

Greenway Strategy for South Derbyshire District

SECTION 5: Analysis and Conclusions

5.1 Introduction

- 5.1.1 The results of the research are given in this chapter. The information gathered from the desktop study, the site visit observations and the discussion from the consultations are itemised in turn below. The elements shown are not a definitive list of available material but rather represent those findings found or considered pertinent to the study.
- 5.1.2 The findings were assessed to identify a strategic framework of desirable Greenway routes, based on the key aims of the strategy and which are discussed in the conclusions. It may be valuable to add further routes and community links as the use of the network expands. It is also expected that local routes and particularly urban walking and cycling links would be considered at a local level in addition to the arterial network suggested. The routes identified in this strategy should therefore be viewed as the first tier of a more comprehensive system of pathways and only the start of a wider process.

5.2 Information Gathered – Desktop Study Research

- 5.2.1 The general findings and most relevant information found is discussed below. The detailed list of key features of interest by Parish is attached in Appendix 1.

Ordnance Survey Maps – Explorer Series

- 5.2.2 The Explorer maps identify the basic geographical information of the study area. They show the physical landform as well as the human elements of settlements, land uses and general amenities. For example four Equestrian Centres were identified in the district. In addition the alignments of existing rights of way, transport routes, places of interest and open access land are also marked, that all affect opportunities for Greenway development.
- 5.2.3 The area of South Derbyshire District is predominantly rural in nature with Swadlincote as the main urban area and a few smaller towns of Repton, Melbourne and Willington. The remainder of the settlements are smaller villages and scattered farmsteads. There are however four larger conurbations surrounding the district including; Derby City, Long Eaton, Burton-on-Trent and Ashby-de-la-Zouch.
- 5.2.4 There are two railway stations within the district at Hatton and Willington and Swadlincote has a bus station. There is also a proposed railway station at

Church Gresley (see SDDC Local Plan). There are additional public transport interchanges in neighbouring Derby City, Burton-on-Trent and Long Eaton.

5.2.5 To maximise the potential for sustainable tourism and onward accessibility, there would be a clear advantage of creating a network based on the layout of the above mentioned communities, and public transport interchanges.

5.2.6 It was also noted that some communities within the district are severed by the river catchments of the Dove, the Trent and the Derwent. In particular it was found that there are a number of old ferry crossings, a ford, and removed railway bridges that could add constraints to the development of Greenway routes. These are shown in Box 5 below.

**Box 5: Severed routes in South Derbyshire
By river catchment**

- Rolleston Curves – River Dove & Hilton Brook railway bridges
- Eggington to Newton Solney Bridleway - River Trent crossing
- Willington to Repton bridleway – River Trent crossing
- Twyford to Milton bridleway – River Trent crossing
- Weston/Aston to Kings Mill/Donnington Park – River Trent
- Ambaston Ford to Draycott – River Derwent crossing

Sustrans National Cycle Network Maps

5.2.7 A search of the National Cycle Network (NCN) route maps included map code NN68C Pennine Cycleway – Peak District, map code NN6A The South Midlands Cycle Route, map code NN6B Derby to York and map code NN5B West Midlands Derby to Birmingham. The map series shows existing and proposed NCN routes and some show other available trails and cycle routes not currently part of the network. Those existing routes found that can be classed as Greenways can be seen in Box 4 below. In addition to these, the search found the following road routes running through the district that are not suitable for Greenway use; the NCN68 Pennine Cycleway – Etwall to Lane Ends on the Derbyshire Dales District boundary and part of the NCN54 Etwall to Burton route.

Derbyshire County Council Local Transport Plan - Strategic Cycle Network

5.2.8 The current Local Transport Plan (LTP1) Cycle Network Map shows the existing National Cycle Network routes mentioned in 5.2.7 plus additional Greenways across the county. These are primarily off-road cycle routes that have shared use with other user groups and form the basis of the Strategic Greenway network for the county. It also identifies the proposed routes for future development where both known alignments and desirable connections have previously been identified. Existing and proposed routes are listed in Box 6 below.

5.2.9 A new map is under production for the next Local Transport Plan 2006/11 (LTP2) and additional routes identified through this strategy shall inform the new proposals map for LTP2.

<p>Box 6: Existing & Proposed Greenways in South Derbyshire</p> <ul style="list-style-type: none"> • Existing NCN 54 Derby City to Burton – Mickleover to Eggington Trail NCN6 Derby City to Leicester – Swarkestone to Wilson Cloud Trail NCN6 Derby City to Nottingham – River Derwent to Borrowwash Elvaston Castle Link – River Derwent to Elvaston Castle & Park • Proposed NCN63 Burton to Leicester – Swadlincote Borrowwash to Elvaston Castle & Country Park Swadlincote to Melbourne
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Public Rights of Way Definitive Map and Statement

5.2.10 It would be favourable to use or improve existing rights of way where appropriate and ensure that any improvements link directly to other rights of way in order to develop circuit routes and additional links. If an existing right of way is identified for use in a Greenway project, a search of diversions, extinguishments and modifications should be undertaken with the Highway Authority to determine the up-to-date status and legal rights associated with the path. The needs of all users of the path should be considered prior to Greenway development to assess the suitability of any proposed works to the route.

5.2.11 Further to the OS Explorer maps, the definitive map and statement 1987 shows a fairly dense network of public footpaths. There is also a thin scattering of bridleways and byways across the area, predominantly as single routes giving a largely fragmented selection of off-road trail opportunities. The number and length of the path network is recorded in Box 7 below.

<p>Box 7: Rights of Way in South Derbyshire</p>		
	Number	Length (km)
Footpaths	892	523
Bridleways	61	51
Byways	0	0
RUPPS	5	6

5.2.12 When considering the current hierarchy of the Rights of Way network in England, horse riders and cyclists can use the Bridleways, Byways Open to All Traffic (BOATs) and Roads Used as Public Paths (RUPPs). Collectively

these amount to 22% of the network in England, 10.5% of the network in Derbyshire as a county and 9.8% of the network in the District of South Derbyshire. This suggests that there is a pronounced lack of rideable routes in the study area when compared to the national total.

5.2.13 There is a concentration of bridleways spanning the central area of the district that for the most part connects Bretby to Melbourne. Most seem well used and could provide opportunity to create an off-road traffic-free trail. From this main spine, bridleways link Kings Newton to Stanton-by Bridge, Melbourne to Stanton-by-Bridge, Ingleby to Ticknall and Milton and Ticknall. These may provide valuable additional links or sections to the route proposals.

5.2.14 In the southern most part of the district, there are individual bridleways linking Netherseal to Clifton, Coton Road to Catton Road, Caldwell to Cauldwell Road, and Stanton to Rosliston Road.

5.2.15 In the North West area of the district, a non-continuous bridleway partially links Eggington to Newton Solney, though there is no bridge across the River Trent, and a bridleway is shown between Repton and Willington again with no bridge across the River Trent. These routes historically led to ferry ports to cross the river.

Dmaps Search

5.2.16 A search of the datasets stored on Derbyshire County Council's internal mapping system revealed numerous listings that may assist future project development. However, the datasets should be checked at such a time for additional or updated information.

5.2.17 The information found highlighted both opportunities and constraints to Greenway development. For example, sites of scheduled monuments or nature reserves should be respected to safeguard sensitive or historic sites, whereas additional value may be provided if accessibility were improved to secondary schools and leisure centres. The searches found through Dmaps are highlighted in Box 8 below.

Box 8: Dmap Search Findings in South Derbyshire

- 18 scheduled monuments (listed in Appendix 1),
- 7 Sites of Special Scientific Interest (listed in Appendix 1)
- 1 National Nature Reserve (Calke Park)
- 3 leisure centres (Etwall, Swadlincote and Melbourne)
- 4 secondary schools (Etwall, Woodville & 2 in Swadlincote)

Sites and Monuments Records

5.2.18 As mentioned in the methodology, Derbyshire County Council holds the Sites and Monuments Records (SMR) database for the county. Examples of sites listed include, archaeological find sites, earthworks, crop markings, ridge and furrow fields, historic buildings and industrial sites.

5.2.19 There are 1,076 sites currently listed for South Derbyshire. Some sites are shown in the Parish by Parish key features in Appendix 1, but this is not a definitive record. It would be appropriate to refer to the county database at the time of individual project investigation to check for the existence of sensitive features along a proposed alignment. It may be necessary to re-route a proposed alignment to avoid a listed feature or site. Conversely, there may be added value in incorporating an historic site of interest on or close to a Greenway if non-intrusive to the site.

Derbyshire Wildlife Sites Register

5.2.20 All the registered wildlife sites at the time of writing the report have been listed in the Civic Parish key features in Appendix 1. It was clear from this research that many parishes have important sites for nature conservation and these should be taken into account when planning actual routes at project stage. The wildlife sites register is regularly updated and changes are made as sites lose their significance or new sites are found.

5.2.21 New routes should be planned and managed to take account of sensitive areas, species and habitats. A balanced approach should be found to encourage appropriate access to or through areas rich in wildlife to promote understanding, enjoyment and care of the natural Environment. Visiting areas abundant in wildlife and surrounding natural areas is an integral reason for using a countryside access network.

5.2.22 It is vital that Greenway development does not diminish the overall value of a wildlife area and should, where opportunity allows, provide additional ecological benefit through associated landscaping works.

Published Strategies and Plans

5.2.23 The plans and strategies studied for this search are listed in Section 2: Policy and Strategic Context. Those specific to the area of study referenced locational principles where opportunities might be found for Greenway development.

5.2.24 The Derbyshire Minerals Plan SPG for Sand and Gravel Sites in the Trent, Derwent and Dove Valleys, shows five mineral allocations in South Derbyshire district, at Shardlow, Ambaston, Willington, and two at Eggington.

5.2.25 South Derbyshire District Council's Local Plan identifies nine major development sites for housing and/or employment allocations; Hilton former MoD site, Willington power station, Drakelow power station, Stenson Fields, Dove Valley Industrial Park, Boulton Moor, Church Gresley, Woodville pipeworks, and Nadins Tetron Point former open cast site in Swadlincote.

5.2.26 There are also recently completed or proposed highway improvements which may provide opportunity for Greenway development to create valuable parallel routes or cycling links to the network. The A6 Alvaston Bypass, Hilton West Access Road and the Swadlincote Regeneration Route (extension of the Ashby bypass) are shown on the South Derbyshire District Council's Local Plan Proposals Map 2002. The District Council has also requested a further scheme, through the transport planning process, to develop a Walton bypass to connect Burton-on-Trent to the allocated employment development site at Drakelow Power Station.

Visitor Information

5.2.27 South Derbyshire District Council promotes tourism across the district in conjunction with the promotion of the National Forest. A list of visitor attractions found can be seen in Box 3 in Section 3: The Market.

5.2.28 Although there is no Tourist Information Centre in the district, there are numerous publications and outlets to promote the various visitor attractions throughout the district. A survey of the information available has demonstrated that the district has a rich variety of attractions that would benefit from the creation of an integrated Greenway network to connect communities and tourism infrastructure to the venues.

5.2.29 It is worth noting that there are also major visitor attractions just outside of the district that would benefit from the South Derbyshire markets, should Greenways extend across the district boundary to these venues. These include, Conkers National Forest Visitor Centre in Moira, Coors Brewery in Burton, the National Arboretum in Alrewas, Donnington Hall and Park in Leicestershire, Branston Water Park in Staffordshire, and Sudbury Hall in Derbyshire Dales.

5.3 Site Visit Observation Findings

Existing Routes

5.3.1 The design specifications were found to vary according to location, Greenway character and usage. The extension of the Mickleover to Eggington Greenway (NCN54) is built within a wide former railway corridor, which affords the required space for all users on a 3metre wide rolled recycled material wearing surface. The recently completed section of the Trent and Mersey canal towpath, where horse riding is excluded due to safety and towpath widths, is surfaced with a 2metre wide rolled stone track in keeping with the canal corridor. The more urban sections of paths where a heavy use is expected often have tarmac surfaces to withstand the levels of daily commuter traffic.

5.3.2 All surfaces and widths are designed to meet specific site requirements and appropriateness in the landscape. Access barriers conform to designs that allow access for single width mobility chairs, walkers, cyclists and horse riders at the exclusion of vehicular traffic including motorbikes. Where the routes meet and cross the highway, a combination of signage, road markings

and controlled crossings have been combined with the highway infrastructure to ensure a safe continuation of the route in keeping with the location.

Proposed Routes

- 5.3.3 Due to the size of the study area and the number of potential Greenway routes that might be investigated it was considered impossible to undertake detailed site visits of all potential proposals across the district. Observation surveys of the ground conditions and constraints of the most likely proposed routes were taken to assess their suitability and alignment for inclusion on the proposals map. A detailed route survey of each route will be required at the project stage of delivery.
- 5.3.4 Site visits were carried out at the following locations; Swadlincote, Newhall, Church Gresley, Castle Gresley, Litton, Rosliston, Cauldwell, Coton, Melbourne, Staunton Harold Reservoir, Calke Park, Ticknall, Eggington, Etwell, Elvaston, Shardlow, Weston, Bretby, Milton, Repton and Willington.
- 5.3.5 The routes investigated were surveyed to establish the possibility of construction and the likely benefits of the route development, rather than searching for existing infrastructure. The main ground conditions considered were corridor width, road crossings and route directness to a target location. For the purposes of the site investigations, it was assumed that all engineering requirements, permissions and funding could be met to achieve the individual projects, although these may prove to be limiting factors in actual project delivery.
- 5.3.6 Only those routes found to meet the requirements of purpose and space were selected for further consideration. However, some of the routes selected may only be achievable with the construction of a major piece of infrastructure such as a new multi-user river bridge. Where no alternative was available, sections of minor road may have been identified to ensure the continuity of a route. It might be considered possible to locate parallel off-road routes to replace on-road sections through access improvement schemes such as that included in the National Forest Tender Scheme.

5.4 Consultation Findings

- 5.4.1 The findings of the consultations below are the result of discussions or communications with specific officers or individuals and may not be a full representation of the company or organisation shown. A full list of the key stakeholders and access providers consulted in and surrounding South Derbyshire can be seen in Appendix 2. The organisations covering areas within South Derbyshire were divided into three groups, those consulted directly through face to face meetings, those consulted by telephone and those consulted by letter. The results of discussion with neighbouring local authorities are shown separately. The findings below represent the discussions and responses received.

Results of consultations by face to face meetings

South Derbyshire District Council

5.4.2 Three separate meetings were held to consult officers with responsibilities for Planning, Rights of Way and Leisure & Community Development issues. Each is reported here in turn.

5.4.3 *The Forward Planning section* promotes urban cycling for utilitarian purposes and also recognises the benefits of the longer distance networks. The priorities for the council are seen as urban cycling around Swadlincote based on the proposed NCN63 route through the town and urban links from it to the open countryside. In principle, the council would support proposals to develop a route from Swadlincote NCN63 to Rosliston Forestry Centre and a route to Conkers visitor centre. There is a commitment through the Local Plan to pursue shared walking and cycling facilities and infrastructure as a result of new development through the housing and employment development site allocations. Parts of the above routes could be achieved through this mechanism. The following specific routes were discussed;

- A retail and warehouse development provides an opportunity for the NCN63 through the centre of the town.
- The housing development at Church Gresley could secure planning gain to provide a section of the Greenway route to Rosliston, between Gresley Wood Road and the A444.
- A major re-development of the Drakelow Power Station might generate useful utilitarian links but also a section of longer distance through route between Staffordshire and Swadlincote. This development would be linked to a proposed new highway identified in the East Midlands Modal Study bypassing Walton-on-Trent to connect Staffordshire to the Drakelow site and the A42.
- In addition there is a major re-development site at the former Woodville Hepworth Pipe Works in the south of Swadlincote which may provide links between Derbyshire and Leicestershire though currently constrained by an unsatisfactory highway layout. A parallel off-highway cyclepath would be planned as part of the Swadlincote Regeneration Route.
- It is also intended that a shared use link is created from the Great Northern Greenway to Derby NCN54 at Eggington to the community of Hilton through the housing and employment allocation on the former Ministry of Defence Site.
- A shared use Greenway has been created on the Woodville railway cutting and embankment to Granville School and a further housing development is intended to complete the route to the A511.

5.4.4 *The Rights of Way* statutory maintenance responsibilities for the definitive rights of way in South Derbyshire are managed by the District Council

through an agency agreement with the County Council. It was confirmed that there are currently no Greenways directly managed by the District Council but that there were routes in the district that might be suitable for Greenway development, such as the bridleways between Bretby and Melbourne. Also the Netherseal to Clifton bridleway is particularly well used.

- 5.4.5 The officer works closely with an active community group, the Findern Footpath Group and is currently involved in the diversion of a bridleway from the community of Findern through the A50 underpass to cross the Trent and Mersey Canal. This would provide a useful community Greenway onto the proposed strategic network.
- 5.4.6 Additional route planning and improvements are achieved through the Forward Planning Team and the Cycling and Walking Strategies. Demand is mainly driven by public and Councillor requests for safe routes from the Swadlincote core urban area into the town centre. The typical path users in South Derbyshire are those wanting easy walking and gentle exercise in the rolling hills.
- 5.4.7 There are several severed bridleways and minor roads leading to the River Trent which were suggested to be former ferry crossing points that have gone out of use since an earlier industrial period, one of which supported the inland port at Willington. Where these crossings have been shown for proposed Greenways, new multi-user bridges would be required which may be subject to engineering and financial constraints.
- 5.4.8 *The Leisure & Community Development Department* retains a management role in Rosliston Forestry Centre and manages access land and open spaces within the Council's ownership. This includes the Swadlincote Woodlands Forest Park and Gresley Common. There are currently no Greenways developed on Council owned sites but it was felt that there may be potential for a Greenway development through these areas to link the Woodville Greenway to the NCN63 and the Conkers Circuit.
- 5.4.9 The department is also in discussion with several stakeholders regarding the creation of the South Derbyshire Countryside Partnership, a proposed initiative with Derbyshire County Council to develop a management project to enhance and develop countryside schemes in Southern Derbyshire. See Section 7 Identifying Resources which discusses project delivery. It was felt that current demands on resources require work to be reactive, but that benefit could be gained from an additional officer to cover parks and open space management and development.
- 5.4.10 The council works closely with a number of local community groups and forums, including; Derbyshire Wildlife Trust, Rosliston Liaison Group, Get Active Steering Group, South Derbyshire Sports Forum, South Derbyshire Ramblers, Friends of the Parks, Active in the Community and the Local Strategic Partnership Sustainable Environmental Group.

- 5.4.11 The council has a capital grants scheme and it was felt that Greenway development may score well to receive SDDC funds as it achieves a number of benefits promoted by the council such as the priority to improve accessibility to facilities and open space.
- 5.4.12 Further route planning for the South Derbyshire District would fit into the Local Plan, the Hilton Village Plan and a PPG17 Study which is currently looking at open space and development.
- 5.4.13 Priorities were recorded as a route through West Swadlincote Woods, a link to Rosliston, an off-road route through the Nadins site to Burton, the former Newhall Railway, and a route through Melbourne Parks. It was also suggested that themed routes could be developed to interpret the heritage of the area, such as a Pottery Trail, Melbourne to Swadlincote Estates Trail and focuses on past industrial uses.

Derbyshire County Council

- 5.4.14 This strategy has been compiled by the Derbyshire County Council Countryside Service to further the study of the East Derbyshire Greenway Strategy, as highlighted in Section 1, and provide a framework of proposed Greenway routes in the southernmost part of the county. It is anticipated that this strategy pulls together the current projects and proposals for Greenway development in the study area and identifies additional routes to create a network between demand locations.
- 5.4.15 The County Council has been actively involved in the delivery of the existing Greenways in South Derbyshire and around the county, through a programme of land reclamation as a result of previous industrial legacy and also as part of a wider countryside management role. Projects have been co-ordinated and supported by the authority's Countryside Service and Reclamation Engineers, in various partnerships with Sustrans, British Waterways, South Derbyshire District Council and Derby City Council.
- 5.4.16 The Countryside Service has some capital expenditure allocated to develop countryside management initiatives, though this is under pressure from increasing demands. A small capital fund is also allocated through the Local Transport Plan to assist the development of the County Cycle Network. Both funds are used primarily as pump priming resources to attract external grants and match funding opportunities to enable delivery of multi-funded projects. There are also revenue resources to maintain the sites in the authority's ownership, although these are also stretched and offer no financial assistance to maintain additional routes.
- 5.4.17 As mentioned in 5.4.9 above, discussion is progressing with a range of stakeholders and partner organisations to establish a South Derbyshire Countryside Partnership, to provide a mechanism for delivering countryside management initiatives across the district. A primary aim of the Partnership would be to develop an Access Team to manage and maintain the rights of way network and other existing access routes in the district as well as exploring the delivery of this strategy and new route proposals. It is hoped

that the team would undertake many of the outstanding maintenance issues currently under resourced to improve access opportunities generally across council owned sites and the wider countryside network.

- 5.4.18 The priority routes for the County Council's Countryside Service South Area Management Team include a link from the NCN6 by the River Derwent at Borrowash to link to the Elvaston Country Park countryside site, and the upgrade of the Midshire's Way from Long Horse Bridge through Shardlow and across the River Derwent to head northwards through the county.

National Forest

- 5.4.19 The National Forest Company is funded by the Department for Environment, Food and Rural Affairs (Defra) and is working towards the creation of a diverse wooded landscape with public access across 200 square miles of parts of Derbyshire, Staffordshire and Leicestershire. Much of South Derbyshire District is included in the project area.
- 5.4.20 One of the principle mechanisms to generate the forest is the National Forest Tender Scheme. Through this, grants are awarded for a 25 year contract to successful applicants based on a number of issues but which include the provision of public access and visitor facilities. It is anticipated that this provision may contribute to sections of multi-user trails to help provide continuous Greenway routes across the District in the future. Some broad principles and potential routes have been identified in the National Forest Strategy and the National Forest Cycling Strategy. See section 2 above for the Policy and Strategic Context. The production of a horse riding strategy is also proposed in the future, which may provide additional multi-user trails.
- 5.4.21 Community involvement is sought through the National Forest Access and Recreation Working Group, a partnership between Local Authorities, Sustrans, user groups and landowners. Demand is also assessed through feedback from individual schemes, opinion polls of the forest and in the future it is hoped that routes will be monitored.
- 5.4.22 Existing walking, cycling and horse riding routes developed through the National Forest Tender Scheme are available in South Derbyshire and can be found in the "Places to go – Things to do in the National Forest Access Pack". Many of the bridle routes are managed as grass paths but extra funding is available to surface routes. Since 1995, over 154km of new access routes have been created in South Derbyshire, mostly through the tender scheme. Of this, 120km are for walkers, 31km are for horse riders, 2km for disabled access and 0.6km specifically for cycling.
- 5.4.23 Multi-user routes leading to the South Derbyshire boundary include the Ashby Woulds Heritage Trail and the proposed Conkers Circuit and a trail through Lount Wood from Staunton Harold Hall and Craft Centre running towards Ashby. A suggested connection northward into Derbyshire might follow the former Ticknall Tramway through the National Trust site of Calke Park.

5.4.24 Priorities for routes in the forest are currently, the Conkers Circuit, Lount Wood (Staunton Harold Craft Centre) to Ashby, routes from Ashby into the forest in any direction and a route between Swadlincote and Rosliston. New routes would be created by landowners taking part in the Tender Scheme.

Rosliston Forestry Centre

5.4.25 The site is managed in partnership by South Derbyshire District Council and the Forestry Commission, and is also a National Forest Tender Scheme site. There is currently a well used network of walking and cycling trails, an easy access route and a horse permit area around the site but no multi-user links beyond the boundary. Currently, a bid to Sport England is being pursued to implement a new strategy entitled "Get Active in The Forest". This would provide a suitable mechanism to explore extending formal Greenway routes around and beyond the site.

5.4.26 Demand has been identified through a number of groups. The Rosliston residents have requested a safe walking route from the village into the site, and the preferred routes have been identified as the path leading from Strawberry Lane and the path running to the north of the church. The CC Giro Club is a Burton based cycling club, looking for cycle routes to and around the site. A Walking for Health group has actively used the site for the past three years. Many community groups and local organisations regularly use the site and are represented on the Parish Council Liaison Group, the Friends of Rosliston Forest and the Get Active Steering Group. There are also good public transport links as the site is on the No.22 Arriva bus route between Burton and Swadlincote (at the time of writing).

5.4.27 Demand has also been assessed through a mail-shot survey to the whole ward in May 2004 to establish priorities for the site and which identified the most popular request as extended routes and trails. Further consultation has been sought from visitors and existing user groups within a ten mile radius for the "Active Woods" initiative.

5.4.28 The Forestry Commission, as landowners, maintain the routes and would be responsible for upgrading routes on the site. It is hoped however, that a mechanism for the delivery of new routes might be found through the proposed South Derbyshire Countryside Partnership discussed above under Derbyshire County Council and South Derbyshire District Council. Additional works might also be sought through engaging the local South Derbyshire British Trust for Conservation Volunteers.

5.4.29 There is currently a multi-user easy access trail and a longer grassed surfaced network of walking and cycling trails within the forest. Funds for the Get Active initiative are being sought from Sport England and the Derby and Derbyshire Economic Partnership. Priorities include developing safe and stone surfaced routes to link to the village and a route to connect the site to Swadlincote.

Sustrans

- 5.4.30 The National Cycle Network (NCN) is expanding across the country and new routes are planned in South Derbyshire. Although some sections of the NCN are predominantly road routes, Sustrans aims to create routes that are both off-road and multi-user in nature for shared use between walkers, cyclists and horse riders where possible. To this aim, disused railway land is secured through the Railway Paths Ltd organisation either through land purchase or licence agreements with Network Rail or Railtrack. Sustrans work in partnership with local authorities to develop sections of the network to achieve the long distance routes.
- 5.4.31 Sustrans have prepared a study entitled The Northern Parishes – NW Leicestershire Cycling Plan for the District of NW Leicestershire, again mentioned in Section 2: Policy and Strategic Context. The plan intends that routes are developed as multi-user routes where possible and identifies links across the county boundary into Derbyshire. Specific desirable connections are identified via proposed multi-user bridges across the River Trent at Long Horse Bridge and at Kings Mill. Sustrans is also represented on the M1 widening Access group and hopes to secure a segregated parallel route besides the 2 mile long bridge crossing the Trent Valley, and an additional 3 meter wide multi-user bridge to re-connect Kegworth to Castle Donnington in Leicestershire.
- 5.4.32 Current priorities within the district include developing the NCN63 route from Burton-on-Trent through Swadlincote. This links directly to another planned route, The Conkers Circuit crossing the Derbyshire and Leicestershire boundary, which in turn will connect to the Ashby Woulds Heritage Trail and continue to Leicester.
- 5.4.33 Another Sustrans priority is to extend the NCN54 off-road route between Derby and Burton south of Eggington on the Rolleston Curves former railway line (owned by Sustran's sister company Railway Paths Ltd.) across the River Dove to join the Jinny Trail in Staffordshire. Two desirable community links are also crucial, from the NCN54 at Eggington Junction, northward to Hilton Village and southwards to Eggington Village.
- 5.4.34 A Welsh coast to East coast long distance NCN route is being explored to cross the country from Barmouth to Yarmouth. This may be routed across the southern tip of Derbyshire although no definite plans currently exist. It was suggested that a desirable route may cross the NCN54 at Arlewas, and connect the National Arboretum to Rosliston Forestry Centre and on to Conkers National Forest Centre.
- 5.4.35 Finally, in Derbyshire, a route connecting Swadlincote to Rosliston Forestry Centre is also considered favourable.
- 5.4.36 Around the district of South Derbyshire Sustrans are also exploring routes to extend the Nutbrook Trail south of Long Eaton to the main entrance of the East Midlands Airport as a route to work, and a further extension to reach

Loughborough and Leicester, these routes however would not enter the district of South Derbyshire.

National Trust, Calke Park

5.4.37 The National Trust advertises visitors to access the house and park by bicycle, giving distances from the NCN6 Cloud Trail, in the National Visitors Guide. Whilst ways are being sought to improve non-vehicular access at Calke Park, there are a number of site constraints that need to be considered. The main access drive is a one-way road entering the grounds from Ticknall at the north of the site and exiting into Calke village in the south. It is not favourable to use the main entrance at Ticknall as a vehicular or non-vehicular access heading north due to the poor visibility at the A514, and as such renders it unsuitable for a Greenway consideration. An over bridge links the two halves of the Ticknall Brickworks SSSI spanning the A514, and this is restricted for use as a wildlife bridge to allow the deer to move freely between the sites, again making it unsuitable as a public access route across the road.

5.4.38 However, the park grounds include a former tramway route which is currently being cleared by the management team to create a permissive walking route around the park. The route connects to a lane at the northern end of the site via a public footpath which issues into Ticknall village. To the south the tramway joins to a second dismantled tramway that runs parallel to Heath Lane past the entrance to Staunton Harold Hall Craft Centre at the county boundary. There is a multi-user connection past the craft centre through Lount Wood, developed as part of a National Forest Tender Scheme with a further proposed trail extending to Ashby. The two tramway corridors appear to be sufficient for a multi-user Greenway and could be explored through the National Trust Regional Office. The surfacing of the route would need to be discussed with the National Trust Archaeologist to preserve any historic context and it should be noted that the Calke Park tunnel is a Scheduled Monument.

5.4.39 The Trust currently operates a permit system for horse riders and limits use to forty permits a year at Calke Park. Any future Greenway may have to provide an enclosed route to ensure that it is separated from riding within the park.

5.4.40 A link route to the house, cafe and visitor facilities may prove more difficult as the house is now bordered to the north by the National Nature Reserve.

Results of consultations by telephone

Seven Trent

5.4.41 The regional office in Birmingham, covering Leicestershire, Warwickshire and Derbyshire, are looking for ways to improve access around Seven Trent sites. Although focus has recently been in other counties, it was regarded that a future emphasis would look more closely at the southern Derbyshire sites, including Foremark Reservoir and Staunton Harold Reservoir.

However, it was agreed that proposed routes should be shown in the strategy at this stage to register a wish subject to further examination on the ground at a future date.

5.4.42 Whilst sensitive wildlife areas, fishing and sailing interests need to be respected and avoided, investigations may allow for multi-user public access routes through Seven Trent land to create opportunity for safe, traffic-free and attractive Greenways that would form primarily recreational and tourist based routes and which should connect to the picnic sites, visitor centres and facilities at each reservoir. These routes would also support the principles of the National Forest Strategy.

British Waterways

5.4.43 Government policy, set out in Waterways for Tomorrow 2000 (see section 2), demonstrates a commitment to the provision of safe and accessible shared walking and cycling routes following inland waterway towpaths. The government has also recognised the value of such access in the recent Cycling Action Plan and through the Local Transport Planning process.

5.4.44 The British Waterways Board sustainability department is actively promoting sustainable leisure routes and accessible traffic-free routes for all, as linear Greenways along canal and navigable river towpaths. Locally to South Derbyshire, the Trent and Mersey Canal falls under the British Waterways Central Shires Regional Office.

5.4.45 Discussion with the regional office confirmed that they are currently looking at sustainable routes within the area and that it was recognised that it would be beneficial to build on the recent development of the section of towpath between Swarkestone and Weston which carries the National Cycle Network route No.6. It was supported that the towpath either side of the completed section, to Shardlow and Long Horse Bridge in the east, and Findern, Willington and Stretton in the west of the district, could be shown in the South Derbyshire Greenway Strategy as a desirable route. It was noted that actual route development would need to be subject to available widths and circumstances on the ground, found through further investigation at the appropriate time.

Forestry Commission

5.4.46 Discussions with the Forest Enterprise Staffordshire Office regarding the Greenway Strategy were very positive. It was confirmed that route proposals through Forestry Commission land at Rosliston to link to Swadlincote and land at Church Gresley to link to the Conkers Circuit, would be supported.

5.4.47 Furthermore the Commission were embarking upon a new 50 year plan to set long term proposals for planting and access schemes across the region and would be interested in building in a wider network of potential access routes throughout Forestry Commission owned land across South Derbyshire. No acknowledged or identified routes exist at present but the study may present opportunity to provide Greenway links or route improvements in the future.

Results of consultations by letters

Parish Councils

- 5.4.48 The fifty one Civic Parishes of South Derbyshire were informed of the Strategy as part of the Rights of Way Improvement Plan consultation and invited to contact the council to make representations if interested. No replies specific to the Greenway Strategy were received.
- 5.4.49 Prior to this however, Hartshorne Parish Council submitted a request to the Highway Authority for an improvement to the verge footway of the A514 between Hartshorne and Ticknall. The scheme suggested adding value to an existing footway needing repair to allow cyclists to benefit from a traffic-free route between the communities. Whilst this would provide an additional useful route for a cycling strategy and as a link to the Strategic Greenway network on a local level, it would not be considered preferable over the proposed Greenway running parallel through the central area of the district, which would allow full multi-user access. It should be noted however that as a route in its own right there would be merit in improving walking and cycling access between the villages.

Country Land and Business Association (CLA)

- 5.4.50 The CLA office at Market Harborough was invited to comment on the production of the Strategy. No written response was received but clarification of the principles and proposals of the strategy were sought by telephone. Concerns were expressed regarding the perceptions instilled by generating proposed alignments and reassurances were given that the report would make clear that all proposals would be subject to a full investigation and negotiations with landowners to determine possibilities for actual routes where required.

National Farmers Union (NFU)

- 5.4.51 The Derby NFU Office in Derbyshire, the Uttoxeter NFU Office in Staffordshire, the Ashby de la Zouch NFU Office in Leicestershire & the Regional Environmental Advisor at the Rutland NFU Office were invited to comment on the production of the strategy. No written responses were received, though the Regional Environmental Advisor replied by telephone to express concerns and clarification of the intended proposals. Reassurances were given that all proposals would be subject to negotiation with individual landowners as appropriate and that where possible, routes would be shown using existing rights of way or access land.

Cycling Interests

- 5.4.52 A representative of the Burton-on-Trent Group of the CTC Right to Ride Network, as a member of the Derby and Derbyshire Local Access Forum, was contacted to represent the interests of cyclists in the area. Two routes were identified for consideration in the Greenway Strategy.
- 5.4.53 The first is a bridle route between Longford and Osmaston Park and onto Wyaston, which would make a pleasant alternative to the on-road route of the Pennine Cycleway. This route falls within Derbyshire Dales District and

as such is outside the scope of this strategy but has been considered as part of the cross boundary routes proposals and should an extension southward be found in the future, it may provide a valuable section of a Greenway route to the north.

5.4.54 The second proposal considers a number of existing bridleways between Repton and Melbourne, including a circuit around Foremark Reservoir, BW5 Milton to Ticknall, BW4 Ticknall to Seven Spouts, BW11 & BW19 past Robin Wood and St.Brides to Melbourne. All the bridleways were reported to be used regularly although it was noted that problems have been encountered where some are ploughed and not properly re-instated.

Walking Interests

5.4.55 The Derby and South Derbyshire Group of the Ramblers Association were consulted to represent walking interest in the area and identified three preferred routes to be considered for inclusion in the strategy.

5.4.56 Firstly, it was proposed that the dismantled railway west of Swadlincote between the A511 and the A444 be added to the definitive map for use by walkers, cyclists and horse riders and noted that although not currently a right of way, it was already regularly used by walkers and cyclists. This route would provide easy access to all Newhall residents, but particularly noted that it would give Newhall Health Walks a safe alternative to Park Road and additional cross country circuits for William Allitt School.

5.4.57 Another undesignated path was identified from Waterside Road in Stapenhill to the re-development site of the Draycott Power Station, noting that as the area is redeveloped a right of way would be considered a valuable link between the communities. It was suggested that the route pass the one time residence of the Lord and Lady of Gresley, and to connect to the disused railway line within the site.

5.4.58 A third route requested by the group identified formalising the track from Church Gresley across the access land and Gresley Tunnel to Mount Pleasant, and a route leading from this following the tunnel to Swainspark. It was noted that this would provide safe routes linking Swadlincote with Conkers and the Ashby Woulds Trail in Leicestershire and sites associated with the National Forest. It was also recorded that this would benefit a new Health Walks initiative being introduced in Overseal in September 2005.

Horse Riding Interests

5.4.59 A representative of the Derby and Derbyshire Local Access Forum, was contacted to represent the interests of horse riders in the area.

5.4.60 A copy of the Erewash District Bridleways Strategy was provided which identified some of the wider horse riding interests neighbouring South Derbyshire. This provided a useful context of preferred routes to the north of the district that were considered when planning proposed connections across the South Derbyshire and Erewash district boundary.

South Derbyshire Access Forum

- 5.4.61 The group represents mobility access issues in the district and the introduction of the strategy was met with a welcomed and enthusiastic response.

Primary Care Trust

- 5.4.62 The South Derbyshire Primary Care Trust was invited to comment on the production of the strategy. No response was received.

Results of consultations with cross boundary Local Authorities

Derbyshire Dales District Council

- 5.4.63 At the time of writing, the only existing promoted route crossing the South Derbyshire and Derbyshire Dales District boundary is the Pennine Cycleway. Discussion confirmed that there are no further proposed Greenway or cycling routes crossing the district boundary at this time. It was suggested that there may be a future potential to investigate a route from Hatton railway station to Sudbury Hall Visitor Attraction. This has been identified as a possible walking and cycling road route for the Local Transport Plan 2 Strategic Cycle Network proposals map.

Erewash District Council

- 5.4.64 The only established cross-boundary route into Erewash District is the NCN6 Derby to Nottingham route to the north of Elvaston Castle and Country Park.
- 5.4.65 There has been a long standing aim however to upgrade the Midshires Way through Derbyshire from footpath use to a multi-user Greenway. This has always been dependent on the upgrading of Long Horse Bridge from a footbridge to allow cycle and horse riding access across the River Trent, which is scheduled for completion in 2005. This may also carry the proposed Trent Valley Greenway from Beeston in Nottinghamshire. The route into Erewash would require an upgrade to a second footbridge across the River Derwent.

Derby City Council

- 5.4.66 The Millennium Cycle Routes from Derby City to Burton, Leicester and Nottingham are established long distance National Cycle Network routes and form primary Greenway routes into South Derbyshire.
- 5.4.67 Discussions with Derby City Council raised an additional proposed route into South Derbyshire between Heatherton and Stenson Fields to the Trent and Mersey Canal via Arleston Lane, and the villages of Stensen and Barrow-upon-Trent. This route is identified as a proposed strategic cycle route in the City of Derby Local Plan and is shown as such in the Derby Cycle Route Guide. This route would improve accessibility to the popular Stensen Marina on the Trent and Mersey Canal, and the Stenson Bubble Pub and restaurant from neighbouring City communities, and also provide a safe access route to Sinfin Community School.

NW Leicestershire District Council

- 5.4.68 The proposed cross boundary cycling links between South Derbyshire and the district of NW Leicestershire are shown in the National Forest Cycling Strategy and the Northern Parishes Cycle Network Plan prepared for the district by Sustrans. Some routes identified in these reports are expected to provide multi-user Greenway connections.
- 5.4.69 Priorities in the above reports show the Midshires Way upgrade across Long Horse Bridge, a second crossing of the River Trent at Kings Mill from Castle Donnington, and a connecting route southwards through Donnington Park to Wilson, crossing the NCN6 Cloud Trail, following Forty Foot Lane along the county boundary through Melbourne Parks to Calke Village.
- 5.4.70 Further south the cross boundary priority routes focus around Conkers Discovery Centre and a connection to the Ashby Woulds Heritage Trail.

Leicestershire County Council

- 5.4.71 No additional routes or priorities were identified by Leicestershire County Council.

Staffordshire County Council

- 5.4.72 Staffordshire County Council has produced a "Suggested Local Cycle Network for the East Staffordshire Area 2003" which identifies preferred cross boundary links into South Derbyshire. Again many of these follow road routes but some Greenway potential may exist.
- 5.4.73 In particular, priorities for Staffordshire include the proposed NCN63 route Burton which will link Swadlincote to Burton-on-Trent and the proposed Sustrans off-road extension of the NCN54 into Burton via the Rolleston Curves.
- 5.4.74 Also suggested was the possibility of an off-road link from the existing NCN54 through Barton-under-Needwood employment area and on to Walton-on-Trent in Derbyshire.
- 5.4.75 A further beneficial route, requested by local cycle groups, would create another connection from the NCN54 to the National Arboretum at Alrewas. It was thought favourable to extend this across the Derbyshire border to Catton Hall and Rosliston Forestry Centre.

5.5 Conclusions

- 5.5.1 The findings given above revealed a clear structure of preferred and priority routes by interested and corporate groups. Several organisations have current plans to develop new access opportunities and expressed a keen interest in collaborating with the overall plan to achieve a unified approach to a district-wide Greenway network.

Route Selection

- 5.5.2 It is of particular interest to recognise that in several instances the same routes were suggested by different organisations and consultees. This lends weight to the argument for those individual links or connections and as such particular effort has been made to ensure that the most requested routes and popular priorities feature in the final strategic proposals map.
- 5.5.3 An attempt was made to identify and utilise the remaining redundant linear transport corridors in the district such as former railways, tramways and canals. Much of these have been lost to agriculture or have been split into different ownerships. It should be mentioned that where in private use, not all sections have been surveyed to assess their current use. Some examples of successful existing routes on former transport corridors are the Mickleover to Eggington Trail on the Great Northern Railway Line, the Cloud Trail crossing the Trent Viaduct and a new stretch of the NCN6 utilises the Trent and Mersey Canal towpath and the former bed of the Derby Canal.
- 5.5.4 Development and reclamation sites, existing rights of way, wide roadside verges, access land, public open space and National Forest Tender Scheme woodlands where new access is provided, were also targeted for route alignments. Where no obvious linear corridor was available use of private land or sections of minor road may be necessary to complete a Greenway. It is anticipated that negotiations with landowners and the Highway Authority would be undertaken at the appropriate project time. Highway route selection through the built environment will also be finalised with the Highway Authority at the project stage.
- 5.5.5 Where a route is shown to follow a road for much of its length, this should be taken as indicative only. It may be possible to create an off-road alignment through future National Forest Tender Schemes applications, where ground conditions and available space suit all abilities, walkers, cyclists and horse riders in a traffic-free corridor.
- 5.5.6 Some routes offer an alternative alignment to be further investigated. All options may be developed if thought useful to the overall network or a preferred choice may be indicated by circumstance.

Route Framework

- 5.5.7 All routes identified in this study are viewed as having strategic importance. This suggests that a separate tier of more locally driven routes would be appropriate to provide access to the strategic network. These are not included in the scope of this report.
- 5.5.8 For ease of display and to give purpose to the routes, it was considered appropriate to show the proposals in three categories, (primary, secondary and tertiary) similar to and in keeping with that shown in the East Derbyshire Greenway Strategy.
- 5.5.9 In this study, the primary network represents sub-regional routes that span long distances to major urban areas beyond the confines of the district. A

secondary network shows district routes that might form local circuits and connect the smaller towns to the primary network. The tertiary network shows the vital community link routes that enable access onto the wider network. This is not a priority ranking as a community based tertiary route might carry equal importance or a higher usage than a section of primary route. This ranking simply provides a framework from which routes might be proactively developed should resources allow and provide each route with a defined significance for targeting specific resources.

The Proposed Greenway Network

5.5.10 The strategy has identified 120km of proposed Greenway routes across the District of South Derbyshire and these are listed in Table 1 below. The length of each route inside the Derbyshire boundary is given in kilometres. In addition to these, there are approximately 20km of Greenway currently available for use that will also form part of the overall network of routes.

Table 1: Lengths of Proposed Greenway Network in South Derbyshire

Route Number	Route Name	Length in Kilometres
1	Eggington Junction to Hatton	6.05
2	Eggington Junction to Eggington	1.87
3	Rolleston Curves	2.16
4	Swarkestone to Stretton	11.87
5	Findern Link	2.05
6	Stenson Fields Heatherton	2.23
7	Weston to Shardlow	7.14
8	Midshires Way Upgrade	2.29
9	Borrowwash to Elvaston Castle	0.36
10	Borrowwash to Shardlow	5.44
11	Ambaston to Draycott	0.34
12	Aston-on-Trent to Trent & Mersey Canal	1.12
13	Weston-on-Trent to Donnington Park	0.73
14	Willington to Swadlincote/Melbourne route	6.25
15	Swadlincote to Melbourne	19.88
16	Ticknall to Heath End	6.7
17	Calke Village to Melbourne	5.48
18	Burton to Leicester NCN63	7.45
19	Woodville to Swadlincote	3.00
20	Swadlincote to Rosliston	7.68
21	Castle Gresley to Conkers	1.63
22	Conkers Circuit	0.24
23	Rosliston to Alrewas	6.1
24	Rosliston to Neatherseal	7.82
25	Stapenhill to Drakelow	4.39
Total =		120.27

5.5.11 The individual proposed routes are described in detail in Table 2 below and are illustrated in Figure 5. Each route has been allocated a number for easy reference and listed under one of four sub-sections named, North River Trent Washlands, South River Trent Washlands, Swadlincote Urban Area and National Forest Area.

5.5.12 It was considered most useful to show the complete Greenway Network for the area including and surrounding South Derbyshire District to best demonstrate the significance of the network proposed in relation to the wider network. The district routes are therefore not shown in isolation but continue across the district and county boundaries. All routes are shown on Figure 4; The South Derbyshire Greenway Strategy Proposals Map, and individual sections are summarized here and shown in more detail in Section 6.

5.5.13 The primary routes take the form of a long distance circuit covering the full length of the district, with major routes extending beyond the district in most directions. This is divided by two shorter circuits, one in the north and one in the south. The primary route circuits comprise the following stages:

- The western leg of the outer circuit follows the Mickleover to Eggington Trail south from Derby City (NCN54), and is proposed to extend into Burton, across the River Dove via the Rolleston Curves and by upgrading the Jinny Trail, to continue through Staffordshire on the NCN54 to Alrewas.
- The eastern leg of the circuit crosses the full length of the district from the southwest to the northeast by a route connecting Alrewas to Rosliston Forestry Centre, (currently shown predominantly on-road, but off-road sections may be explored) on to Swadlincote to join the proposed NCN63 through the former Tetron Point UK Coal site, following the dismantled Newhall railway line northwards, across Bretby Estate and through the heart of South Derbyshire linking the reservoirs and estate parklands to Melbourne. The route then joins the Cloud Trail (NCN6) to link to the Trent and Mersey Canal and continues eastwards to Shardlow and the Midshires Way.
- The Midshires Way connects the remainder of the outer circuit to the Nottingham to Derby Greenway (NCN6). This continues eastward following the River Derwent across the top of South Derbyshire by Elvaston and crosses Derby City to rejoin the NCN54 at Mickleover.
- The northern mini circuit is formed by the Trent and Mersey Canal and the Derby Canal (NCN6).
- The southern mini circuit is formed by the proposed NCN63 route into Burton-on-Trent.
- The remaining primary routes extend into Leicestershire to connect the circuits above; between Swadlincote and the Ashby Woulds Heritage Trail via the NCN63; and between Melbourne and the Cloud Trail via the NCN6.

5.5.14 The secondary routes form important connections to improve local accessibility to facilities and services within the main towns. These routes may also create short break holiday opportunities by developing tourism based circuits within the district and comprise the following stages:

- In the heart of the district the Trent and Mersey Canal towpath connects the east and west primary legs between Burton and Swakestone to create a desirable tourism circuit with the Swadlincote to Melbourne route. This route connects the communities of Stretton (in Burton), Willington, Findern, Stenson, Barrow-on-Trent and Swarkestone to the wider network and primary routes to facilities in Melbourne, Burton and Derby City.
- A further secondary route subdivides the above route, creating a link between Willington, Repton and Milton and connects the canal route to the Melbourne to Swadlincote at Foremark Reservoir.
- This route continues southwards through the village of Ticknall and Calke Park via the disused Ticknall and Heath End Tramways to connect to a National Forest route in Leicestershire to Ashby-de-la-Zouch.
- A further connection leads from Calke village northwards along the Derbyshire/Leicestershire border along the Park Dale bridleway to cross the Melbourne Parklands, the Cloud Trail at Wilson, Donnington Parklands and rejoins the Trent and Mersey Canal via proposed River Trent crossing at Kings Mill.
- A further secondary route is proposed to connect the NCN63 at Stapenhill, through the Drakelow Power Station re-development site to Walton-on-Trent and across the Staffordshire boundary to join the NCN54 at Barton-under-Needwood. This route would connect residential communities with new employment areas.

5.5.15 The tertiary routes aim to connect the villages and rural areas to the wider network directly from the doorstep of the surrounding communities. This also promotes developing local and day circuit routes for leisure and tourism purposes. The following routes have been identified;

- A community link from Hatton railway station, through Hilton to the Mickleover to Eggington Trail. This route could be extended westwards through Derbyshire Dales District to Sudbury Hall and beyond to Uttoxeter. At present this route is shown on minor roads west of Hilton and an alternative off-road route should be explored.
- A community link from the village of Eggington to the Mickleover Trail.
- A community link from the village of Findern to the Trent and Mersey Canal towpath.

- A community link from the residential areas of Heatherton, Sinfin and Strenson Fields in Derby City to the Trent and Mersey Canal towpath.
- A community link from Borrowash to Elvaston Castle and Country Park.
- A community link from Borrowash along the River Derwent to Ambaston and onto Shardlow to the Midshires Way.
- A community link across the River Derwent between Ambaston and Draycott to join the Derby to Nottingham Greenway NCN6.
- A community link around Staunton Harold Reservoir and Calke Park from Melbourne to Calke village (based on upgrading the currently promoted “Reservoir Walk” to join the route to Ashby-de-la-Zouch. This route would also provide a valuable tourism circuit linking popular visitor attractions in the National Forest.
- A community link around Woodville to access Swadlincote town centre, the NCN63 and the Conkers Circuit. There are also two short connections to Church Gresley as part of the Conkers Circuit route.
- Finally a tertiary route connects different National Forest Tender Scheme sites between the villages of Rosliston and Netherseal, linking northward along the county boundary to the Ashby Woulds Heritage Trail at Donisthorpe in Leicestershire.

5.5.16 The cross boundary links have been included in the general descriptions above and are shown on the proposals map, as many are integral to the proposed circuits. These were considered in discussion with the cross-boundary authorities.