

Respondent	Comment	Officer Response	Proposed Change
Derbyshire County Council	<p>The document is in line and supportive of policies contained in the Derby and Derbyshire Structure Plan, the Derbyshire Local Transport Plan and Derbyshire Pedestrian Strategy.</p> <p>Support is expressed for the principles of the Strategy, subject to the detailed investigation and prioritisation of the proposed pedestrian routes.</p> <p>The final version of Planning Policy Guidance Note 13 has been published and should now be referred to as an adopted document.</p> <p>Reference is made to two pilot Pedestrian Quality Networks, located in Chesterfield and Belper, by 2002/03. In fact, no formal decision has been made on these locations.</p>	<p>Comments welcomed.</p> <p>Support welcomed. Policy 2 establishes a hierarchical approach for the development of the proposed pedestrian routes. The twelve routes to serve the town centre, shown in the Strategy, are purely indicative and may be changed subject to detailed investigation to establish their feasibility in engineering terms. However, the routes have now been considered in liaison with officers from the County Council to identify those that need to be developed as a priority on the basis of the potential benefits they are likely to provide.</p> <p>Agreed.</p> <p>Paragraph T1.6.8 of the Derbyshire Local Transport Plan, prepared by the County Council, indicates that a target has been set to implement two Pedestrian Quality Networks by 2002/03. It states that "the two pilot schemes which have been identified are in Chesterfield and Belper". However, since this appears not to be the case, the text of the Walking Strategy can be amended accordingly.</p>	<p>Amend Appendix A to indicate that priority will be given to the implementation of Town Centre Routes 2, 5, 8, 10 and 12. See Plan attached at Annex B.</p> <p>Amend paras. 2.14-2.18</p> <p>Amend para. 2.40</p>

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Derbyshire County Council (cont.)	<p>Reference is made to the development, by the County Council, of an access audit system. Although this is planned as part of the development of the Derbyshire Local Transport Plan, no specific work has yet taken place.</p> <p>The Derbyshire County Council Personal Mobility Strategy was published in 2000 and should be referred to accordingly.</p>	<p>This can be reflected in the text.</p> <p>Agreed.</p>	<p>Amend para. 2.45</p> <p>Amend para. 2.44</p>
The National Forest	<p>The aims and objectives of the Strategy are supported, particularly in relation to improving links between the town and the surrounding facilities being developed in The National Forest.</p> <p>Note the capital "T" in "The National Forest"</p> <p>PPG17 is currently undergoing revision. Reference should be made to this fact and to any new proposals.</p> <p>References to the National Forest Strategy should be amended to reflect recent developments. Various minor changes to wording are suggested.</p> <p>Reference could be made to "The Walking Bus" in para. 4.28</p>	<p>Support welcomed.</p> <p>References can be amended accordingly</p> <p>Agreed</p> <p>Agreed</p> <p>Agreed</p>	<p>Amend references to The National Forest</p> <p>Amend para. 2.19</p> <p>Amend paras 2.87-2.94</p> <p>Amend para. 4.28</p>
The Ramblers' Association	<p>Paras. 2.10, 2.67 It is important not to remove Rights of Way and only divert where necessary. The Rights of Way network should be protected.</p>	<p>Comments noted</p>	

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The Ramblers Association (cont.)	<p>Paras. 2.13, 2.32, 2.47, 2.92 The use of disused railway tracks is excellent, particularly where they provide links with existing Rights of Way. Walking routes should be kept separate from cycle routes wherever possible, from the safety aspect.</p> <p>Para. 2.16 Improved lighting and safe pedestrian-friendly road crossings would be an improvement as many people do not feel safe using underpasses. The more public Rights of Way are used the easier it is to keep them open, particularly if they are maintained by the local authority. It is not clear what is meant by "isolating people from other activities".</p> <p>Paras. 2.21, 2.59, 2.90 Maintenance of footpath networks should be given a high priority. This should also reduce claims against the Council</p> <p>Para. 2.22 References to the need to extend the public rights of way network are important.</p> <p>Para. 2.42 Gaps in the footpath network should be filled provided the existing network is maintained to a high standard.</p> <p>Para. 2.56 It would be useful if pedestrian and cycle links were connected with bus and rail services. There should be reasonably priced safe storage for cycles.</p> <p>Para. 2.81 The health benefits of walking could be emphasised.</p>	<p>Comments noted. Disused railway tracks are often developed as multi-user trails, suitable for both walkers and cyclists. Safety should always be a paramount consideration in the design of such facilities.</p> <p>Comments noted. The phrase quoted refers to the need to ensure natural surveillance of public footpaths wherever possible in order to maximise the security of those using them.</p> <p>Comments noted. As Highway Authority, the County Council bares responsibility for injury claims</p> <p>Comments noted</p> <p>Comments noted</p> <p>Comments noted</p> <p>This aspect is addressed in Policy 14 of the Strategy</p>	

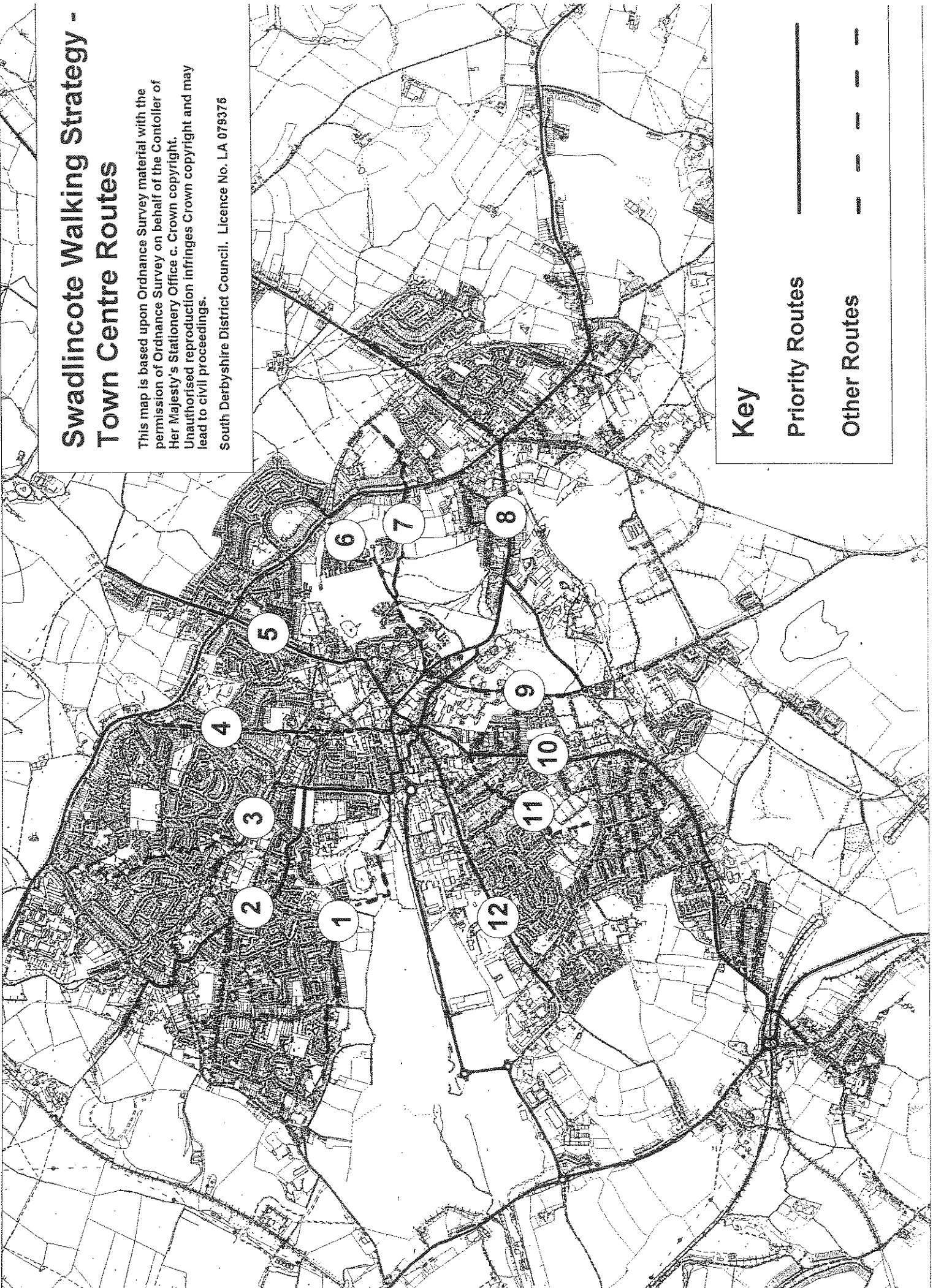
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The Ramblers Association (cont.)	<p>Para. 2.82, 2.84, 2.88 Walking is becoming one of the most popular leisure activities and the development of footpaths in Country Parks etc. should be encouraged as this keeps the crowds away from the "honey pots".</p> <p>Para. 2.90 Waymarking helps to prevent trespass. Circular walks are particularly useful where there is a lack of good public transport.</p> <p>Para. 4.32 Free walk leaflets available from Councils, Tourist Offices etc. encourage more people to take advantage of the walks</p>	<p>Comments noted.</p> <p>Comments noted.</p> <p>Free leaflets publicising circular walks in South Derbyshire are available from the Council Offices and other locations.</p> <p>Support welcomed.</p>	
The William Allitt School	<p>The commitment to improving the Swadlincote environment is appreciated.</p> <p>The Environmental Group at the school is concerned about the "journey to school" and in particular, the safety of students and staff in Wood Lane, Bretby Road, High Street and Sunnyside. Newhall Infant School shares this concern. Walking to Schools is an aim of the group. Information on this initiative and subsequent participation by the school is requested.</p> <p>Another issue is congestion and parking in Sunnyside and Bretby Road at the beginning and end of the school day.</p> <p>Sunnyside should be mentioned in Target 2 as it is as dangerous as the other streets highlighted in Newhall.</p>	<p>The County Council should be approached to discuss the development of a "School Travel Plan", including measures to encourage walking to school.</p> <p>Comments noted. See above.</p> <p>The named streets are those which recorded accident statistics show to be the most dangerous. However, it is acknowledged that statistics do not always tell the whole story and Sunnyside can be mentioned.</p>	Amend para 3.12

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<p>The William Allitt School (cont.)</p>	<p>It would make sense to extend Route 1 to incorporate the easterly end of Sunnyside to include the entrances to both William Allitt School and the infant school.</p> <p>The County Council's proposed audit procedure to ensure that development proposals provide for the protection or improvement of pedestrian infrastructure is of particular interest and the school would wish to be involved in any survey and consideration of improvements.</p>	<p>Proposed Route 2, rather than Route 1, passes by the two schools and can be extended to include part of Sunnyside. Note that this route is proposed to be considered as a priority, as referred to in the response to Derbyshire County Council's comments, above.</p> <p>These matters would be most effectively dealt with through the development of a "School Travel Plan" in consultation with the County Council, as referred to above.</p>	<p>Amend Plan at Appendix A</p>

Swadlincote Walking Strategy - Town Centre Routes

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Key

Priority Routes

Other Routes

