

Visit. Sleep. Cycle. Repeat

Trails Audit Main Report – Executive Summary

FINAL

Project Number: 60623618

March 2021

Executive Summary

AECOM has been commissioned by Derbyshire County Council (DCC) to audit the trails network in north Derbyshire (with consideration of cross border linkages into Nottinghamshire).

The overall purpose of the project is to ascertain the potential for the trails network to be better connected to a range of visitor attractions (including the closure of strategic 'gaps') and therefore support the *Visit. Sleep. Cycle. Repeat* (VSCR) initiative, which is being promoted by DCC and Nottinghamshire County Council (NCC). In this respect, an important consideration is the creation of leisure routes of 3 – 5km in length, as well as longer routes, targeting the family tourist market.

An initial Technical Note (TN) examined the available baseline data and identified (on a desktop basis) locations for further investigation. A more detailed site audit has now been undertaken to identify the existing quality of the routes and to examine potential options which is the main focus of this report.

Over **220 miles** of existing and potential network have been audited during 2020. This represents a comprehensive and accurate snap shot of the trail assets that make up the VSCR programme area.

The study examined

- Existing cycling trails and the **current condition** of the cycle network;
- **Potential linkages** to existing tourist destinations and visitor accommodates sites;
- Network gaps and **upgrades needed**; and
- Potential 3 – 5km **leisure routes** for the family tourist market.

A bespoke audit framework was developed for the VSCR study and ties in with the parameters identified in the LCWIP guidance, in addition to further parameters deemed applicable to this study. The parameters considered are:

- Directness / Connectivity;
- Permeability / Access;
- Crossings;
- Safety / Security;
- Signage and Legibility;
- Rest Points;
- Quality of the Environment; and
- Trail Characteristics.

The routes audited have been attributed a current score and potential score (if the network were upgraded / developed) which are shown in Table 1.

Table 1: Route Audit Scores

Area	Route	Description	Current Score (Weighted)	Potential Score (Weighted)
1	1	Alfreton Railway Station to Alfreton Brook	-19	14
1	2	Alfreton Brook to B6025	-34	19
1	3	Blackwell Trail	-8	13
1	4	Love Lane	18	28
1	5	Love lane to A61 (Proposed KCN)	-38	26
1	6	Ogston Area	-10	10
1	7	Gloves Lane to Tibshelf (including Tibshelf Services)	16	26
1	8	Mickley to Market Street	8	22
1	9	Market Street and Brassington Street	0	14
1	10	Coney Green and Egstow Park	-6	14
2	1	Poolsbrook Area	-19	11
2	2	Seymour Link Road to Clowne	24	27
2	3	Clowne to Creswell	15	28
2	4	Creswell Village	-1	15
2	5	Creswell to Welbeck	5	19
2	6	Creswell to Poulter Country Park	-8	8
3	1	Alma Leisure to Storforth Lane	17	23
3	2	Storforth Lane to McGregor's Pond	3	14
3	3	Avenue Greenway	5	14
3	4	Avenue Washlands to Queen Victoria Road, Tupton	4	13
3	5	Queen Victoria Road to Station New Road (towards Clay Cross)	-8	6
3	6	Hepthorne Lane to Deincourt Crescent	-8	6
3	7	Five Pits Trail (west) to Chapman Lane, Grassmoor	3	12
3	8	Chapman Lane, Grassmoor to Avenue Washlands	-9	5
3	9	Five Pits Trail, Grassmoor Country Park to Tibshelf	3	16
4	1	Whittington Moor to Peak Resort	5	14
4	2	Peak Resort to Mill Lane	7	17
4	3	Mill Lane to Sicklebrook Lane	-11	6
4	4	Sicklebrook Lane to Ford Road	-14	-5
4	5	Ford Road to Stead Street (Eckington)	5	12
4	6	Eckington to Trans Pennine Trail	-9	12
4	7	Renishaw Link	2	23
4	8	Trans Pennine Trail	21	24
5	1	Rowthorne Trail to A617 (Glapwell)	-11	11
5	2	A617 to Carr Vale	-13	22
5	3	Bolsover Connections	-11	0
5	4	Scarcliffe to Upper Langwith	-16	13
5	5	Poulter Country Park to Shirebrook	17	25
5	6	Shirebrook	-9	0
5	7	Shirebrook to Nottinghamshire Connections	-1	17
6	1	Trans Pennine Trail to Rother Valley	5	19
6	2	Rother Valley Country Park	17	23
6	3	Cuckoo Way 1	-22	4
6	4	Cuckoo Way 2	-11	9
6	5	Cuckoo Way 3	-2	13
7	1	Teversal Trail (Silverhill Trail to Rowthorne Trail)	24	41
7	2	Pleasley Pit Country Park	6	21
7	3	Pleasley Links	-1	17
7	4	Archaeological Way and Meden Trail	-23	10
7	5	Mansfield Woodhouse to Shirebrook	7	20

Area	Route	Description	Current Score (Weighted)	Potential Score (Weighted)
7	6	Pleasley Woods	11	16
7	7	Pleasley Mills	15	21
7	8	Hardwick Connections	8	22
7	9	Skegby Trail	-11	20
7	10	Link Route (Skegby Trail to Silverhill Trail)	10	16
8	1	Glapwell to Heath & Holmewood	-1	11
8	2	Heath to Five Pits Trail, south of Tibshelf Road	0	14
8	3	Holmewood to Temple Normanton	-2	12
8	4	Temple Normanton to Sutton Spring Wood & Sutton Scarsdale	-16	2
8	5	Sutton Spring Wood to Carr Vale	-18	2
8	6	Carr Vale to Seymour Link Road	-12	18
8	7	Buttermilk Lane to Seymour Link Road (alternative route)	-16	-1
8	8	Markham Vale	7	18
8	9	Markham Vale to Poolsbrook	8	13
8	10	Poolsbrook to Arkwright	7	19
8	11	Arkwright to Hornsbridge	-45	26
9	1	Walton to Chesterfield Railway Station	-6	15
9	2	Chesterfield Railway Station to Tapton Lock	-3	11
9	3	Tapton Lock to Newbridge Lane	8	8
9	4	Chesterfield Canal (Newbridge Lane to Hollingwood Hub)	8	8
9	5	Canal Links: Bilby Lane / Cow Lane (Coronation Road to South Street North) Canal to King Street	-2	10
9	6	Chesterfield Canal (Works Road to Poolsbrook Country Park)	-15	4
9	7	Works Road (Ringwood Hall / to Barrow Hill)	1	4
9	8	Chesterfield Railway Station to Whittington Moor	25	26
9	9	Chesterfield Railway Station to Chesterfield Town Centre	6	21
9	10	Corbriggs to Chesterfield via Hasland	-6	14
9	11	A632 to Railway Station and link to Inkersall (Trans Pennine Trail)	-23	3

The scores in Table 1 have been mapped using a Red-Amber-Green (RAG) system, which are displayed in Figure 1. Detailed audit descriptions for each route are provided in Appendix A.

Figure 1: Mapped Route Audit Scores using a RAG system: Left side = Current score, Right Side = Potential score

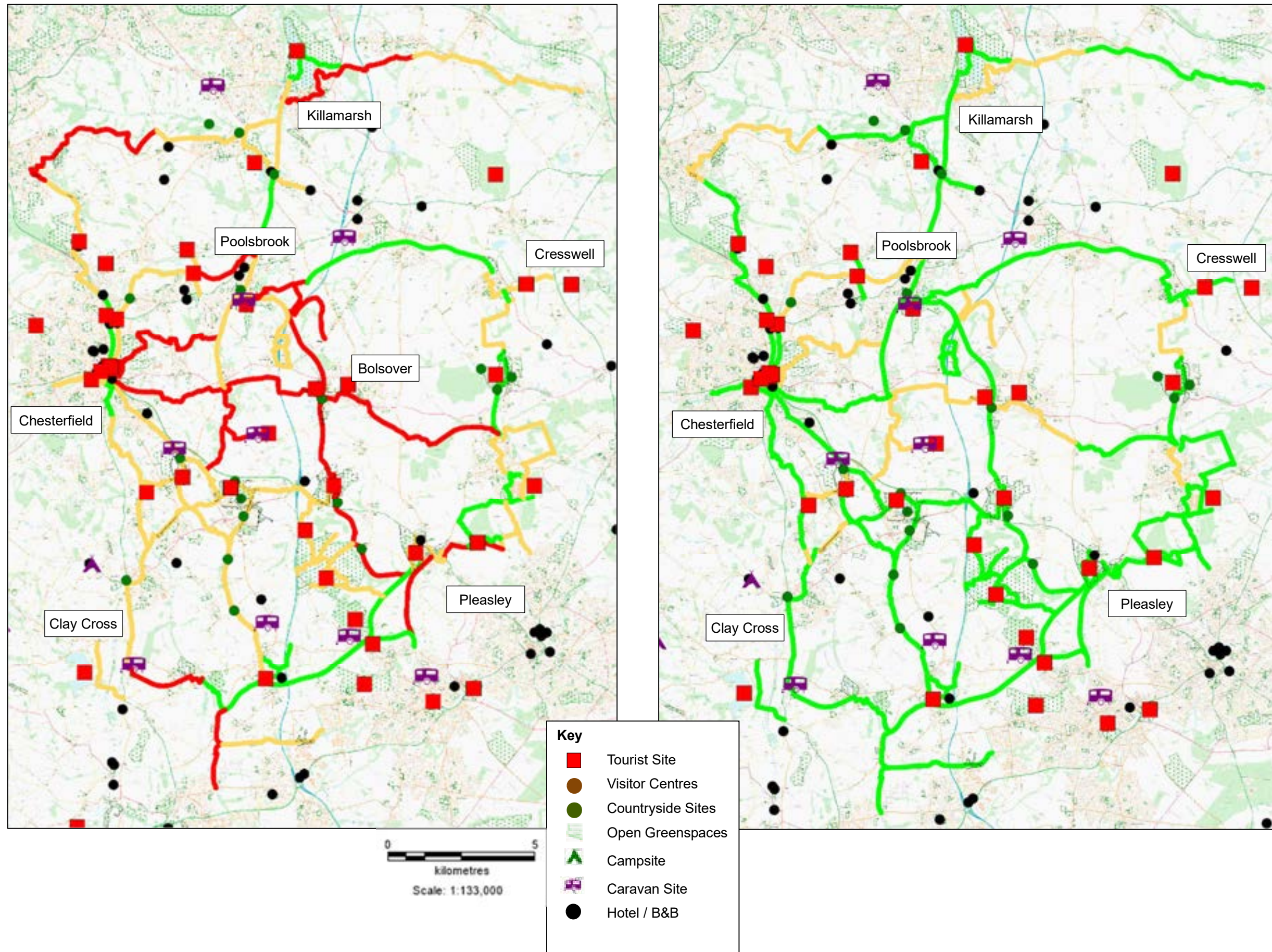


Table 1 and Figure 1 show that there is potential to create a coherent network of cycle trail across the VSCR area. It also highlights that urban settlements are in fairly close proximity with regard to cycling. For example, if the upgrades were completed the following distances / times between settlements and key destinations would be achievable:

Origin	Destination	Approximate Distance in Km	Cycletime in minutes (Based on a 15km/hour pace (steady))	Cycletime in minutes (Based on a 25km/hour pace (fast))
Clay Cross	Chesterfield	11.1	44	27
Dronfield	Chesterfield	8.5	34	20
Chesterfield	Bolsover	8.6	34	21
Chesterfield	Arkwright	4.5	18	11
Hardwick Hall	Bolsover Castle	7.2	29	17
Hardwick Hall	Pleasley Mill	8.8	35	21
Pleasley Pit	Hardwick Hall	4.0	16	10
Rother Valley Country Park	Chesterfield	15.4	62	37
Mansfield	Chesterfield	18.3	73	44
Mansfield	Creswell Crags	14.5	58	35
Poolbrook / Staveley	Cresswell Crags	12.8	51	31

Priorities for upgrade of the network are outlined later in this report are summarised in the Table below. The provision of such improved green infrastructure would promote health and wellbeing through active travel; and connect visitor / tourist sites, accommodation, employment areas and residential settlements.

Priority network upgrade	Connection provided
Connect Higham to Chesterfield with by implementing all the proposed KCN or by upgrading all the footways on the A61 from Higham to Lord Roberts Road in Chesterfield).	A continuous link through the settlements along the A61 corridor lining directly to the Chesterfield cycle network.
Connect Alfreton Railway Station to the Phoenix Greenways via the proposed KCN.	A continuous link from Alfreton to Pleasley, Grassmoor and settlements and tourist destinations en route.
Connect the 5 Pits Trail to Chesterfield via Hasland.	This would connect all the Phoenix Greenway and 5 Pits Trail to Chesterfield.
Improve the connection between Poolsbrook / Trans Pennine Trail and the Clowne Branch Line Greenway. <i>and</i> Connect the Clowne Branch Line Greenway to Creswell Crags and Welbeck Estate.	It would be possible to cycle from Chesterfield to Cresswell and Welbeck Estate. This would connect key tourist sites and bridge the gap between Derbyshire and Nottinghamshire

Connect the Teversal Trail to Hardwick either via the Rowthorne Trail or via Hardwick Park Farm.	Fills the missing link between the Phoenix Greenway and the key tourist site of Hardwick Hall.
Connect Hardwick Hall to Bolsover either via a new connection to Glapwell and the Stockley Trail, or along the ridge via Glapwell and Palterton <i>and</i> Connect Bolsover to Poolsbrook.	This would connect key tourist destinations of Bolsover Castle and Hardwick Hall and allow access to / from the Trans Pennine Trail.
Improve the connection between the Teversal Trail / Skegby Trail at Pleasley Pit through to Pleasley Mills and Shirebrook.	This would connect key tourist and heritage sites and bridge the gap between the Phoenix Greenways and The Dukeries Trail into Nottinghamshire
Improve the connection from Chesterfield Railway station to the town centre, the KCN past Chesterfield College and the Chesterfield Canal.	This would link the station to the north and the town centre in a more coherent way. It would also add to the existing routes to the south of the railway station (With potential extensions towards Clay Cross suggested above).
Create connection between Rother Valley Country Park and Worksop. This would be from the Trans Pennine Trail, through the country park to the main entrance, the along the Cuckoo Way (Chesterfield Canal).	This would link Derbyshire to Nottinghamshire and could potentially realign National Cycle Route 6. This would create a more coherent link than currently exists.

Appendix ~~Route Audit Maps~~

Figure A1: Areas Audited

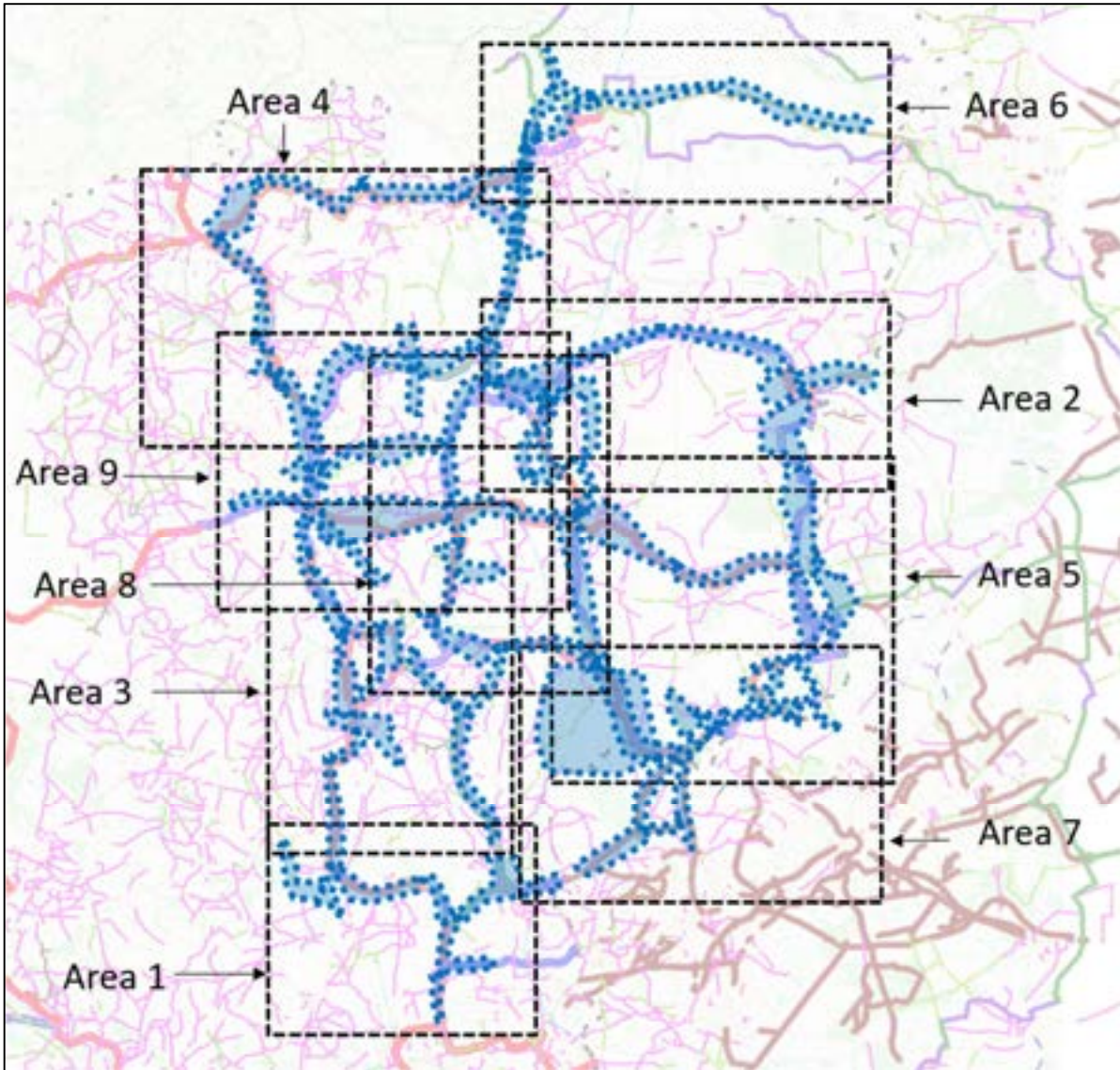
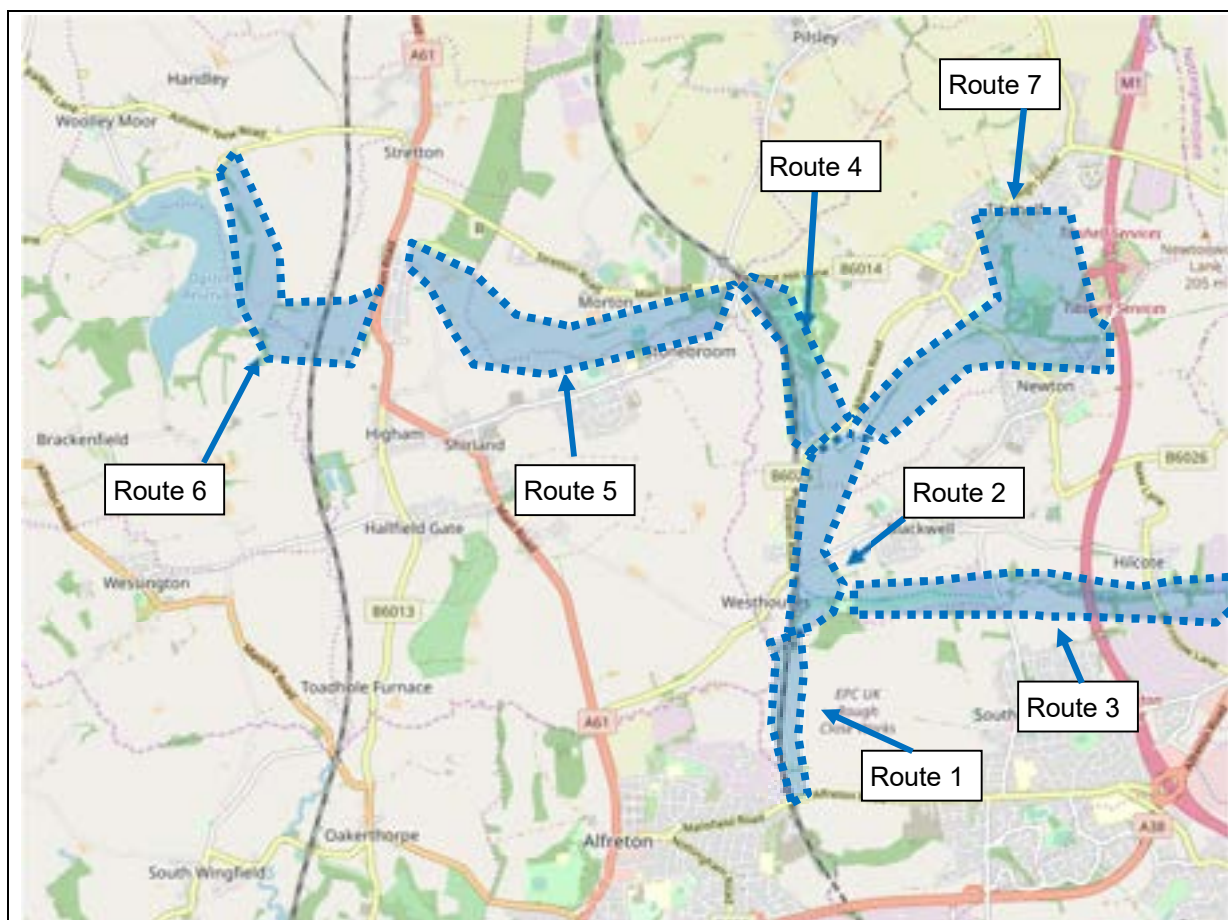
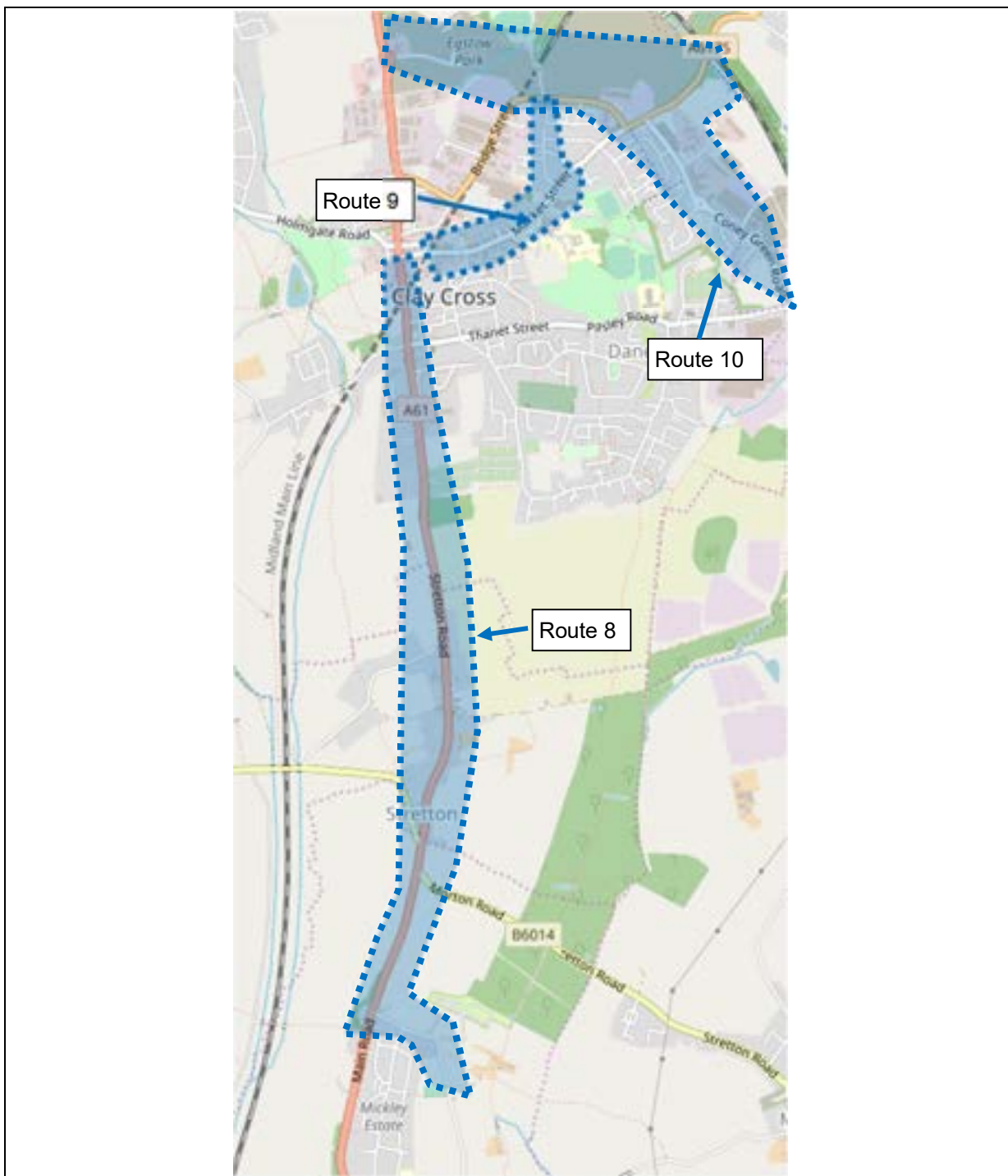


Figure A2: Area 1 – Routes Audited

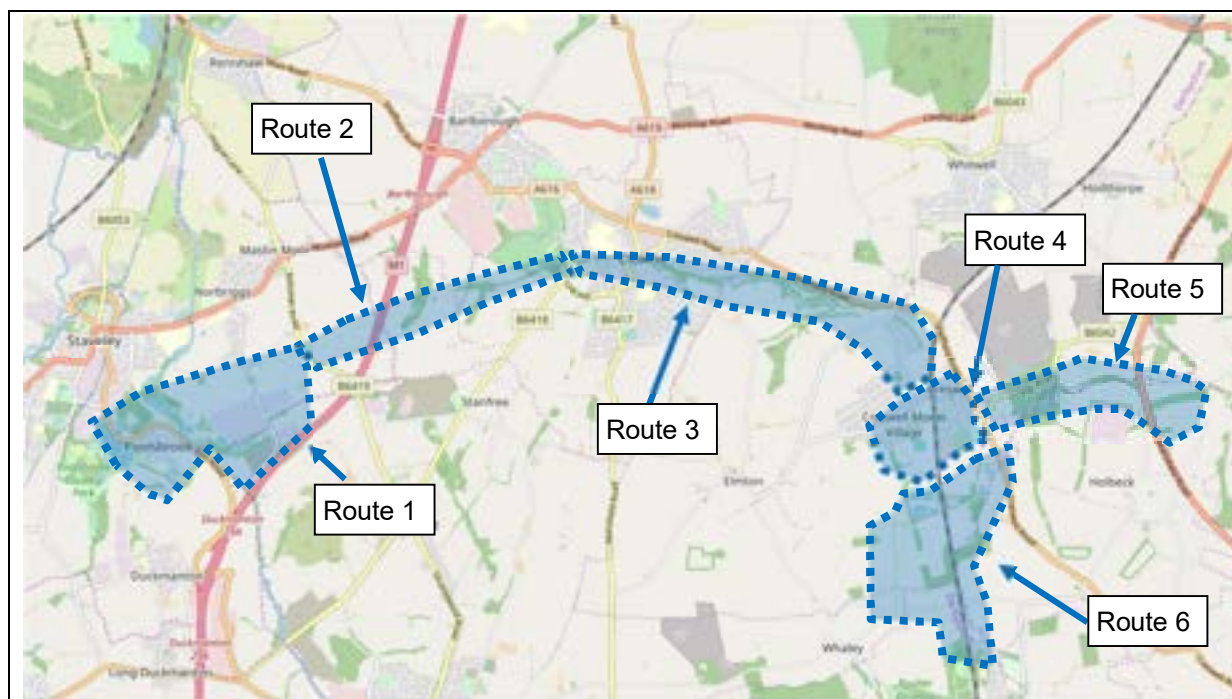


Route	Description
1	Alfreton Railway Station to Alfreton Brook
2	Alfreton Brook to B6025
3	Blackwell Trail
4	Love Lane
5	Love Lane to A61 proposed KCN
6	Ogston Area
7	Gloves Lane to Tibshelf (including Tibshelf Services)



8	Mickley to Market Street
9	Market Street and Brassington Street
10	Coney Green and Egstow Park

Figure A3: Area 2 – Routes Audited



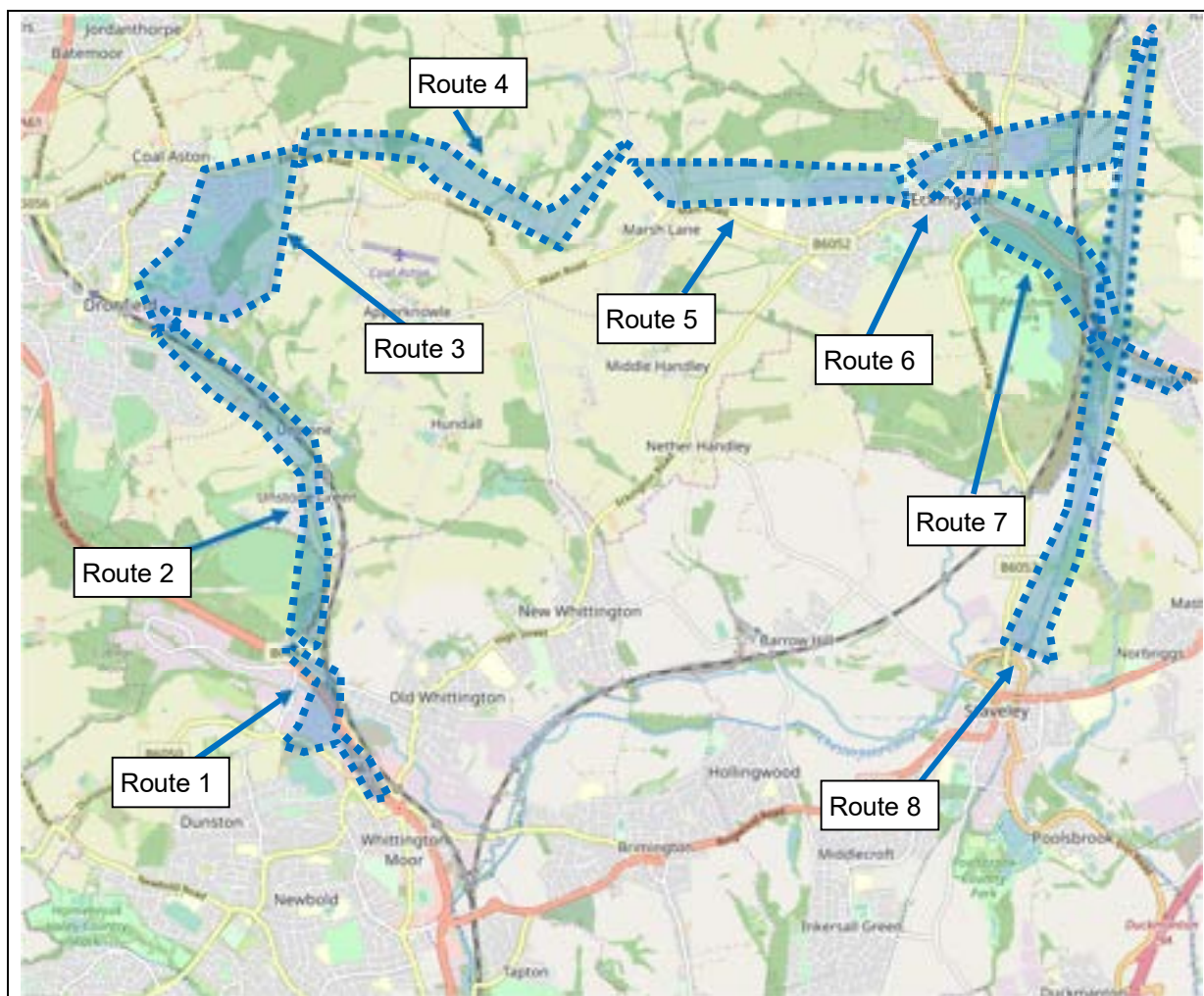
Route	Description
1	Poolsbrook Area
2	Seymour Link Road to Clowne
3	Clowne to Creswell
4	Creswell Village
5	Creswell to Welbeck
6	Creswell to Poulter Country Park

Figure A4: Area 3 – Routes Audited



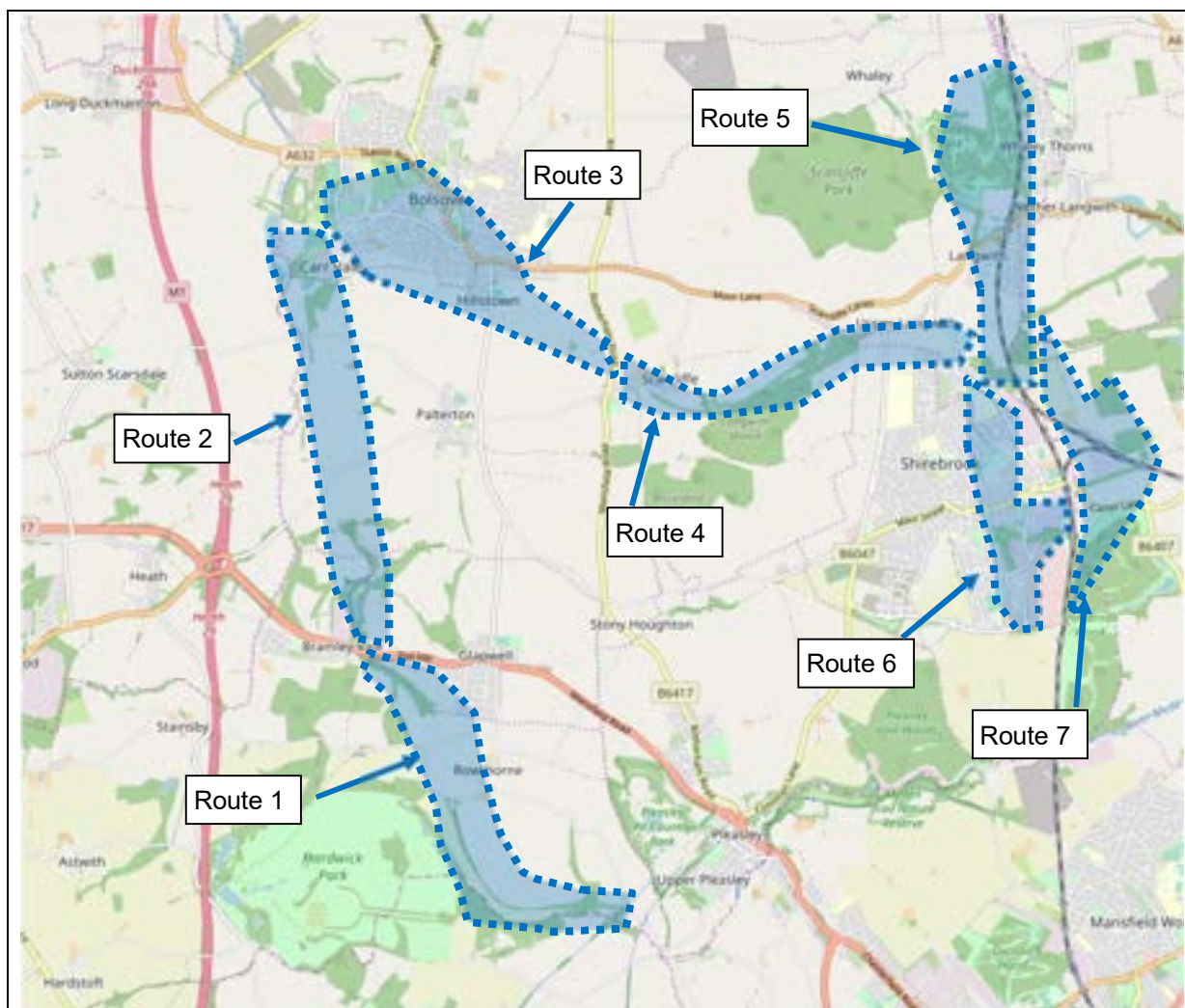
Route	Description
1	Alma Leisure Park to Storforth Lane
2	Storforth Lane to McGregor's Pond
3	Avenue Greenway
4	Avenue Washlands to Queen Victoria Road, Tupton
5	Queen Victoria Road to Station New Road (towards Clay Cross)
6	Hepthorne Lane to Deincourt Crescent
7	Five Pits Trail (west) to Chapman Lane, Grassmoor
8	Chapman Lane, Grassmoor to Avenue Washlands
9	Five Pits Trail, Grassmoor Country Park to Tibshelf

Figure A5: Area 4 – Routes Audited



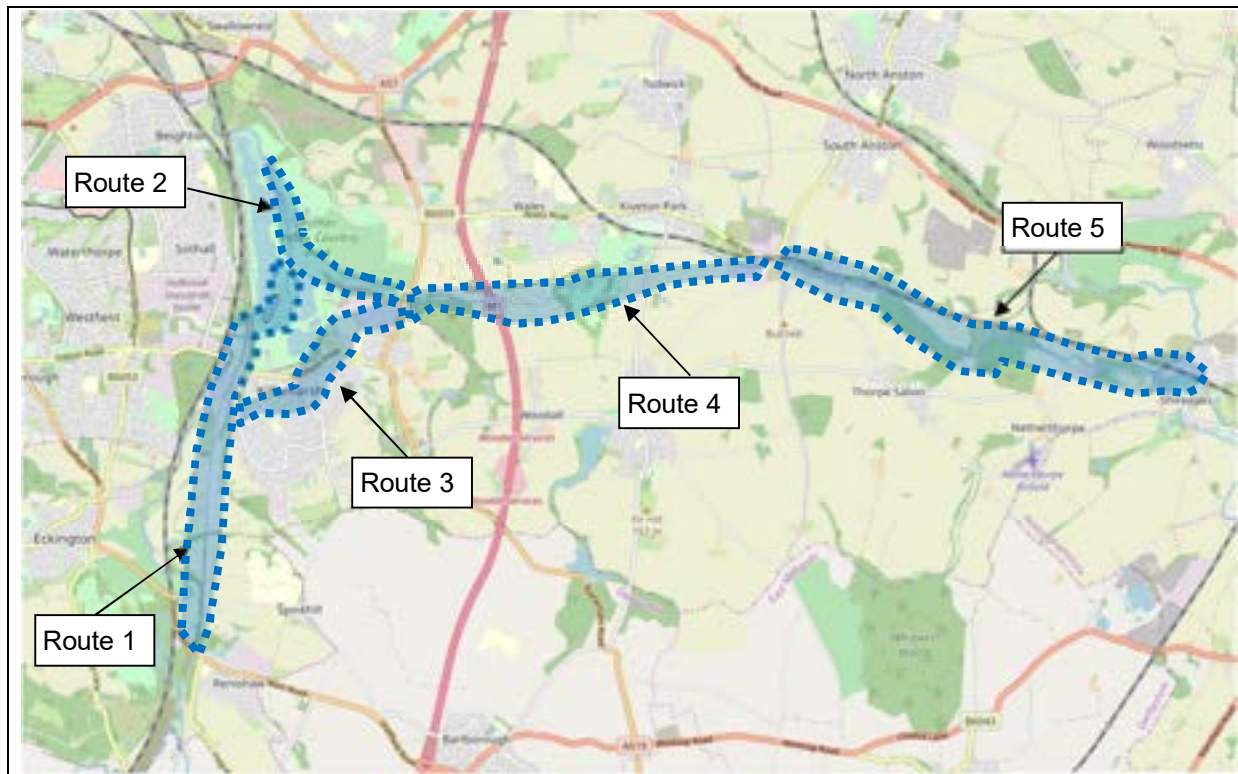
Route	Description
1	Whittington Moor to Peak Resort
2	Peak Resort to Mill Lane
3	Mill Lane to Sicklebrook Lane
4	Sicklebrook Lane to Ford Road
5	Ford Road to Stead Street (Eckington)
6	Eckington to Trans Pennine Trail
7	Renishaw Link
8	Trans Pennine Trail

Figure A6: Area 5 – Routes Audited



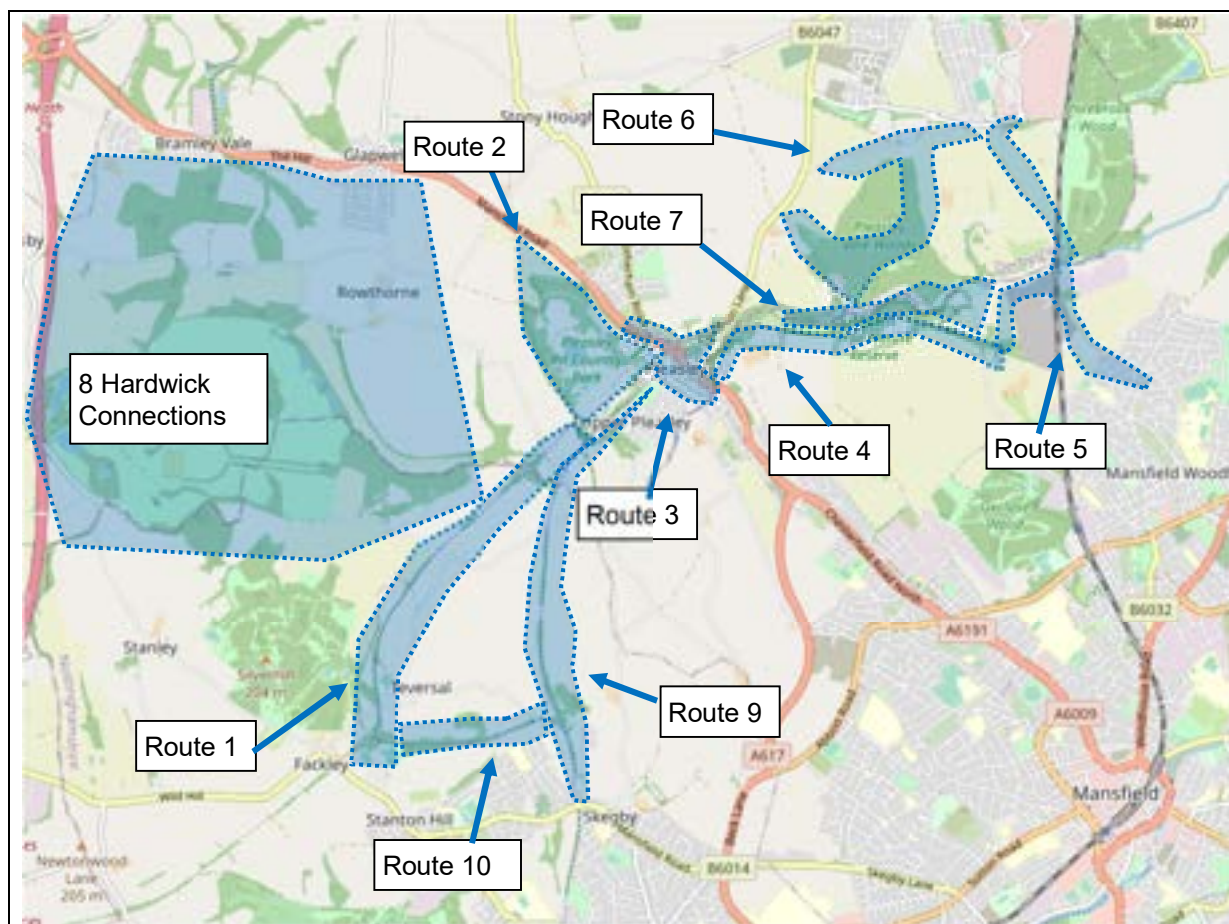
Route	Description
1	Rowthorne Trail to A617 (Glapwell)
2	A617 to Carr Vale
3	Bolsover Connections
4	Scarcliffe to Upper Langwith
5	Poulter Country Park to Shirebrook
6	Shirebrook
7	Shirebrook to Nottinghamshire Connections

Figure A7: Area 6 – Routes Audited



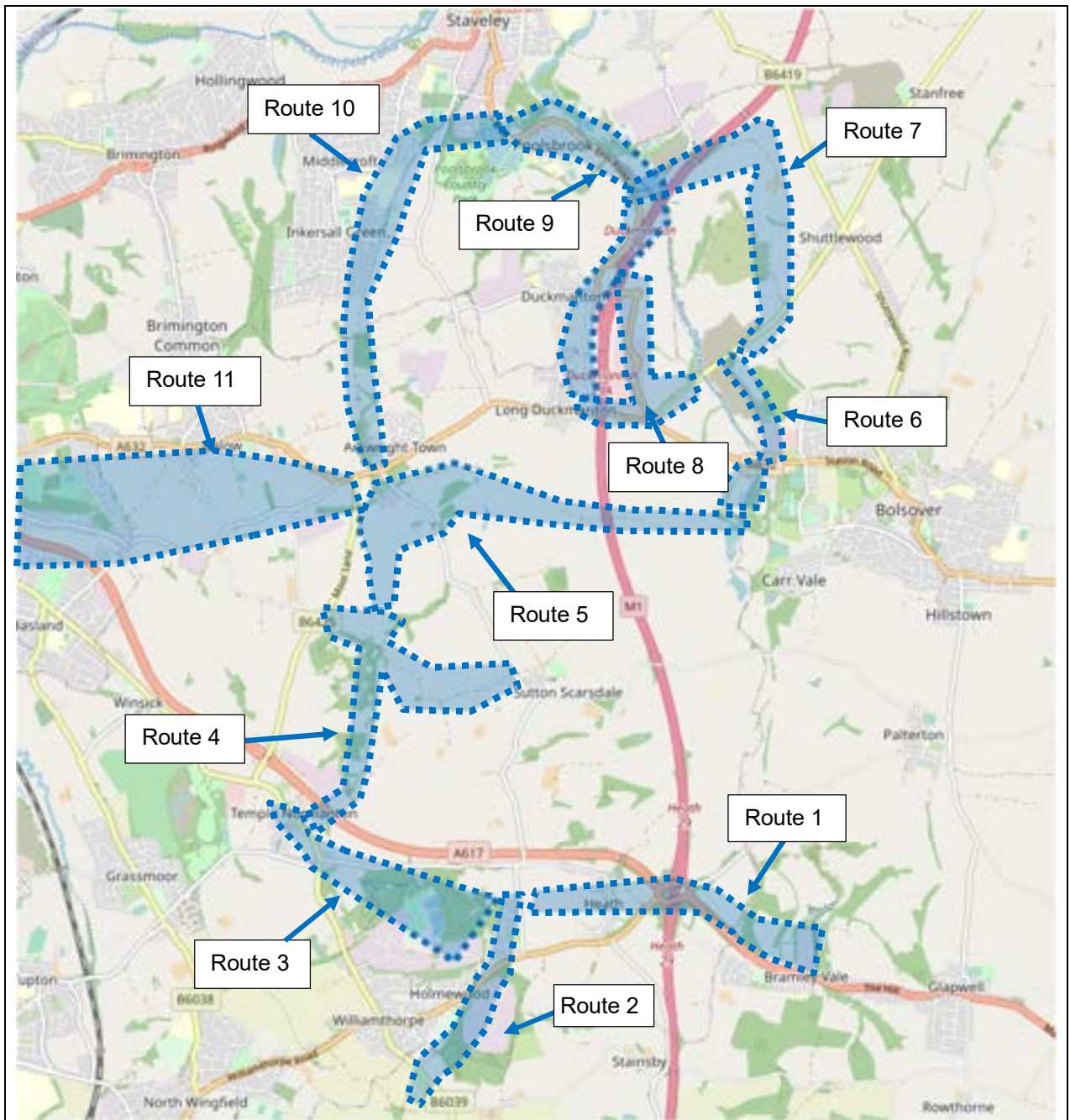
Route	Description
1	Trans Pennine Trail to Rother Valley
2	Rother Valley Country Park
3	Cuckoo Way 1
4	Cuckoo Way 2
5	Cuckoo Way 3

Figure A8: Area 7 – Routes Audited



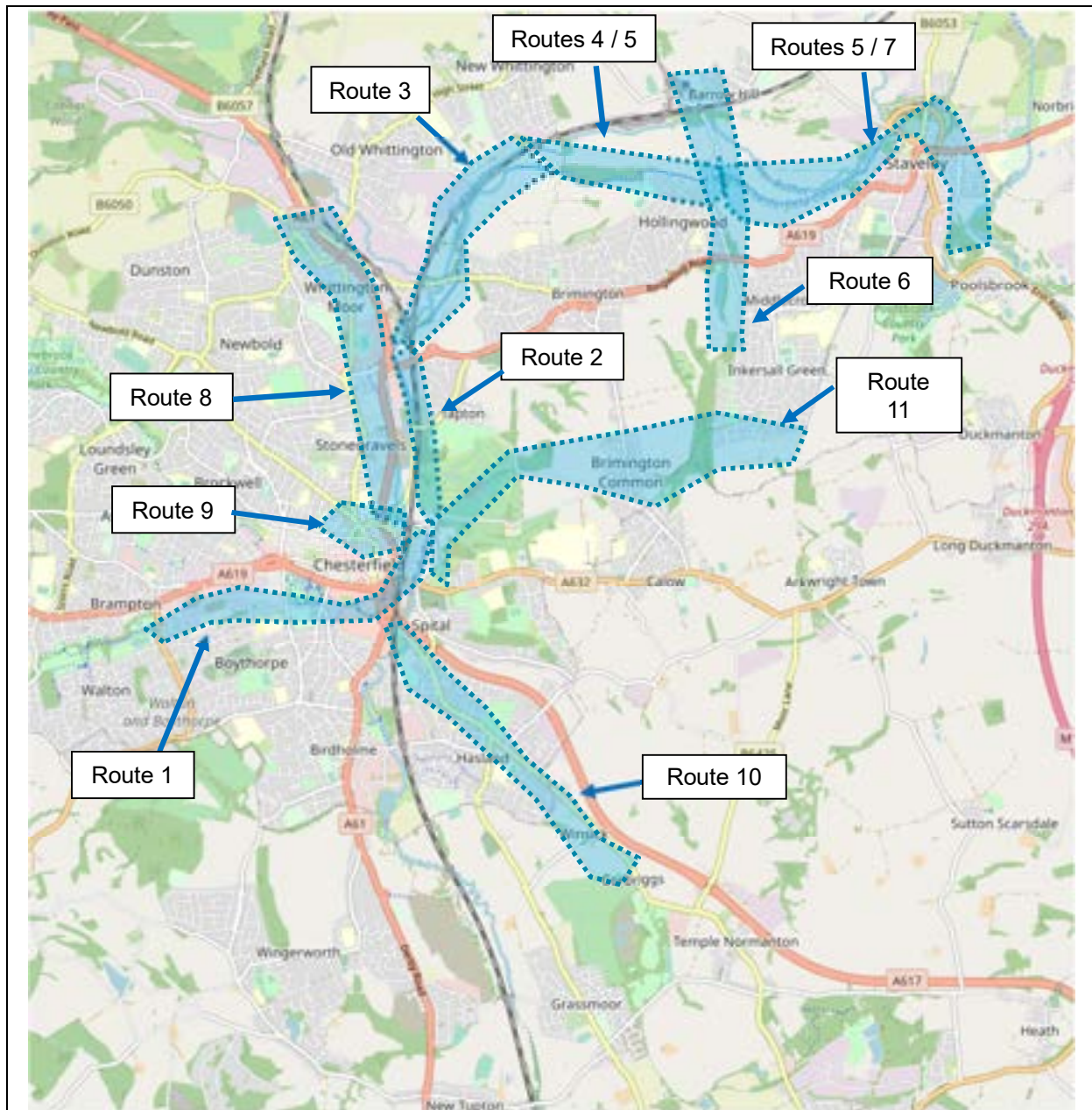
Route	Description
1	Silverhill Trail (Tibshelf to Teversal) & Teversal Trail (Silverhill Trail to Rowthorne Trail)
2	Pleasley Pit Country Park
3	Pleasley Links
4	Archaeological Way and Meden Trail
5	Mansfield Woodhouse to Shirebrook
6	Pleasley Woods
7	Pleasley Mills
8	Hardwick Connections
9	Skegby Trail
10	Link Route (Skegby Trail to Silverhill Trail)

Figure A9: Area 8 – Routes Audited



1	Glapwell to Heath & Holmewood
2	Heath to Five Pits Trail (South of Tibshelf Road)
3	Holmewood to Temple Normanton
4	Temple Normanton to Sutton Spring Wood & Sutton Scarsdale
5	Sutton Spring Wood to Carr Vale
6	Carr Vale to Seymour Link Road
7	Buttermilk Lane to Seymour Link Road (alternative route)
8	Markham Vale
9	Markham Vale to Pools Brook
10	Pools Brook to Arkwright
11	Arkwright to Hornsbridge

Figure A10: Area 9 – Routes Audited



Route	Description
1	Walton to Railway Station
2	Railway Station to Tapton Lock
3	Tapton Lock to Newbridge Lane
4	Chesterfield Canal (Newbridge Lane to Hollingwood Hub)
5	Canal Links: Bilby Lane / Cow lane (Coronation Road to South Street North) Canal to King Street
6	Chesterfield Canal (Works Road to Poolsbrook Country Park)
7	Works Road (Ringwood Hall / to Barrow Hill)
8	Chesterfield Railway Station to Whittington Moor
9	Railway Station to Town Centre
10	Corrbriggs to Chesterfield via Hasland
11	A632 to Railway Station and link to Inkersall (Trans Pennine Trail)

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