

## Derwent Valley Cycleway Working Group

Minutes of meeting held on 15<sup>th</sup> May 2014 at St Michael's Derby

Present: Mr. Derek Latham (Chairman) (DL)  
Mr. Ian Scott (Secretary) (IS)  
Mr. Ian Dent (Derby Cycling Group/Sustrans ranger) (ID)  
Mr. Andy Smart (Derby City Council) (AS)  
Mr. Brian Waters (Derwent Valley Trust) (BW)

### **1. Apologies were received from:**

Mrs. Julie Carter (Duffield Cycling Group) (JC)  
Mr. David Clasby (Sustrans) (DC)  
Mr. John Rogers (Derwent Valley Mills World Heritage Site) (JR)  
Mr. Roger Jackson (Derwent Valley Cycle Group) (RJ)  
Mrs. Jenny Southwell (Derbyshire County Council) (JS)  
Mr. Mark Spilsbury (Duffield Cycling Group) (MS)

### **2. Approval of Minutes of meeting held Thursday 20<sup>th</sup> March:**

These were approved

### **3. Matters arising:**

#### **(1) Development of letterhead and publicity material:**

BW is seeking a suitable digital version of the DVT logo to send to DL along with a letter heading and wording so this can be combined with the Logo designed by JC to create a group letterhead. DL's graphic designer will prepare the final version, both as a printable letter page and as a heading for publicity purposes.

In the meantime IS will send a digital version of JC's design to ID for use on the Website. DL and IS have produced a Schematic Map with a red line overlaid on the 1999 Sustrans route outlining our preferred route in non specific terms along the River Derwent .

**Action: IS and DL will produce an A1 sized poster for imminent public publicity events in Belper and Derby. This together with flyers with suitably modified wording to remove the reference to dogs and horse riders (see appendix), will be given to ID to use at the Derby and Belper events.**

#### **(2 &7) Local Enterprise Partnership D2N2 & Super Connected actions:**

AS reported that the "Super Connected " project has been approved in outline by Derby City Council. This aims to connect Derby City Centre to the northern extremities of the city. This link would create improved cycle connectivity alongside the river and provide excellent commuting and tourism benefits linking the Silk Mill via Darley Park, to the Darley Abbey Mills, two of Derby's most important heritage assets and part of the Derwent Valley Mills World Heritage Site. Once beyond Darley Mills, Super Connected would cross the existing flood plain towards the A38 at Abbey Hill. Working with partners within the "Our City, Our River" initiative a raised cycle route could be provided to act as flood defence as well as a direct and efficient cycle connection to the city boundary. "Super Connected" will also provide space for cyclists linking the new multi user sports arena, adjacent to NCN 6, to new housing areas in Castleward and Osmaston, and new employment in Infinity Park Derby and then to NCN 66. He described the bid as complex and bureaucratic. The Department of

Transport economists have to be satisfied that there is adequate data from bodies such as Sustrans to support the benefits of cycling projects such as this.

The sums involved are in the region of £2,000,000 over five years. A Bid through the D2N2, Strategic Economic Partnership has been made and we are waiting for a decision. There may also be matching funding available from the European Regional Development Fund (ERDF). There will be a new round of bids for this soon which need to be supported by Derby Communities and Local Government (DCLG).

**Action: IS/DL to send details of our outline route with appropriate caveats to Jim Seymour at Derbyshire County Council.**

**(3) Derbyshire Wildlife Trust & Derwentwise:** John Rogers who has been representing the Derwent Valley Mills World Heritage Site, is moving on in May, so was not able to attend. Joe Battye, Assistant Director for Economic Regeneration at Derbyshire County Council, with responsibility for the World Heritage Site, intends to attend in his stead, at least for the next meeting.

**Action: IS has added her address to the circulation list and hopes she will be able to attend future meetings of the working group.**

**(4) Community Rail Partnership:**

It was suggested that we should contact East Midlands Trains manager. Contact had not yet been established and will be pursued before the next meeting.

**Action: IS/DL (can anyone tell us whom to contact?)**

**(5) & (6) Public awareness & Websites & draft Press Release:** ID volunteered to show the poster and hand out the flyers about the cycleway at “The Big Cycle Day Out” scheduled to take place on 24<sup>th</sup> May in Derby Market Place.

There has also been an invitation from Ian Jackson to be involved with a “Transition Belper” function called Belper Goes Green on 31<sup>st</sup> May.

**Action: IS would circulate a request to the wider group for support and ID agreed to go to the Transition Belper event.**

**(7) Feasibility Study & Funding:** This will really have to await the result of the D2N2 submission.

**Action: AS to report on progress.**

**(8) Land Ownership:** DL has had a positive conversation with one of the owners of land in the Little Eaton area and has yet to contact another.

The route through Duffield Eyes Meadow is agreeable to Duffield PC in principle. JC and Ashley Franklin are still to identify and approach owners between Duffield Pipe Bridge and the Milford Cottages.

BW is still pursuing access to the pipe bridge at Duffield and around the sewage works and bridge to Belper. It may be worth contacting Hazel Earnshaw who is responsible for Severn Trent’s recreation facilities in the Carsington Reservoir area.

Liz Robertshaw has offered to help identify the landowners beyond the Kingairloch Estates boundary north and east of Coppice Wood.

The owner of Litchfield wireworks in the Shining Cliff Woods is thought to be supportive. RJ had not as yet received a reply from Albin Smith who represents the Forestry Commission there.

**Derek Gascoine, of Derby Cycling Club, knows the owner of a Caravan Site at Ambergate and is prepared to approach him.(Ian D, what are his contact details ?)**

There may have been a previous right of way in that area which needs to be explored.

**Actions: Further enquiries and approaches by those identified above. DL, JC&AF , BW, RJ, IS &ER.**

**(9) Jenny Southwell re rights of way Maps & information about county Council Strategy:**

Jenny was unable to attend but sent the following statement by email ;

“I've just spoken to Jim Seymour about the D2N2 funding for the Derwent Valley Cycleway. In the beginning - the bidding process was for schemes which could be delivered over a 6 year period to 2020/21. However, recently the focus for the funding has changed - and the Government is only concentrating on schemes that can be delivered in 2015/16. Therefore, a rational decision had to be made to indicate that the Derwent Valley Cycleway could not be delivered in the 2015/16 financial year, due to the difficulties in acquiring land.

I've been trying to chase up the D2N2 bid. I've contacted Sustainable Transport, DCC - and as far as they know it has been sent on to Central Government. The Derwent cycleway is part of a much bigger bid which is being led by Derby City Council described as "Derwent Valley Corridor Scheme". Derbyshire County Council have been answering queries on some of the applications. But no queries have been forwarded regarding the " Derwent Valley".

You may be able to get more detailed information from Rachel Harvey at Derby City Council as she was involved in submitting the bid.”

I'm also trying to get a set of plans to you covering the Derwent Valley but haven't been able to get a decision from a Lead Officer in order to send them. I'm having a meeting next Wednesday about it - so cross fingers - I get the go ahead. **(JS has since forwarded a set, but for information only as they are supplied on the understanding that they are not copied)**

It is good to know that other funding sources are now being looked at. I know that Derbyshire CC are currently delivering a European funded scheme - and I could find out our experiences of this for the next meeting. Once there has been some landowner consultation, it may be worth finding a stand-alone section which seems deliverable - and serves a purpose (connects two communities).

Developments of The Great Northern Greenway and of the Little Eaton branch railway line were noted as of interest as potential linking connections to the Derwent Valley Route. These both need safe links to Derby between Darley Abbey and Pektron near the Breadsall roundabout.

**Action: DL &/or AS to speak to Rachel Harvey. Can JS comment on the links to the Greenway and Little Eaton branch line developments.**

**(10) External Cycle Liaison Group:** Richard Lovell has taken over the role of head of

sustainable transport at Derbyshire County Council from Richard Flint. IS has already notified him of the existence of the Derwent Valley Cycleway Group and the details of the working group membership. We need to clarify whether it is to Richard Lovell or James Seymour that we should send further updates and correspondence.

**Action: Can Jenny Southwell advise please.**

**(11) Allocation of route sections and templates. (see Appendices 1&2)**

DL had suggested that it would facilitate progress if one or two group members were to be specifically allocated to each section of the route. IS has drawn up a table for each section with a list of the issues and permissions required for each. This template can be updated at each subsequent working group meeting to identify progress or obstacles.

**4. Any other business:**

**Outstanding actions**

**Matt Easter of Sustrans would like to meet with DL and IS to discuss progress.**

**DL to copy contact details of Derek Gascoine and other cycle group responses to Ian Dent.**

**BW undertook to contact a Darley Dale Group of cyclists.**

**Identify and approach Derby Tourist organisations**

**Possible CTC contacts.**

**7. Date and time of next meeting. This will be held at 4.00 pm on Thursday 26<sup>th</sup> June. in the office of Lathams, St Michael's, Queen Street, Derby DE1 3SU**



Appendix 2

Route Section	Group member/s responsible
1. Derby City Centre to Darley Abbey (Haslam's Lane)	Existing no action needed
2. Haslam's Lane to Ford Lane (North of A38)	Dave Clasby/Roger Jackson
3. Ford Lane to Little Eaton Water Works	Roger Jackson/ Brian waters to liaise with Severn Trent
4. Water works to Duffield Church	Derek Latham
5. Duffield Church to Duffield Station	Existing Duffield Parish Council Liz Page
6. Duffield Station to former Milford Garden Centre (Including Severn Trent Pipe bridge)	Julie Carter / Brian Waters to liaise with Severn Trent re pipe bridge
7. Milford Garden Centre to Belper Sewage Works	Ashley Franklin
8. Belper Sewage works	Brian Waters to liaise with Severn Trent re access
9. Belper Sewage Works to Wyver Lane	Ian Scott/Derek Latham
10. Wyver Lane to Coppice Wood	Adrian Rochford
11. Coppice Wood to The Birches Ambergate	Adrian Rochford
12. Ambergate through Shining Cliff Wood to Whatstandwell Bridge	Derek Latham/Ian Scott
13. Whatstandwell to Cromford Mills	? Jenny Southwell
14. Cromford Mills Via Willersley Castle to Matlock Bath Station	Arkwright Society?/ volunteer reqd
15. Matlock Bath Station via footbridge to Artist's Corner	Volunteer reqd
16. Footbridge to Matlock (East bank)	Volunteer reqd

Section 1. Derby City Centre to Darley Abbey Haslam's Lane	Sub-section of route from OS ref to OS ref or footpath/bridleway code if available	Ownerships (a) Identified (b) Informed (c) Supportive Yes/No	Physical Feasibility	Alternative (if required)	Summary of Progress
a) Existing route	Yes	City Council (a) (b) (c) Yes	Yes	Route West of River discussed	East route preferred for current availability.
(b) Existing Bridleway/cycleway	Yes				
(c) Existing Footpath to be upgraded	N/A				
(d) Existing footpath to be diverted & upgraded	N/A				
(e) Virgin ground	N/A				
(f) Major infrastructure to be upgraded	N/A				
(g) New infrastructure	N/A				

<b>Section Number 3. Ford Lane to and past Little Eaton Water Works</b>	Sub-section of route from OS ref to OS ref or footpath/bridleway code if available	Ownerships (a) Identified (b) Informed (c) Supportive Yes/No	Physical Feasibility	Alternative (if required)	Summary of Progress
(a) Existing Paths & Private Roads (But not public Rights of Way)	36114012 to 35964073	(b) Severn Trent	Existing access road makes a perfect cycle track	Cycle track beside A61	Enquires to Severn Trent do seem to have identified responsible person
(b) Existing Bridleway/cycleway					
(c) Existing Footpath (concessionary) to be upgraded	35964073 to 35924087	Probably Severn Trent	Far too narrow. Needs land take from ST and/or NR and movement of fence(s)	Cycle track beside A61	Enquires to Severn Trent and Network Rail (from whom several people have replied – not quite sure which one is running with it now!)
(d) Existing footpath to be diverted & upgraded					
(e) Virgin ground					
(f) Major infrastructure to be upgraded					
(g) New infrastructure					



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a) Existing route					
(b) Existing Bridleway/cycleway					
(c) Existing Footpath to be upgraded					
(d) Existing footpath to be diverted & upgraded					
(e) Virgin ground					
(f) Major infrastructure to be upgraded					
(g) New infrastructure					

## DERWENT VALLEY CYCLEWAY GROUP



### Plans for a cycle route from Matlock to Derby

Inspired by experience of similar riverside routes in Europe, a small group is looking into the prospects of developing a safe, off road, cycle route linking Matlock with the existing routes in Derby. At the northern end it would also link with the routes being developed from Matlock to Buxton and beyond to the other routes in Derbyshire and the Peak District National Park. From Derby there are further routes to the south, notably the Sustrans Millennium Route 6.

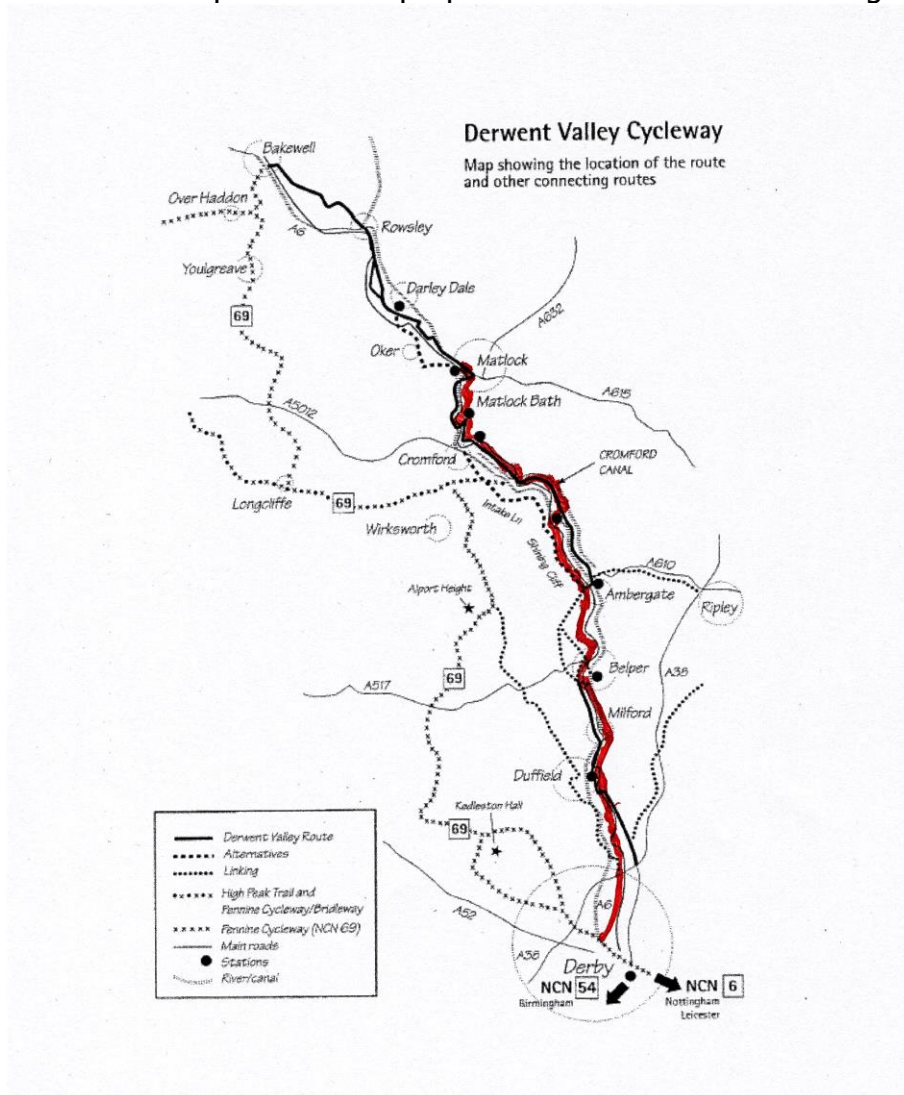
The group comprising representatives from most authorities and organisations affected, is chaired by Derek Latham, and is working with the Derwent Valley Trust that developed the Derwent Valley Heritage Way. This is a footpath along the river valley that opened in 2003 but is not suitable for cycles. It is hoped to make the proposed cycleway accessible as far as possible to other users such as those with pushchairs or in wheelchairs. A significant feature will be access by cycle to the various historic sites and other attractions in the Derwent Valley Mills World Heritage Site. This will help to encourage visitors using sustainable transport such as the railway to Matlock and the Ecclesbourne light railway to Wirksworth, as well as encouraging more commuters to cycle to work, therefore reducing the number of cars on the roads.

Work has just begun and is getting a boost from plans to develop further the cycle routes in the City and beyond as part of Derby City Councils "Super Connected" proposals. These aim to connect Derby City Centre to the northern extremities of the city. This link would create improved cycle connectivity alongside the river and provide excellent tourism benefits linking the Silk Mill via Darley Park, to the Darley Abbey Mills, two of Derby's most important heritage assets and part of the Derwent Valley Mills World Heritage Site. Once beyond Darley Mills, Super Connected would cross the existing flood plain towards the A38 at Abbey Hill. Working with partners within the "Our City, Our River" initiative a raised cycle route could be provided to act as flood defence as well as a direct and efficient cycle connection to the city boundary.

If you are interested in this venture and wish to contribute knowledge or expertise to help this happen, or if you simply wish to be on our e-mail list please contact our secretary Ian Scott e-mail: [dvc@derbycyclinggroup.org.uk](mailto:dvc@derbycyclinggroup.org.uk)

Further details can be found on the web site - <http://derbycyclinggroup.org.uk/dvc/>

The red line represents our proposed low level route following the river.



Interest in the planned cycleway has been expressed by:

- Derby City Council.
- Derbyshire County Council
- Sustrans
- Cycle Derby
- Derby Cycling Group.
- Breadsall Parish Council
- Duffield Cycling Group.
- Duffield Parish Council
- Transition Belper
- Natural England
- Derwent Valley Cycle Group.
- Derwent Valley Trust.
- Derwent Valley Mills World Heritage Site Peak Cycle Links
- Peak district National Park Authority