SECTION 7: Identifying Resources

7.1 Introduction

7.1.1 The implementation of works identified in any new strategy can invariably put further pressure on existing resources. It is necessary therefore to identify possible methods of development without conflicting with current working practices and resource distribution.

7.1.2 It is intended that this section of the strategy gives a general overview of past methods of implementation that have been successful in achieving previous Greenway projects and how additional resources might be found. It should be viewed as a set of guidelines only and will be subject to other working arrangements and variable circumstances.

7.2 Delivery Mechanisms

7.2.1 It has been shown in the past that both single organisation-led and multi-organisational partnerships have succeeded in generating lengths of multi-user trail as different experience and expertise is shared to the benefit of the overall scheme. No one method is recommended above another as each project will require specific delivery solutions according to circumstance and resources available.

7.2.2 As mentioned in Section 5 of the report, discussion is underway to investigate the possibility of establishing a South Derbyshire Countryside Partnership that would address a raft of countryside management issues within the district. It is suggested that this partnership might provide an appropriate mechanism for furthering the work required to implement this Greenway Strategy. It is anticipated that access improvements and path maintenance would focus highly in the role of the project.

7.2.3 Often, where a proposed route transfers across different land ownership boundaries, the different organisations assume responsibility for the development and maintenance of the section within their ownership. Where a route crosses non-corporate or non-authority owned land, it has to be assumed that all additional works and legal responsibilities are not burdened on individual landowners unless the development is part of a land management application undertaken by the landowner, for example a National Forest Tender Scheme or a Countryside Stewardship agreement.

7.2.4 It is also commonplace that a full route is achieved by generating a series of different legs or short sections as individual projects. In some circumstances

it has proved useful to phase long sections over several years in order to attract financial assistance and retain a manageable project load.

7.2.5 Dedicated Project Officers might be employed where additional resources are secured to deliver specific routes or projects. This has proved particularly successful in other partnerships, where a champion for the project is able to drive the momentum and project management forward to completion.

7.2.6 It is also anticipated that some sections of the routes will be created or safeguarded by planning conditions of restoration and development sites by the relevant planning authorities. Routes have in the past been generated directly by developers and via developer contributions to a wider scheme. It is also possible to secure sections of longer routes as value added highway schemes.

7.2.7 A list of key organisations involved in access improvements in South Derbyshire is shown in Box 9.

Box 9: Key Organisations Involved in Access Improvements in South Derbyshire

- Derbyshire County Council
- South Derbyshire District Council
- National Forest Company
- National Trust
- Seven Trent Water
- British Waterways
- Forestry Commission
- Sustrans
- British Trust for Conservation Volunteers
- Groundwork Trust - Erewash Valley
- Private developers and landowners

7.2.8 Other organisations may have an involvement where a specific relevance to a project applies, such as heath based initiatives or the Primary Care Trust.

7.2.9 From an operational stand point, a number of more detailed studies may be required prior to individual project delivery to clarify specific conditions and factors affecting individual routes. These may include feasibility studies, demand assessments, environmental impact assessment, landscape

character assessment, conservation and cultural heritage assessment, and community consultations.

7.2.10 It may also prove necessary prior to and throughout the project to facilitate highway and traffic management assessments to determine suitability of highway use, road crossings, land take requirements, speed restrictions and highway signage needs.

7.2.11 Furthermore, engineering assessments such as structural inspections of bridges, embankments, culverts, boundary features and land drainage conditions may also be required. Detailed designs and drawings will need to be prepared to facilitate final project delivery. Derbyshire Consultancy and Contracting Reclamation Engineers have in the past taken a leading role in trail development on Derbyshire County Council owned land and reclamation sites.

7.2.12 Planning permissions, rights of way creation agreements and landowner permissions, licences or legal agreements, may also need to be sought for individual sections of the different legs along the routes.

7.2.13 The above studies may not always be required but may, in some instances, they will assist grant applications to maximise funding opportunities or support planning requirements.

7.3 Design Standards

7.3.1 Greenway design should conform to the BT Countryside for All standards and guidelines, and follow the principles of least restrictive option when it might not be possible to meet the standard. This is also supported by the Disability Discrimination Act as an accepted principle.

7.3.2 Greenway standards have become more robust in recent years as a function of the need to increase path longevity and reduce maintenance requirements due to overstretched revenue based resources to promote sustainability. It is also essential to provide high quality environments that are pleasant and attractive to use. Surfaces should be suitable for walkers, wheels and horses to accommodate the range of user groups using the path. Some degree of compromise might be required to meet the needs of all groups.

7.3.3 It is important however that a uniform approach is adopted to develop routes to a recognised standard. The Countryside Agency is currently researching design standards for multi-user paths and aims to produce national guidelines later in the year. Derbyshire County Council has over the years developed a specification based on the following criteria.

Criteria:

1. Surfacing varies according to appropriateness to the landscape, material availability and expected demand. A favoured wearing course product

currently promoted is a recycled material based on road planings and waste building aggregate. This forms an inert, grey material that rolls to provide a compact surfacing which seems to set if allowed to settle. It provides an even, all weather surface for cycles and wheelchairs or prams, whilst remaining softer than a bonded surface which can be hard on walkers and horses joints. Where a Greenway traverses an urban area it may be found preferable to provide a bitumen surface for maximum strength for high demand and to minimise maintenance. In this instance it might be considered necessary to provide a parallel mown grass path for horse riders.

2. A key component of any Greenway specification is to identify the drainage requirements to ensure that the pathways remain unimpeded in times of wet weather and that erosion is kept to a minimum. Path longevity will also be maximised where a suitable sub-base is laid beneath the surface wearing course.

3. Typically, designs for the path construction have steadily recommended greater widths to accommodate shared use. Current specifications suggest a 3metre wide path for a full multi-user path and a 2.5metre wide path where horse riders are excluded. The path should sit, where space allows, in a wider corridor with a minimum 1 meter verge either side and appropriate landscaping to the boundaries.

4. It is also recommended that segregations are not installed for different users across a path as this generally provides confusion and impedes flow. It has been found that where path users have the full width on which to manoeuvre they are less restricted when passing one another and are less likely to find themselves on the wrong side of a long barrier by mistake.

5. Where motor vehicles are expected to cause a nuisance or management problem it is necessary to install access barriers and fencing across entry points to Greenways. This primarily attempts to restrict motorbikes and other vehicles or car dumping on the traffic-free trails. It also provides a safety barrier at a roadside to prevent accidents at highway junctions. The access barriers used have been designed to prevent motorcycles but to admit cyclists, wheelchairs and electric mobility scooters. Inevitably larger chair designs may find the barriers restrictive and barrier designs should be constantly reviewed.

6. Generic specifications for a multi-user a Greenway are shown in Appendix 4. These include path construction, drainage, a horse stile and keyhole type access barriers. These may be modified to suit individual site circumstances.

7.4 Development Costs

7.4.1 The following costs, shown in Box 10 below, should be used as a rough guide only and may require significant amendment depending on the actual works required. They have been based on the experiences of similar projects

within Derbyshire over recent years and are relevant only to the time of writing the report in 2005.

Box 10: Capital Costs for Greenway Development 2005

- Surface & drainage construction works @ £62,000/km new build (or £31,000/km to upgrade an existing route)
- Promotion & Marketing to create project momentum @ £1,000/km
- Landscaping and boundary features @ £10,000/km
- Signage @ £1,000/km

7.4.2 From the figures shown in Box 10, it can be estimated that over recent years a new build Greenway may cost in the region of £74,000/km. This is an average cost only, based on a 3metre wide recycled material pathway. Tarmac surfacing or major engineering works will inevitably increase this figure. It should also be noted that any surveys, legal costs, planning costs, highway work, additional bridges & structures, lighting, art work and land take would all present additional costs. These should be itemised at an early stage of the project development to identify a more accurate project cost.

7.5 Funding Opportunities

7.5.1 It may be possible to deliver some sections of Greenways through revenue based maintenance programmes, but much of the proposed network will require capital funding to deliver either upgraded and improved paths or entirely new sections of route. Many projects are realised through funding packages consisting of more than one source. It is common practice to match fund several funding sources to secure a total project budget.

7.5.2 The list shown in Box11 below identifies some of the sources obtained or relevant for similar projects completed in the past. Many of the established or recent funding agencies and methods are undergoing radical change and it may be necessary to visit different opportunities to those shown and engage in new funding opportunities as they arise.

Box 11: Capital Funding Sources for Greenway Development available at 2005

- Derby and Derbyshire Economic Partnership (DDEP) Sub-regional Strategic Partnership
- EU's Interreg Programme for the North Sea Region, including BESST (Business and the Environment linked through Small Scale Tourism)
- European Funding Opportunities

Continues over next page

Box 11: Capital Funding Sources continued

- East Midlands Development Agency
- South Derbyshire Local Strategic Partnership
- Countryside Agency Wider Welcome Initiative
- Rural Transport Partnerships – Transport Development Fund, Vital Villages, Parish Transport Grant
- Cycling England
- Sustrans
- Lottery Funds, including Heritage Lottery Fund, Sports Lottery Fund, The Big Lottery Fund
- County Council capital allocations, Economic Regeneration, Local Agenda 21, Life Long Learning, Healthy Living initiatives,
- District Council contributions and capital allocations
- Local Transport Plan Capital Programme
- Landfill Tax – via Derbyshire Environmental Trust and Entrust
- Aggregates Sustainability Levy Fund - via Derbyshire Environmental Trust, Countryside Agency or English Nature
- Forestry Commission – New England Woodland Grant Scheme
- National Forest Tender Scheme
- Private Business contributions / private sector sponsorship
- Developer contributions through planning gain & 106 agreements
- Partnership contributions

7.6 Route Management and Maintenance

7.6.1 The future management and maintenance of the routes would require additional resources to maintain each route. Responsibilities for different sections of a route may lie with a range of agencies depending on land ownerships, legal status and management solutions identified through the various projects.

7.6.2 A previous study of the Trans Pennine Trail Chesterfield spur (Derbyshire County Council 2002) itemised the maintenance implications for the route and calculated an annual maintenance figure of £2,300/km based on 2002 prices for the upkeep of surfaces, access furniture, vegetation control and fencing. This however did not include the additional costs of the day to day site management requirements such as litter picking, minor repairs, visitor management, graffiti and vandalism responses, drainage clearance and other issues that can prevent rapid site deterioration.

7.6.3 It might also be assumed that a maintenance cost could be set at the development costs divided by the expected life span of the route. For example if a route was constructed at £74,000/km and had an expected life span of 15 years, an annual maintenance cost for the construction elements of the route could be set at a fifteenth of the build cost, in this example approximately £5,000/km.

7.6.4 Some methods of maintenance and management for similar projects have been achieved in the past through a variety of methods, and may comprise sums of money or in kind contributions, for example where work is undertaken through training schemes. Some methods successfully used in the past are shown in Box 12 below.

Box 12: Maintenance & Management Solutions

- Commuted sums by management agreements or land transfers.
- Private company or individual maintenance and management liabilities.
- Local Authority maintenance contributions through member approved revenue allocations.
- New countryside staff jobs, such as Rangers and Wardens to meet day to day site and visitor management needs.
- Countryside Stewardship initiatives.
- Woodland Improvement Grant Schemes – Forest Authority.
- Highway Authority statutory obligations for public rights of way.
- Community participation through voluntary groups, interest groups, friends groups.
- Social Enterprise / Business.
- Employment Training initiatives such as Touchstone Community Support.
- Partnership working with groups such as Sustrans.
- Highway Authority Local Transport Plan.
- Capital funding where improvements, upgrades or added value can be demonstrated.

7.6.5 As the Highway Authority, Derbyshire County Council is currently working to produce a Highway Network Management Plan, in line with the Government's Code of Practice. Traffic-free Greenways and Public Rights of Way make up a valued part of the highway network used by the public to move around the county. As such they form an essential element of the county's highway hierarchy. As with the road network, it would be appropriate that the Highway Network Management Plan generates opportunities to fund priority maintenance works on the non-vehicular elements of the highway hierarchy.

7.6.6 Further study will be needed to identify which of the above options are suitable to explore for different sections of the route. There may be justification to consider the project holistically to resource the entire route with an over-riding management strategy, incorporating additional techniques to cover some elements. Alternatively it may be more appropriate to design a package of maintenance solutions applicable to a particular route or route section.

7.7 Promotion and Marketing

7.7.1 It has been proved that a new path will generate a new demand if it is well designed and joins communities directly to desirable destinations. To maximise the potential of any route however, it is considered useful to promote its existence to both the local and a wider audience. This may be achieved with good signage from centres of population or more advanced promotional schemes through product branding. Branding can enhance the purpose and demand for a route if well presented and relevant to the specific scheme. It may be appropriate to brand individual routes, circuit routes or all the routes in South Derbyshire to broaden their appeal across different markets.

7.7.2 The network in South Derbyshire will provide the added benefit of a number of well laid out visitor circuit routes, potential holiday activity routes and touring loops. There would be scope to produce a series of leaflets or route cards featuring the different circular or linear routes.

7.7.3 All new Greenways as they are constructed shall be added to the Cycle Derbyshire leaflet, a current Derbyshire County Council publication. This has proved to be a highly popular publication with both the Derbyshire and UK markets.

7.7.4 Signage, literature and interpretation play a crucial part in raising awareness of a route and encouraging its use. Further benefit is often seen through regular events and guided walks or rides and educational activities. These methods can be used to target specific market areas and stimulate a better

understanding and appreciation for the site, helping to instil a sense of ownership and care for the site.