



**South  
Derbyshire**  
District Council  
Community and  
Planning Services

# **South Derbyshire**

## **Cycle Network**

### **Supplementary Planning Document**

**August 2024**

## **Introduction**

- 1 A Supplementary Planning Document (SPD) is intended to provide greater detail on the planning policies that have been adopted in the South Derbyshire Local Plan. Upon adoption this SPD will become a material consideration in the determination of planning applications.
- 2 The purpose of this SPD is to assist in guiding the negotiation of developer contributions toward the provision and enhancement of the Derbyshire Key Cycling Network (KCN) and Local Cycling Network (LCN) within the District where a need is identified under South Derbyshire Local Plan Part 1 Policy INF2.
- 3 Existing and proposed routes comprise both off-highway and on-highway links. Off-highway links are to be designed to facilitate active travel. They will accommodate a range of users and abilities including for cycling, walking/ wheeling and horse riding, where practical. Most motorised forms of transport are excluded from off-highway routes, mobility scooters being an exception. Proposed on-highway routes can only be brought into being on the basis of the roads being made sufficiently safe and well maintained for that purpose.
- 4 Active travel offers many benefits including improved physical and mental health, reduced carbon emissions, reduced highway congestion and improved air quality. The development of the cycling network as a whole is being undertaken on a partnership basis by public, private and voluntary agencies. As part of this developers play an important role in helping to deliver and improve routes to maximise access to, from and within their sites by active travel modes. Sites allocated for housing, employment and other development are identified in the adopted Local Plan, currently under review.
- 5 Those cycle links that form part of the adopted highway network fall under the jurisdiction of Derbyshire County Council, in respect of the local highway network, and National Highways, in respect of the trunk road network. As highways authorities, these agencies advise the District Council on the transport elements of planning applications. The East Midlands Combined County Mayoral Authority also has transport powers, including responsibility for the Local Cycling and Walking Infrastructure Plan (LCWIP) (see below).
- 6 Developer contributions will not be the only means of securing the delivery of cycle routes and the Council will continue to work with partners in identifying all available opportunities to enable the expansion and improvement of the network.
- 7 The policy context, including the relevant parts of Local Plan Part 1, Policy INF2 and an explanation of the Derbyshire KCN and LCN are set out below. Mapping showing the completed and proposed links in the KCN and LCN is included at Appendix B.

- 8 This SPD replaces the ‘South Derbyshire Cycling Strategy’ Supplementary Planning Guidance (2001).

## **Policy Context**

### South Derbyshire Local Plan

- 9 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions on planning applications must be taken in accordance with the development plan unless there are material considerations that indicate otherwise. The development plan for South Derbyshire is the Local Plan Parts 1 and 2, adopted in June 2016 and November 2017 respectively.
- 10 The basis for the production of this Supplementary Planning Document is Local Plan Part 1 Policy INF2, which states that:
- ‘A i) Planning permission will be granted for development where: ....*
- ‘b) appropriate provision is made for safe and convenient access to and within the development for pedestrians, cyclists, public transport users and the private car....;*
- ii) In order to achieve this, the Council will secure, through negotiation, the provision by developers of contributions towards off-site works where needed.’*
- B i) The Council will work in partnership with County Councils, neighbouring local authorities, the National Forest Company, charitable organisations, landowners and developers to secure the expansion, improvement and protection of walking and cycling networks, including public rights of way, cycle routes, greenways and supporting infrastructure. Routes should be coherent, direct, continuous, safe, secure and attractive and should contribute to the wider green infrastructure network wherever possible.*
- ii) Where a need is identified in Part 1 of this policy, the Council will seek to negotiate the provision by developers of contributions toward new, or the enhancement of existing, walking and cycling routes and supporting infrastructure.*
- iii) Development that is likely to prejudice the use of disused railway lines or canals for walking, cycling or horse riding will only be permitted, where it can be demonstrated that there would be no practical prospect of implementation in the future.*
- iv) Cycling and greenway network proposals will be identified in Supplementary Planning Documents.’*
- 11 Other Local Plan Part 1 Policies relevant to provision for cyclists are S6: ‘Sustainable Access’, which establishes the strategic principles underpinning

transport policy in the plan and BNE1: 'Design Excellence', which includes the design considerations to be taken into account in providing cycling infrastructure.

#### National Planning Policy Framework

12 National planning policy is a material consideration in the consideration of planning applications. Current national planning policy is set out mainly within the National Planning Policy Framework (NPPF).

13 Paragraph 110 states that:

'Planning policies should....

'provide for attractive and well designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)'

14 Paragraph 114 states that:

*'In assessing ...specific applications for development, it should be ensured that...*

*'a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users;'*

15 In paragraph 116 it states that:

*'Within this context, applications for development should:*

*'a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas;...*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;...*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;'*

#### Local Cycling and Walking Infrastructure Plan (LCWIP)

16 The national Cycling and Walking Investment Strategy forms part of the Infrastructure Act 2015, setting targets to increase levels of cycling and walking. Elements of the Infrastructure Act are required to have a programme of investment and LCWIPs provide evidence of capital investment needed for cycling and walking, providing partners with a strong position to apply for future funding streams including levying funds from new development. It is

intended that the LCWIP should form an integral part of future policies and strategies as identified in the NPPF (see above).

- 17 The LCWIP identifies prioritised route improvements across the Local Enterprise Partnership area in a consistent way. Only strategic cycle routes are included, which within South Derbyshire mainly comprise priorities extracted from Derbyshire County Council's KCN plan. (see para 18).

Derbyshire Local Transport Plan (LTP), 2011-2026

- 18 The Derbyshire LTP seeks to improve walking and cycling provision.

Derbyshire Cycling Plan 2016-2030

- 19 The Derbyshire Cycling Plan aims to improve cycling connectivity and integration to encourage more cycling for leisure, active travel, commuting and sport. Among the strategic aims is the improvement of infrastructure connectivity, both on and off road.

Derbyshire Key and Local Cycle Network

- 20 The County Council has approved a Key Cycle Network (KCN) of strategic routes covering the whole of Derbyshire.
- 21 The KCN consists of the most important routes for commuting, tourism and leisure. These routes generally connect key towns and neighbouring cities and provide longer distance leisure cycling loops supporting the wider visitor economy.
- 22 The County Council has also identified a Local Cycle Network (LCN) comprising local connections from the KCN to key locations such as a transport interchange, employment, education, health, retail and leisure/visitor destinations, whilst presenting opportunities for leisure and recreational use in their own right.
- 23 Both the KCN and LCN routes include connections to neighbouring areas, to facilitate sustainable cross-boundary movement.
- 24 The completed and proposed KCN and LCN links are shown on the plans at Appendix B.
- 25 Where possible routes are to be designed to accommodate all users and abilities including walkers and equestrians, where practical. Some parts of the networks are already in place whilst others have yet to be implemented.
- 26 It should be noted that the route alignments shown are indicative and subject to engineering feasibility, design, costing, land ownership, security and other considerations.
- 27 Routes will be designed and constructed with reference to current design specifications, the most recent of which are listed at Appendix A. Width,

surface, lighting and other aspects will be assessed on a case-by-case basis so that routes are fit for purpose for the given location and are sympathetic to the surrounding characteristics and expected users.

Derbyshire County Council Developer Contributions Protocol

28. This sets out how development will need to mitigate its impact with regard to the infrastructure and services delivered by the County Council. It details the type and level of contributions which may be sought by the County Council when consulted on planning applications, and the methodology which underpins the calculations.

**Contacts**

- 29 For further assistance or clarification of multi-user route provision policy, please contact the Planning Department at the email address below, or telephone 01283 228706. If your query relates to a specific planning application, please contact the Development Management team member dealing with your application or email: [planning@southderbyshire.gov.uk](mailto:planning@southderbyshire.gov.uk)

**References**

Derbyshire County Council Report to Cabinet - 'Key Cycle Network Development and Funding Opportunities'	16 January, 2020
<a href="#">Derbyshire County Council</a>	
National Planning Policy Framework	December 2023
<a href="#">National Planning Policy Framework (publishing.service.gov.uk)</a>	
South Derbyshire Local Plan Part 1, South Derbyshire District Council	13 June, 2016
<a href="#">Adopted Local Plan   South Derbyshire District Council</a>	
South Derbyshire Design Guide, South Derbyshire District Council	November, 2017
<a href="#">Design SPD v2.3 standard res FINAL 1 (16).pdf</a>	
Derbyshire Local Transport Plan, Derbyshire County Council	April, 2011
<a href="#">Local Transport Plan Three - Derbyshire County Council</a>	
D2N2 Local Cycle and Walking Infrastructure Plan	April 2021
<a href="#">d2n2localcyclingandwalkinginfrastructureplan.pdf (nottinghamshire.gov.uk)</a>	

## APPENDIX A: Design Guidance

Department for Transport LTN 1/20 Cycle Infrastructure Design July 2020

[Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/cycle-infrastructure-design-ltn-120)

Sustrans Traffic Free Routes and Greenway Design Guide, November 2019

[Sustrans traffic-free routes and greenways design guide - Sustrans.org.uk](https://www.sustrans.org.uk/traffic-free-routes-and-greenways-design-guide)

Sustrans Introductory Guide to Low Traffic Neighbourhood Design, May 2023

[An introductory guide to low traffic neighbourhood design - Sustrans.org.uk](https://www.sustrans.org.uk/low-traffic-neighbourhood-design)

[Inclusive Mobility, Department for Transport](https://www.gov.uk/guidance/inclusive-mobility) December 2021

[Manual for Streets 1, Department for Transport](https://www.gov.uk/guidance/manual-for-streets-1) 2007

[Manual for Streets 2, Chartered Institution of Highways and Transportation](https://www.gov.uk/guidance/manual-for-streets-2) 2010

National Design Guide, MHHCLG January 2021

Wheels for Wellbeing resources: <https://wheelsforwellbeing.org.uk/our-campaigns/resources/>.

## APPENDIX B: Mapping







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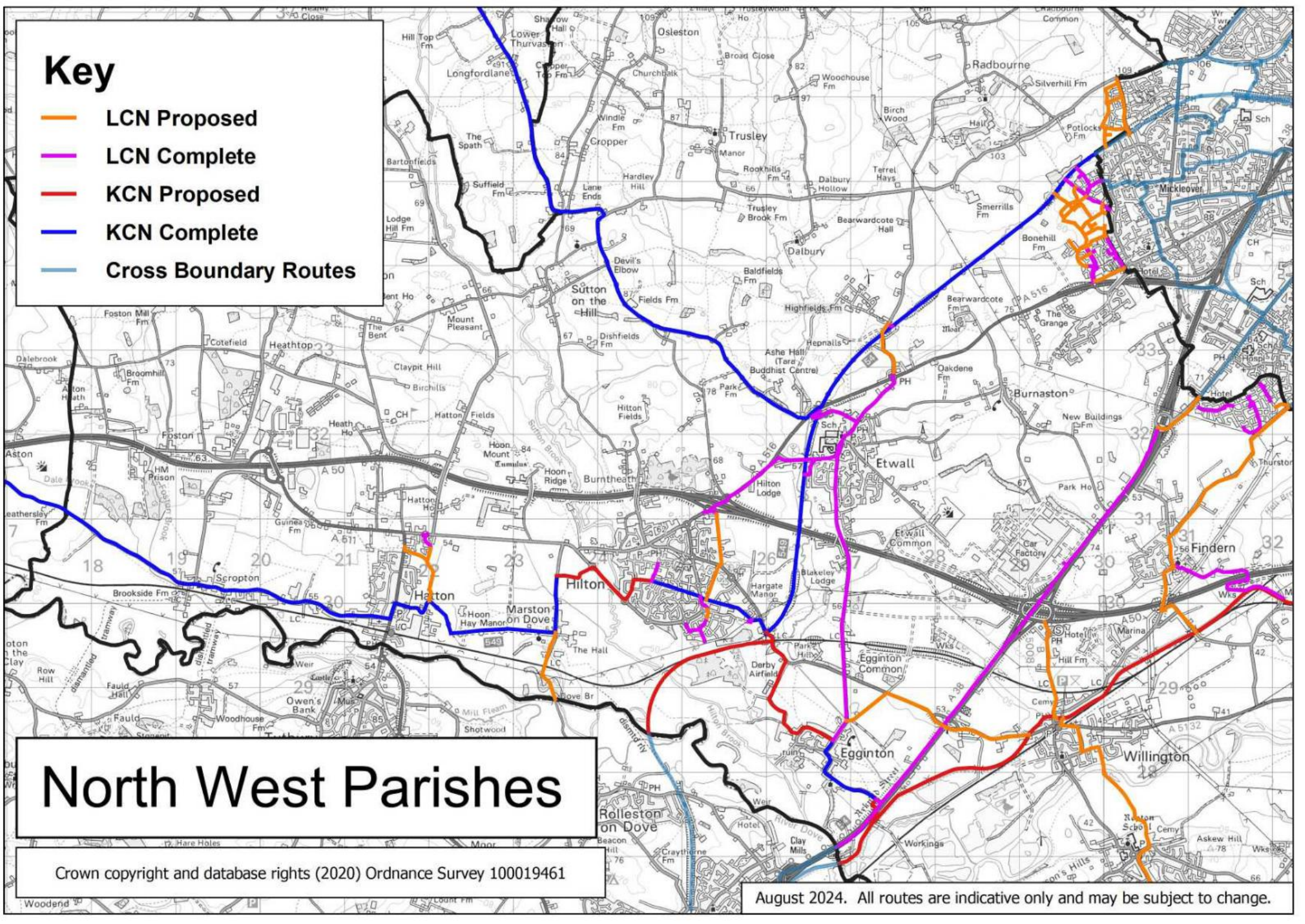
# Key

- LCN Proposed
- LCN Complete
- KCN Proposed
- KCN Complete
- Cross Boundary Routes

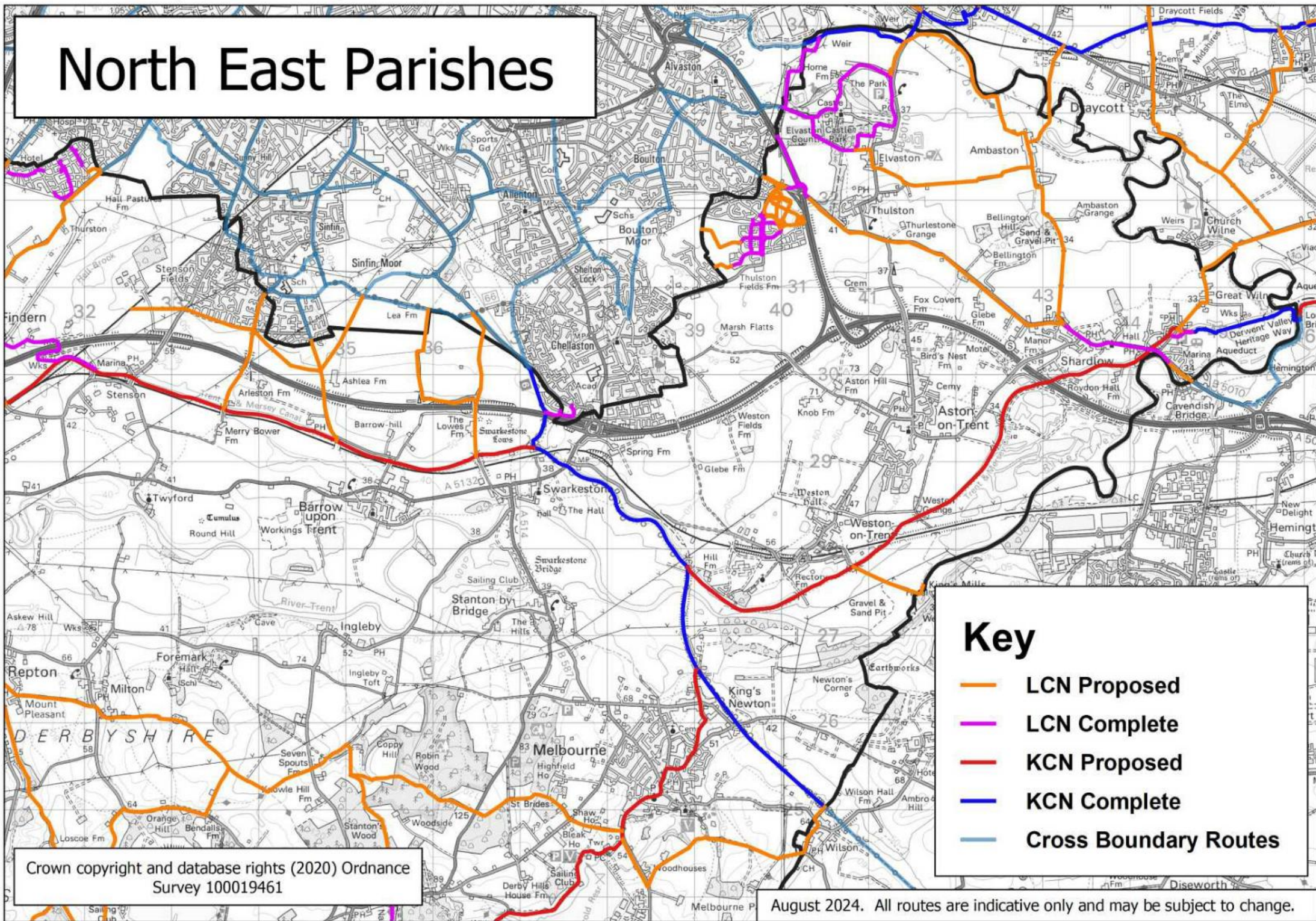
# North West Parishes

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# North East Parishes



### Key

- LCN Proposed
- LCN Complete
- KCN Proposed
- KCN Complete
- Cross Boundary Routes

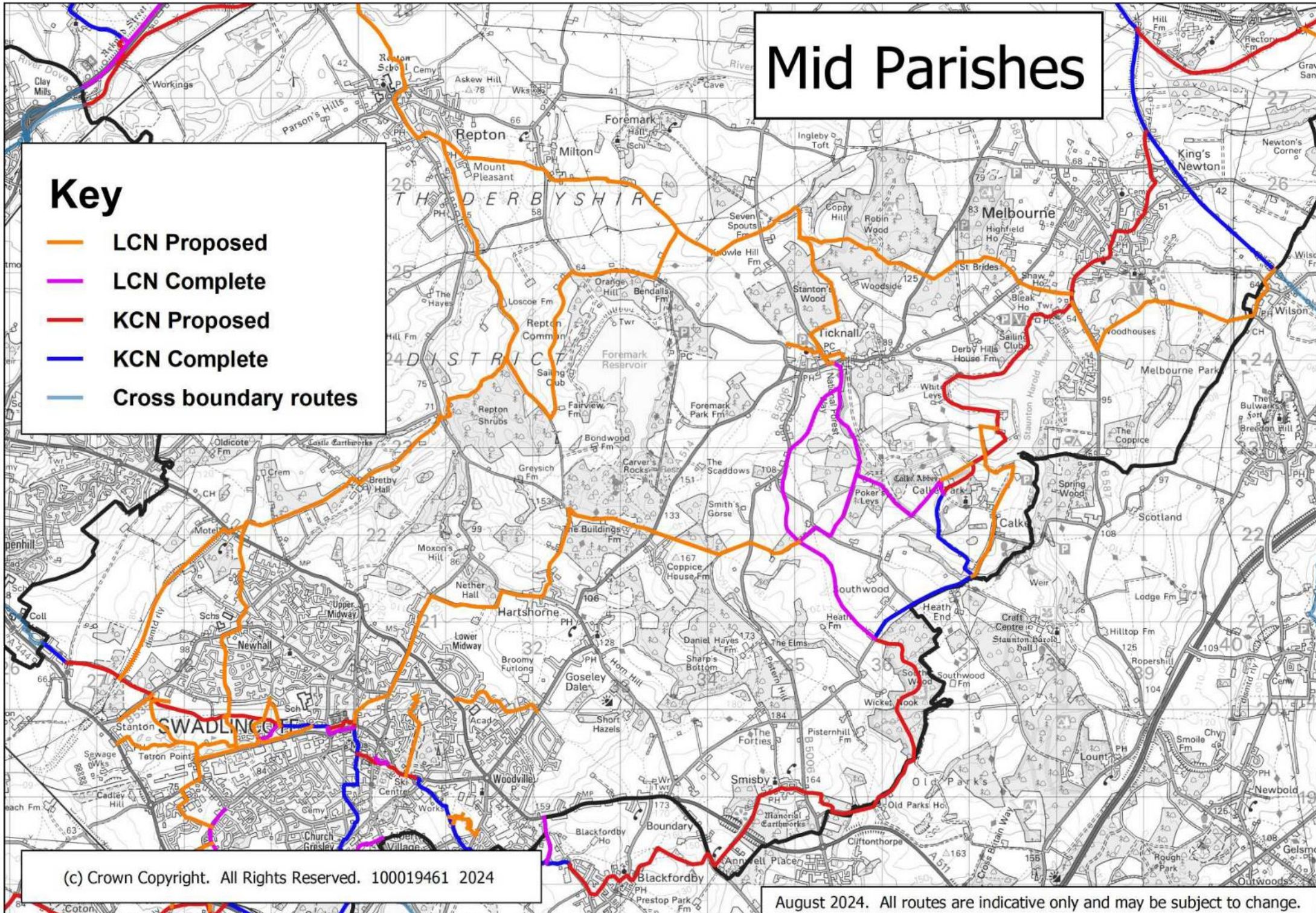
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# Mid Parishes

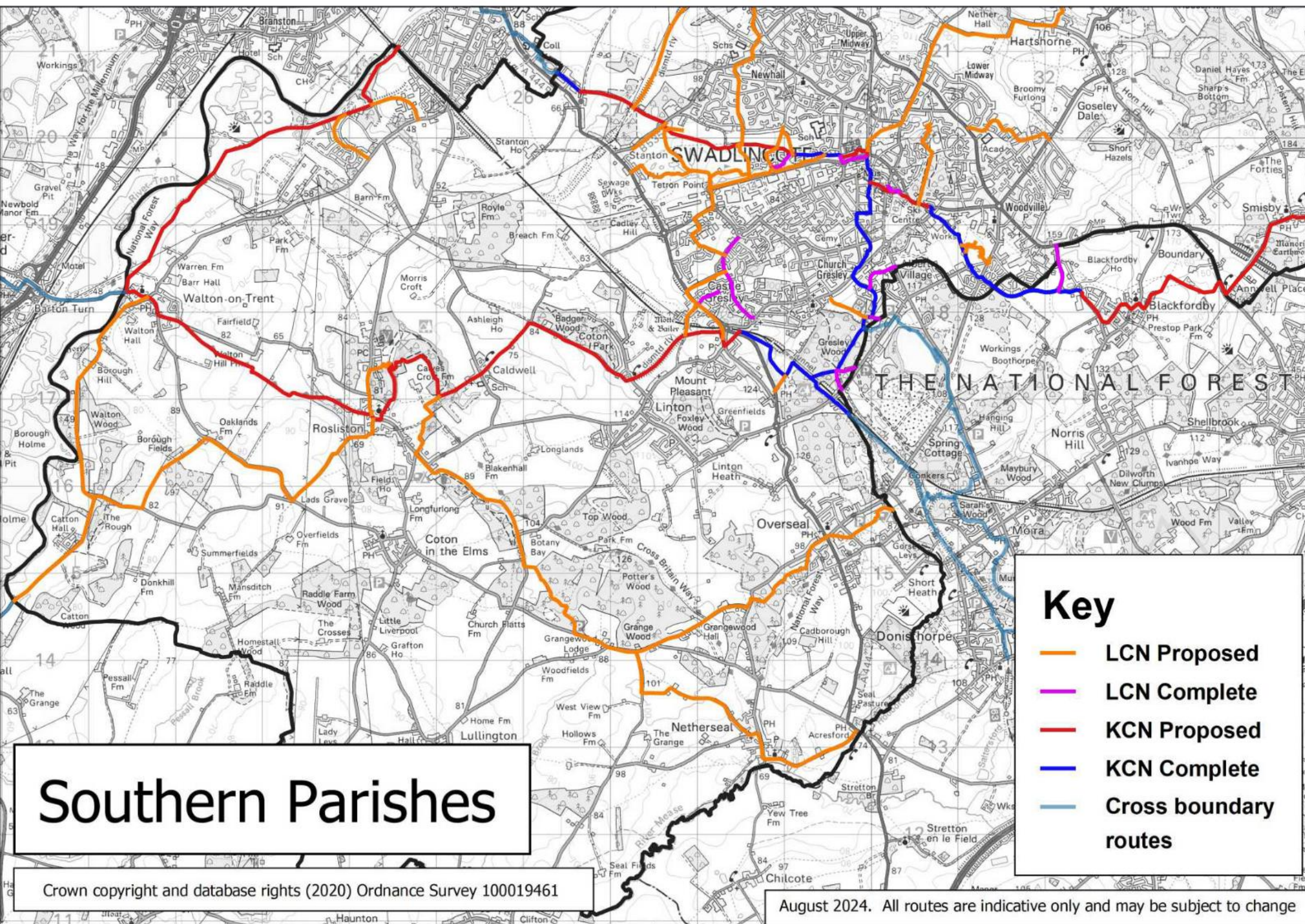
## Key

- LCN Proposed
- LCN Complete
- KCN Proposed
- KCN Complete
- Cross boundary routes



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# Southern Parishes

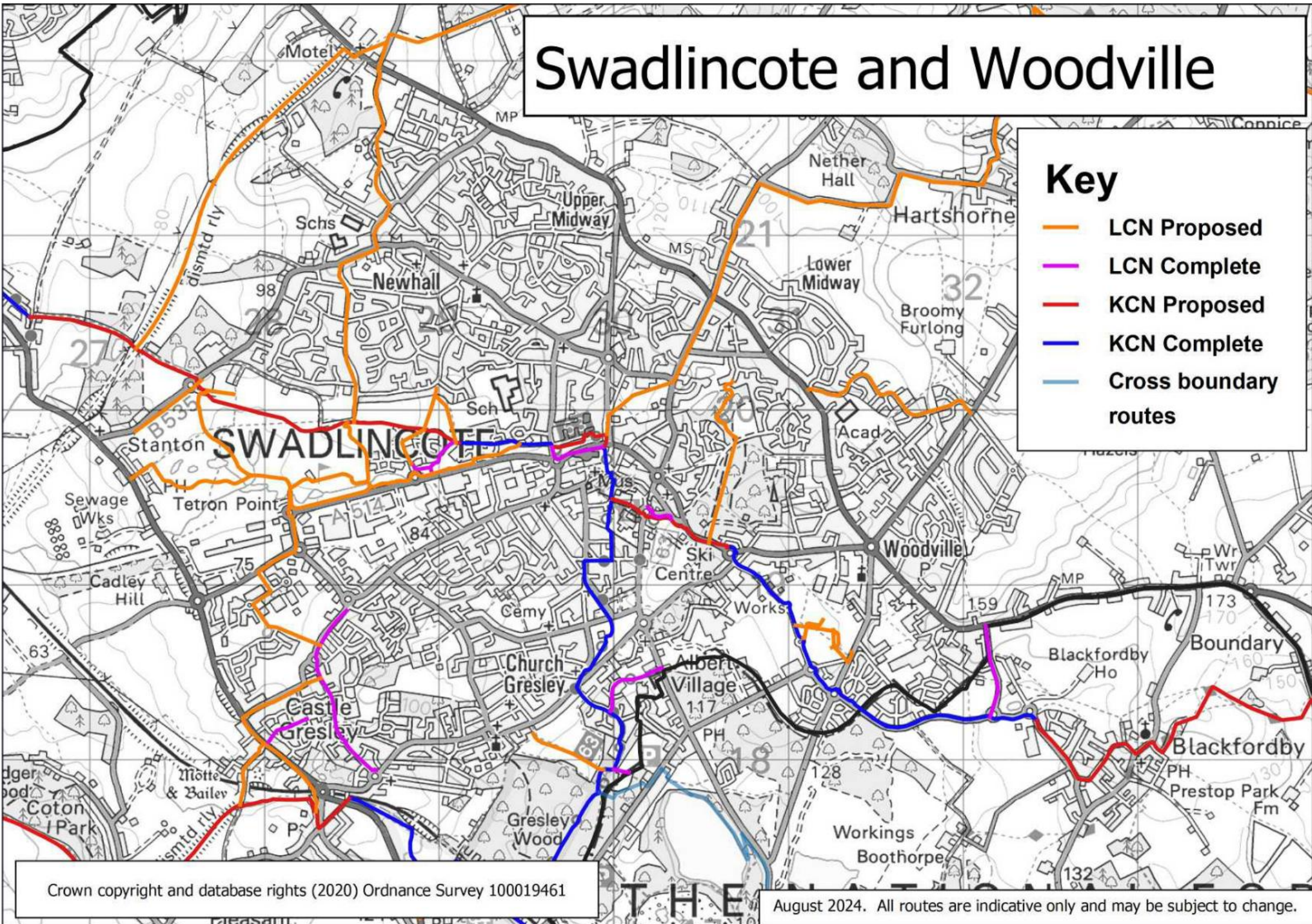
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## Key

- LCN Proposed
- LCN Complete
- KCN Proposed
- KCN Complete
- Cross boundary routes

# Swadlincote and Woodville



### Key

- LCN Proposed
- LCN Complete
- KCN Proposed
- KCN Complete
- Cross boundary routes