SECTION 4: Study Methodology

4.1 Introduction

4.1.1 This section of the report describes the processes and techniques adopted to gather the required information to allow the investigation of proposed Greenway routes across the district, to undertake the analysis and present the findings of the research. The methods described below were used to establish the extent of the existing routes, the planned routes and both opportunities and constraints for determining additional desirable routes. In brief, the stages comprised a desktop study, site observations and discussions with key players. Each is described here and the findings are given in Section 5.

4.2 Information Gathering – Desktop Study Research

4.2.1 Various elements of research were undertaken as part of a desktop study to generate information by identifying the relevant key features across South Derbyshire. However, this was not used in isolation, but rather as a basis from which to discuss possibilities, preferences and eventual proposals with interested stakeholders and access providers.

4.2.2 The choice of key features to be identified were based on the following assumptions;

- As a facility for utilitarian use to encourage non-car journeys, a Greenway must provide a connection to every-day destinations, such as settlements, communities, places of work and education and other daily activities.

- To promote accessibility and reduce community isolation, Greenways must reach or link to infrastructure for onward travel, such as public transport interchanges and facilities that enable continuous journeys to desirable destinations.

- As a recreational facility, a Greenway should connect communities to doorstep and open countryside, visitor attractions, sites of interest, tourism based infrastructure and local amenities.

- To promote continuity of route, a Greenway must overcome barriers or embrace linear features. Both man-made and natural features can impede or allow the continuity of a route, by presenting a barrier or a useable corridor. Such features might include rivers, canals, landform, major highways, railway lines, and certain land uses.

- To promote easy access and the safety aspects of Greenways, it is essential to incorporate grade separated or at grade vulnerable user crossings. Existing bridges, underpasses and controlled highway crossings are therefore important considerations of route delivery.

- As a facility for promoting the enjoyment and learning of landscape and cultural heritage, Greenways may pass but not impede existing areas of landscape, nature and heritage importance. These should be identified and safeguarded.

4.2.3 The key features of interest and examples are listed in Box 4 below;

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Box 4:   Key Features of Interest

1. **Settlements;** e.g. commerce centres, towns and villages.
2. **Public transport;** e.g. railway stations, light rail, bus stations, interchanges.
3. **Education;** e.g. schools, colleges, day centres.
4. **Employment areas;** e.g. factories, works, industrial areas, business parks and employment zones.
5. **Local amenities;** e.g. urban open space, parks, leisure centres.
6. **Local facilities;** e.g. shops, post office, library.
7. **Visitor attractions;** sites of interest, visitor centres, National Forest.
8. **Tourism facilities;** e.g. hotels/accommodation, Tourist Information Centres.
9. **Existing routes;** e.g. Greenways, long distance trails, National Cycle Network.
10. **Access routes;** e.g. public footpaths, bridleways, public access tracks, byways, unclassified highways, minor roads.
11. **Access land;** e.g. National Trust property, Woodland Trust, Forestry Commission, Common Land.
12. **Wildlife sites;** e.g. Nature Reserves, SSSI's, SNCI's, SPA's, SAC's, Ramsars
13. **Historic buildings and sites;** e.g. scheduled monuments / archaeological sites
14. **Natural geographic barriers;** e.g. rivers, landforms.
15. **Man-made barriers;** e.g. highways, canals, reservoirs, railway lines.
16. **Missing bridges;** e.g. severed existing access routes by bridge removal.
17. **Vulnerable user crossings**; at grade i.e. controlled crossings (eg pelicans, toucans, pegasus), and grade separated i.e. bridges, underpasses.
18. **Development areas;** e.g. proposed housing, employment & other development allocation sites.
19. **Mineral extraction & waste disposal sites**; e.g. allocations and existing operational sites pending restoration.
20. **Proposed major highway development;** e.g. bypass, new distributor road, motorway widening etc.

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4.2.4 The list of key features of interest informed the choice of material sources, which included;

- *Ordnance Survey Maps – Explorer Series*
  The OS Explorer map series, available from book retailers, provides information relating to many of the key features listed above, with a general emphasis on leisure based infrastructure. The area of South Derbyshire is covered by three maps in this series numbered 245, 259 and 260.

- *Sustrans National Cycle Network Maps*
  The National Cycle Network map series were studied to find where shared or multi-user routes are already available. These may be incorporated into any further Greenway network. These maps are available for purchase from Sustrans, contacted at www.sustrans.org.uk and from other related outlets.

- *Derbyshire County Council Local Transport Plan 2001-2006 - Strategic Cycle Network*
  The County Council has a listing of all the strategic Greenway and Cycle Network routes regardless of ownership and management liabilities. These are represented on the LTP1 Strategic Cycle Map and will form the basis of the South Derbyshire Network. Additional routes found through this study shall be added to this proposals map for LTP2. A free map showing all the existing routes, entitled Cycle Derbyshire, can be obtained from the Countryside Service or viewed at www.derbyshire.gov.uk/countryside .

- *Public Rights of Way Definitive Map and Statement*
  The Definitive Map is produced by the county council as a surveying authority and is a legal record of the public's rights of way as footpaths (FP), bridleways (BW) and byways open to all traffic (BOATS). Some routes are shown as Roads Used as Public Paths (RUPPS) or as Carriage Road Bridleways (CRB), sometimes referred to as Carriage Road Footpaths (CRF). These are undergoing a reclassification at the time of writing this strategy. The Definitive Statement accompanies the map and provides a written description of each right of way shown. This is available for public inspection at District or County Council offices by appointment.

- *Dmaps Search*
  The county council has made available a list of datasets on a countywide mapping system known as Dmaps, for internal inspection only at this stage. A search of these identified features including; Adopted highways, Conservation Areas, DCC county terrier, Landfill Sites, Leisure Centres, Libraries, National Nature Reserves, Ramsar Sites, Schools, Scheduled Monuments, Special Areas for Conservation, Special Protected Areas, Sites of Special Scientific Interest and others.

- *Sites and Monuments Records*
  Derbyshire County Council holds the Sites and Monuments Records (SMR) database for the county. Examples of sites listed may include archaeological find sites, earthworks, crop markings, ridge and furrow

fields, historic buildings and industrial sites. This database can be viewed at the County Council by appointment.

- *Derbyshire Wildlife Sites Register*
  A register has been prepared by Derbyshire Wildlife Trust on behalf of the local authority to produce a list of Wildlife Sites within the area covered by the planning policies of South Derbyshire District Council. Wildlife sites have been designated for their nature conservation interests that are protected by policies in the Local Plan. Changes to the register are made annually and can be viewed at Council Offices or at the Wildlife Trust Offices.

- *Published Strategies and Plans*
  National, Regional, County and District wide strategies and plans were reviewed as a valuable source of information to identify proposals and specific locations for opportunities for further route development. Many have been discussed in Section 2 under the Strategic and Policy Context chapter. Contact with the organisations of origin will suggest how these can be viewed by the public.

- *Visitor Information*
  A collection of material relevant to South Derbyshire was identified to locate any visitor attractions and sites of interest across the region. All information found is accessible through council offices, libraries, visitor centres and related outlets.

4.2.5 The District of South Derbyshire is divided into 51 Civic Parishes. The research extended across all parishes and the findings are summarised in Section 5: Analysis and Conclusions. The full list of key features found by Parish can be seen in Appendix 1.

4.3   Site Visit Observations

4.3.1 Given the extent of the study area and the number of possible routes to investigate it was decided to restrict site visits to a limited number of locations that would best address ground conditions and opportunities for route development. It should be stated therefore that not all parts of all routes have been visited and it may be found at project stage that some alignments should be re-assessed.

4.3.2 Observations were taken to assess the potential for a route by the character and nature of the corridor, the width of the corridor, ground conditions, ease of access and continuity of the route for example, via bridges, underpasses and highway crossings. It was not a requirement of this study to find the above list of features in existence but rather that there was potential opportunity to develop a route to Greenway standards by engineering works should funding be sought.

4.4 Discussion with Stakeholders & Access Providers

4.4.1 Consultations were carried out through face to face meetings, by telephone and by letter with various stakeholders, access providers and interest groups within South Derbyshire. Discussion was also held with both district and county cross-boundary local authorities to establish priorities for cross-boundary connections and relevant strategies and proposals. A full list of the Consultees contacted can be seen in Appendix 2.

4.4.2 The 'Topics for Discussion with Consultees' table used in the East Derbyshire Greenway Strategy was reproduced to aid discussion in similar areas. The table was used as a guide only as the topics varied in relevance amongst the range of Consultees in South Derbyshire. A copy of this form can be seen in Appendix 3. In the main, discussion focussed on known existing or planned routes, current mechanisms to achieve access improvements, markets studies and local interest groups, desirable and priority routes and known opportunities and constraints that might affect actual proposals.

4.5 Analysis of Strategic Route Options

4.5.1 The information acquired from the desktop study, the site observations and the discussion through consultations was used to form the basis of the strategic route options. Consideration was given to all the information retrieved but priority alignments were chosen based on their suitability and adherence to the study's main aims outlined in Section 1 under Purpose of the report, and actual route availability on the ground.

4.6 Route Mapping

4.6.1 The resultant proposals were mapped through data capture in the MapInfo® Geographical Information System (GIS) to represent the proposed alignments in a visual map with an underlying database of related information. The proposals map is shown in Section 5 and the detailed route maps are given in Section 6 of the report.