

1. This monitoring report has been prepared to measure progress towards the targets set out in the Swadlincote Walking Strategy, published by the Council in November 2001. The information provided here briefly summarises the available data.

Target 1: To increase the proportion of journeys made on foot in Swadlincote.

Target 2: To reduce the number of pedestrian casualties

Target 3: To improve pedestrian infrastructure and facilities

2. Policy 17 of the Walking Strategy indicates that progress towards Strategy targets will be monitored, taking account of all available information including that relating to the following areas:
 - pedestrian infrastructure provision
 - numbers of trips undertaken on foot
 - pedestrian accidents
 - crimes against pedestrians
 - pedestrian provision in connection with planning permissions.
3. The Council is highly dependent upon the County Council, as Highways Authority, and other agencies for the measurement of these transport indicators.

Pedestrian infrastructure provision

4. The following infrastructure improvements have been carried out by Derbyshire County Council through the Local Transport Plan Local Programme.

2001/02

- Newhall, Wellwood Road: traffic calming
- Swadlincote, Church Street: school safety zone
- Midway, Dunsmore Way: school safety zone
- Swadlincote, York Street, Gresley Wood Road: school safety zone

2002/03

- Newhall, Elmsleigh Drive: school safety zone

- Woodville: pedestrian facility at roundabout and route enhancements
- Newhall, High Street: pedestrian crossing, pedestrian facilities near doctors surgery
- Woodville, High Street: pedestrian crossing
- Swadlincote, Darklands Road: toucan crossing

2003/04

- Castle Gresley, Bass's Crescent, Cedar Road, Arthur Street: traffic calming
 - Swadlincote, Hearthcote Road (Gresleywood Road): footway provision
 - Darklands Lane, Swadlincote: new 0.5 km multi-user path linking Darklands Lane to Tetron Point (part funded by SDDC).
5. The County Council also continues to implement its dropped kerb programme at road junctions and crossing points.
 6. In addition to the above, a number of improvements have been made by private developers, listed under "developer provision of pedestrian facilities in connection with planning permissions" below.

Numbers of trips undertaken on foot

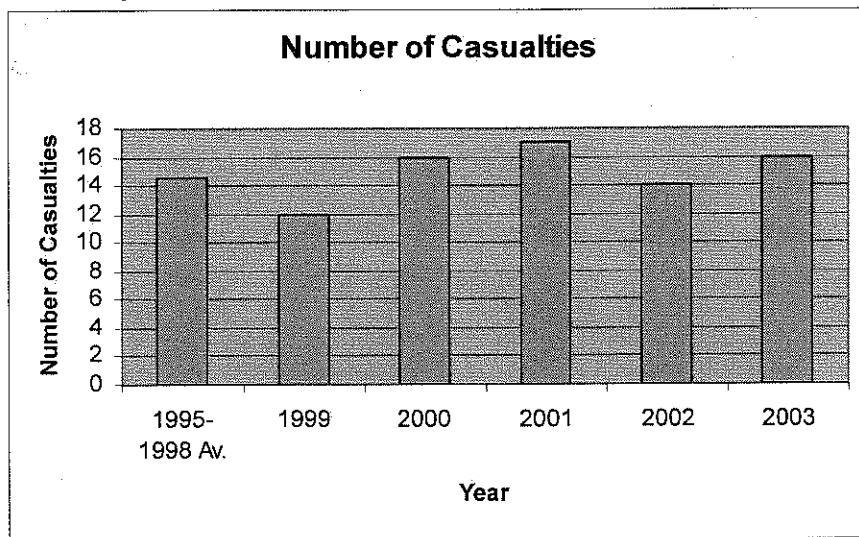
7. The co-operation of schools and employers through the adoption of Travel Plans is needed in order to obtain this information. The Local Transport Plan sets targets for the adoption of travel plans by ten percent of schools and twenty five percent of major employers (those employing over 100 staff) in the County of travel plans. Although the target for schools is being met county-wide, none of those participating is within the Swadlincote urban area. The target for major employers is not being met County-wide and none of the few so far participating is within the Swadlincote urban area.
8. It is expected that Travel to Work statistics for South Derbyshire, obtained through the 2001 Census, will provide valuable information about long-term trends in walking in the district when published.

Pedestrian Accidents

9. The pedestrian accident statistics for Gresley, Midway, Newhall, Swadlincote and Woodville Wards combined show the following:

- There were 16 pedestrian casualties in 2003, compared to 14 for 2002. Figures for previous years are shown in Fig. 1 below. The Local Transport Plan sets a target to reduce pedestrian casualties in road traffic accidents by at least 12% by 2010 based on the 1995-98 average. The figures in the Annual Progress Report 2003 indicate progress towards the target on a county-wide basis, but this is clearly not reflected in the Swadlincote urban area.

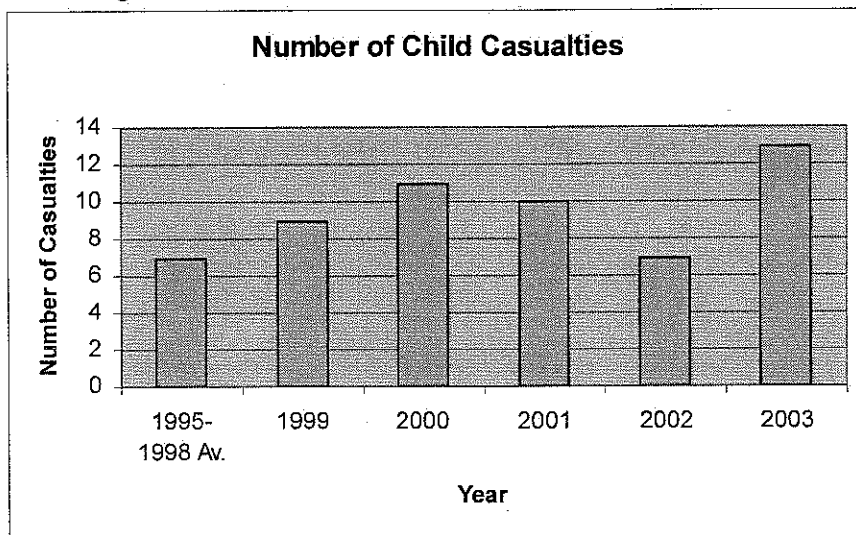
Fig. 1



Source: Derbyshire County Council

- Of the above the number of child casualties (aged less than 16 years) was 13. The numbers for previous years are shown in Fig. 2.

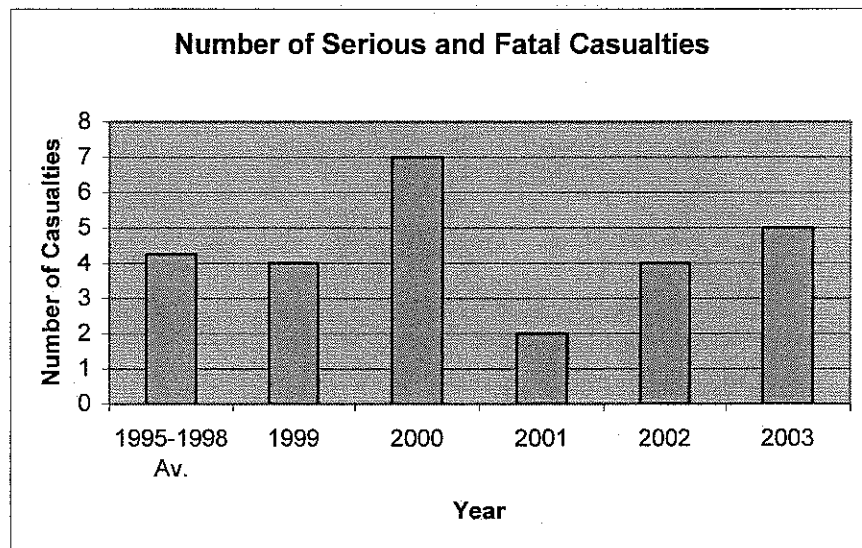
Fig. 2



Source: Derbyshire County Council

- Among all pedestrian casualties 5 were serious or fatal injuries of which four involved children. The numbers for previous years are shown in Fig. 3. The Local Transport Plan sets a target to reduce serious and fatal pedestrian casualties in road traffic accidents by 40% by 2010 based on the 1995-98 average. The figures in the Annual Progress Report 2003 indicate progress towards the target on a county-wide basis, but again this is not reflected in the Swadlincote urban area.

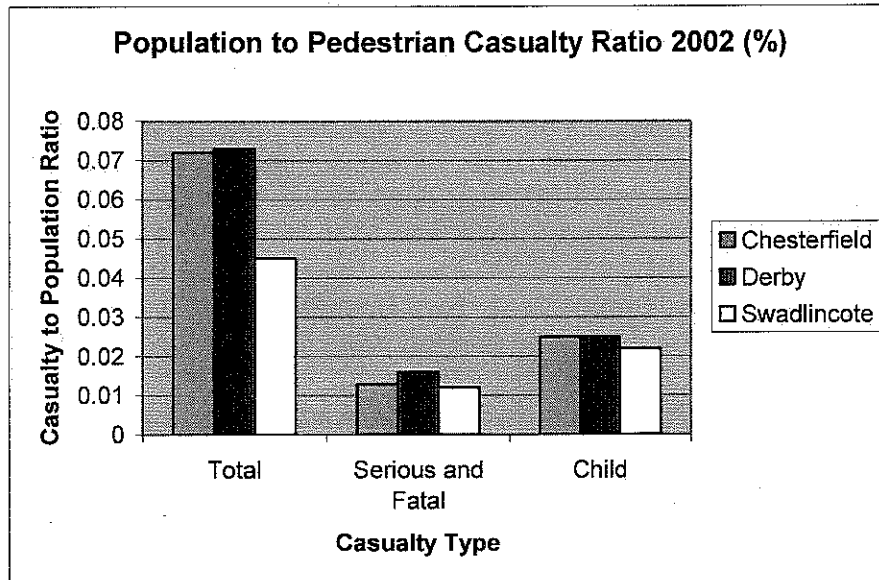
Fig. 3



Source: Derbyshire County Council

10. It is important to bear in mind that because the numbers are so small there is a proportionately high degree of change from one year to the next. For this reason it is more useful to consider average figures over a number of years than to look at each year in isolation. The figures are relatively low for the size of population and a comparison with Derby and Chesterfield shows that the overall likelihood of becoming a pedestrian casualty is significantly lower in Swadlincote than in those urban centres, although child casualty rates tend to be similar as shown in Fig. 4.

Fig. 4



Source: Derbyshire County Council

Crimes against pedestrians

11. Unfortunately the published statistics, prepared by the South Derbyshire Crime and Disorder Partnership, do not distinguish between “assault” crimes against persons occurring in public areas and those taking place within the home or other non-public places. For this reason they do not provide a suitable basis for measuring the incidence of crimes against pedestrians. The Safer Derbyshire group has been asked to consider recording the figures in a disaggregated form to assist future monitoring.
12. The recent success of the Swadlincote Town Centre Crime Reduction Group in securing Home Office funding for closed circuit television camera monitoring is expected to enhance pedestrian security within the town centre.

Pedestrian provision in connection with planning permissions

13. Developers can make a significant contribution toward the encouragement of walking through the provision of infrastructure to enable pedestrian access to their developments and other measures. Policy T3 “Walking” of the South Derbyshire Local Plan Revised Deposit Draft requires that the public rights of way network be protected, and new routes provided where a need is identified as part of new development proposals. The following is a list of completed and committed developments yielding new public provision for pedestrians where a route did not exist previously (distances refer to the entire length of the link including on-highway provision):

Completed since 2001:

- Housing developments at Hartshorne Road, Woodville (application 9/2000/0733) and Sorrel Drive, Woodville (application 9/2002/0192) together provide new 0.47km pedestrian link between Hartshorne Road and public footpath no.3, leading to Burton Road.
- Central Joinery, Ryder Close, Swadlincote: protect 0.15km to allow the future development of a pedestrian route (application 9/2001/0686).
- Housing development at Swadlincote Woodlands: new network of paths (approx. 2km total) providing pedestrian access from Burton Road (A511) opposite Lincoln Way to public right of way no. 22 and Derby Road (application 9/1095/520).
- Housing development at Eureka Road, Midway: new 0.2km pedestrian link between Eureka Road and Swadlincote Woodlands site (application 9/1999/0710).
- Housing development at Bretby Hollow, Newhall: new 0.4km pedestrian link between Wood Lane and Thorn Tree Lane, Newhall (application 9/1999/0574)

Outstanding permissions and developments under construction as at March 2004

- Housing development, Moira Road, Woodville. The estate itself is to be designed as a "home zone" with shared surface traffic calmed streets (application 9/2002/1033). Footpaths will provide pedestrian access to established parts of Woodville and the facilities available there.
- Restoration of the Tetron Point site, Swadlincote. Approximately 4.5km of new and replacement pedestrian access routes are to be provided, allowing access between residential areas in Newhall and industrial and commercial areas at Tetron Point and in Swadlincote town centre (County Minerals application).
- Housing development, former Qualitas site, Hartshorne Road, Woodville (application 9/2001/0730). Incorporates 0.3km pedestrian link allowing access between Hartshorne Road and Burton Road.
- Housing development, off Wood Lane, Newhall (application 9/1999/0577). Incorporates 0.2km pedestrian link between Wood Lane and Bretby Hollow.

- The area allocated for industrial and business development at the Tetron Point site is bound by a travel plan included as part of a Section 106 agreement between the developer and the local planning authority. Included is a requirement that appropriate provision be made to encourage pedestrian access (application 9/2000/0415).

Enhancements to routes serving the town centre

14. There have been a good number of enhancements to the local pedestrian network, as a result of works carried out both by Derbyshire County Council as Highways Authority and by developers as part of major development schemes. The majority of these serve a local, rather than strategic, purpose, but some have resulted in improvements to the pedestrian routes serving Swadlincote Town Centre, identified as a priority in Policy 2 of the Walking Strategy and shown on the map attached at Fig. 1 as follows:

Route 1, serving the southern part of Newhall has benefited from the new pedestrian link between Darklands Lane and the Tetron Point site and the new toucan crossing at Darklands Road.

Route 2, serving the middle part of Newhall has been improved through the introduction of a new pedestrian crossing at High Street.

Route 6, serving the Cathedrals Estate and Swadlincote Woodlands has benefited from the opening of footpaths and on-highway pedestrian access through the Swadlincote Woodlands site.

Route 7, serving the housing estate at Sorrel Drive and Swadlincote Woodlands, has been improved by the provision of a new pedestrian link from Hartshome Road to public footpath no. 3 and from the opening of footpaths and on-highway pedestrian access through the Swadlincote Woodlands site.

Route 8, serving Woodville has benefited from the provision of a new pedestrian crossing at High Street, Woodville.

Route 12, serving the northern part of Church Gresley has been improved by the development of a new pedestrian route running parallel with Hearthcote Road.

15. All routes have benefited from the County Council's on-going programme to introduce dropped kerbs with tactile paving at road junctions.
16. Within the town centre itself improvements to the Swadlincote bus station comprising wider walkways, dropped kerbs and a more attractive environment have assisted in improving pedestrian access to public transport services in accordance with Policy 7 of the Walking Strategy. It is anticipated that further

enhancements to pedestrian and public transport integration will be achieved through the on-going work of the Burton and Swadlincote Bus Quality Partnership.

Walking the Way to Health

17. Although not identified among the indicators, the Walking the Way to Health initiative, referred to under Policy 14 of the Walking Strategy: "Publicity", is highly relevant. This joint initiative between the British Heart Foundation and the Countryside Agency encourages people with sedentary lifestyles to walk for the sake of health benefits. The South Derbyshire scheme, co-ordinated by the District Council, the National Forest and the Primary Care Trust has achieved considerable success through the organisation of many regular and well attended walks led by specially trained leaders for people living in the Swadlincote urban area and other parts of South Derbyshire. In 2003/04 there were over 2000 participants, the majority of them taking part on a weekly basis. Also in the past year the scheme has been awarded the prestigious 3-heart award by the Countryside Agency.

Publicity Campaigns

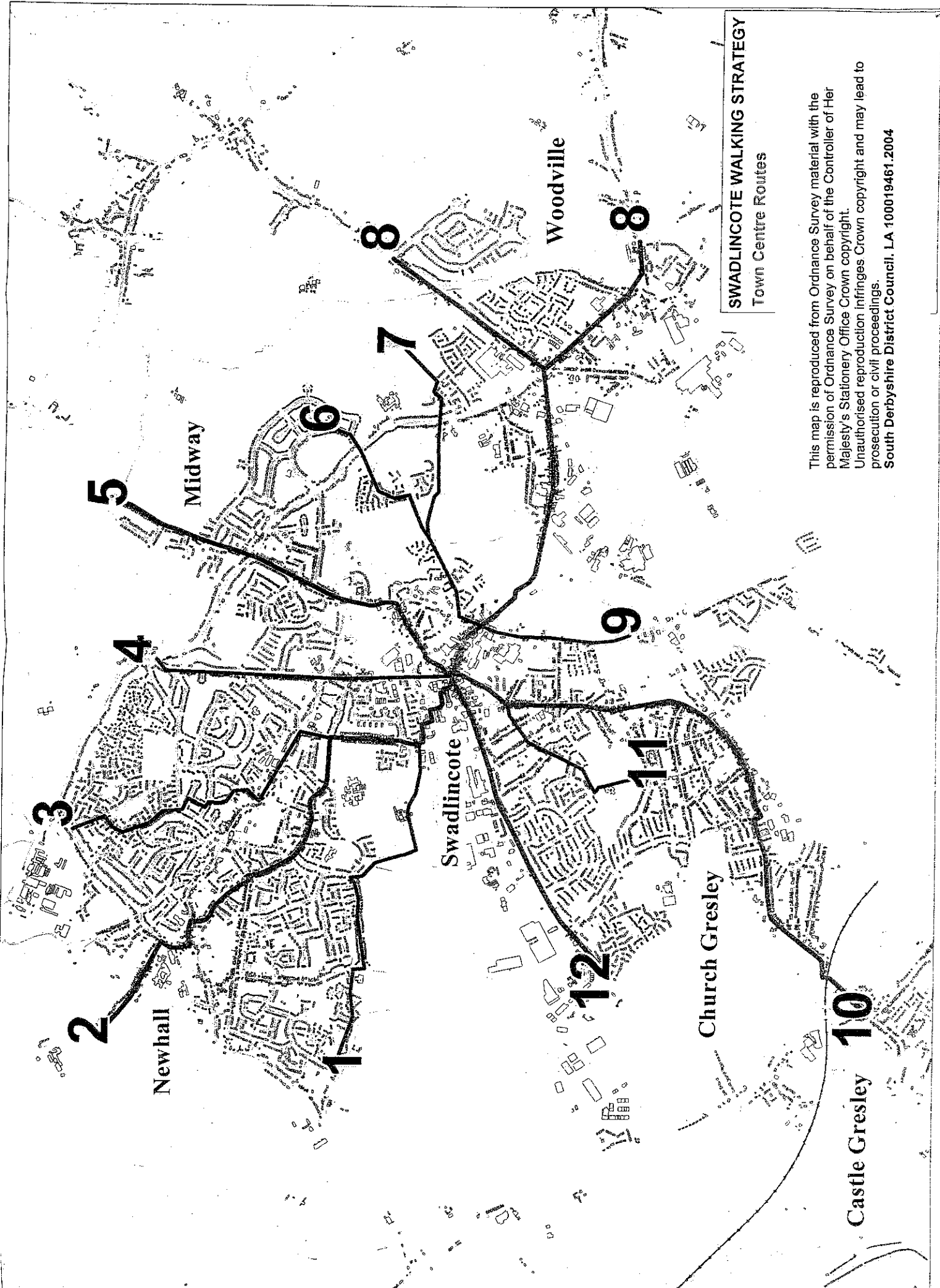
18. The Council continues to assist in publicising pedestrian health and safety campaigns run by Derbyshire County Council and other organisations through the display of posters and leaflets in the Council office reception areas.

Conclusions

19. Significant progress has been made in securing enhancements to routes serving the Swadlincote town centre. Further improvements are anticipated in coming years to be undertaken both by developers and by the Highways Authority to enhance the safety and convenience of pedestrian routes. This will be of fundamental importance to the encouragement of walking as an alternative to other transport modes.
20. Little information is available to enable pedestrian numbers to be measured in any meaningful way. It will be necessary to secure the assistance of employers and schools to gain an indication of trends in walking as a transport mode and the County Council continues to work on this.
21. The pedestrian accident data is not particularly encouraging, although the figures remain relatively low in comparison to other urban centres. It should be borne in mind that the total number of pedestrian accidents and fatal and serious injuries for the County as a whole has recently fallen significantly, as described in the Derbyshire Local Transport Plan Annual Progress Report 2003, and it is hoped that the continued introduction of safety measures in Swadlincote will assist in reducing casualty rates in coming years.

- 22.** The Safer Derbyshire campaign has been approached about the possibility of disaggregating assault statistics to enable consideration of crimes against pedestrians in the Swadlincote Urban Area to allow the measurement of progress in this area. It is possible that the perception of danger is greater than the reality and to be able to demonstrate such to the public would help to overcome one of the main deterrents to walking.
- 23.** The rising profile of personal health, particularly with regard to heart problems and weight loss, is highly relevant to the encouragement of walking as an alternative to other modes of transport. The Walking the Way to Health scheme represents a very successful local example of the type of encouragement measure that can contribute toward addressing this issue.
- 24.** The forthcoming review of the Derby Joint and Derbyshire Local Transport Plans will present an opportunity to review the Walking Strategy, taking account of any changes that may be made to the objectives and targets contained in those documents. The Department for Transport will provide further impetus for a review of the Strategy through the proposed review of its existing walking advice to local authorities, which will form the basis of a national strategy.
- 25.** The encouragement of walking as an alternative to other modes of transport is a long-term undertaking and further work will be needed in order to achieve significant positive results.

Fig. 1



SWADLINCOTE WALKING STRATEGY
Town Centre Routes

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
South Derbyshire District Council. LA 100019461.2004