for undertaking the review of the Definitive Map and Statement for Derby.

**Target date:** December 2014

- Step 2** Determine current applications to modify the Definitive Map and Statement.
- Target date:** December 2014
- Step 3** Process the backlog of legal event orders.
- Target date:** December 2015
- Step 4** Identify lost ways and other potential public rights of way that are worthy of inclusion within the revised Definitive Map and Statement.
- Target date:** March 2016
- Step 5** Publish a consolidated Definitive Map for the areas covered by the former Rural Districts of Belper, Repton and Shardlow.
- Target date:** March 2017
- Step 6** Publish a Definitive Map and Statement for the previously excluded area of the former County Borough of Derby.
- Target date:** March 2017
- Step 7** Produce a consolidated Definitive Map and Statement for the city incorporating the revised Maps and Statements covering the County Borough of Derby and the former Rural Districts of Belper, Repton and Shardlow.
- Target date:** December 2017

## **Improving the path infrastructure**

- 4.5 Three themes are identified to take forward the RoWIP aims to protect and improve the City path network. These are the:
- maintenance and upgrading of existing routes
  - implementation of proposed major path schemes
  - identification of path opportunities from development

### **Maintenance and upgrading of existing routes**

- 4.6 All public paths in the city are inspected by Streetpride either once or twice a year. We have included actions that can be taken to improve their condition and accessibility.



## **Proposed major path schemes**

- 4.7 In the 2007-12 plan, we listed 16 proposed major path schemes that had been protected in the CDLP Review and which we hoped could be implemented, if the necessary resources were made available. Some of those path schemes were carried out. For this plan, we propose to carry out the creation of a small number of path schemes should the necessary resources become available. These schemes involve the creation of completely new paths or the upgrading of existing ones. Some path schemes could only be implemented as part of a built development scheme, whereas others could be carried out independently.
- 4.8 The schemes included in this plan are considered useful for the public and practical to implement. The scheme changes made after the publication of last year's consultation draft plan are detailed in Appendix C. The proposed walkway/cycleway schemes are listed below and are described in detail and shown in plan form in Appendix C.

### **Scheme 1**

- a) Walkway/cycleway along Windmill Hill Walk
- b) connection along former Mackworth College path to the Mickleover to Egginton Greenway
- c) extension of Mickleover to Egginton Greenway to Station Road and Radbourne Lane
- d) connection from Brisbane Road to Mackworth Park, linking with Mickleover to Egginton Greenway

### **Scheme 2**

Walkway/cycleway linking Millennium Park and Oaklands Avenue, Littleover

### **Scheme 3**

Walkway/cycleway partly utilising the former railway line from Wilmore Road to Station Road, Chellaston

### **Scheme 4**

Walkway/cycleway from Tennessee Road, Chaddesden to Locko Road, Spondon following Chaddesden and Lees Brooks with link from orbital cycle route to rear of Oregon Way

### **Scheme 5**

Walkway/cycleway from Station Road to Megaloughton Lane, Spondon

### **Scheme 6**

Walkway/cycleway from Uttoxeter Road to Kingsway, across the Kingsway Hospital site

### **Scheme 7**

Walkway/cycleway from Wye Street to Raynesway

### **Scheme 8**

Walkway/cycleway from Haslam's Lane to Ford Lane, Little Eaton

### **Path opportunities from development**

- 4.9 During the development process, we will seek opportunities to use Section 106 funding and the Community Infrastructure Levy to improve the local path network where applicable.

### **Encouraging and helping people to use local rights of way**

- 4.10 Despite the work that has been done during the first plan period, it is recognised that the city's public rights of way information could be made more widely available to local residents and visitors.

#### **Publicising the city's public rights of way network**

- 4.11 We intend to publish a definitive map and make it available on the Council's website and direct people to it, using both traditional and newer digital communications methods, as much as is practically possible.

#### **Making more use of modern methods of communication**

- 4.12 Since the first RoWIP was published in November 2007, digital communications have advanced considerably. A new generation of powerful and easy to use mobile devices, such as smartphones and tablets allow people to carry out tasks on the move that, in the past, were more associated with the personal computer. These devices are capable of accessing the Internet, identifying their own location using the Global Positioning System (GPS) and capable of using apps (computer software applications), to carry out specific functions for both productive and leisure purposes.
- 4.13 A large proportion of the population, both adult and young people, are members of social networking sites such as Facebook and Twitter. Social networking sites, when accessed by mobile devices, allow organisations, communities and individuals to communicate with each other, almost wherever they are. By making use of the advantages of social networking sites, Council services have the ability to pass on information quickly to the public and receive near instant feedback.
- 4.14 A useful method for providing access to further information for the public at almost any location is the use of Quick Response (QR) codes. QR codes can be scanned by camera enabled smartphone or tablet devices and offer instant links to further information on the Internet. QR codes are already in use by the Council across the city centre on its

Wayfinding structures. Their use could be expanded to locations along walking routes and at countryside and open space information points.

- 4.15 The growing importance of digital communications means that we must try to take full advantage of them. We recognise, however, that these means of communication are not available to a significant proportion of the population and so will take that into account when deciding how best to provide information for the public.

#### **Promoting lifelong learning to Derby residents about open spaces and the surrounding countryside**

- 4.16 The circular walks in our Derby Walks folder give the public the opportunity to walk out of the city's urban area and explore the countryside on its fringe. Nature trail leaflets, produced by local 'Friends of' groups, in partnership with the Council, are designed to make the public aware of the opportunities to explore and experience the diverse range of local wildlife within the city. All our circular walks are on the Council's website. The design and colours of our leaflets have been chosen to be as readable to visually impaired people as possible.
- 4.17 We need to look for new ways to improve on the current educational situation, such as working with partner organisations and using the opportunities offered by the Derwent Valley Mills World Heritage Site and related projects. We also need to make sure that people from disadvantaged backgrounds are given the opportunity to experience the benefits of exploring and learning about the open spaces within the city and the surrounding countryside.

#### **Promoting tourism and inward investment**

- 4.18 The circular and nature trail walks can help make the city more attractive to visitors. There is already good demand for our Derby Walks packs, based on requests from our libraries and tourist information centre. There may be other opportunities, such as the use of social media to promote these walks to people and we will investigate this.
- 4.19 The Riverside Path is arguably the most popular recreational route in the city. It is also used by both local residents and visitors from further afield and is an important route for school, college and work journeys. The leaflets promoting Derby's Upper Derwent, Riverside Quarter and Lower Derwent trails are now outdated. We consider that there is an opportunity to promote the path, highlighting both its natural, built and cultural heritage to residents and visitors to a greater level than before, using both traditional and newer ways of communication. This publicity could be linked to the Derwent Valley Mills World Heritage Site and related projects.

## List of actions

Ref	Proposed actions	Aims taken forward	Delivered by	Key partners	Timescales <i>(ongoing unless otherwise stated)</i>
1a	Carry out regular inspections of the city's path network to identify damaged path surfaces and furniture, damaged or missing signs, obstructions, overgrown vegetation, litter and dog fouling and, as resources permit, organise their repair, replacement or removal	1, 2, 4	Streetpride		Annual programme
1b	Whilst carrying out inspections consider which paths would benefit from the upgrade of their surfaces and furniture, and the removal of barriers to their use by disabled people and people who use with prams and pushchairs and as resources permit implement these improvements	1, 2, 5	Streetpride		Annual programme
1c	When carrying out maintenance on any path, seek not to harm the local natural environment, especially priority habitats and species in the Local Biodiversity Action Plan, and use, where practicable, materials sympathetic to the local landscape	1, 6	Streetpride		Annual programme

1d	When carrying out maintenance on bridleways and other paths used by horses, seek to ensure that no hidden hazards on the ground are created	1	Streetpride	Horse riders	Annual programme
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<b>Ref</b>	<b>Proposed actions</b>	<b>Aims</b>	<b>Delivered by</b>	<b>Key partners</b>	<b>Timescales</b> <i>(ongoing unless otherwise stated)</i>
2a	Implement the process in Chapter 3 to achieve the publishing of the Definitive Map and Statement for Derby	1, 2, 5	Planning	Landowners Land occupiers Path user groups	Timetable detailed in para. 4.4 chapter 4
2b	Ensure that clear application forms and guidance for the making of Definitive Map Modification Orders and Public Path Orders are in place in order that applicants can make satisfactory applications and that when those applications are received they are dealt with quickly and efficiently	1, 2, 5	Planning	Landowners Land occupiers Developers Path user groups	
2c	Identify locations (including those proposed in Appendix C) for new link paths and the upgrading of existing paths that would create a more connected network, improve access to important public destinations and provide routes for leisure use in ways which demonstratively take forward the plan aims	1, 2, 5	Planning  Traffic/ Transport  Development Management  LSTF team		

2d	Work with developers, when major development proposals are made through the development control process, to make sure that all paths that are created as part of new development are constructed to an acceptable standard, connect well to the existing path network and are safe and convenient to use, to lessen the need for vehicular use	1, 2, 5	Planning Traffic/ Transport Development Management	Landowners Land occupiers Developers	
2e	Ensure that during the planning of any new path, or the upgrade of an existing path, that we seek not to harm the local natural environment and use materials, where practicable, that are sympathetic, to the local landscape	1, 6	Planning Traffic/ Transport		
2f	Work with Neighbourhood Boards and Forums to gain feedback on problems and needs of users of public rights of way and ensure that opportunities are taken through the development of any Neighbourhood Plans, to protect and enhance the network of paths in the plan area	1, 2, 3, 4, 5, 6	Planning Neighbourhood Boards and Forums		

<b>Ref</b>	<b>Proposed actions</b>	<b>Aims</b>	<b>Delivered by</b>	<b>Key partners</b>	<b>Timescales</b> <i>(ongoing unless otherwise stated)</i>
3a	Organise and publicise walks and activities with local groups	3, 5, 6	Planning	Local heritage and path user groups	
3b	Publicise walks and other leisure routes with the aim of giving people easy access to areas of open space and the countryside particularly for their health, wellbeing and lifelong learning benefits	1, 2, 3, 4, 5, 6	Planning	Local heritage and path user groups	
3c	As part of the programme in action 3B, identify shorter, local routes which bring health and wellbeing benefits and seek to create and publicise them.	2, 3, 4, 5, 6	Planning  Parks		
3d	Work through the Derby City and Neighbourhood Partnerships' Community Safety Team, Neighbourhood Boards, local community groups and other interested organisations, to seek to reduce the problems on those paths where anti-social and criminal behaviour takes place	4	Neighbourhood Boards and Forums	Local community groups  Derbyshire Police	



<b>Ref</b>	<b>Proposed actions</b>	<b>Aims</b>	<b>Delivered by</b>	<b>Key partners</b>	<b>Timescales</b> <i>(ongoing unless otherwise stated)</i>
4a	Create new publicity to promote the Riverside Path especially its links to the wider Derwent Valley Mills World Heritage Site	1, 2, 3, 5, 6	Planning		Complete new publicity by March 2016
4b	Continue to monitor emerging opportunities of using social media and other methods to better communicate with the public and then take forward these methods when opportunities and resources allow	2, 3, 5, 6	Planning Communications		
4c	Ensure that sections of the population are not excluded by the use of social media and other methods of digital communication	3, 5, 6	Planning Communications		
4d	Continue to monitor and make good use of the opportunities to publicise rights of way related information made available by external publishers and broadcasters	2, 3, 5, 6	Planning		
4e	Continue to monitor and promote to Derby residents, external sources of information about leisure routes in the wider Derbyshire area	2, 3, 5, 6	Tourist information centres Planning		





## 5. Monitoring



## **5. Monitoring**

- 5.1 At the beginning of each financial year, we will produce a work programme based on the actions listed in the Statement of Action, taking into account resource availability. At the end of each financial year, we will produce a monitoring report for that programme showing how much progress has been made on meeting each of the Rights of Way Improvement Plan aims. The first full work programme will begin during the 2013- 2014 financial year after the plan is published.
- 5.2 The annual monitoring report will state which targets have been achieved within the financial year and if they have not, why not.
- 5.3 The report will be put before the Derby and Derbyshire Local Access Forum to seek their comments on the progress of the plan's action.





## Appendices





## **Appendix A**

### **Final monitoring report of the Rights of Way Improvement Plan for the City of Derby 2007-2012**

#### **Introduction**

Below is a list of all the actions that were contained in the Rights of Way Improvement Plan 2007-2012 and brief comments on how well they were implemented.

#### **Actions**

- 1a1 Carry out regular surveys of the city's path network in order to identify damaged path surfaces and furniture, damaged or missing signs, obstructions and overgrown vegetation, and organise their repair, replacement or removal**
- 1a2 Using the results of the surveys, identify the paths which are most vulnerable to overgrown vegetation and organise its regular removal  
LTP2**
- 1a3 Seek not to create hidden hazards on the ground for horses when carrying out maintenance on bridleways and other paths used by horses**
- 1a4 When carrying out maintenance on any path, seek not to harm the local natural environment and only use sympathetic materials**
- 1a5 Using the results of the surveys in 1a1, identify the paths which are affected by litter and/or dog fouling and organise its removal**

#### **Comment**

Streetpride inspected the local rights of way network on a regular basis and carried out maintenance when required.

- 1b1 Create a prioritised list of paths, with the assistance of disabled people's organisations and parents' groups, which would benefit from the upgrade of their surfaces and furniture, and the removal of barriers to their use by disabled people and people who use with prams and pushchairs**
- 1b2 Design a costed programme of works for those identified paths**
- 1b3 Carry out works that will improve the accessibility of at least one identified path each year**

### **Comment**

We received only a few recommendations for works to paths from disabled people's groups and individuals. These were added to existing data collected in our 2005 Derby Path Survey. We decided that rather than create a prioritised list and costed programme based on limited feedback, it would be more practical to improve paths when strong public demand was identified and resources were available.

**1c1 Work through the Community Safety Partnership, local community groups and other interested organisations, to seek to reduce the problems on those paths where anti-social and criminal behaviour takes place**

**1c2 Work through the Community Safety Partnership, local community groups and other interested organisations to seek to reduce people's perceived fear of anti-social and criminal behaviour on paths**

### **Comment**

Working through the former Community Safety Partnership and the more recent Derby City and Neighbourhood Partnerships, we took regular action to resolve anti-social and criminal behaviour problems on the path network.

**2a1 Identify lost ways and other potential public rights of way that need to be shown on the Definitive Map and Statement**

### **Comment**

We identified and digitally plotted over 50 potential public rights of way of at least 200 metres in length. We intend to take this work forward as part of our definitive map work in the 2014-17 plan.

**2a2 Implement the process set out in Chapter 3 to achieve the publishing of the draft Definitive Map and Statement for Derby**

**2a3 Publish the final Definitive Map and Statement for Derby**

**2a4 Publish a fully interactive digital representation of the draft Definitive Map and Statement**

### **Comment**

We were unable to carry out these actions and so have included revised actions in the 2014-17 plan.

**2a5 Investigate the possibility of creating a new post to support rights of way work**

### **Comment**

Following Council wide reduction in resources, it was not possible to create a new post and it is unlikely that one will be created in the foreseeable future. The Council's rights of way service will have to continue with existing resources.

**2b1 Produce a revised procedure for dealing with changes to the public rights of way network**

**Comment**

Our procedure for dealing with Definitive Map Modification Orders is in place. Our revised procedure for public path orders should be in place by the end of 2013.

**2b2 Create paper and electronic registers of applications to make path orders**

**Comment**

The statutory registers for Definitive Map Modification Orders and declarations under Section 31(6) of the Highways Act 1980 are in place on the Council's website and available in paper form.

**2b3 Adopt the use of the CSS East Midlands regional standardised paper and electronic DMMO application and user evidence forms**

**Comment**

Following a reduction in staff resources, we were unable to introduce new application forms and guidance notes. We hope to revise the application forms and guidance notes during the 2014-17 plan.

**3a1 Carry out a citywide path study to identify locations for new link paths and the upgrading of existing paths that would create a more connected network, improve access to important public destinations and provide routes for leisure use. The study will seek to find paths for all the different types of users**

**Comment**

Following a reduction in staff resources and other un-programmed work, we were unable to undertake the full citywide path study. There are actions in the 2014-17 plan to identify important link paths, which will help create a more connected network.

**3a2 Draw up, using the findings of the study, a list of potential new path locations and existing routes which need to be upgraded. We will normally give priority to routes that lead to schools, bus stops, other public transport connection points and the routes protected in the CDLP Review, which are listed in Appendix B**

**3a3 Design and create at least one new or upgraded path scheme**

**Comment**

As noted above the citywide path study was not carried out, however, several paths, including some listed in Appendix B, were created or upgraded.

**3a4 Work with developers, when major development proposals are made through the development control process, to make sure that all paths that are created as part of new development are constructed to an acceptable standard and connect well to the existing path network**

**3a5 Ensure that during the planning of any new path, or the upgrade of an existing path, that its environmental impact is fully considered**

**Comment**

We worked with developers on improvements to the public path network, ensuring that the environmental impact of any new path was fully considered.

**3a6 Create a working group led by the rights of way officer, to collate information, actions and ideas from the different managers of paths**

**Comment**

We did not set up a working group to deal specifically with public rights of way. There was, however, regular communication between all teams involved with paths. There are discussions to set up a working group to cover issues involving local sustainable transport, which could fulfil this role. A Cycle Work Area Team, with related subgroups, was created to discuss cycleway matters.

**3b1 Seek to create at least one new circular or linear route, fully or partly within the city, each year**

**3b2 Seek to create at least one new circular or linear route, fully or partly within the city, that will be fully accessible to all**

**3b3 As part of the study identified in 3a1, we will also seek to identify shorter, local routes for leisure and fitness related activities**

**4a1 Add to the Council's folder of walks leaflets, new walks leaflets which will allow the public to experience personal enjoyment, health benefits, our local heritage and the biodiversity of local areas**

**4a2 Publish new leaflets to promote accessible leisure routes created under Action 3b2**

**Comment**

Six new circular walks were added to the Derby Walks pack, making 10 walks in total. In May 2011, the wheelchair and disabled scooter friendly Heatherton Circular Walk was launched.

Four short fitness walks within the city's parks were put on the national Walk4Life website. We also assisted Derby Nomads with the publishing of their self-created Derby Nomad Way walk and The Ramblers' Association Derbyshire Area and Derby CHA & HF Rambling Club with their Derby to Markeaton Park, Allestree Park and Duffield Memorial Walk.

**4a3 Publish a leaflet showing horse riding routes throughout Derbyshire**

**Comment**

The Horse Ride Derbyshire leaflet, which shows primary riding routes in Derby and Derbyshire, was published by Derbyshire County Council in May 2010.

**4a4 Collate and distribute published information from external sources about accessible leisure routes in the Derby area**

**Comment**

Links to regional information about accessible routes were put on the rights of way web pages.

**4b1 Organise, with the assistance of local walking and cycling event leaders, at least 20 walking and cycling events under the annual Let's go wild in Derby programme**

**4b2 Identify and contact local news organisations, broadcasters and web site owners and seek wider and more regular publicity of our events using their services**

**Comment**

Five Let's go wild in Derby programmes took place during the life of the plan. Derby's Tourist Information Centre organised Derby Walking Festivals in 2010 and 2011.

We issued press releases for all events to help promote our rights of way work and biodiversity work. This resulted in some local media interest.

**4c1 Post more information on the Council's rights of way web pages showing the nearest public transport points in relation to the start, finish and other significant points of paths, circular walks and nature trails**

**Comment**

We included public transport information in both the paper and electronic versions of the Let's Go Wild programme and Derby Walks folder.

**4c2 Post more internet links on the Council's rights of way web pages to useful external sites that offer public information**

**Comment**

We posted links on our rights of way web pages to the websites of neighbouring authorities, which offer public information on rights of way.

**4c3 Investigate the practicalities and costs of implementing newer ways of communication, such as e-mail newsletters and mobile phone text message services, to provide the public with the latest path information. Use newer ways of communication, if viable, when resources allow**

**Comment**

We produced an internal paper about taking forward social networking to help interact with the public about our rights of way and WildDerby services. We intend to take this forward in partnership with our on-line communications group.

**5a1 In consultation with key partners, devise a costed programme for seeking in Derby to implement the actions in the proposed National Diversity Action Plan to help:**

- those groups identified as under represented in outdoor recreation by the government and
- the local communities identified as disadvantaged by the Council have the opportunity to discover the benefits of outdoor recreation

**5a2 Consult with physically and mentally disabled people's organisations and develop a set of actions that can better meet their needs. This action will feed into Action 5a1**

**5a3 Consult with organisations representing people with learning difficulties and develop a set of actions that can better meet their needs. This action will feed into Action 5a1**

**5a4 Consult with minority ethnic organisations and develop a set of actions that can better meet their needs. This action will feed into Action 5a1**

**5a5 Consult with young people at schools, colleges, the universities, youth clubs and other young people's organisations and develop a set of actions that can better meet their needs. This action will feed into Action 5a1**

**5a6 Consult with parents with young children and those groups which represent them to develop a set of actions that can better meet their needs. This action will feed into Action 5a1**

**5a7 Implement the National Diversity Action Plan actions generated by Action 5a1**

#### **Comment**

We held discussions with some stakeholders representing groups and organisations, such as disabled people and black and minority ethnic groups. We didn't, however, have the resources to carry out an extensive consultation with all underrepresented groups. When carrying out our work as part of the 2014-17 plan, we will take into account comments we receive from these stakeholders.

## **Appendix B**

### **Derby and Derbyshire Local Access Forum**

Derby and Derbyshire Local Access Forum (DADLAF) was created jointly by Derby City Council and Derbyshire County Council in July 2003. It advises both highway authorities and other bodies on the improvement of public access to land in the area for the purpose of open-air recreation and the enjoyment of the area. It is concerned with all of Derbyshire to the south and east of the National Park. The National Park and the area of the county in the north west around Buxton and Glossop is covered by the Peak District Local Access Forum.

The members of the Forum provide a reasonable balance between representatives of:

- users of local rights of way or the public in relation to rights over access land
- land owners or occupiers
- any other relevant interests such as tourism, sport, nature conservation and disabled access.

The Forum has been consulted on:

- the process of producing Rights of Way Improvement Plans and Local Transport Plans for Derby and Derbyshire
- issues relating to open country, registered common land and other registered access land
- proposed rights of way legislation
- matters relating to the management of the public rights of way networks in the city and county
- other relevant issues relating to access and outdoor recreation.

It meets four times a year in venues in Derby and throughout Derbyshire and those meetings are open to interested members of the public. It reports to the government annually about its activities and produces an annual report which is posted on its web pages on the Derbyshire County Council website.



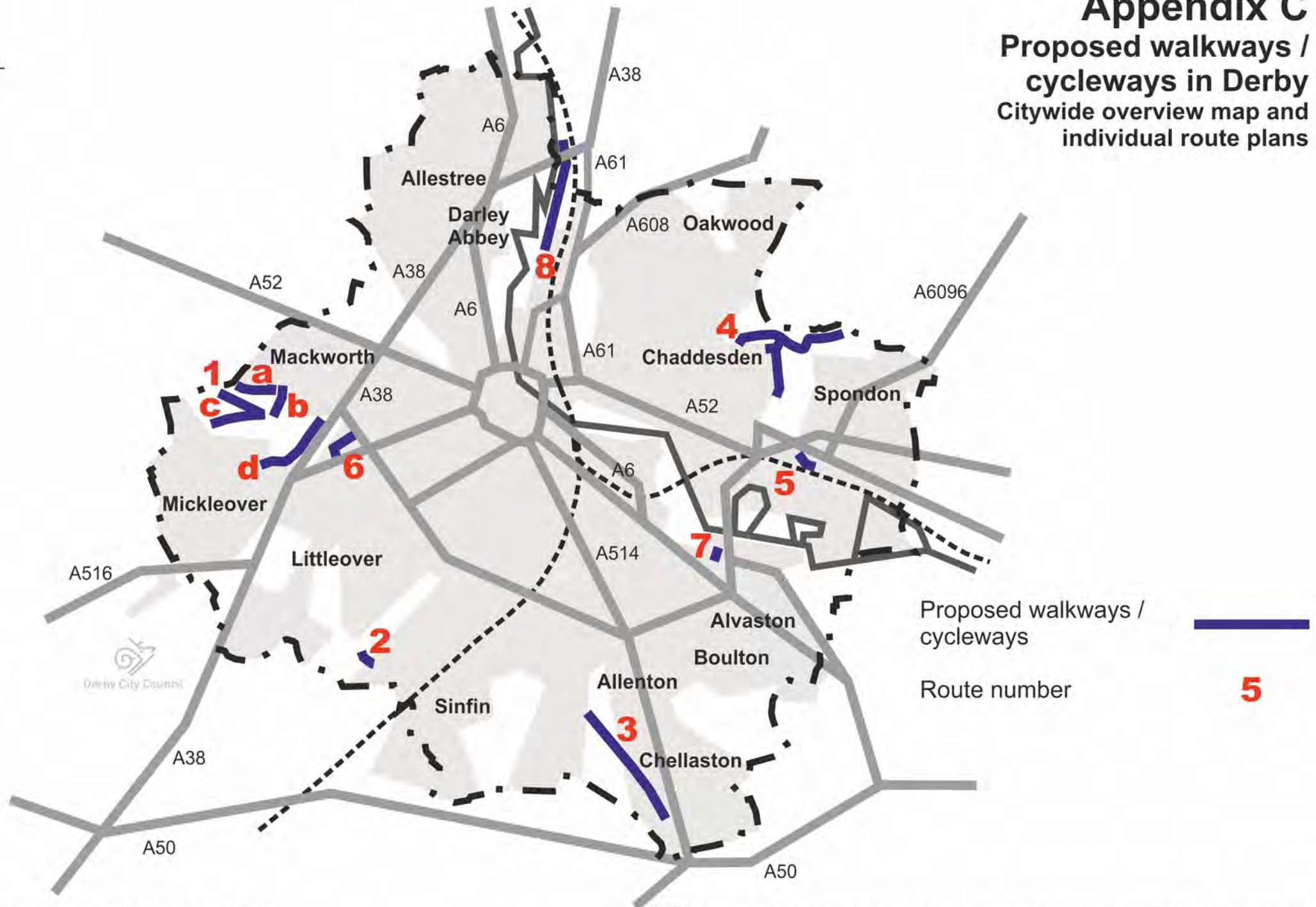




# Appendix C

## Proposed walkways / cycleways in Derby

Citywide overview map and individual route plans



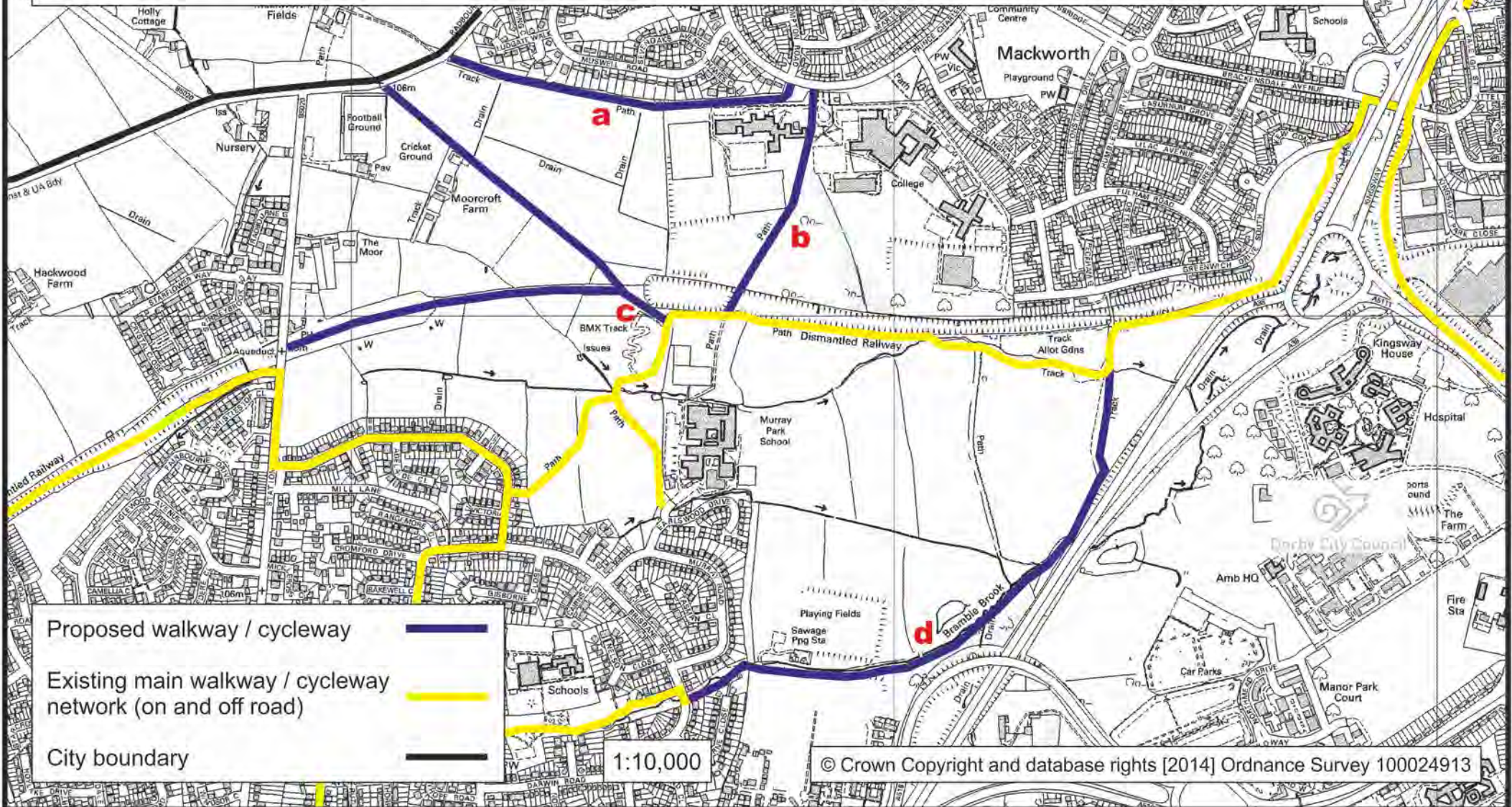
Diagrammatic plan - not to scale



## **Appendix C**

### **Proposed walkways / cycleways in Derby**

**1** **a** Walkway / cycleway along Windmill Hill Walk; **b** connection along former Mackworth College path to the Mickleover to Egginton Greenway; **c** extension of Mickleover to Egginton Greenway to Station Road and Radbourne Lane; **d** connection from Brisbane Road to Mackworth Park, linking with Mickleover to Egginton Greenway



**Scheme 1a** would involve the upgrading of the existing Windmill Hill Walk in between Radbourne Lane and Prince Charles Avenue, Mackworth to a walkway / cycleway. There is already an agreement to enable this using Section 106 monies secured from the Radbourne Lane residential site.

This route, in conjunction with 1b, 1c and 1d, will increase access to the Mickleover to Egginton Greenway for people living in Mickleover and Mackworth.

**Scheme 1b** would require the upgrading of an existing permissive path through the grounds of the former Mackworth College, linking Prince Charles Avenue with the Mickleover to Egginton Greenway, as a walkway / cycleway. A reserved matters application for residential development of the former Mackworth College site is currently being considered by the Council. This application integrates the existing path into the layout, identifying it as a footpath and cycle link.

This route will increase access to the Mickleover to Egginton Greenway for people living on the western edge of Mackworth.

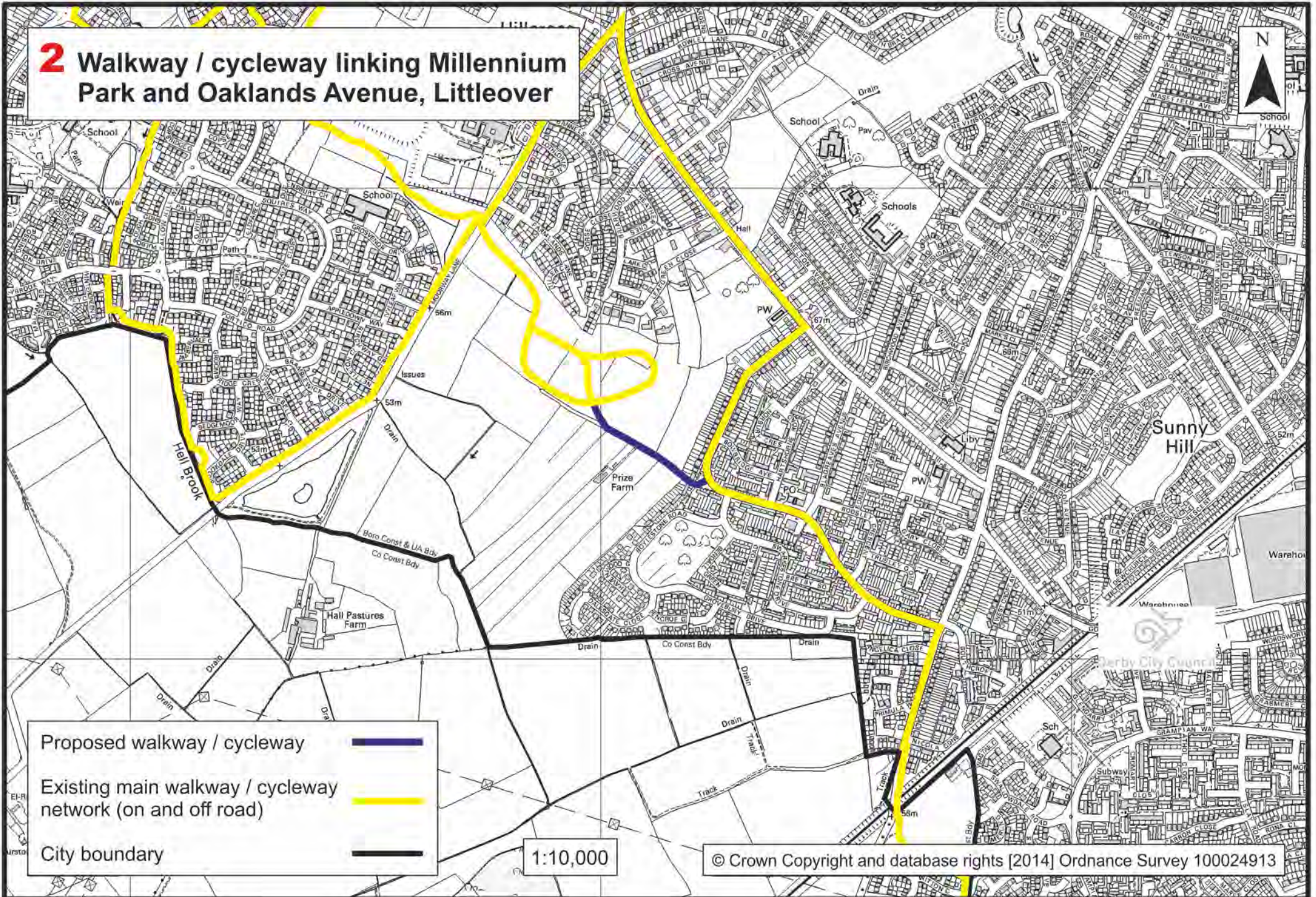
**Scheme 1c** would involve extending the Mickleover to Egginton Greenway westwards from Murray Park School through fields along the line of the former Mickleover railway tunnel through to Station Road, Mickleover, with another spur running past Moorcroft Farm on to Radbourne Lane. There could be difficulties in implementing the section of route along the line of the former Mickleover railway tunnel through to Station Road, because of uncertainties about the tunnel's condition.

This route will increase access to the Mickleover to Egginton Greenway for people living in Mickleover and Mackworth, as well as from the Radbourne Lane residential site, which is just outside the city boundary in Amber Valley.

**Scheme 1d** would involve the upgrading of the existing path from Brisbane Road to the back of properties on Melbourne Close, with the provision of a walkway / cycleway beyond linking Brisbane Road, Mickleover with the Mickleover to Egginton Greenway at Mackworth Park, south of Greenwich Drive South. The first section of existing path off Brisbane Road, behind Melbourne Close, is maintained by the Council. The section of proposed walkway / cycleway from the back of properties on Melbourne Close up to the eastern extent of the housing development is covered by a Section 38 Agreement and Bond and is to be constructed as part of the development. Beyond, the proposed walkway / cycleway would run alongside the A38, turning north after approximately 200 metres, to link in with the existing greenway near to the allotment gardens off Greenwich Drive South.

This route will increase access to the Mickleover to Egginton Greenway for people living on the eastern edge of Mickleover, particularly from the new housing development on the site of the former University of Derby (Mickleover Campus), off Chevin Avenue.

## 2 Walkway / cycleway linking Millennium Park and Oaklands Avenue, Littleover



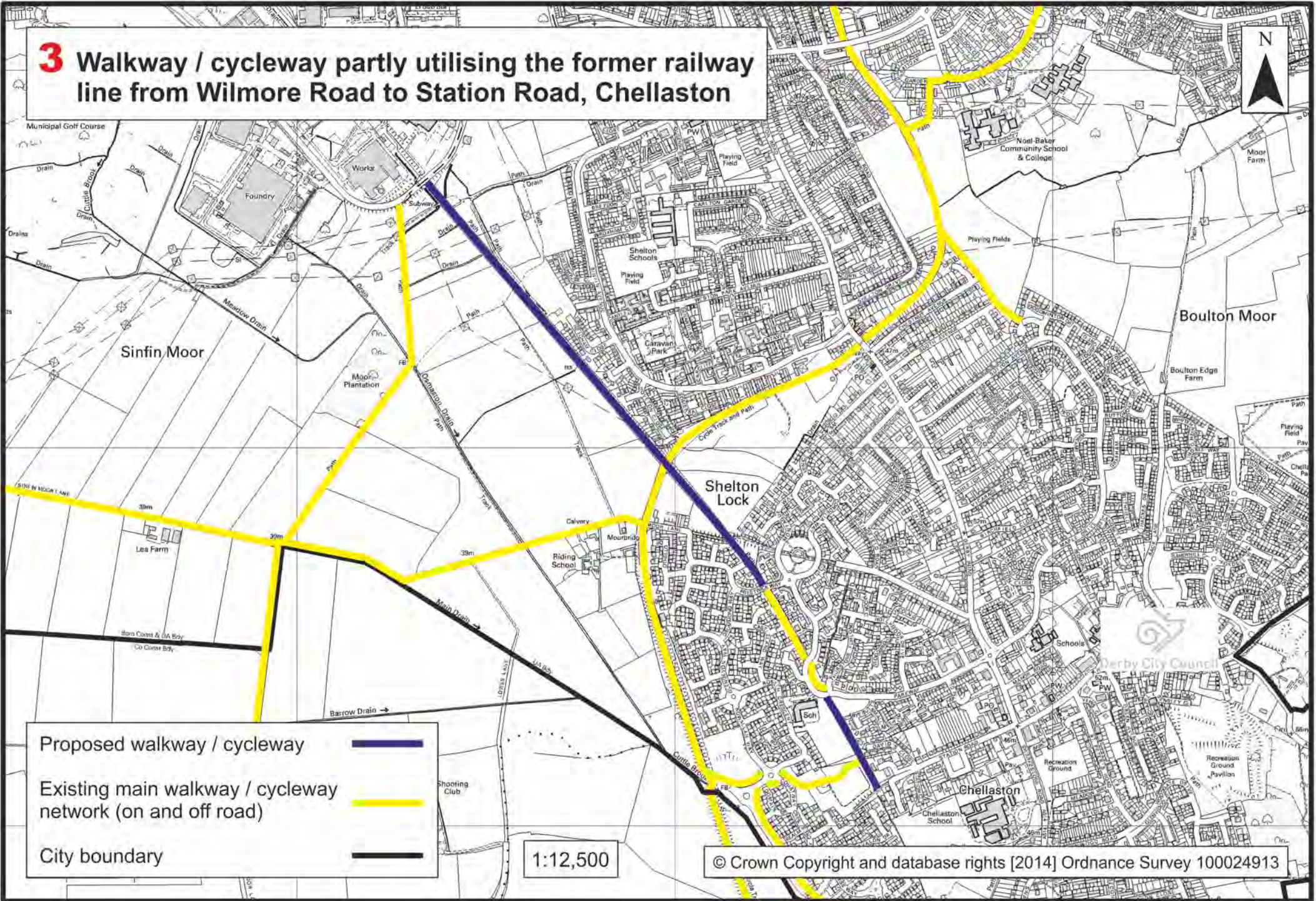
**Scheme 2** would require the provision of a walkway / cycleway linking Millennium Park off Moorway Lane with Oaklands Avenue off Blagreaves Lane.




This route is already public highway from Oaklands Avenue to a point level with the front boundary of 92 Oaklands Avenue. The track beyond serves Prize Farm and is privately maintained.

A route off this track would need to be established through Millennium Park, which is Council maintained, to link in with the existing park path network.

This route will increase access to the Millennium Park for residents living in the Oaklands Avenue area to the east of the park, an issue which has already been raised by local people with the Council.

### 3 Walkway / cycleway partly utilising the former railway line from Wilmore Road to Station Road, Chellaston



- Proposed walkway / cycleway 
- Existing main walkway / cycleway network (on and off road) 
- City boundary 

1:12,500

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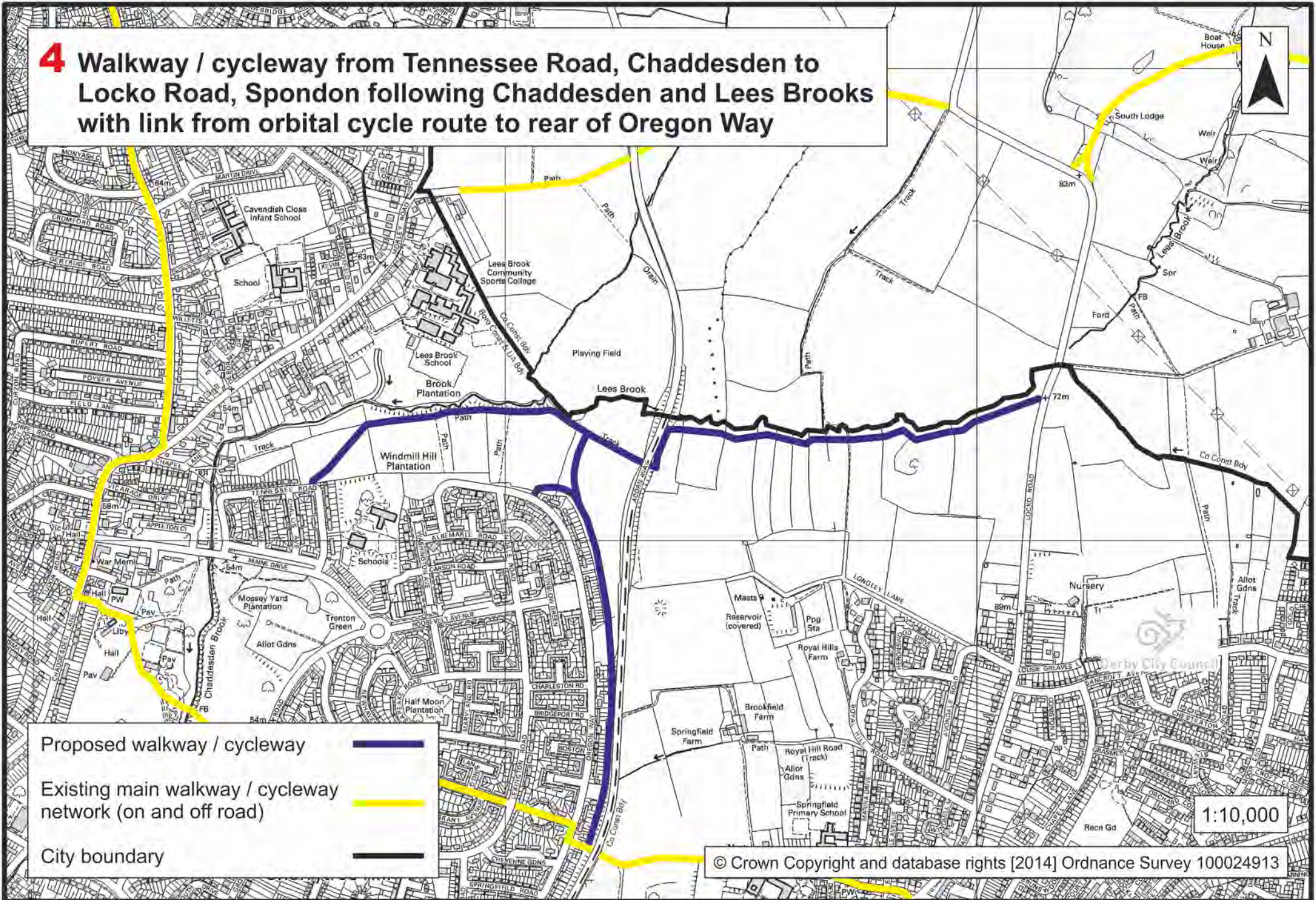


**Scheme 3** would require the conversion of most of the former railway line from Wilmore Road to Station Road, Chellaston into a walkway / cycleway.

Some sections of the route are already used by people walking locally and for accessing the Cloud Trail, which links Derby to Wilson in South Derbyshire.

This route will increase access for people living in the Chellaston and Shelton Lock area to the Cloud Trail, and provide an off-road connection for those working in the Wilmore Road / Victory Road area.

**4** Walkway / cycleway from Tennessee Road, Chaddesden to Locko Road, Spondon following Chaddesden and Lees Brooks with link from orbital cycle route to rear of Oregon Way



- Proposed walkway / cycleway
- Existing main walkway / cycleway network (on and off road)
- City boundary

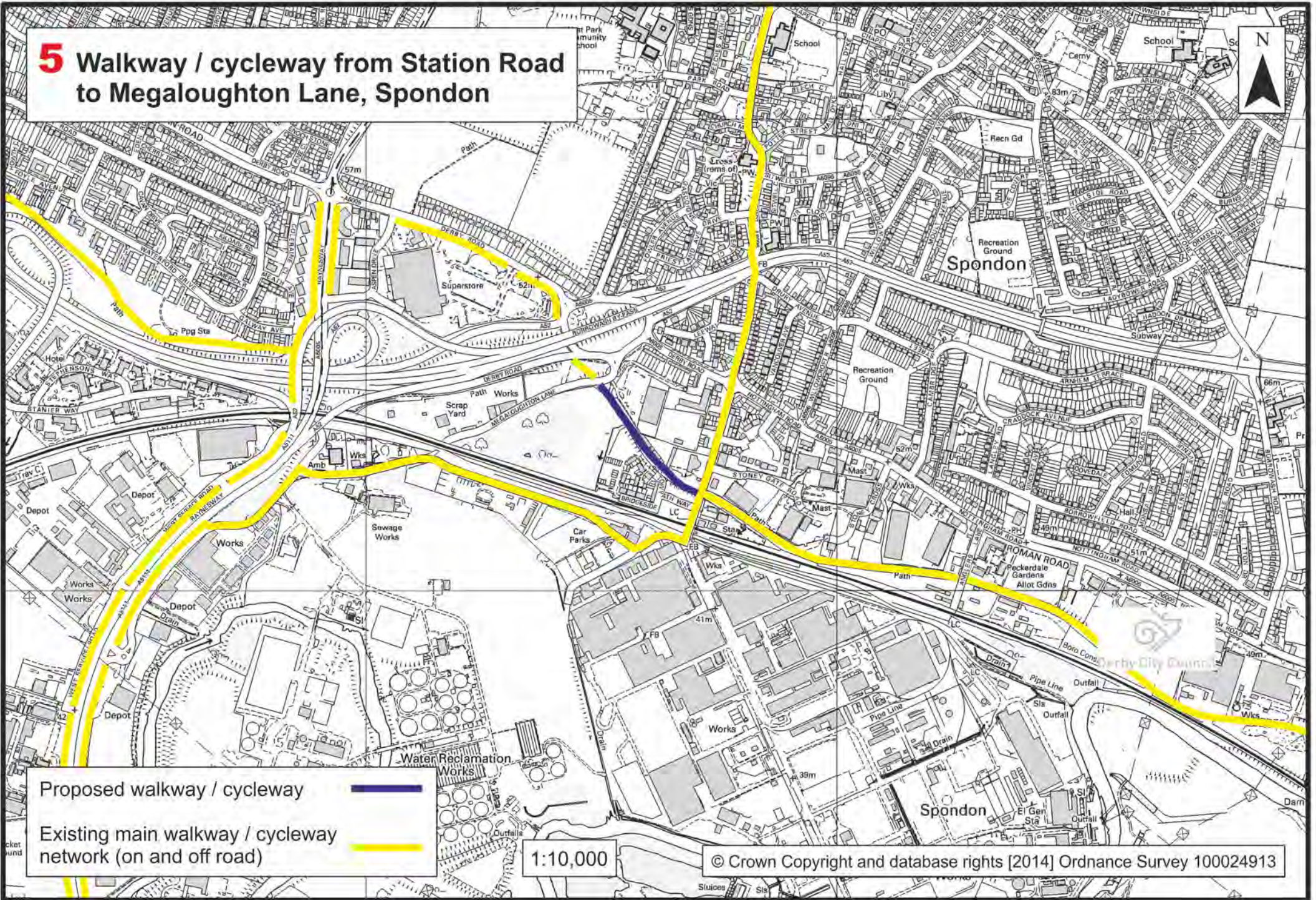
**Scheme 4** would require the provision of a walkway / cycleway through fields from Tennessee Road, Chaddesden to Locko Road, Spondon roughly following Chaddesden and Lees Brooks, with a link southwards connecting with Oregon Way and the existing walkway / cycleway at West Park Meadow Local Nature Reserve.

The section between Tennessee Road, Chaddesden and Acorn Way is already used by people walking locally. Beyond Acorn Way, the route would then continue eastwards following Lees Brook, which marks the city boundary, as far as Locko Road. This section would link in with two public footpaths, which start from Longley Lane, Spondon and head northwards towards Locko Park.

The route southwards from the track between Lees Brook and Acorn Way has two branches. The first is a short section which comes out on to the northern edge of Oregon Way. The second passes to the rear of Oregon Way through existing public open space, before utilising the existing landscaped bund alongside Acorn Way as far as the existing pedestrian crossing over Acorn Way, which links Chaddesden and Spondon.

These routes will increase access between Chaddesden and Spondon for walkers and cyclists, and also provide additional opportunities for walkers to link in with the existing footpath network to explore the countryside around Locko Park and beyond.

# 5 Walkway / cycleway from Station Road to Megaloughton Lane, Spondon



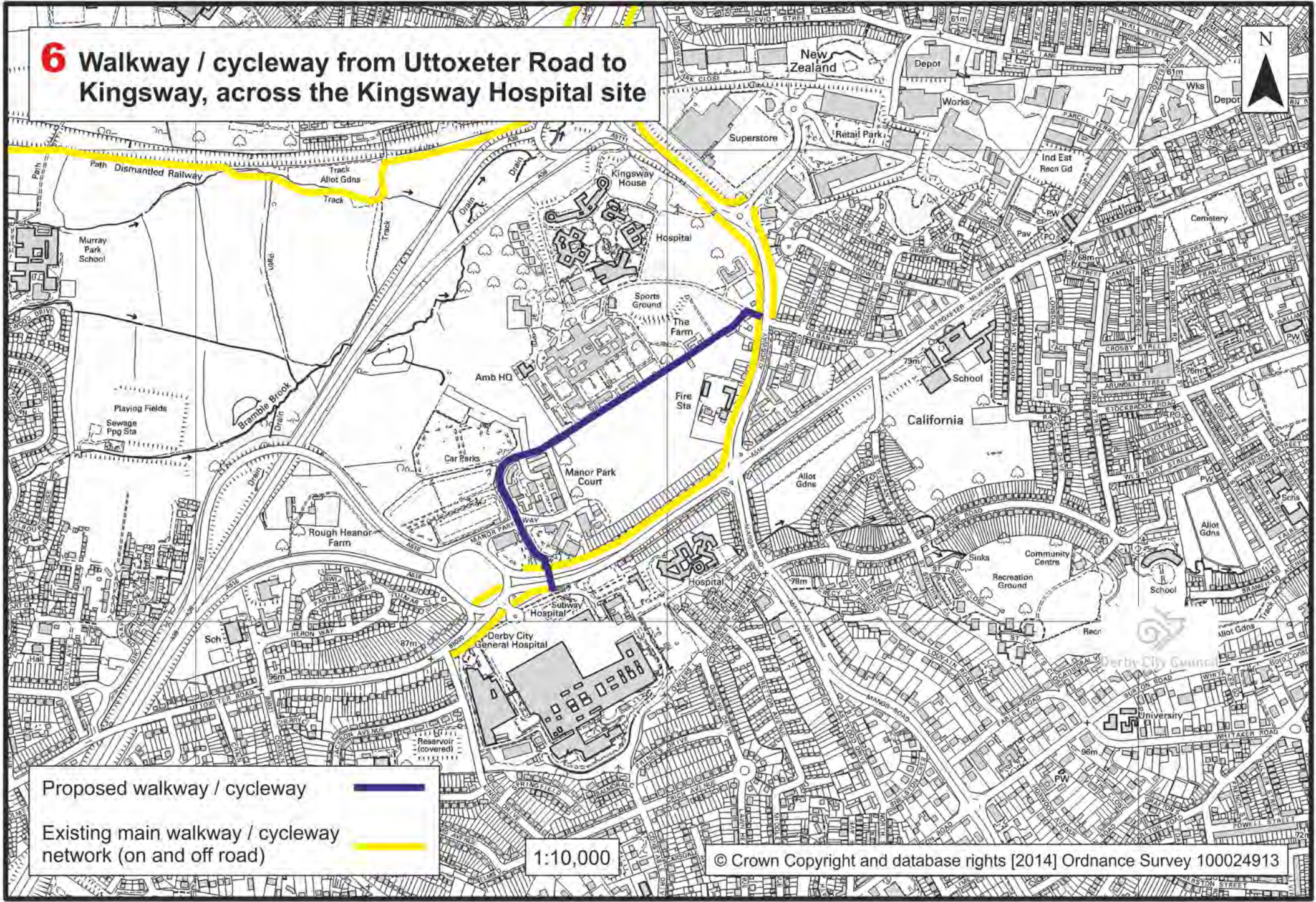
**Scheme 5** would require the provision of a walkway / cycleway from Station Road to Megaloughton Lane, Spondon.

A public path runs along this remnant of the former Derby Canal at Spondon.

This route would link in with the existing walkway / cycleway which travels eastwards from Station Road towards Borrowash in Erewash Borough and Elvaston Castle Country Park in South Derbyshire.

From Megaloughton Lane, walkers would be able to continue along the existing footpath network to Chaddesden, the Wyvern Retail Centre and Derby city centre.

# 6 Walkway / cycleway from Uttoxeter Road to Kingsway, across the Kingsway Hospital site



Proposed walkway / cycleway ————

Existing main walkway / cycleway network (on and off road) ————

1:10,000

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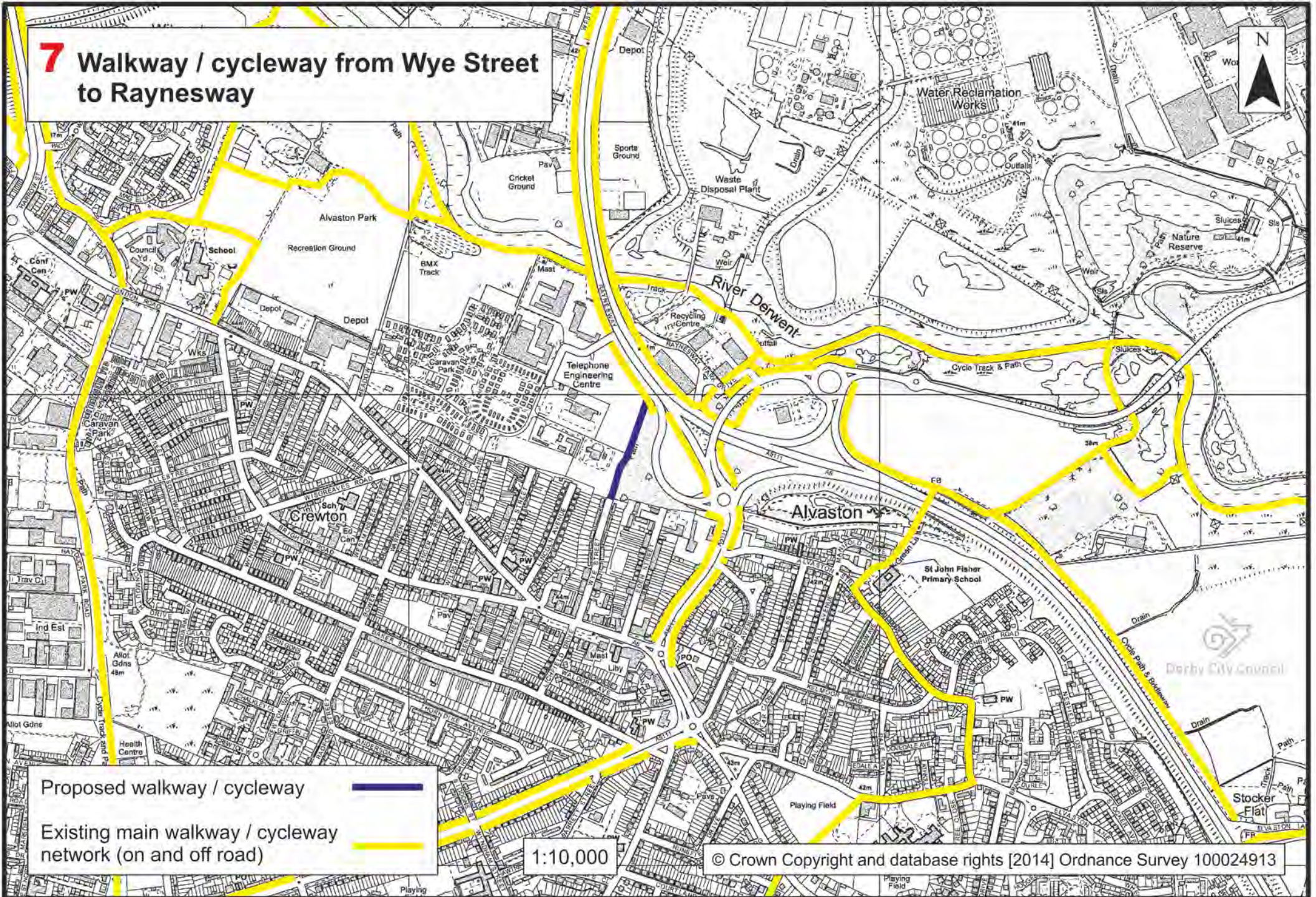
**Scheme 6** would require the provision of a walkway / cycleway from Uttoxeter Road to Kingsway, across the Kingsway Hospital site.

Starting from the subway outside the Royal Derby Hospital, the route would go through the subway, which takes you under Uttoxeter New Road, and then through shops and housing off Southmead Way and Northmead Way, continuing through the grounds of the Kingsway Hospital site using the existing internal road network to come out onto Kingsway.

This route would increase the opportunity for walkers and cyclists in the vicinity of the Royal Derby Hospital to access the Kingsway Retail Park and Derby city centre avoiding the traffic along Uttoxeter New Road and the outer ring road.

It would also link in with the Mickleover to Egginton Greenway, beyond the Kingsway Retail Park, off Greenwich Drive South.

# 7 Walkway / cycleway from Wye Street to Raynesway



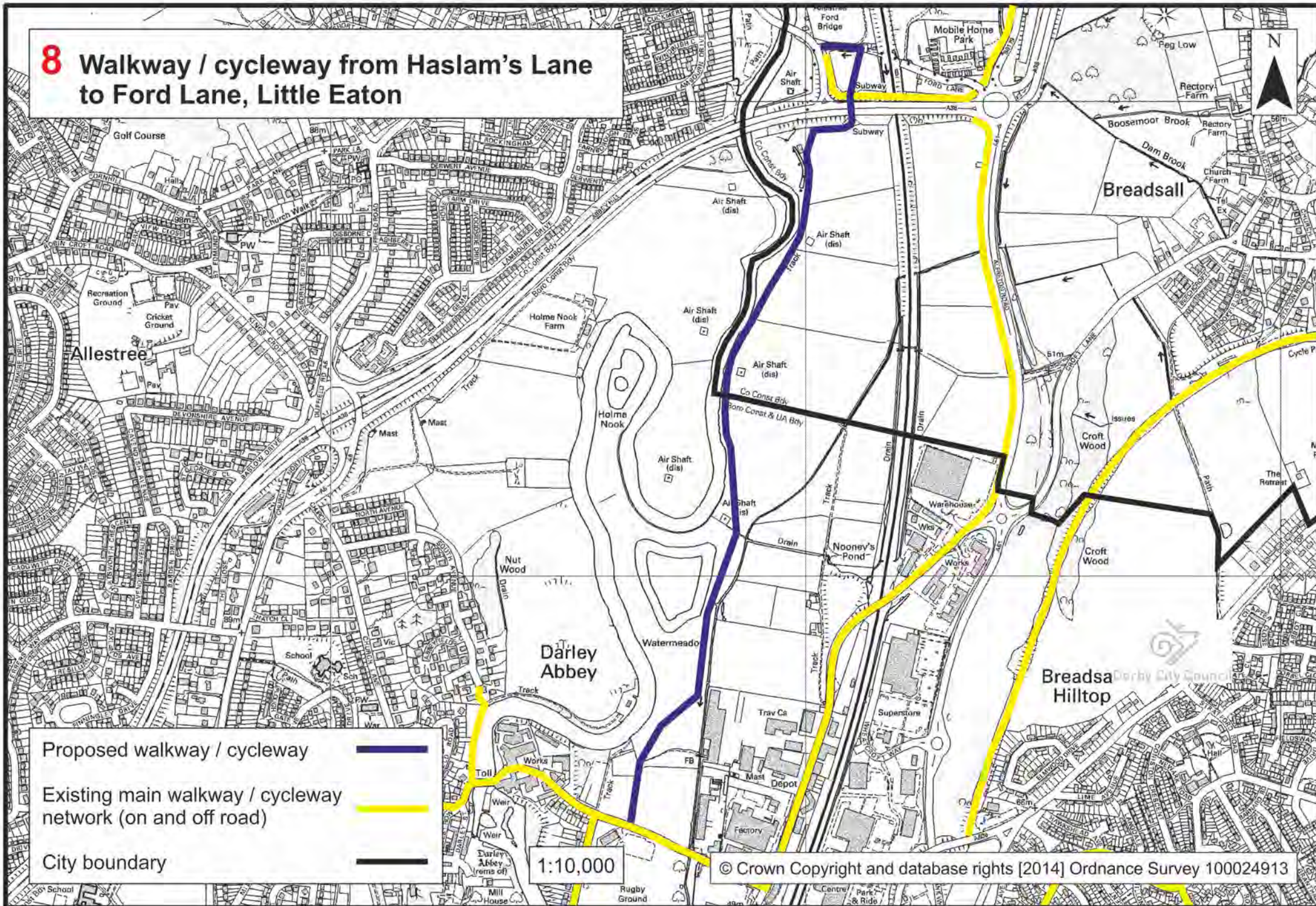


**Scheme 7** would require the upgrading of the existing path between Wye Street and Raynesway to a walkway / cycleway.

For people living in the Alvaston area, this route will increase access to the Riverside Path, which connects to Derby city centre, the Cloud Trail, which links Derby to Wilson in South Derbyshire, and Elvaston Castle Country Park.

It will also provide an off-road connection for those working in the Raynesway area.

# 8 Walkway / cycleway from Haslam's Lane to Ford Lane, Little Eaton



- Proposed walkway / cycleway
- Existing main walkway / cycleway network (on and off road)
- City boundary

1:10,000

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**Scheme 8** would require the upgrading of existing public footpaths through meadowland and floodplain between Haslam's Lane and Ford Lane, Little Eaton, which is already used by walkers, to a walkway / cycleway. Only half of the proposed route is within the city. The other half would need to be implemented in partnership with Derbyshire County Council and Erewash Borough Council.

This route will complete the Riverside Path, which follows the River Derwent through Derby, allowing walkers and cyclists to link in with Route 6, Route 54, Route 66 and Route 672 of the National Cycle Network. It will also provide a traffic free route linking with the Ripley Greenway to the north of Derby.

The implementation of the scheme will be investigated as part of the works being carried out as part of the 'Our City, Our River' masterplan.



We can give you this information in any other way, style or language that will help you access it.

Please contact us on 01332 640809, minicom 01332 640666.

Polish

Aby ułatwić Państwu dostęp do tych informacji, możemy je Państwu przekazać w innym formacie, stylu lub języku.  
Prosimy o kontakt: 01332 640809      Tel. tekstowy: 01332 640666

Urdu

01332 640809      یہ معلومات ہم آپ کو کسی دیگر ایسے طریقے، انداز اور زبان میں مہیا کر سکتے ہیں جو اس تک رسائی میں آپ کی مدد کرے۔ براہ کرم  
منشی کام      01332 640666 پر ہم سے رابطہ کریں۔

Punjabi

ਇਹ ਜਾਣਕਾਰੀ ਅਸੀਂ ਤੁਹਾਨੂੰ ਕਿਸੇ ਵੀ ਹੋਰ ਤਰੀਕੇ ਨਾਲ, ਕਿਸੇ ਵੀ ਹੋਰ ਰੂਪ ਜਾਂ ਬੋਲੀ ਵਿੱਚ ਦੇ ਸਕਦੇ ਹਾਂ,  
ਜਿਹੜੀ ਇਸ ਤੱਕ ਪਹੁੰਚ ਕਰਨ ਵਿੱਚ ਤੁਹਾਡੀ ਸਹਾਇਤਾ ਕਰ ਸਕਦੀ ਹੋਵੇ। ਕਿਰਪਾ ਕਰਕੇ ਸਾਡੇ ਨਾਲ ਟੈਲੀਫੋਨ  
01332 640809      ਮਿਨੀਕਮ 01332 640666      ਤੇ ਸੰਪਰਕ ਕਰੋ।

