

1. This monitoring report has been prepared to measure progress in working towards the targets set out in the South Derbyshire Cycling Strategy, published by the Council in March 2001. The information provided here represents a brief summary of the available data.
2. The Cycling Strategy sets the following targets:  
  
**Target 1: To increase the level of cycle usage in the District, having regard to national targets set out in Transport 2010.**  
  
**Target 2: To reduce the number of casualties for pedal cyclists in the District.**  
  
**Target 3: To reduce the rate of cycle theft in South Derbyshire.**
3. Policy 17 of the Cycling Strategy indicates that progress towards Strategy targets will be monitored, taking account of all available information including the following:
  - **Cycle infrastructure provision**
  - **Cycle use**
  - **Cycle accidents**
  - **Cycle theft**
  - **Cycling provision in connection with planning permissions**
4. The Council is largely dependent upon the County Council, as Highways Authority, and other agencies for the measurement of these transport indicators. Although many of the statistics presented here have been published elsewhere, there is benefit in bringing them together to provide an overview of cycling in the district.

### **Cycle Infrastructure Provision**

5. Table 1, below shows that substantial progress has been made in developing new cycleway infrastructure since the adoption of the Cycling Strategy. The majority of this has been funded and implemented by Derbyshire County Council, the Highways Agency and developers, although South Derbyshire District Council made a contribution of £10,000 toward the development of part of National Cycle Route 63 in 2002/03.
6. Most of the new infrastructure (7.3km) is represented by sections of National Cycle Routes, which form the core network of cycle paths in South Derbyshire and throughout the County. There are five such routes in the district, four of which are now complete. Work is progressing on implementing the fifth route, National Cycle Route 63, which will

connect Leicester to Burton via Swadlincote and will represent an important element in the development of sustainable transport within the National Forest.

7. Sections of routes that will form part of the local network have also been implemented. Many new routes must by necessity be developed incrementally, particularly where developer contributions are involved and negotiation with landowners is required.

**Table 1: Cycle Routes in South Derbyshire**

Location	On Highway (km)	Off Highway (km)	Total (km)
<b>In place prior to adoption of Cycling Strategy</b>			
National Cycle Route 6 (Derby-Leicester)		5.0	5.0
National Cycle Route 54 (Derby-Burton)	6.0	6.7	12.7
Derby-Long Eaton National Cycle Route	0.2	1.2	1.4
A38 (excluding section of NCR 54)		5.6	5.6
Hilton-Etwall		1.1	1.1
A444 Castle Gresley	0.5		0.5
<b>Completed since adoption of Cycling Strategy</b>			
A511 Ashby Bypass		1.28	1.28
Stenson Fields		0.24	0.24
A6 Alvaston Bypass (within South Derbyshire)		0.73	0.73
National Cycle Route 63, Midland Road to Darklands Lane	0.6	0.5	1.1
Pennine Cycleway National Cycle Route	5.0		5.0
Off Hartshorne Road, Woodville	0.22		0.22
Off Sorrel Drive, Woodville	0.47		0.14
National Cycle Route 6 (Derby-Leicester) Trent and Mersey Canal Towpath		2.0	2.0
National Cycle Route 54 (Etwall to Hilton cyclepath)		1.0	1.0
<b>TOTAL</b>	<b>12.99</b>	<b>24.55</b>	<b>37.54</b>
<b>TOTAL completed since adoption of Cycling Strategy</b>	<b>6.29</b>	<b>5.75</b>	<b>12.04</b>

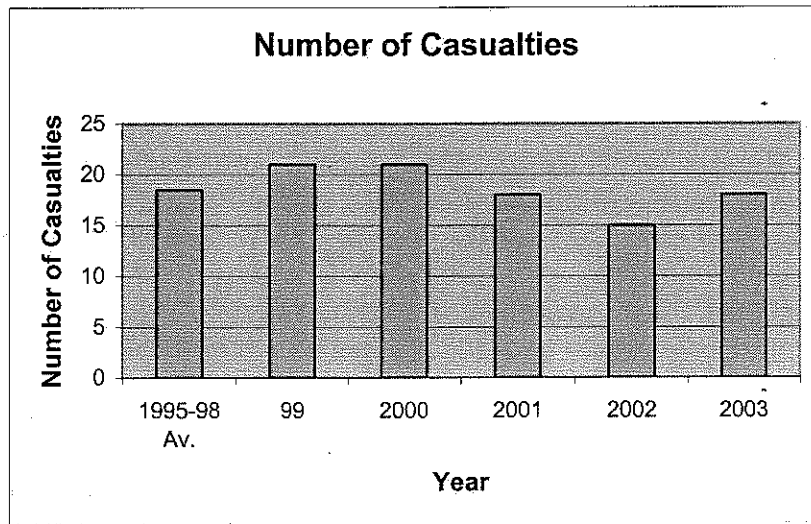
## **Cycle Use**

8. The County Council attempts to monitor trends in cycle use on a County-wide basis, although it acknowledges that there is considerable uncertainty as to how representative the statistics are. The latest figures are published in the Local Transport Plan Annual Progress Reports 2002 and 2003. Six survey sites were selected throughout the County using criteria recommended by the Government and showed that in May 2002, 1052 cyclists were recorded at the sites on weekdays and 2282 at the weekend. A comparison of figures for May 2003 shows that these totals have fallen by 200 on weekdays and 700 at the weekend. In the Annual Progress Report the County Council has indicated its intention to monitor cycle use three times a year to account for seasonal variations.
9. The County Council has also used Citizen Panels to gain information on cycle usage. The statistics obtained through this exercise, and referred to in the Annual Progress Report 2003, showed that in South Derbyshire 38.6% of respondents owned a bicycle, 10.4% cycled more than once per week and 48.9% never cycled. Further such monitoring in future will allow year on year comparisons to be made. The County Council also intends to begin monitoring cycling to school where schools have travel plans, the only example within South Derbyshire to date being John Port School, Etwall.
10. The Department for Transport monitors on-highway cycle usage at its counting sites and, in contrast to the discouraging statistics obtained by the County Council, the percentage of locations where the count showed more than 50 cyclists per day in Derbyshire has steadily increased from 4% in 2000 to 9%.
11. It is expected that Travel to Work statistics for South Derbyshire, obtained through the 2001 Census, will provide valuable information about long-term trends in cycle usage in the district when published.

## **Cycle Accidents**

12. Statistics on road accidents published by Derbyshire County Council show that:
  - There were 18 cycle casualties in 2003, representing an increase from 15 in 2002. The figures for previous years are shown in Fig 1., below. The Local Transport Plan sets a target to reduce cyclist casualties in road traffic accidents by at least 12% by 2010 based on the 1995-98 average. The figures in the Annual Progress Report 2003 indicate progress towards the target on a county-wide basis. In South Derbyshire the number of casualties has been marginally lower in the past three years than in the preceding period.

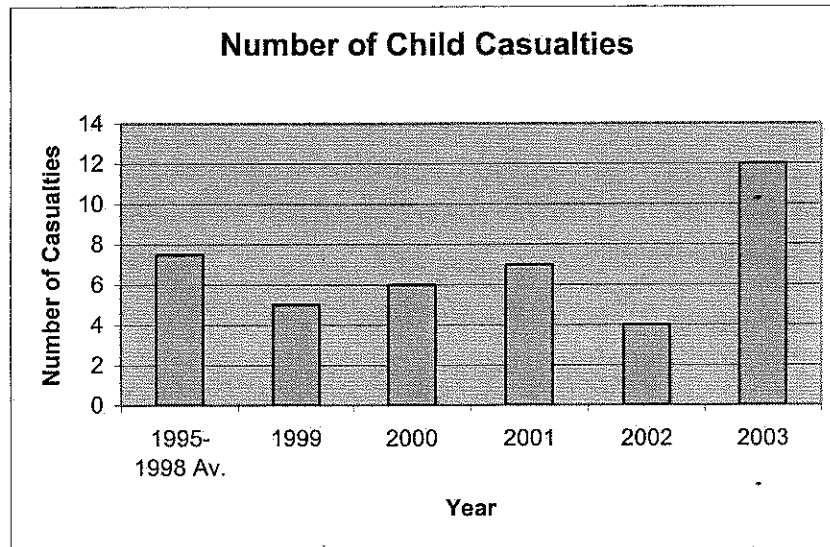
Fig. 1



Source: Derbyshire County Council

- Of the 2003 casualties 12 were children, although none of these were serious or fatal. The figures for previous years are set out in Fig. 2.

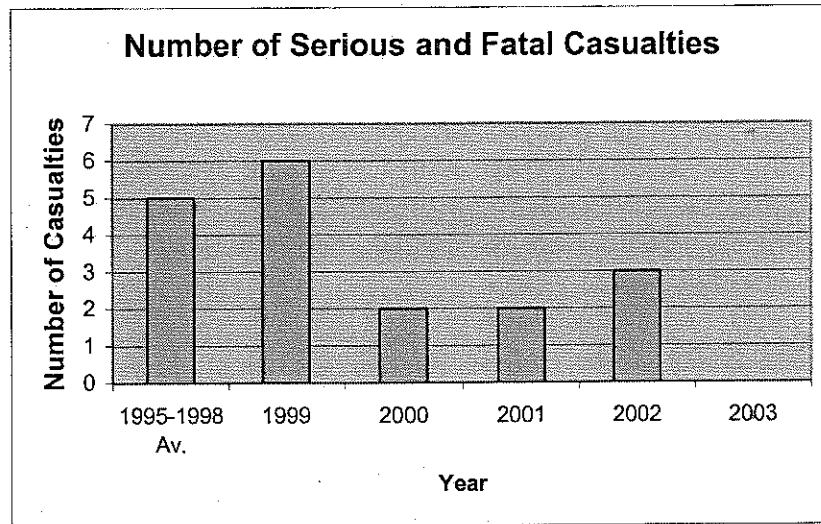
Fig. 2



Source: Derbyshire County Council

- Among all cycle casualties 3 were serious or fatal injuries, up from 2 in 2001. Statistics for previous years are shown in Fig. 3 below. The Local Transport Plan sets a target to reduce serious and fatal cycle user casualties in road traffic accidents by at least 40% by 2010 based on the 1995-98 average. The figures indicate that this target is being met within South Derbyshire.

Fig. 3



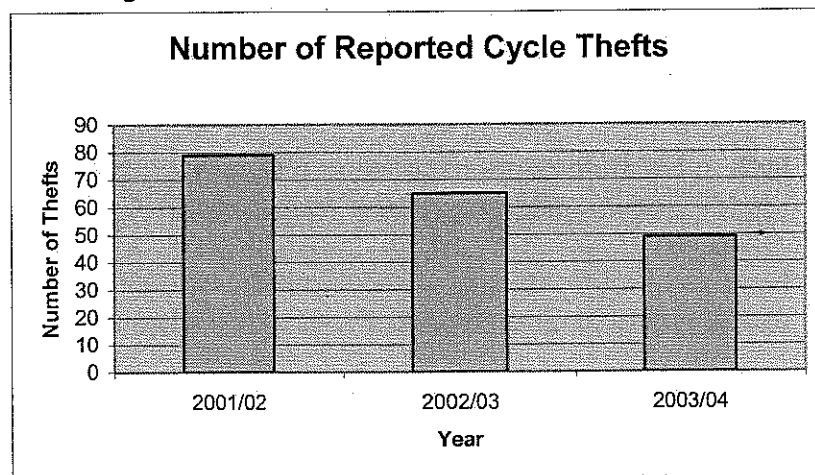
Source: Derbyshire County Council

13. A comparison with other predominantly rural districts in Derbyshire shows cycle casualty rates to be similar. It is important to recognise that because the number of accidents in South Derbyshire is relatively low, there is a proportionately high degree of change from one year to the next. For this reason it is more useful to consider average figures over a number of years than to look at each year in isolation.

### Cycle Theft

14. Numbers of cycle thefts in South Derbyshire over the previous three years are set out in Fig. 3.

Fig. 3



Source: South Derbyshire Crime and Disorder Partnership

15. The statistics indicate that the rate of cycle theft in the District is relatively low and falling, although this may simply reflect low levels of cycle use in the district at present. Reliable cycle use statistics are needed to determine whether this is the case.

#### **Cycling Provision in Connection with Planning Permissions:**

16. Developers can make a significant contribution toward the encouragement of cycling through the provision of infrastructure to enable cycle access to their developments and other measures. The following represents a list of completed and committed developments yielding new cycle links. Completed and committed cycle links shown in Table 1 are included.

#### Completed since 2001:

- Stenson Fields: Stenson Road to Derby boundary 0.24km (app. 9/0697/0208)
- Hartshorne Road, Woodville 0.22km (app. 9/2000/0733)
- Sorrel Drive, Woodville 0.14km (app. 9/2002/0192)
- Central Joinery, Ryder Close, Swadlincote: protect 0.15km to allow the future development of a cycle route (app. 9/2001/0686).

#### Outstanding permissions and developments under construction as at March 2004:

- Bloors development, Moira Road, Woodville. The estate itself is to be designed as a "home zone" with shared surface traffic calmed streets (app 9/2002/1033). A segregated cycle path will be provided alongside the section of the Swadlincote Regeneration Route Phase 1 from the A511 to Occupation Lane, measuring some 1.5km (app. 9/2001/0050).
- Restoration of the Tetron Point site, Swadlincote. Approximately 4.5km of new cycle path is to be provided of which 1.85km will form part of National Cycle Route 63 (County Minerals application).
- New cycle route connecting Peacroft Lane to Egginton Road, Hilton linking to the Mickleover-Hilton multi-user route, approx 1.6km (app. 9/1290/0917).
- New cycle route running parallel to main spinal road serving new housing development at Church Gresley, approximately 0.4km (app. 9/2001/1195).
- The area allocated for industrial development at the Tetron Point site is bound by a travel plan included as part of a Section 106 agreement between the developer and the local planning authority requiring that appropriate provision be made for cyclists (app. 9/2000/0415).

### **Publicity Campaigns:**

17. The Council continues to assist in publicising initiatives aimed at encouraging cycling, such as National Bike Week, and highway health and safety campaigns run by Derbyshire County Council and other organisations through the display of posters and leaflets in the Council office reception areas. As part of its tourism function the Council also publicises recreational cycle paths crossing South Derbyshire through the distribution of maps prepared by the County Council and Sustrans.

### **Conclusions**

18. Much progress has been made in expanding the cycling network in South Derbyshire through investment both by public agencies and private developers. Outstanding planning permissions and the intention of the County Council to work towards the completion of National Cycle Route 63 indicate potential for a similar rate of progress in coming years.
19. The absence of substantial data makes it difficult to discern trends in cycle use for the district. At County level the statistics do not paint a clear picture although changes to the approach taken, currently being implemented by the County Council, should help to address this problem in coming years.
20. Cycle casualty rates are relatively low overall, although this may reflect low levels of cycle use. Bearing in mind the comments in paragraph 13, although the overall number of cycle casualties has not fallen significantly in recent years there has been a reduction in serious and fatal casualties. Cycle theft rates remain relatively low.
21. The encouragement of cycling as an alternative to other forms of transport is a long term objective and will be dependent upon the development of a continuous and direct network of cycle routes built to a high standard in terms of safety, attractiveness and comfort, together with the provision of a good standard of cycle parking and other appropriate facilities. Education and publicity measures will also play an important role.
22. The forthcoming review of the Derby Joint and Derbyshire Local Transport Plans will present an opportunity to review the Cycling Strategy, taking account of any changes that may be made to the objectives, indicators and targets contained in those documents and any other contextual changes at the national, regional and local level.

