Agenda Item

FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

14 October 2021

Report of the Executive Director – Place

Chesterfield East-West Walking and Cycling Route (Highways Assets and Transport)

1. Divisions Affected

1.1 Divisions affected in alphabetical order are Boythorpe and Brampton South, Brimington, Dronfield West and Walton, Spire and Walton and West.

2. Key Decision

2.1 This is a key decision because it is likely to result in the Council incurring expenditure which is significant (in excess of £500,000), and it will have an effect on communities living or working in an area comprising two or more electoral areas in the County. The budget received for the project from the Department for Transport is £1.68 million.

3. Purpose

3.1 Following consideration of this report, Cabinet is asked to grant approval for the completion of detailed design and subsequent construction of the proposed east-west Chesterfield walking and cycling route as per the consulted extents.

4. Information and Analysis

4.1 The purpose of this report is to summarise the findings of the recent community engagement exercise that has taken place in relation to initial design proposals to create a new east-west walking and cycling route across Chesterfield, which is to be funded by the Department for Transport.

4.2 In November 2020, the County Council was successful in securing funding of £1.68m from the Department for Transport's (DfT's) Active Travel Fund (Tranche 2) to create a new east-west walking and cycling route across Chesterfield.

4.3 The route extends between Holymoorside and Chesterfield Royal Hospital at Calow and provides access to Chesterfield town centre, the rail station and a range of other key employment, retail and education destinations. The funding constitutes follow-on investment from a Tranche 1 of the DfT's Active Travel funding allocation, which provided temporary walking and cycling improvements along a section of this route with the temporary closure of Crow Lane (as well as at various other locations across the County).

4.4 The proposed east-west route forms a strategic transport corridor across Chesterfield, which is Derbyshire's largest market town with a population of around 105,000 residents. The corridor is an essential commuter route and is also utilised as a route to schools, transport hubs and health, education, and retail destinations. The route also forms a key leisure corridor, particularly on sections of the existing Hipper Valley Trail where it passes through Somersall and Queen's parks. The route will considerably enhance walking and cycling access to all the aforementioned destinations and has met all of the funding criteria set out by the Government.

4.5 The delivery of the route also forms a fundamental part of Derbyshire's Covid-19 economic recovery planning and will support and embed longer term changes in behaviour by encouraging people to walk/cycle/wheel, thereby helping to decarbonise transport, tackle climate change, reduce inequalities and improve air quality. The route proposals are also closely aligned to the priorities of the Derbyshire Key Cycle Network which was approved by Cabinet on 16 January 2020 (Minute No. 8/20 refers).

4.6 The route measures approximately 8km in length and was divided into the following five distinct sub-sections to make it easier for the local community to provide their views on the proposals:

- Section 1 – Baslow Road, Chatsworth Road and Linden Avenue.
- Section 2 – Hipper Valley Trail.
- Section 3 – Walton Road to Boythorpe Road.
- Section 4 – Queen's Park to Chesterfield Rail Station.
- Section 5 – Crow Lane and Wetlands Lane.

4.7 Initial design options have been produced for all five sections and consider appropriate design standards and best practice to ensure high quality design. During March 2021, a wide-ranging engagement exercise, which sought to obtain the views of the local community on the initial design options, was undertaken. The following section provides details of this.

5. Consultation

5.1 The community engagement period extended between Monday 8 March 2021 and Thursday 25 March 2021. Owing to the Covid-19 pandemic, it was not possible to undertake face-to-face engagement. As such, an online survey, which sought to gather the views of the local community, was held on the 'Commonplace' community engagement website. People without internet access could complete paper surveys or call a dedicated phone number for assistance.

5.2 The following information was provided on the Commonplace website:

- Background information on the proposals and details on why the route is needed.
- Description of the proposals for each of the five sections which make up the overall 8km route.
- Preliminary design drawings showing the route proposals for each of the five sections.
- Survey questions seeking the views of the local community on the proposals for each of the five sections.

5.3 To encourage participation amongst the local community, the engagement was promoted in the following ways:

- Letters explaining how to complete the survey were delivered to approximately 4,000 properties located on, or close to, the route. For those without internet access, the letter explained how a paper copy of the survey could be requested.
- Elected Members of both Derbyshire County Council and Chesterfield Borough Council were contacted by the Project Lead Officer in advance of the start of the engagement period advising them of the upcoming survey. Elected Members were asked to provide their views on the proposals as well as encouraging their constituents to do the same.
- Similar to the above, stakeholders including local schools, local service providers, parish councils, community groups, public transport providers, the emergency services and internal County Council and Chesterfield Borough Council officers were contacted in advance of the start of the engagement period and provided with details on how they could provide their views.
- The engagement was advertised on the County Council's Project webpage, alongside details of how to participate.
- The County Council produced a media release which was provided to local news outlets and resulted in some articles about the proposed route appearing in the local press.

5.4 A total of 1,182 responses (including, both online and paper methods) were made to the survey as follows:

- Section 1 – Baslow Road, Chatsworth Road and Linden Avenue (301 responses).
- Section 2 – Hipper Valley Trail (184 responses).
- Section 3 – Walton Road to Boythorpe Road (156 responses).
- Section 4 – Queen's Park to Chesterfield Rail Station (152 responses).
- Section 5 – Crow Lane and Wetlands Lane (389 responses).

5.5 In addition to the above survey responses, some members of the local community/stakeholders choose to provide additional representations, typically by either email or letter.

5.6 A report entitled *'Chesterfield Active Travel Route Community Engagement Summary Report'* has been produced and provides a detailed summary of the findings from the community engagement exercise. This is included as Appendix 2 and the key findings are highlighted below.

5.7 **Survey Findings -** Respondents were asked how they felt about the plans to improve walking and cycling on each of the five route sections. As summarised by the Table below, across the whole route, over 70% of people were positive towards the proposals.

	Sentiment - N° People and %			
	Positive	**Neutral**	**Negative**	**Total**
Section 1	180 (60%)	31 (1**0**%)	90 (30%)	**301**
Section 2	157 (85%)	15 (8%)	12 (7%)	**184**
Section 3	135 (86%)	15 (10%)	6 (4%)	**156**
Section 4	132 (87%)	15 (10%)	5 (3%)	**152**
Section 5	237 (61%)	24 (6%)	128 (33%)	**389**
Total	**841 (71%)**	**100 (9%)**	**241 (20%)**	

5.8 The level of positive sentiment varied by route section, with at least 85% of people having a positive sentiment towards sections 2, 3 and 4. Although the level of positive sentiment towards sections 1 and 5 was lower (60% and 61% respectively), it still formed a clear majority response. As such, it is considered that the survey results demonstrate a very good level of support for the east-west walking and cycling route across Chesterfield.

5.9 As part of the survey, several comments were received from the local community in relation to additional improvements and further ideas. All these comments have been considered as part of Officer Design Workshops and if proposals are advanced to the next stage, these comments will actively shape the design of the proposals.

5.10 **Additional Representations** – Several representations were made by Elected Members, Community Groups and Chesterfield Royal Hospital. These expressed a range of views from strong support to strong opposition. Further details are available within the report entitled '*Chesterfield Active Travel Route Community Engagement Summary Report*'.

5.11 Further engagement between the Derbyshire County Councillor, Councillor Athwal (Cabinet Member – Highways Assets and Transport), Council officers and Councillors, who had objected to the proposals, was undertaken on Friday 3 September 2021 to assist with understanding in more detail the concerns raised during the consultation. The following representatives were made:

- Borough Councillor Trisha Gilby had nothing further to add than what was noted in the response to the consultation.

- Councillor Jack Woolley emphasised the concern of his constituents and, in particular, those in Calow, of the displacement of traffic onto nearby congested routes increasing journey times. He spoke about his understanding for why the route has been selected and of the difficulties of alternatives, such as traffic calming measures or a route via Hady Hill.
- Councillor Dean Collins; Elaborated that the concern of speeding cyclists (downhill) along Crow Lane pose a danger to pedestrians and would want to see separate lanes for cyclists / pedestrians. Previously received comments were noted regarding lighting levels in Crow Lane posing a concern for users especially in the winter months and the difficulty of the gradient particularly for disabled users.

5.12 **Summary** – Taking all viewpoints into account, it is considered that the consultation has demonstrated overall broad support for the proposed east-west walking and cycling route across Chesterfield and that this provides appropriate justification to continue with the further design and implementation of the route proposals.

5.13 Detailed design will consider measures to alleviate concerns and, in particular, will include the following for Section 5 (Crow Lane and Wetlands Lane) route:

- Enhanced signing and lining to clearly mark cyclists and pedestrian space along with appropriate road markings, signage and traffic calming to encourage considerate cycling.
- Enhanced lighting along Crow Lane to include the western section to begin and expand on the entire length subject to ongoing funding award. Thinning of the trees and shrubs will also be considered to aid in improved lighting conditions.

6. Alternative Options Considered

6.1 **Do something different** – When submitting the funding bid to the DfT's Active Travel Fund (Tranche 2), alternative locations were considered for the walking and cycling route. These alternatives included the market towns of Buxton and Long Eaton. However, detailed analysis identified that these alternative options did not fully meet the Government's required funding criteria and did not have the same level of benefits associated with them as the Chesterfield proposals. Given this, the alternative options were not pursued.

6.2 **Do nothing** – Doing nothing is not considered an appropriate option. Funding has been secured for the east-west Chesterfield walking and

cycling route and cannot be allocated to other projects. Not progressing with the project at this stage would result in the loss of funding, would represent a significant lost opportunity and will potentially impact future funding grants for the Council from the DfT, especially for the upcoming Tranche 3 offering of which the Council is in the process of submitting proposals for consideration.

7. Implications

7.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

8. Background Papers

8.1 Proposals align with the Strategic Aims and the Guiding Principles set out in the adopted Derbyshire Cycling Plan 2016 – 2030: https://www.activederbyshire.org.uk/uploads/the-derbyshire-cycling-plan-2016-2030.pdf

8.2 Connection with the Derbyshire Key Cycle Network approved by Cabinet: https://democracy.derbyshire.gov.uk/documents/s2561/Key%20Cycle%20Network.pdf

8.3 Alignment with the Local Cycling and Walking Plan (LCWIP), as approved by Cabinet: https://democracy.derbyshire.gov.uk/documents/s5972/6e%20Local%20Cycling%20and%20Walking%20Infrastructure%20Plan.pdf

8.4 Ties in with the published Chesterfield Cycle Network: https://www.derbyshire.gov.uk/transport-roads/transport-plans/transport-studies/chesterfield-cycle-network/chesterfield-proposed-cycle-network.aspx

9. Appendices

9.1 Appendix 1 – Implications.

9.2 Appendix 2 – Chesterfield Active Travel Route Community Engagement Summary Report.

9.3 Appendix 3 – Equality Impact Assessment.

10. Recommendation

10.1 That Cabinet:

a) Approves to continue with the further detailed design and subsequent implementation of the east-west Chesterfield walking and cycling route proposals with inclusion for the measures outlined in 5.25 above.

11. Reasons for Recommendation

11.1 The recent consultation with the local community and key stakeholders has demonstrated overall broad support for the proposals and funding has been secured for the project from the Department for Transport.

11.2 The benefits of the proposals meet the Council's pledged to tackle climate change stated in the carbon reduction manifesto, which includes supporting and promoting the development of low carbon travel and sustainable travel and smarter choices.

12. Is it necessary to waive the call-in period?

12.1 No.

Report Author: Simon Tranter - Principal Engineer – Traffic and Safety

Contact details: 38673

This report has been approved by the following officers:

On behalf of: Director of Legal Services and Monitoring Officer Director of Finance and ICT Managing Executive Director Executive Director(s)	

Appendix 1

Implications

Financial

1.1 The required funding to deliver the project has been secured from the Department for Transport. No additional funded is required other than the grant provided.

Legal

2.1 Some sections of the route will require modifications to existing Traffic Regulation Orders (e.g. new speed limits, waiting restrictions). The County Council, as the local traffic authority, has power under the Road Traffic Regulation Act 1984 to make necessary changes to Traffic Regulation Orders.

Human Resources

3.1 The project has been designed and consulted upon utilising a consultancy resource and these costs are contained within the overall funding for the project.

Information Technology

4.1 None.

Equalities Impact

5.1 An Equality Impact Assessment has been carried out and is included as Appendix 3. The Equality Impact Assessment has demonstrated that the project proposals are robust, well supported by the community and that responded to the consultation exercise and that adverse impacts will be mitigated and are not expected to be significant. The project is at the preliminary design stage and, as the project progresses to the detailed design stage, the following considerations will be addressed:

- Reduction of pedestrian/cyclist conflict throughout the extents of the route by keeping cyclists on the carriageway where possible and by improving the signing along with other calming measures.
- Parking and loading restrictions to be reviewed to ensure no adverse effect on disability access and delivery access.
- Lighting improvements to ensure safety of all users of the route.

- Traffic calming measures to ensure vehicle speeds and numbers are in line with the restrictions, providing a safe environment for all cyclists.
- Monitoring and evaluation processes are incorporated into the project to ensure once completed any adverse effects are realised and remedied.

Corporate objectives and priorities for change

6.1 The scheme supports the Council's key priorities in contributing towards a resilient, healthier, and safer community by encouraging a shift towards cycling and walking as the preferred travel alternative and part of the recovery from the Covid-19 pandemic. The scheme will also contribute towards reducing carbon emissions and help to encourage well-being in those taking up active travel options.

Other (for example, Health and Safety, Environmental Sustainability, Property and Asset Management, Risk Management and Safeguarding)

7.1 None.

Appendix 2

local transport projects
traffic engineering and transport planning

Derbyshire County Council

Chesterfield Active Travel Route

Community Engagement Summary Report

June 2021

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2 Hardman Boulevard,
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Derbyshire County Council

Chesterfield Active Travel Route

Community Engagement Summary Report

June 2021

Client Commission			
Client:	Derbyshire County Council	Date Commissioned:	January 2020

LTP Quality Control			
Job No:	LTP/21/4421	File Ref:	Chesterfield Active Travel Route - Engagement Summary Note - Final Issue 3

Issue	Revision	Description	Author	Checked	Date
1	-	Final to client	CS/RP	RP/AM	20/04/2021
2	Rev	Revised final to client	CS/RP	RP/AM	02/06/2021
3	Rev	Revised final to client	CS/RP	RP/AM	16/06/2021
			Authorised for Issue:		AM

LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

Team Member	LTP Designation	Qualifications
Andy Mayo	*Director (Project Manager)*	*BA(Hons) MSc CMILT FIHE FCIHT FSoRSA*
Ryan Penn	*Senior Engineer*	*BA(Hons) IEng FIHE MCIHT MSoRSA*
Clare Shepherd	*Technical Assistant*	-

CHESTERFIELD ACTIVE TRAVEL ROUTE
COMMUNITY ENGAGEMENT SUMMARY REPORT

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1. INTRODUCTION

1.1 Project Background

1.1.1 The UK Government has awarded Derbyshire County Council (DCC) approximately £1.6m as part of the Active Travel Fund (Tranche 2) to create a new east to west walking and cycling route across Chesterfield. The proposed 8km route extends from the A619 junction with Holymoor Road, along Chatsworth Road and the existing Hipper Valley Trail, through Queen's Park and to Chesterfield Royal Hospital via Crow Lane and Wetlands Lane. The route was chosen as it met all the criteria set out by the Government and has been identified as an important link to create a better network of walking and cycling routes in the town.

1.1.2 During March 2021, DCC undertook a wide-ranging engagement exercise which sought to obtain the views of the local community on initial route design options. These views will help to inform the next stages of the project.

1.1.3 This report provides a summary of the findings from the community engagement exercise.

1.2 Engagement Details

1.2.1 An online survey which sought to gather the views of the local community was held on the 'Commonplace' community engagement platform. The survey was hosted at the following location https://chesterfieldcycleroute.commonplace.is/ and was available for completion between Monday 8th and Thursday 25th March 2021. Owing to the Covid-19 pandemic it was not possible to undertake face-to-face engagement.

1.2.2 The following information was provided on the Commonplace website:

- Background information on the proposals and details on why the route is needed;
- Description of the proposals for each of the five sections which make up the overall 8km route;
- Preliminary design drawings showing the route proposals for each of the five sections; and
- Survey questions seeking the views of the local community on the proposals for each of the five sections. The survey questions included a combination of multiple-choice questions as well as 'free-text' survey questions.

1.2.3 In order to encourage participation amongst the local community, the engagement was promoted in the following ways:

- Letters were delivered to approximately 4,000 properties that are located on or close to the route (extents of distribution area is included as Appendix 1). All letters were delivered on 8th March 2021. As well as explaining the background to the project, the letters provided details on how to complete the survey. A contact telephone number and email address were also included on the letter for those people who had further queries or who wanted to request paper copies.
- The engagement was advertised on DCC's project webpage: https://www.derbyshire.gov.uk/council/have-your-say/consultation-search/consultation-details/east-west-chesterfield-cycle-route.aspx
- Elected Members of both DCC and Chesterfield Borough Council (CBC) were emailed by DCC's project lead in advance of the start of the engagement period advising them of the upcoming engagement period. Elected Members were asked to provide their views on the proposals as well as encouraging their constituents to do the same. A list of those Elected Members that were contacted is included as Appendix 2.
- Similar to the above, local stakeholders were also emailed and informed of the engagement period and how they could provide their views. Stakeholders included local schools, local service providers, parish councils, community groups, public transport providers, the emergency services and internal DCC/CBC contacts. A list of those stakeholders that were contacted is included as Appendix 3.
- DCC press/media releases and social media posts which promoted participation amongst the local community. The DCC media release which was provided to local news outlets is included as Appendix 4.

1.3 Report Structure

1.3.1 This report is structured as follows:

- Sections 2 to 7 – Provide a summary of the Commonplace engagement findings in relation to:
  - Section 1 of the route (Baslow Road, Chatsworth Road and Linden Avenue);
  - Section 2 of the route (Hipper Valley Trail);
  - Section 3 of the route (Walton Road to Boythorpe Road);
  - Section 4 of the route (Queen's Park to Chesterfield Train Station);
  - Section 5 of the route (Crow Lane and Wetlands Lane); and
  - The overall route as a whole.
- Section 8 – Summary of the findings from those people/groups who provided non-Commonplace responses (e.g. those who provided comments by email/letter).

2. ENGAGEMENT FINDINGS – SECTION 1

2.1 Section 1

2.1.1 Section 1 of the route covers Baslow Road, Chatsworth Road and Linden Avenue. The length of this section of the route is approximately 1.6km.

2.2 Contribution Summary & Demographic Details

2.2.1 A total of 301 people provided responses in relation to Section 1. The age group of the respondents is summarised within Table 1.

Table 1: Age Group of Respondents

Age Group	Number	%
16-24	1	<1%
25-34	11	4%
35-44	29	10%
45-54	47	16%
55-65	50	17%
65-74	55	18%
75-84	12	4%
Prefer not to say	5	2%
No response	91	30%
Total	**301**	**100%**

2.2.2 The home postcode information of the 301 respondents is provided within Table 2.

Table 2: Post Code of Respondents

Post Code	Number	%
S40	126	42%
S42	39	13%
S41	17	6%
S43	7	2%
Other	15	5%
No response	97	32%
Total	**301**	**100%**

2.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 3. People were able to select more than one response (i.e. they may both live and work in the area).

Table 3: Connection to Area of Respondents

Nature of Connection	Number	%
Live here	189	51%
Work here	32	9%
Own a business here	10	3%
Travel through here	25	7%
Regular visitor here	19	5%
Elected Member / Stakeholder	2	<1%
No response	92	25%
Total	**369**	**100%**

2.3 Current Use of this Section of the Route

2.3.1 Table 4 identifies that the majority of respondents currently either walk or cycle (or both) along this section of the route.

Table 4: Current Use of the Route

Nature of Connection	Number	%
Walk only	107	36%
Walk and cycle	106	35%
Neither	48	16%
Cycle only	34	11%
No response	6	2%
Total	**301**	**100%**

2.4 Current Safety Concerns on the Route

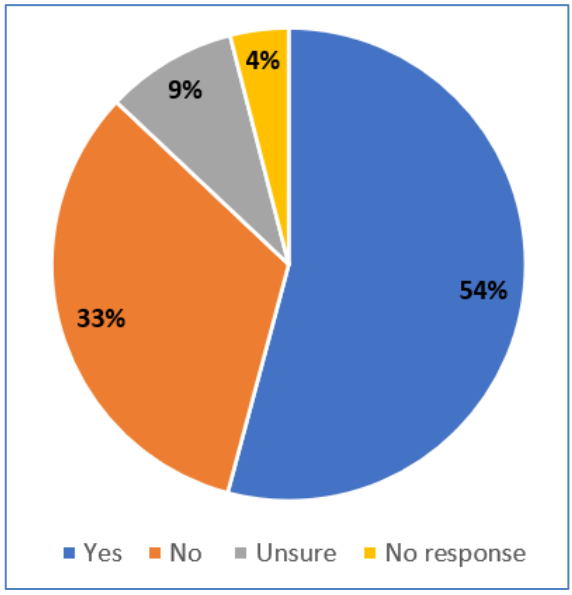
2.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Too busy with traffic – 187 people;
- Traffic is too fast – 173 people;
- There are no cycle lanes – 143 people; and
- There are not enough crossing facilities – 59 people.

2.5 Would the Planned Improvements Encourage you to Walk/Cycle

2.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 1 identifies that over 50% of people (163 people) said they would walk or cycle more often. A third of people said they would not walk or cycle more (99 people).

Figure 1: Future Active Travel Use



2.5.2 The 163 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 128 people;
- Chesterfield town centre – 98 people;
- Local shops and services – 93 people; and
- Friends and relatives houses – 67 people.

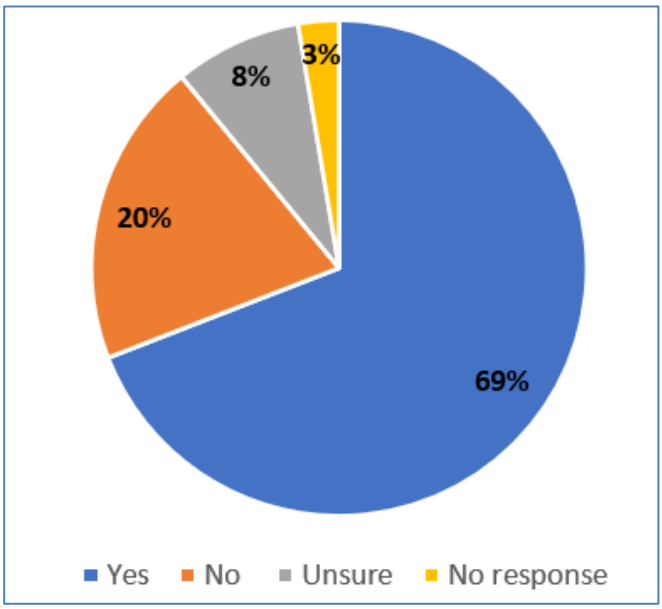
2.5.3 A total of 99 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. A wide range of answers were received and were grouped into main themes for ease of analysis. The most popular comment themes are outlined below:

- **Traffic flows (37 people)** – Chatsworth Road is too busy and/or has a high proportion of HGV movements and is therefore unsuitable for cycling, particularly for less confident cyclists;
- **Alternative route (26 people)** – An alternative, quieter cycling route is preferred, with an extension of the Hipper Valley Trail between Somersall Park and Holymoorside cited as the most popular alternative route option;
- **Environmental concerns (15 people)** – Air quality/pollution and noise concerns associated with having a pedestrian and cycle route adjacent to a busy 'A' road; and
- **Congestion and removal of right turn lanes (7 people)** – The proposals through narrowing traffic lanes and removing right turn lanes would make congestion worse along the route.

2.6 Physical Protection for Cyclists on Baslow Road / Chatsworth Road

2.6.1 The cycling proposals for Baslow Road and Chatsworth Road would provide physical protection for cyclists from traffic. Respondents were asked if they would be in support of this. Figure 2 identifies that over two thirds of people said they support the provision of physical protection for cyclists. 20% of people did not support this, 8% were unsure and 3% did not provide a response.

Figure 2: Physical Protection for Cyclists



2.7 Pedestrian Crossing Improvements

2.7.1 Respondents were asked if they were supportive of the pedestrian crossing improvements that are proposed. Table 5 identifies that over two thirds of people said they supported the crossing improvements.

Table 5: Pedestrian Crossing Improvements

In Support of Crossing Improvements	Number	%
Yes	208	69%
No	44	14%
Unsure	35	12%
No Response	14	5%
Total	**301**	**100%**

2.8 Additional Improvements

2.8.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a 'free-text' basis and were grouped into themes. The most popular comment (38 people) related to not using the Chatsworth Road route and instead creating a quieter/traffic-free route, in particular extending the Hipper Valley Trail between Somersall Park and Holymoorside.

2.8.2 A number of people did have ideas for additional improvements along Chatsworth Road, the most popular being:

- **Speed management (18 people)** – Implementation of speed management measures (e.g. speed cameras or reducing the speed limit further to 20mph) to ensure lower vehicle speeds on Chatsworth Road;

- **Pedestrian improvements (16 people)** – The need for additional pedestrian improvements, various ideas were identified, including: providing additional crossing facilities for pedestrians, retaining central refuge crossing islands for pedestrians and ensuring that crossing times are sufficient at signal controlled crossings;
- **Means of segregation (9 people)** – The use of wands (or a similar) as a means of segregation may not offer sufficient protection for cyclists (especially for westbound cyclists) on what is a well trafficked route used by HGVs. More robust means of segregation would be preferred; and
- **Onward cycle connections (7 people)** – Onward cycle connections, particularly on Holymoor Road into Holymoorside would be beneficial – 7 people.

2.9 Further Comments

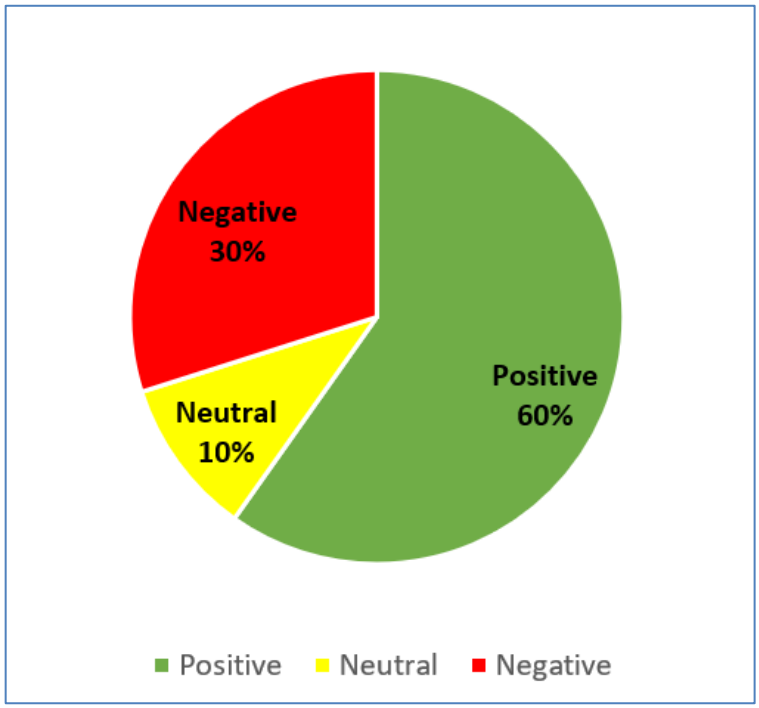
2.9.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. Generally, this involved people repeating/expanding on those comments already discussed within Sections 2.5 and 2.8 and these are therefore not repeated.

2.9.2 Some comments were made which have not already been highlighted and these include:

- Concern that the scheme would adversely affect the ability of delivery vehicles to park kerb-side on Chatsworth Road;
- Concern that it would become more difficult for people to access/egress their driveways on the northern side of Chatsworth Road as they would have to cross the footway and the bi-directional cycle facility and also may not be expecting cyclists to approach from both directions;
- Concern that westbound cyclists within the bi-directional facility would be cycling close to (albeit separated by a form of segregation) HGVs travelling eastbound and the air forces generated by these vehicles could destabilise cyclists and be generally unpleasant;
- Concern that the proposed active travel improvements at the Chatsworth Road / Storrs Road traffic signal junction would adversely impact on capacity for motorised users;
- Concern that at school leaving time pupils at Brookfield Community School may spill out and/or congregate and therefore obstruct users of the cycle facility within the vicinity of the school;
- Suggestion that the coloured surfacing covers the whole of the bi-directional cycle facility and not just at junction/access locations; and
- Suggestion that additional signing/wayfinding is provided along the route alongside new areas of cycle parking.

2.9.3 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 3 and outline that 60% of people were positive towards the proposals, 10% were neutral and 30% were negative.

Figure 3: Overall Sentiment towards Proposals



3. ENGAGEMENT FINDINGS – SECTION 2

3.1 Section 2

3.1.1 Section 2 of the route covers the Hipper Valley Trail. The length of this section of the route is approximately 1.1km.

3.2 Contribution Summary & Demographic Details

3.2.1 A total of 184 people provided responses in relation to Section 2. The age group of the respondents is summarised within Table 6.

Table 6: Age Group of Respondents

Age Group	Number	%
16-24	1	<1%
25-34	5	3%
35-44	17	9%
45-54	28	15%
55-65	32	17%
65-74	38	21%
75-84	7	4%
Prefer not to say	2	1%
No response	54	29%
Total	**184**	**100%**

3.2.2 The home postcode information of the 184 respondents is provided within Table 7.

Table 7: Post Code of Respondents

Post Code	Number	%
S40	79	43%
S42	15	8%
S41	13	7%
S43	6	3%
Other	14	8%
No response	57	31%
Total	**184**	**100%**

3.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 8. People were able to select more than one response (i.e. they may both live and work in the area).

Table 8: Connection to Area of Respondents

Nature of Connection	Number	%
Live here	112	46%
Work here	32	13%
Own a business here	8	3%
Travel through here	19	8%
Regular visitor here	15	6%
Elected Member / Stakeholder	3	1%
No response	54	22%
Total	**243**	**100%**

3.3 Current Use of this Section of the Route

3.3.1 Table 9 identifies that over 90% of respondents currently either walk or cycle (or both) along this section of the route.

Table 9: Current Use of the Route

Nature of Connection	Number	%
Walk and cycle	87	47%
Walk only	53	29%
Cycle only	29	16%
Neither	14	8%
No response	1	<1%
Total	**184**	**100%**

3.4 Current Safety Concerns on the Route

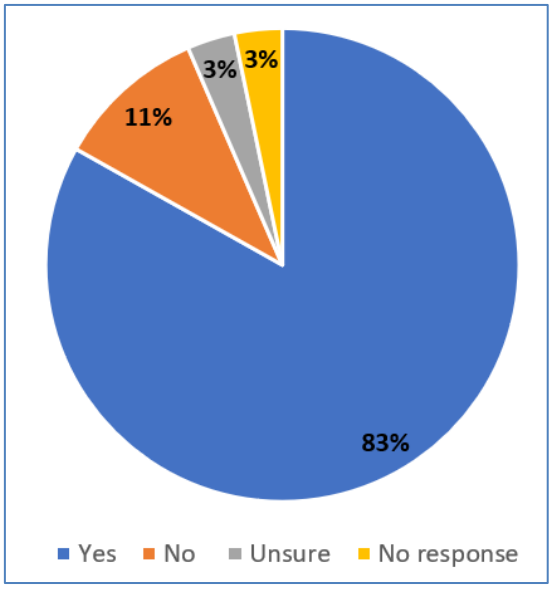
3.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Uneven/poor surface – 140 people;
- Route can flood – 110 people;
- Route is not wide enough – 83 people; and
- Route is not well enough lit – 59 people.

3.5 Would the Planned Improvements Encourage you to Walk/Cycle

3.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 4 identifies that over 80% of people said they would walk or cycle more often.

Figure 4: Future Active Travel Use



3.5.2 The 153 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 120 people;
- Chesterfield town centre – 101 people;
- Local shops and services – 81 people; and
- Train station – 55 people.

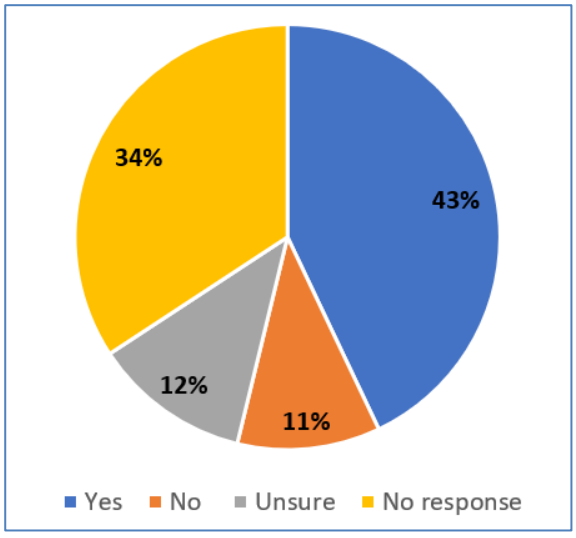
3.5.3 A total of 18 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. The most popular comment themes are outlined below:

- **Degradation of recreational value (4 people)** – By providing additional hard paved areas, the proposals will degrade the recreational value and character of the area;
- **Pedestrian use will be deterred (4 people)** – Additional cyclists through the area, particularly those travelling at higher speeds, will make the route less pleasant/safe for pedestrians and may discourage use; and
- **Segregation (2 people)** – It would be better to segregate cyclists from pedestrians.

3.6 Surfacing – Wooded Section of the Route

3.6.1 As part of the current proposals, in order to protect tree roots no hard surfacing improvements are proposed through the wooded section of the route. Respondents were asked whether they agreed with this approach. Although this question was not particularly well answered (over a third of people did not provide a response), the most common answer was that people did agree with the approach of not providing surfacing improvements (43%).

Figure 5: Wooded Area – Surfacing Improvements



3.7 Additional Improvements

3.7.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a 'free-text' basis and were grouped into themes. A total of 84 comments were made, the most popular being:

- **Surface through the wooded section (22 people)** – In order to ensure a high standard of route across the whole section, particularly during bad weather, an appropriate surface treatment should be provided within the wooded section of the route. Potential ideas that were identified include a permeable resin bound surface, a raised boardwalk or a conventional tarmac surface. These comments contrast to the findings identified within Figure 5 above;
- **Segregating pedestrians and cyclists (10 people)** – It would be beneficial if pedestrians and cyclists could be segregated along the route and each have their own spaces;
- **Improving signing (5 people)** – Signing is required to help with wayfinding and to ensure that people are aware that the route is to be shared in a courteous manner by pedestrians and cyclists; and
- **Route maintenance (5 people)** – Regular route maintenance (e.g. cutting back of vegetation) is required to ensure that the full width of the route is useable at all times.

3.8 Further Comments

3.8.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. Generally, this involved people repeating/expanding on those comments already discussed within Sections 3.5 and 3.7 and these are therefore not repeated.

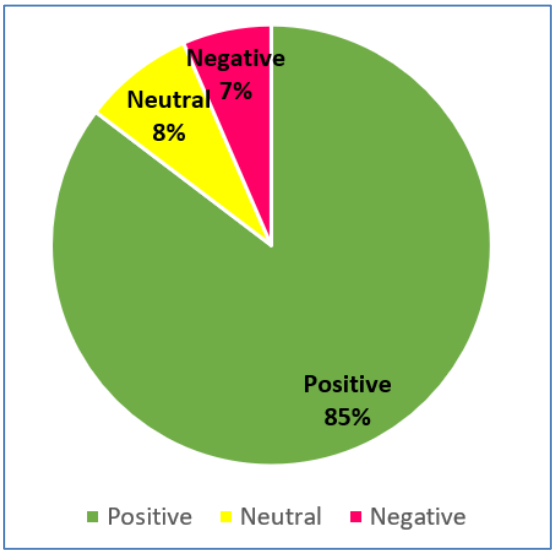
3.8.2 Some comments were made which have not already been highlighted and these include:

- Recognition that there is a need to strike a balance between improving the surface through the wooded section to offer benefits for pedestrians and protecting the natural beauty of the existing area;
- Concern that any lighting proposals could be harmful to local wildlife, adversely impact on the rural character of the route and encourage anti-social behaviour;
- Requests for improvements to other existing paths which connect to the Hipper Valley Trail, for example routes from Oakfield Avenue, Foxbrook Drive and Newhaven Close; and
- Requests for the Hipper Valley Trail route to be extended westwards from Somersall Park to Holymoorside.

3.9 Overall Sentiment

3.9.1 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 6 and outline that 85% of people were positive towards the proposals, 8% were neutral and 7% were negative.

Figure 6: Overall Sentiment towards Proposals



4. ENGAGEMENT FINDINGS – SECTION 3

4.1 Section 3

4.1.1 Section 3 of the route covers Walton Road, Bobbin Mill Lane, Goytside Road and Dock Walk. The length of this section of the route is approximately 1.3km.

4.2 Contribution Summary & Demographic Details

4.2.1 A total of 156 people provided responses in relation to Section 3. The age group of the respondents is summarised within Table 10.

Table 10: Age Group of Respondents

Age Group	Number	%
16-24	1	<1%
25-34	4	3%
35-44	13	8%
45-54	28	18%
55-65	26	17%
65-74	27	17%
75-84	7	5%
Prefer not to say	2	1%
No response	48	31%
Total	**156**	**100%**

4.2.2 The home postcode information of the 156 respondents is provided within Table 11.

Table 11: Post Code of Respondents

Post Code	Number	%
S40	66	42%
S42	14	9%
S41	12	8%
S43	5	3%
Other	9	6%
No response	50	32%
Total	**156**	**100%**

4.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 12. People were able to select more than one response (i.e. they may both live and work in the area).

Table 12: Connection to Area of Respondents

Nature of Connection	Number	%
Live here	91	43%
Work here	25	12%
Own a business here	8	4%
Travel through here	22	11%
Regular visitor here	14	7%
Elected Member / Stakeholder	2	1%
No response	48	23%
Total	**210**	**100%**

4.3 Current Use of this Section of the Route

4.3.1 Table 13 identifies that 85% of respondents currently either walk or cycle (or both) along this section of the route.

Table 13: Current Use of the Route

Nature of Connection	Number	%
Walk and cycle	67	43%
Cycle only	39	25%
Walk only	27	17%
Neither	20	13%
No response	3	2%
Total	**156**	**100%**

4.4 Current Safety Concerns on the Route

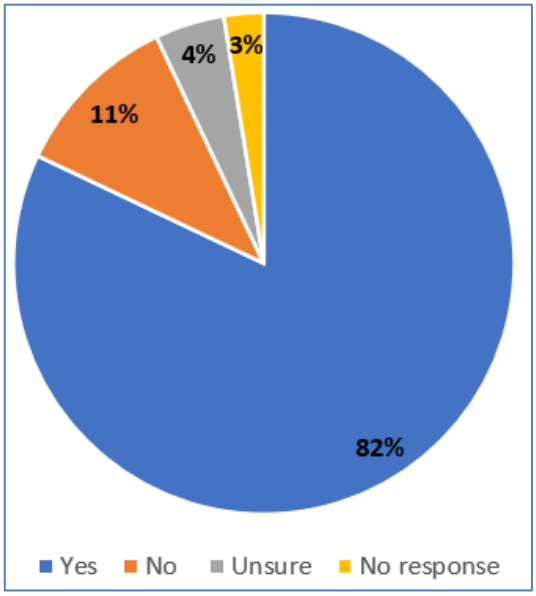
4.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Uneven / poor surface – 92 people;
- Not enough cycle lanes – 71 people;
- Not well enough lit – 50 people; and
- Anti-social behaviour along the route – 37 people.

4.5 Would the Planned Improvements Encourage you to Walk/Cycle

4.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 7 identifies that over 80% of people said they would walk or cycle more often.

Figure 7: Future Active Travel Use



4.5.2 The 128 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 97 people;
- Chesterfield town centre – 91 people;
- Local shops and services – 74 people; and
- Friends and relatives houses – 35 people.

4.5.3 A total of 17 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. The most popular comment themes are outlined below:

- **Already cycle (4 people)** – People already cycle here and the proposals would not increase the amount of cycling they undertake; and
- **Safety/anti-social behaviour issues (3 people)** – Broken glass and general unpleasantness of the area around Goytside Road can make the route feel unsafe, particularly during an evening.

4.6 Additional Improvements

4.6.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a 'free-text' basis and were grouped into themes. A total of 57 comments were made, the most popular being:

- **Environmental improvements (16 people)** – The area around Goytside Road and Walton Fields Road is unattractive, not well maintained and in need of environmental improvements if it is to made an attractive route for walking and cycling. Identified issues include high amounts of litter (including dog waste), broken glass, graffiti, lack of natural surveillance, high walls providing a sense of enclosure and anti-social behaviour;
- **Vehicle parking on Walton Road (6 people)** – Use of the existing cycle facility on the eastern side of Walton Road is regularly obstructed by parked vehicles. Physical measures to prevent vehicle parking or suitable enforcement would be required to ensure that the new cycle facility is not obstructed in the same way;
- **Widen the route between Walton Fields Road and Goytside Road (2 people)** – The existing walking/cycling route is narrow and should be widened by making use of adjacent land; and
- **Goytside Road west of Factory Street (2 people)** – So as to avoid westbound cyclists having to cross Goytside Road twice, can the off-road cycle facility on the northern side of Goytside Road continue up to the Northwood Hygiene Products access.

4.7 Further Comments

4.7.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. Generally, this involved people repeating/expanding on those comments already discussed within Sections 4.5 and 4.6 and these are therefore not repeated.

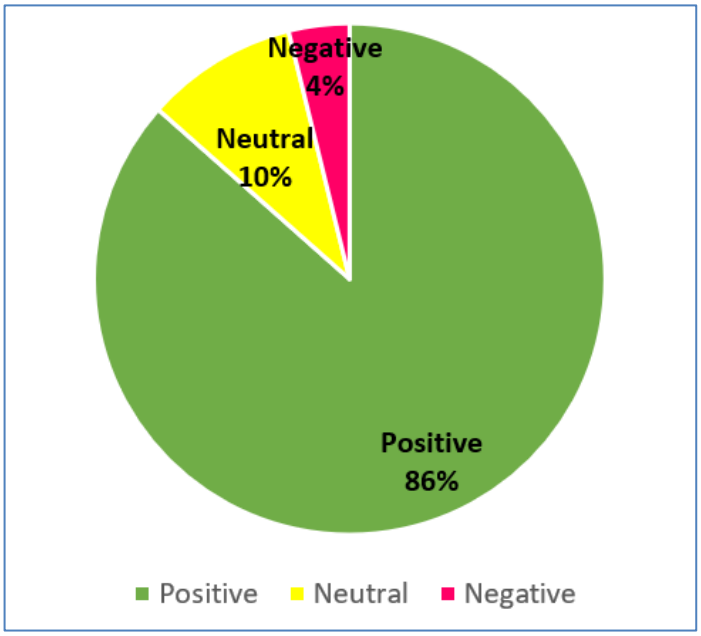
4.7.2 Some comments were made which have not already been highlighted and these include:

- Recognition that currently vacant land on Goytside Road may be developed in the future and that the walking/cycling route proposals should take this into account (and vice versa);
- Traffic flows are generally light and speeds low on Dock Walk and, as such, it may be preferer able to accommodate cyclists on-road, rather than providing an off-road facility that is shared with pedestrians; and
- Pre-pandemic parking levels on Goytside Road were relatively high and suitable measures will be required to ensure that on-street parking will not obstruct use of the cycle facilities.

4.8 Overall Sentiment

4.8.1 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 8 and outline that 86% of people were positive towards the proposals, 10% were neutral and 4% were negative.

Figure 8: Overall Sentiment towards Proposals



5. ENGAGEMENT FINDINGS – SECTION 4

5.1 Section 4

5.1.1 Section 4 of the route covers Queen's Park and the existing walking/cycling route between Park Road and Chesterfield Train Station. The length of this section of the route is approximately 1.8km.

5.2 Contribution Summary & Demographic Details

5.2.1 A total of 152 people provided responses in relation to Section 4. The age group of the respondents is summarised within Table 14.

Table 14: Age Group of Respondents

Age Group	Number	%
16-24	1	<1%
25-34	5	3%
35-44	12	8%
45-54	27	18%
55-65	28	18%
65-74	26	17%
75-84	7	5%
Prefer not to say	2	1%
No response	44	29%
Total	**152**	**100%**

5.2.2 The home postcode information of the 152 respondents is provided within Table 15.

Table 15: Post Code of Respondents

Post Code	Number	%
S40	60	40%
S41	21	14%
S42	10	7%
S43	6	4%
Other	9	6%
No response	46	30%
Total	**152**	**100%**

5.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 16. People were able to select more than one response (i.e. they may both live and work in the area).

Table 16: Connection to Area of Respondents

Nature of Connection	Number	%
Live here	92	45%
Work here	28	14%
Own a business here	8	4%
Travel through here	16	8%
Regular visitor here	12	6%
Elected Member / Stakeholder	3	2%
No response	45	22%
Total	**204**	**100%**

5.3 Current Use of this Section of the Route

5.3.1 Table 17 identifies that over 90% of respondents currently either walk or cycle (or both) along this section of the route.

Table 17: Current Use of the Route

Nature of Connection	Number	%
Walk and cycle	72	47%
Cycle only	43	28%
Walk only	26	17%
Neither	11	7%
Total	**152**	**100%**

5.4 Current Safety Concerns on the Route

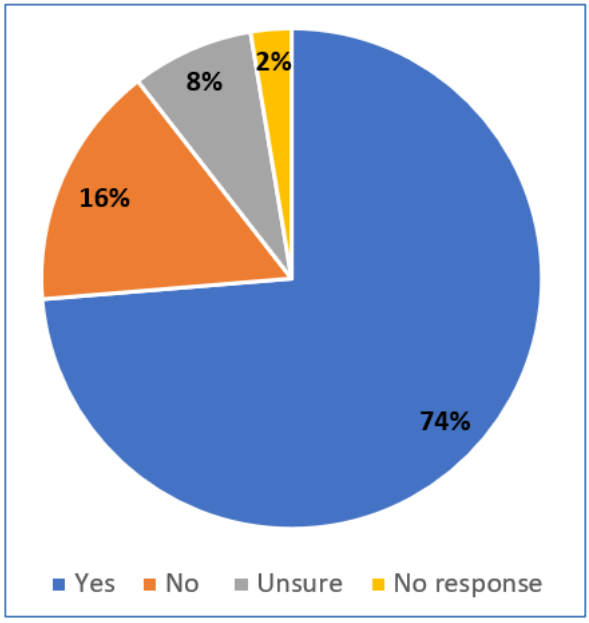
5.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Anti-social behaviour along the route – 37 people;
- Not well enough lit – 36 people;
- Route is not wide enough – 33 people; and
- Uneven / poor surface – 29 people.

5.5 Would the Planned Improvements Encourage you to Walk/Cycle

5.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 9 identifies that approaching 75% of people said they would walk or cycle more often. 15% of people said they would not walk or cycle more.

Figure 9: Future Active Travel Use



5.5.2 The 112 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 89 people;
- Chesterfield town centre – 77 people;
- Train station – 75 people; and
- Local shops and services – 57 people.

5.5.3 A total of 24 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. The most popular comment themes are outlined below:

- **Already use the route (12 people)** – People already use the route, think it is generally fit for purpose and the proposals would not affect how often they use the route; and
- **Safety/anti-social behaviour issues (3 people)** – Personal safety concerns as part of the route is quite isolated with limited natural surveillance.

5.6 Additional Improvements

5.6.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a 'free-text' basis and were grouped into themes. A total of 66 comments were made, the most popular being:

- **Lighting improvements (10 people)** – Parts of the route, particularly between the train station and retail park are not well lit and require additional lighting to improve personal security along the route during periods of darkness;
- **Regular maintenance (9 people)** – Regular route maintenance (e.g. cutting back of vegetation, litter removal etc) is required to ensure that the full width of the route is useable at all times;
- **Pedestrian/cycle access to retail park (5 people)** – A pedestrian/cycle access should be created from the route to the retail park which accommodates Home Bargains, TK Maxx and The Range. It is understood that this has previously been investigated by DCC but it has not been possible to establish a connection;
- **Improving signing (5 people)** – Signing is required to help with wayfinding and to ensure that people are aware that the route is to be shared in a courteous manner by pedestrians and cyclists;
- **Reverse parking (3 people)** – Concerns that some people may not adhere to the reverse parking only proposal within Queen's Park and as a result it may be beneficial to relocate the cycle route away from the car parking bays; and
- **Queen's Park speed hump (3 people)** – A number of speed bumps are located along the existing cycle route through Queen's Park and should be removed so as to provide a continuous and obstruction-free route for cyclists.

5.7 Further Comments

5.7.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. Generally, this involved people repeating/expanding on those comments already discussed within Sections 5.5 and 5.6 and these are therefore not repeated.

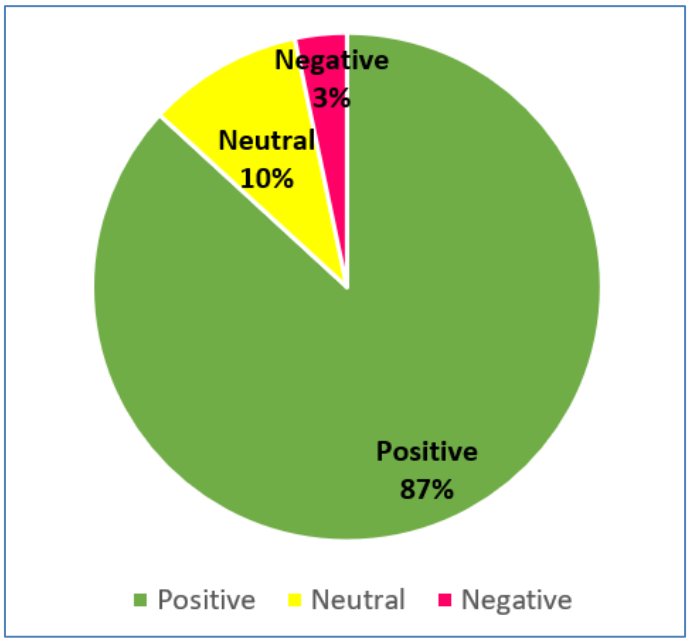
5.7.2 Some comments were made which have not already been highlighted and these include:

- Concerns that the removal of pedestrian/cyclist segregation on the path through Queen's Park may increase the risk of cyclists dominating the space, resulting in pedestrians having to move out of the way; and
- Opportunities should be sought to provide additional walking and cycling connections from neighbouring areas to the route.

5.8 Overall Sentiment

5.8.1 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 10 and outline that 87% of people were positive towards the proposals, 10% were neutral and 3% were negative.

Figure 10: Overall Sentiment towards Proposals



6. ENGAGEMENT FINDINGS – SECTION 5

6.1 Section 5

6.1.1 Section 5 of the route covers Crow Lane and Wetlands Lane. The length of this section of the route is approximately 1.8km.

6.2 Contribution Summary & Demographic Details

6.2.1 A total of 389 people provided responses in relation to Section 5. The age group of the respondents is summarised within Table 18.

Table 18: Age Group of Respondents

Age Group	Number	%
16-24	2	<1%
25-34	18	4%
35-44	32	8%
45-54	59	15%
55-65	72	19%
65-74	51	13%
75-84	14	4%
Prefer not to say	5	1%
No response	136	35%
Total	**389**	**100%**

6.2.2 The home postcode information of the 389 respondents is provided within Table 19.

Table 19: Post Code of Respondents

Post Code	Number	%
S43	87	22%
S40	52	13%
S41	45	12%
S44	35	9%
S42	10	3%
Other	11	3%
No response	149	38%
Total	**389**	**100%**

6.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 20. People were able to select more than one response (i.e. they may both live and work in the area).

Table 20: Connection to Area of Respondents

Nature of Connection	Number	%
Live here	229	47%
Work here	52	11%
Own a business here	14	3%
Travel through here	30	6%
Regular visitor here	17	4%
Elected Member / Stakeholder	3	<1%
Study here	1	<1%
No response	137	27%
Total	**483**	**100%**

6.3 Current Use of this Section of the Route

6.3.1 Table 21 identifies that over 70% of respondents currently either walk or cycle (or both) along this section of the route.

Table 21: Current Use of the Route

Nature of Connection	Number	%
Walk only	121	31%
Walk and cycle	103	27%
Neither	103	27%
Cycle only	53	14%
No response	9	2%
Total	**389**	**100%**

6.4 Current Safety Concerns on the Route

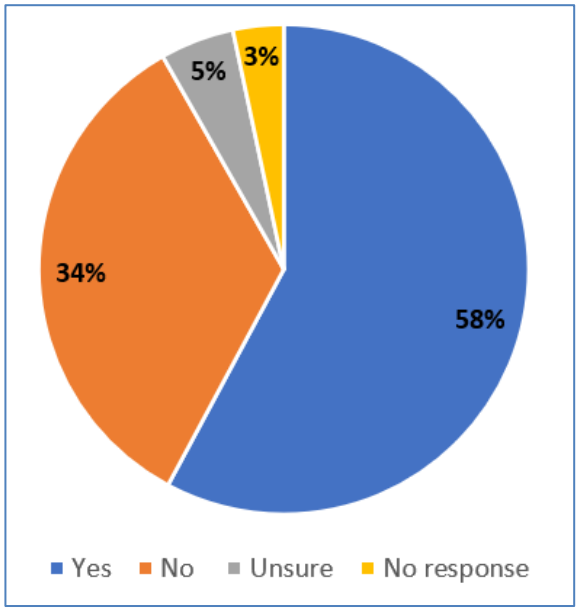
6.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Not well enough lit – 114 people;
- Not enough space for pedestrians/cyclists – 111 people;
- Too busy with traffic – 95 people; and
- Traffic is too fast – 90 people.

6.5 Would the Planned Improvements Encourage you to Walk/Cycle

6.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 11 identifies that 58% of people said they would walk or cycle more often and 34% said they would not walk or cycle more. The remaining 8% were either unsure or did not provide a response.

Figure 11: Future Active Travel Use



6.5.2 The 225 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 127 people;
- Chesterfield town centre – 126 people;
- Hospital / healthcare services – 118 people; and
- Train station – 88 people.

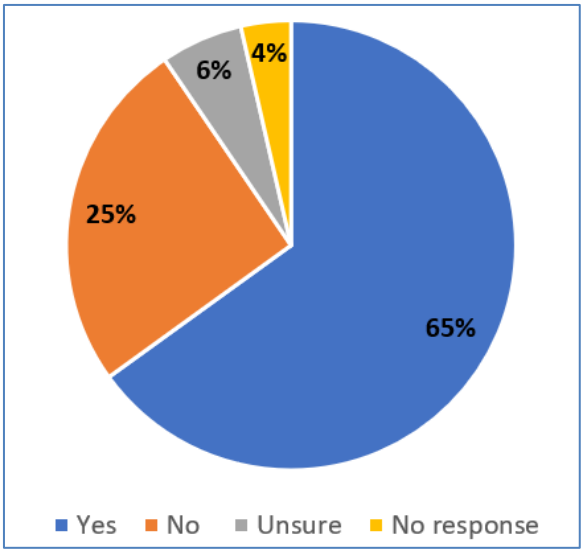
6.5.3 A total of 132 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. The most popular comment themes are outlined below:

- **Gradient (24 people)** – The gradient on Crow Lane is too steep, particularly for cycling;
- **Street lighting (13 people)** – Crow Lane and Wetlands Lane are unlit and do not provide safe conditions for walking and cycling;
- **Alternative route (13 people)** – An alternative route via Dark Lane, Wheathill Lane and the golf course would be better route to designate for walking/cycling use, with Crow Lane re-opened for vehicle use;
- **Already use route (12 people)** – People already use the route and the proposals would not affect how often they use the route; and
- **Personal security (8 people)** – The absence of vehicles along the route results in a lack of natural surveillance which raises personal security concerns.

6.6 Temporary Vehicle Closure on Part of Crow Lane

6.6.1 Respondents were asked whether they felt that the current temporary vehicle closure along part of Crow Lane which has been implemented as part of Tranche 1 funding has improved conditions for walking and cycling. Figure 12 identifies that 65% of people felt that conditions have improved for pedestrians and cyclists, whereas 25% felt that conditions had not improved. The remaining people were either unsure (6%) or did not provide a response (4%).

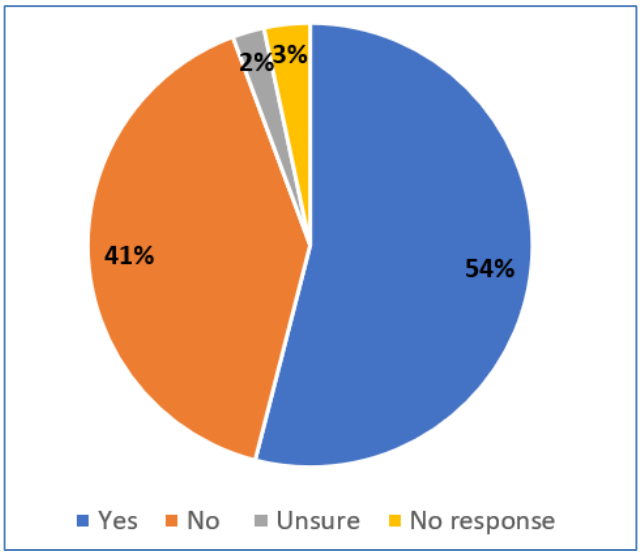
Figure 12: Current Crow Lane Temporary Closure



6.7 Use of Crow Lane Since Temporary Closure

6.7.1 Respondents were asked if they had used Crow Lane more for walking and cycling since the temporary vehicle closure was implemented. The results were reasonably evenly split, with 54% of people saying they had walked or cycled more and 41% stating they had not.

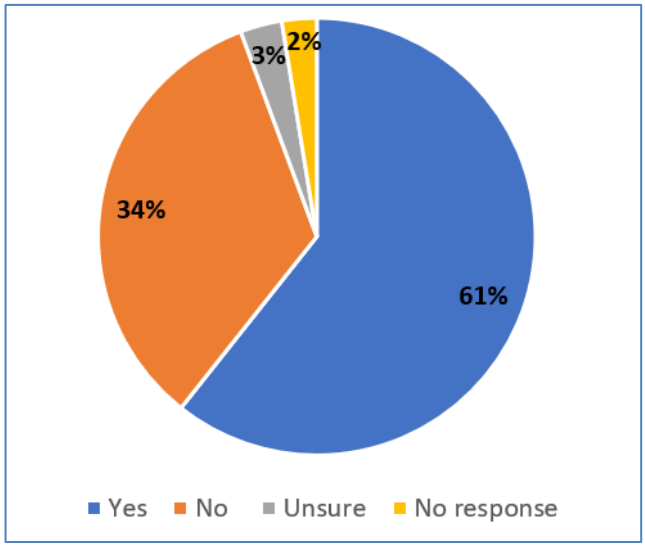
Figure 13: Current Crow Lane Temporary Closure – Active Travel Use



6.8 Permanent Closure on Crow Lane

6.8.1 Respondents were asked if they generally supported making the temporary closure arrangements on Crow Lane permanent. Figure 14 summarises the results and indicates that 61% of people are in favour of a permanent closure, 34% are against a permanent closure and 5% are unsure or did not provide a response.

Figure 14: Making the Temporary Crow Lane Closure Permanent



6.9 Additional Improvements

6.9.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a 'free-text' basis and were grouped into themes. A total of 177 comments were made, the most popular being:

- **Alternative route (17 people)** – As outlined in response to a previous question, some people feel that an improvement would be to route the pedestrian/cycle route via Dark Lane, Wheathill Lane and the golf course which would allow Crow Lane to be opened up for vehicle use;
- **Regular maintenance (17 people)** – Regular route maintenance (e.g. cutting back of vegetation, litter removal, road sweeping etc) is required to ensure that the route is useable at all times;
- **Lighting (14 people)** – As outlined in response to a previous question, some people feel that lighting of Crow Lane and Wetlands Lane is necessary to make it safer for walking and cycling; and
- **Increased use of Dark Lane, Wheathill Lane and Pettyclose Lane (9 people)** – The temporary closure of Crow Lane has resulted in some traffic diverting onto Dark Lane, Wheathill Lane and Pettyclose Lane. The increase in flow on this single lane width route is a hazard for pedestrians, cyclists, horse riders and vehicle users.

6.10 Further Comments

6.10.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. To some extent, this involved people repeating/expanding on those comments already discussed within Sections 6.5 and 6.9 and these are therefore not repeated.

6.10.2 In addition to the above, a number of comments were made with regards to people's experiences/views of the temporary closure on Crow Lane and whether they would like to see it made permanent. Comments covered wide-ranging subject matter and, in some cases, were very detailed. The range in opinion was also significant, with a number of both extremely positive and extremely negative responses received in relation to the Crow Lane proposal.

6.10.3 The positive comments tend to focus on:

- How people now regularly enjoy using the lane for commuting, leisure and exercise purposes without the prospect of encountering traffic;
- How people who previously viewed the route as too dangerous are now enjoying being able to use the traffic-free route; and
- The associated benefits the closure has brought, such as improved quality of wildlife, a more pleasant environment and a reduction in litter/fly-tipping.

6.10.4 The negative comments tend to focus on:

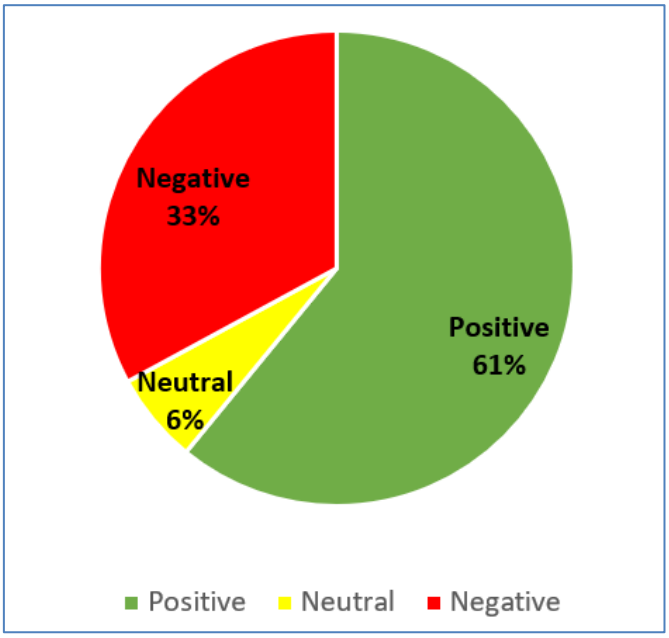
- How Crow Lane formed an important/useful traffic route for them and that having to use an alternative route has increased congestion, journey times and air pollution on other routes;
- How the closure of Crow Lane increases the potential for rat-running on other routes, such as between Dark Lane and Paxton Road at Tapton; and
- That the additional numbers of walkers and cyclists using Crow Lane is insufficient to justify a permanent closure.

6.10.5 The above provides an overall summary and all further comments that have been received have been passed in full to DCC.

6.11 Overall Sentiment

6.11.1 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 15 and outline that 61% of people were positive towards the proposals, 6% were neutral and 33% were negative.

Figure 15: Overall Sentiment towards Proposals



7. ENGAGEMENT FINDINGS – OVERALL

7.1 Introduction

7.1.1 By combining responses across all five route sections, this section provides a brief summary of:

- Whether people felt that the planned improvements would encourage them to walk or cycle more often; and
- Overall sentiment towards the planned improvements.

7.2 Would the Planned Improvements Encourage you to Walk/Cycle

7.2.1 Table 22 summarises whether the planned improvements would encourage the respondents to walk or cycle more across the different sections of the route.

Table 22: Walk/Cycle More Often

Section	Yes	No	Unsure/No response	Total
Section 1	163 (54%)	99 (33%)	39 (13%)	**301**
Section 2	153 (83%)	19 (11%)	12 (6%)	**184**
Section 3	128 (82%)	17 (11%)	11 (7%)	**156**
Section 4	112 (74%)	24 (16%)	16 (10%)	**152**
Section 5	225 (58%)	132 (34%)	32 (8%)	**389**
Total	**781 (66%)**	**291 (25%)**	**110 (9%)**	**1182**

7.2.2 Of the responses received, approximately two thirds said they would walk or cycle more. Those people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 561 responses;
- Chesterfield town centre – 493 responses; and
- Local shops and services – 357 responses.

7.3 Overall Sentiment

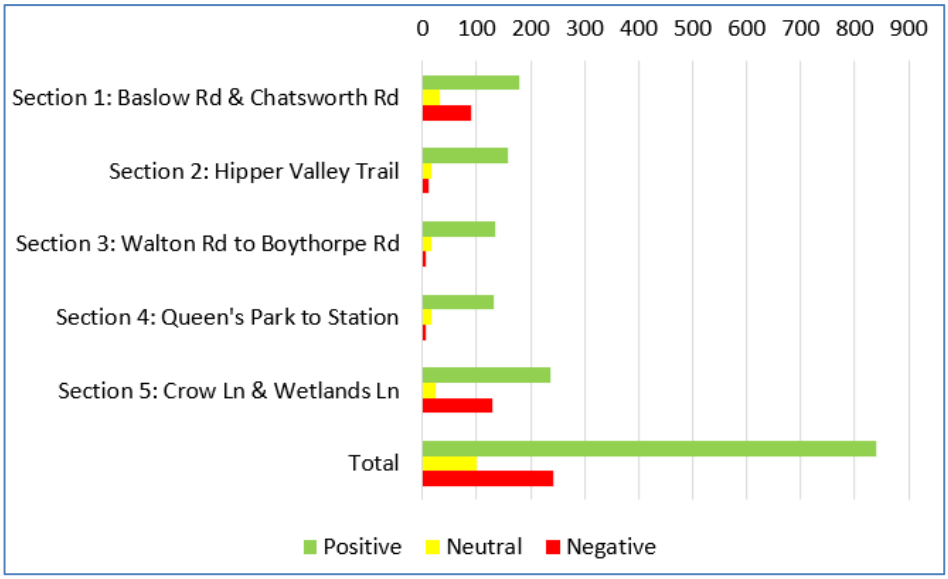
7.3.1 Table 23 summarises the overall sentiment respondents had towards the planned improvements across the different sections of the route. Across the whole route, a positive sentiment figure of over 70% was identified.

Table 23: Overall Sentiment

Section	Positive	Neutral	Negative	Total
Section 1	180 (60%)	31 (10%)	90 (20%)	**301**
Section 2	157 (85%)	15 (8%)	12 (7%)	**184**
Section 3	135 (86%)	15 (10%)	6 (4%)	**156**
Section 4	132 (87%)	15 (10%)	5 (3%)	**152**
Section 5	237 (61%)	24 (6%)	128 (33%)	**389**
Total	**841 (71%)**	**100 (9%)**	**241 (20%)**	**1182**

7.3.2 The information contained above within Table 23 is shown graphically within Figure 16.

Figure 16: Overall Sentiment



8. NON-COMMONPLACE ENGAGEMENT FINDINGS

8.1 Non-Commonplace Comments Received

8.1.1 Some members of the local community choose to provide responses to the engagement outside of the Commonplace platform and this typically consisted of emails and letters. Table 24 provides an overall summary of the scheme-specific comments received from the following:

- Elected Members;
- Holymoorside & Walton Parish Council;
- Chesterfield Borough Council;
- Chesterfield Royal Hospital;
- Local groups/organisations; and
- DCC public transport officer.

8.1.2 All information has been paraphrased/shortened as it was not possible to provide full responses within the below table. All full responses have been passed to DCC for further consideration.

Table 24: Summary of Scheme Specific Non-Commonplace Comments

Ref	Stakeholder	Support / Object	Summary of Additional Details Provided
1	CBC Councillor Tony Rogers – Moor Ward	Support (General)	-
2	CBC Councillor Dean Collins – Lowgates & Woodthorpe Ward	Object (Section 5)	Objects on health and safety grounds.
3	CBC Councillor Tricia Gilby – Brimington South Ward	Object (Section 5)	Considers that there is a lot of local opposition to a permanent closure of Crow Lane due to the inconvenience and delay/congestion caused by motorists having to use other routes. Suggests that an alternative route via Dark Lane would be better for pedestrians and cyclists.
4	DCC Councillor Stuart Brittain – Brimington Ward	Object (Section 5)	Considers the proposal to permanently close Crow Lane to motor traffic is flawed. Very little walking/cycling use of Crow Lane and suggests an alternative route via Dark Lane would be better for pedestrians and cyclists.
5	Toby Perkins – MP for Chesterfield	Object (Section 5)	Crow Lane proposals are contentious and own survey suggests that there is considerable opposition to them. Suggests that an alternative route via Dark Lane would be better for pedestrians and cyclists. The implementation of traffic calming on Crow Lane would be preferable to a permanent closure.
6	Kate Brailsford – Holymoorside & Walton Parish Council	Unknown	To provide comments following the next Parish Council meeting (13th April 2021).

Ref	Stakeholder	Support / Object	Summary of Additional Details Provided
8	Chesterfield Borough Council (Officer Level)	General support, some concerns on Section 1	Using Chatsworth Road would not be CBC's first preference as it is a heavily trafficked primary route and may not be viewed by all as a safe and attractive route
8	Chesterfield Royal Hospital	Support (General)	Fully supports all route sections.
9	Transition Chesterfield	Support (General)	Strongly support all route sections but would also like to see some additional measures provided.
10	Chesterfield Cycle Campaign	Support (General)	Strongly support all route sections and have identified further possible improvements / opportunities.
11	Trans Pennine Trail Office	Support (Section 5)	Supports the proposals and has also suggested possible improved connections to the nearby Trans Pennine Trail route.
12	Chesterfield & District Civic Society	Object (Section 1) & Support (Section 5)	Strongly opposed to Chatsworth Road proposals due to impact on street character, adverse impact on pedestrians/motorists and difficulties associated with private drive access. Support the permanent closure of Crow Lane and would also like to see the lower section of the route closed once the proposed link road between Hollis Lane and the station is opened.
13	DCC Public Transport Officer	General Feedback	Provided detailed comments on the impact of the scheme proposals on public transport provision and has outlined suggested improvements / opportunities.

9. SUMMARY

9.1 Summary

9.1.1 UK Government has awarded Derbyshire County Council (DCC) approximately £1.6m as part of the Active Travel Fund (Tranche 2) to create a new east to west walking and cycling route across Chesterfield. The proposed 8km route extends from the A619 junction with Holymoor Road, along Chatsworth Road and the existing Hipper Valley Trail, through Queen's Park and to Chesterfield Royal Hospital via Crow Lane and Wetlands Lane. The route was chosen as it met all the criteria set out by the Government and has been identified as an important link to create a better network of walking and cycling routes in the town.

9.1.2 During March 2021, DCC undertook a wide-ranging engagement exercise which sought to obtain the views of the local community on initial route design options.

9.1.3 Across the five route sections, a total of 1182 responses were provided on the Commonplace engagement platform. Across the proposed route as a whole, the key findings were that:

- Approximately two thirds of the responses (66%) outlined that the planned improvements would encourage them to walk or cycle more often.
- The most popular destinations that people would walk or cycle to were parks and recreational areas, Chesterfield town centre and local shops and services.
- An overall positive sentiment figure of 71% was identified for the planned improvements as a whole. The level of positive sentiment varied by route section, with Sections 2, 3 and 4 recording a positive sentiment level of at least 85%. Although the level of positive sentiment towards Sections 1 and 5 was lower (60% and 61% respectively), it still formed the majority response.

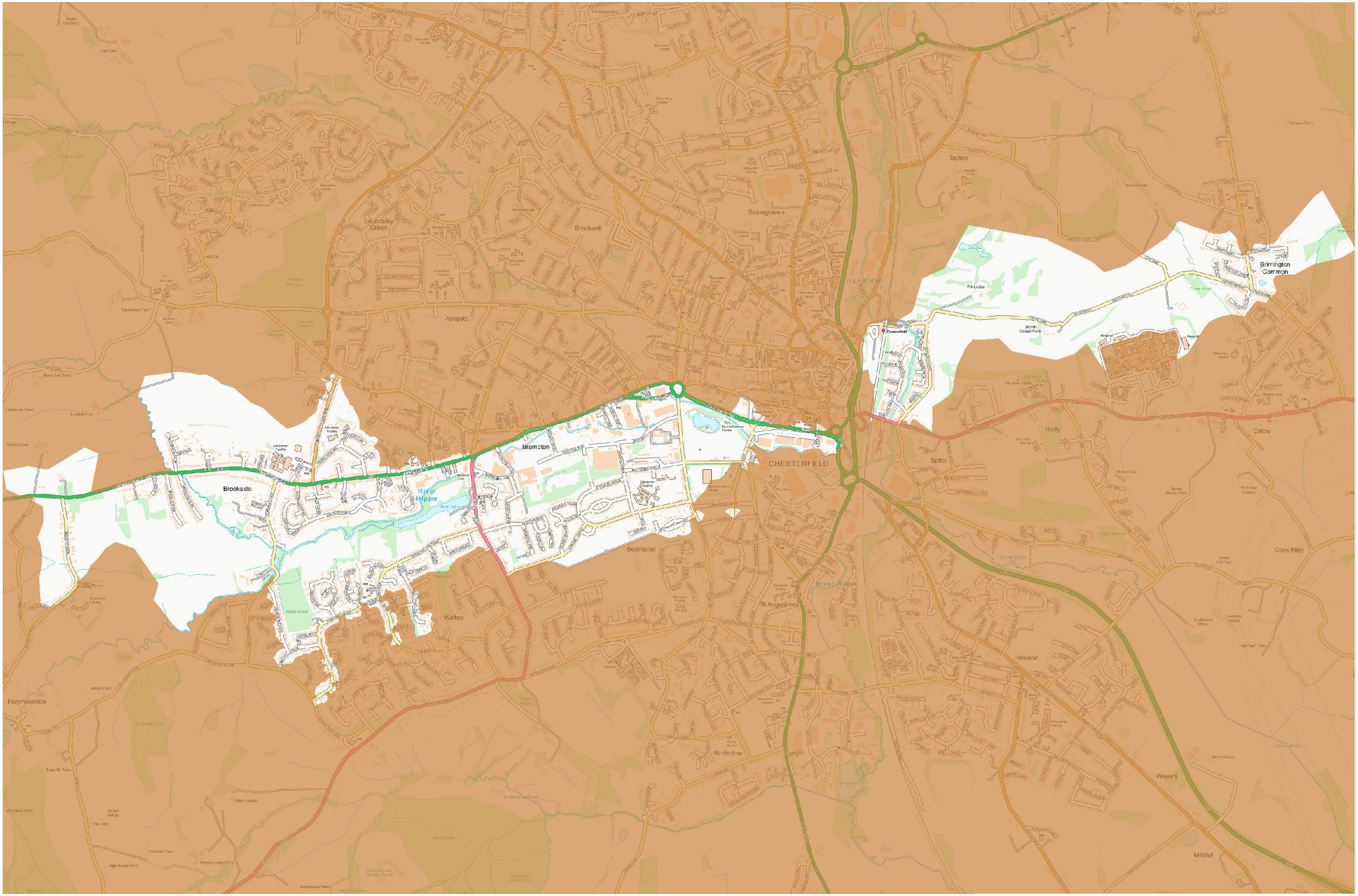
9.1.4 Some members of the local community provided responses to the engagement outside of the Commonplace platform and this typically consisted of emails and letters. These comments included a mix of supportive responses, comments not in favour of the scheme and general scheme feedback.

9.1.5 All comments and feedback received on the initial route design options (both via Commonplace and via other methods) have been fully reviewed and will help to inform the next stages of the project.

Appendix 1 – Letter Distribution Extents

Derbys Transport - S - Derby CC (3879)

Sectors:S40 1, S40 2, S40 3, S41 0, S41 7,



Appendix 2 – Elected Member Distribution List

Elected Members
Cllr Simon Spencer (DCC - Member for Highways & Transport)
Cllr Trevor Ainsworth (DCC - Support for Highways & Transport - North)
MPs
Toby Perkins MP (Chesterfield)
Lee Rowley MP (North East Derbyshire)
Derbyshire County Councillors
Cllr Barry Lewis (DCC - Leader of the Council)
Cllr David Allen (DCC - Birdholme)
Cllr Ron Mihaly (DCC - Boythorpe & Brampton South)
Cllr Stuart Brittain (DCC - Brimington)
Cllr Mick Wall (DCC - Loundsley Green and Newbold)
Cllr Sharon Blank (DCC - Spire)
Cllr Jean Innes (DCC - St. Mary's)
Cllr Helen Elliott (DCC - Staveley)
Cllr Barry Bingham (DCC - Staveley North & Whittington)
Cllr John Boult (DCC - Walton & West)
Cllr Angelique Foster (DCC - Dronfield West & Walton)
Cllr Nigel Barker (DCC - Sutton)
North East Derbyshire District Councillors (as at 8/3/21)
Cllr Martin Thacker (NEDDC - Brampton & Walton)
Cllr Peter Elliott (NEDDC - Brampton & Walton)
Cllr Joseph Birkin (NEDDC - Sutton)
Cllr Pat Kerry (NEDDC - Sutton)
Chesterfield Borough Councillors (as at 8/3/21)
Councillor Paul Holmes
Councillor Kelly Thornton
Councillor Terry Gilby
Councillor Suzie Francis Perkins
Councillor Andy Bellamy
Councillor Ian Callan
Councillor Tricia Gilby
Councillor Maureen Davenport
Councillor Ed Fordham
Councillor Katherine Hollingworth
Councillor Janice Marriott
Councillor Mark Rayner
Councillor Gordon Simmons
Councillor Mick Brady
Councillor Amanda Serjeant
Councillor Paul Mann
Councillor Ruth Perry
Councillor Mick Bagshaw
Councillor Glenys Falconer
Councillor Keith Falconer
Councillor Peter Barr
Councillor Emily Coy
Councillor Ray Catt
Councillor Avis Murphy
Councillor Dean Collins

Councillor Lisa Collins
Councillor Barry Dyke
Councillor Chris Ludlow
Councillor Kate Caulfield
Councillor Tony Rogers
Councillor Peter Innes
Councillor Lisa Blakemore
Councillor Jenny Flood
Councillor Keith Miles
Councillor Jill Mannion-Brunt
Councillor Tom Murphy
Councillor Dan Kelly
Councillor Kate Sarvent
Councillor Maggie Kellman
Councillor Nicholas Redihough
Councillor Tom Snowdon
Councillor Howard Borrell
Councillor Paul Niblock
Councillor Shirley Niblock

Appendix 3 – Wider Stakeholder Distribution List

Wider Stakeholders
Chesterfield Cycle Campaign
Transition Chesterfield
Chesterfield Royal Hospital (Env. Advisor & Health & Wellbeing Lead)
CBC Walking for Health Groups
CBC Assistant Director, Health & Wellbeing
CBC Major Sites Officer
CBC Senior Environmental Health Officer
AECOM (Hollis Lane Link Rd Project Manager)
AECOM (Station Masterplan Project Manager)
East Midlands Ambulance Service NHS Trust
Derbyshire Constabulary Chief Constable
Derbyshire Fire & Rescue Service
Stagecoach Yorkshire (Commercial Director)
East Midlands Railway (Area Station Manager)
Road Haulage Association
Freight Transport Association
Tom Tom Geographical Data
NFU Regional Offices
Derbyshire & Nottinghamshire Chamber of Commerce
Sustrans (Nottingham Office)
Environment Agency
Natural England
Campaign to Protect Rural England
Derbyshire Wildlife Trust
Midlands Historic England
Guide Dogs Nottingham Mobility Team
Links CVS
Derbyshire Voluntary Action
Accessible Derbyshire
Sight Support Derbyshire
Deaf & Hearing Support
Brightlife Chesterfield
Active Derbyshire
British Horse Society
British Driving Society
Auto Cycle Union Ltd.
CTC / Cycling UK
Trail Riders Fellowship (East Midlands Rights of Way Officer)
International Mountain Biking Association UK
Chesterfield Spire Cycling Club
Bolsover & District Cycling Club
Bolsover Wheelers Cycling Club
Inclusive Pedals CIC
GLASS (Green Lane Association)
Derbyshire Footpaths Preservation Society
Peak & Northern Footpaths Society
Chesterfield U3A Walking Groups
Chesterfield & NE Derbyshire Ramblers
Derbyshire Community Transport
St. Thomas Centre, Brampton
Calow Community Centre
Walton Holymoorside Primary School (Head)
Brookfield Community School (Head)

Storrs Road Pre-School (Manager)
Westfield Infant School (Head)
Old Hall Junior School (Head)
Brampton Primary School (Head)
Parkside Community School (Head)
William Rhodes Primary & Nursery School (Head)
Whitecotes Primary Academy (Head)
Spire Junior School (Head)
St Mary's Catholic High School (Head)
Abercrombie Primary School (Head)
St. Peter & St. Paul School (Head)
Hady Primary School (Head)
Brimington Manor Infant & Nursery School (Head)
Children 1st @ St Peter & St Paul Day Nursery
Chesterfield College
University of Derby Chesterfield Campus
Chesterfield County Court
Chesterfield Museum
Pomegranate Theatre & Winding Wheel Theatre
Royal Mail Chesterfield Delivery Office
Chatsworth Road Medical Centre (Practice Manager)
The Surgery @ Wheatbridge (Practice Manager)
Friends of Somersall Park
Friends of Queen's Park
Queen's Park Sports Centre
Tapton Park Golf Course Clubhouse
Church in the Peak
Chesterfield Parish Church
Chesterfield Skate Park
Robinsons Sports Ground / Chesterfield Barbarians Cricket Ground
Chesterfield Market
Screwfix (Walton Road)
Morrisons (Chatsworth Road)
Lidl (Chatsworth Road)
Home Bargains (Lordsmill Street)
The Range (Lordsmill Street)
TK Maxx (Lordsmill Street)
Tapton Park Innovation Centre (CBC)
Ravenside Retail Park (XPROP on behalf of Land Securities)
Markham Retail Park (XPROP on behalf of CBRE)
Spires Retail Park (Avison Young on behalf of Paloma Capital)
Ibis Chesterfield Central (Lordsmill Street)
Parish Councils
Holymoorside & Walton Parish Council
Brimington Parish Council
Calow Parish Council
Brampton Parish Council

Appendix 4 – DCC Media Release

HAVE YOUR SAY ON MAJOR NEW CYCLING AND WALKING ROUTE FOR CHESTERFIELD

Ambitious plans for an east-west walking and cycling route for Chesterfield have been published today by the county council, and local people are being asked for their views.

The Government has awarded the county council just over £1.6m to create a new route for cyclists and those on foot.

The route will go from the A619 junction with Holymoor Road, along Chatsworth Road and the existing Hipper Valley Trail, through Queen's Park, and to the hospital by using Crow Lane and Wetlands Lane.

The plans for the route include improving existing sections by widening and resurfacing, to provide enough space for all users and allow for better social distancing.

Councillor Simon Spencer, Derbyshire County Council's Cabinet Member for Highways, Transport and Infrastructure, said: "This new route will help many people to walk or cycle into the town centre, to the railway station and the hospital.

"We've already seen a huge increase in the number of cyclists in the town centre and this route will help to take more traffic off the roads, which can only be a good thing for everyone.

"We can't use this money for anything else, nor can we use it anywhere else in the county, so I'd urge everyone who lives locally to have a look at the plans and let us have their views.

The consultation can be found at https://chesterfieldcycleroute.commonplace.is/ and closes on 25 March 2021.

Derbyshire County Council
Equality Impact Analysis Record Form 2018

Department	Traffic and Safety (Place)
Service Area	Economy Transport and Environment
Title of policy/ practice/ service of function	Chesterfield East-West Walking and Cycling Route
Chair of Analysis Team	Anthony Sabato

Stage 1. Prioritising what is being analysed

a. Why has the policy, practice, service or function been chosen? (rationale)
b. What if any proposals have been made to alter the policy, service or function?

a) The Equality Impact Assessment (EqIA) relates to a project to develop the East-West corridor route between Chesterfield Royal Hospital at Calow and Holymoorside via Chesterfield town centre, the rail station, connecting into key employment, retail and education destinations. This route forms the strategic east - west corridor through Chesterfield (Derbyshire's largest market town with a population of around 105 thousand residents), which is an essential commuter route, but also utilised as a route to schools, transport hubs, health, education and retail destinations. The route also functions as key leisure corridor, particularly on sections of the existing Hipper Valley Trail where it passes through Somersall and Queen's Parks and also wider destinations including the Peak District and Sherwood Forest. The project is funded by the Department for Transport (DfT).

b) N/A.

c. What is the purpose of the policy, practice, service or function?

The project aims to build a new cycling and walking route east to west across Chesterfield. The route utilises existing sections of infrastructure realised through Emergency Active Travel Fund (EATF) Tranche 1 (installation of modal filter and point closure to motor vehicles at Crow Lane) and existing sections of the off-road, rail station link and Hipper Valley Greenway through Queen's and Somersall urban parks. Improvements and gap closing along this corridor will include the works identified on the drawing below to form a high quality, segregated route that is continuous and direct. The route will be constructed of sufficient width and materials to permit year round use, such that it is lit and suitable for use by an unaccompanied 12 year old, as per the latest guidance. The route will improve walking and cycling access to workplaces, schools, Chesterfield College, the station, recreational facilities and the hospital. It will also make other general everyday trips on foot or by bicycle easier. Proposals will be designed within accordance of relevant Design Manual for Roads and Bridges (DMRB), Manual for Streets and Disability Discrimination Act (DDA).

This project forms part of The Derbyshire Key Cycle Network (KCN), which was approved by Cabinet in January 2020. This expands of the priorities identified in the Derbyshire Cycling Plan.

Strategic north/south and east/west corridors were identified through the town of Chesterfield through the route selection process. Raising the standard of and completion of the E/W route through the town is recognised as a key priority. Once complete the project will contribute towards the creation of a network of attractive cycle paths, providing residents and visitors with healthier and sustainable options to travel other than using their cars. An increase in cycling for local trips will also assist us to accommodate additional traffic generated by new developments including Peak Resort, Waterside, The Avenue and housing at Clay Cross.

d. Will the proposals lead to changes in staffing resources/ the organisation of staffing? If Yes, please outline.

No. The delivery of the scheme will be managed under existing staff resources in Place utilising external consultants for design and external contractors for construction.

Stage 2. The team carrying out the analysis

Name	***Area of expertise / role***
Anthony Sabato (Chair) – DCC Capital Programme Manager (and Active Travel Fund Tranche 2 Project Lead)	Active Travel Fund Tranche 2 Project Lead with extensive walking and cycling route appraisal, design, development and implementation experience. Successfully implemented a number of similar projects in the UK, which have included Equality Impact Assessments (EqIA).
Simon Tranter – DCC Principal Engineer, Traffic and Safety	Experienced Traffic and Road Safety Engineer providing design and engineering support for the project.
Andy Mayo – Director at LTP Ltd (LTP are providing consultancy services on the project)	Extensive walking and cycling route appraisal, design, development and implementation experience. Undertaken a number of Equality Impact Assessments (EqIA) in relation to active travel and other highway projects. Experienced road safety auditor who takes into account the needs of various user groups, including those with protected characteristics, as part of day-to-day work.
Ryan Penn – Senior Engineer at LTP Ltd (LTP are providing consultancy services on the project)	Considerable walking and cycling route appraisal, design and development experience. Undertaken a number of Equality Impact Assessments (EqIA) in relation to active travel and other highway projects. Experienced road safety auditor who takes into account the needs of various user groups, including those with protected characteristics, as part of day-to-day work.

Stage 3. The scope of the analysis – what it covers

Under the specific public sector duties introduced by the Equality Act 2010 public bodies must have due regard for the need to (S.149):

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the act, such as the failure to make reasonable adjustments for disabled people.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

These duties relate to the nine protected characteristic groups defined by the Equality Act 2010, namely:

- Age.
- Disability.
- Gender or Sex.
- Gender re-assignment.
- Pregnancy and maternity.
- Race.
- Religion and belief, including non-belief.
- Sexual orientation, and
- Marriage and Civil Partnership (albeit solely in relation to the need to eradicate unlawful prohibited conduct).

The scope of the analysis is therefore to consciously think about the likely impacts of the project on people with a protected characteristic. The analysis has been a useful tool for identifying possible improvements to the project so that it meets the needs of the diverse groups of people living within Derbyshire. It involves bringing together all relevant information and consultation feedback so that conclusions can be reached about how the project may affect different groups of people, especially those with a protected characteristic.

Stage 4. Data and consultation feedback

a. Sources of data and consultation used

Source	***Reason for using***
Baseline pedestrian and cycle count data from survey counters along the proposed route (see Appendix 1).	To provide information with regards to current route usage (including information on different times of the year, time of day etc).
Active Travel Appraisal Tool Kit as part of project bid to DfT	To provide information on projected route usage for different types of users
National Travel Attitudes Survey (NTAS)	To provide supportive information relating to patterns and trends in cycling and walking across the UK
Sustrans Bike Life Report (2018)	To provide supportive information relating to patterns and trends in cycling and walking
Propensity to Cycle Tool and Rapid Cycleway Prioritisation Tool as part of project bid to DfT	To demonstrate the strategic importance and need for providing high quality cycle facilities on the east-west corridor.
Census 'method of travel to work data' and 'distance travelled to work' for the Chesterfield area	To demonstrate that existing trips by walking and cycling are underrepresented and that there is scope to increase these modal splits and provide increased travel opportunities for people. This is also supported by distance travelled to work data which outlines that two-thirds of Chesterfield residents travel less than 10km to work.
Public Health England (PHE) Profile 2014	To demonstrate the health and well-being statistics as a baseline measurement to judge project benefits.
Public health England (PHE) 2018: Cycling and Walking for Individual and Population Health Benefits	To demonstrate the socio-economic costs relating to the National Health Service (NHS).
School travel modal split information as part of project bid to DfT	To demonstrate that relatively little school travel takes place by bicycle and that the provision of high-quality facilities should allow this modal split to be increased.
Business Travel Plans (Chesterfield College & Chesterfield Royal Hospital)	To demonstrate the low number of employees walking and cycling to these workplaces despite around 40-60% of employees residing less than five miles away. The proposed project interventions are expected to directly benefit employees working at both

Source	*Reason for using*
	these locations by providing a safe and more accessible walking/cycling route to work.
Commonplace online engagement portal (https://chesterfieldcycleroute.commonplace.is/)	Online survey sought to gather the views of the local community on the scheme proposals. In excess of 4,000 letters were delivered to residential and business properties located on or close to the route. The survey included a combination of multiple choice and 'free text' questions which allowed people to clearly explain their views.
Phone line support option	For those people unable/unwilling to use the internet, a specific phone number was advertised which people could use to provide their views.
Pre-engagement email briefing for DCC and CBC Elected Members	To advise them of the upcoming engagement period and encourage them and their constituents to provide their views on the proposals.
Pre-engagement email briefing for key stakeholders including local schools, local service providers, parish councils, community groups, public transport providers, the emergency services and internal DCC/CBC contacts/Officers.	To advise them of the upcoming engagement period and encourage them to provider their views on the proposals and to pass on the details within their own networks of contacts.
Use of DCC project website and DCC press/media releases and social media posts	To promote survey participation amongst the local community.
DCC Officer knowledge	Over a significant period of time, the public and stakeholders have made requests/representations to DCC Officers regarding transport issues and ideas. This information and knowledge has been brought to the project.

Stage 5. Analysing the impact or effects

a. What does the data tell you?

Protected Group	*Findings*
Age	According to the 2011 Census, only 1% of people make journeys by bicycle to work, which is lower than the Derbyshire percentage of 2% and the national average of 3%. Although people of all ages do make use of walking and cycling across Chesterfield and the UK (see 2018/19 cycling statistics across the UK here) there is scope for modal splits in these journey choices to increase. In particular, there is considerable scope for young people to walk and cycle to

	school. Currently, only 1% of students from Brookfield Community School cycle to school as identified at the time of the project bid to the DfT. Similarly, elderly people may not currently choose to walk and cycle as they may not feel safe or face access constraints (e.g. physically unable to navigate some routes), which is gathered from the UK census data showing the age group least likely to travel by bike is the over 55's along with reasons for not cycling, safety is the most common response (over 66% of adults) as per the National Travel Attitude Survey 2018/19 The combined effect of safe routes and advancements in electric bicycles will assist to encourage greater uptake. According to the PHE Health Profile 2014, rates of obesity (24.7%) in Derbyshire are higher than the national average, and this can lead to serious long term conditions such as diabetes or heart disease. Encouraging modal shift to cycling will reduce the impact on the public transport network and remove the number of journeys made by car further improving air quality across Chesterfield. The project seeks to overcome the barriers outlined above and referenced in the data sources, with the route seeking to facilitate independent walking and cycling for all ages (especially encouraging unaccompanied 12 year old and older people) by providing segregated cycle lanes safe from vehicles and particularly HGV's along with improved wayfinding, lighting and more comfortable cycle / walking facilities.
Disability	Limited baseline data regarding the experiences of people with disabilities along the route alignment is currently known. However; according to the NTAS people with disabilities make six times fewer cycle trips and 7 times fewer cycling miles, make two times fewer walking trips and three times fewer walking miles. Existing barriers to walking and cycling use for people with disabilities include issues such as tight/restrictive access barriers at route entrance points (e.g. parks / dropped kerbs) which limit access for wheelchairs and mobility scooters etc. and providing a cycle route where they feel safe from vehicles and HGV's. The project seeks to remove barriers for people with disabilities following DDA compliant design in accordance with the DMRB (e.g. if access barriers are required, ensure that people with disabilities are able to use them, wider footways, tactile paving) and make walking and cycling easier for this group. The design has also considered access to public transport to ensure sufficient bus stop provision to enable deployment of ramps and access for disability groups are not adversely affected.

Gender (Sex)	Limited baseline data regarding the experiences of people of different genders is currently known specifically to this route alignment. However, 71% of females have cited that "it is too dangerous to cycle on the road" compared with 61% for men according to the NTAS 2020 report. Men also cycle 2.5 times more often than women and almost four times more miles. Also, in the Sustrans Bike Life Report (2018) found that in seven major cities only 12% of women use a cycle to travel regularly and 73% of women didn't ride a bike; but 30% of these said that they would like to cycle. 76% of women who cycle or would like to start would find cycle routes alongside the road (but physically separated from traffic) very useful. 79% of women support building more protected cycle lanes, even if this means less space for traffic. 39% of females aged over 16 said they felt a bit unsafe or very unsafe when walking alone after dark (ONS 2016) compared to 12% of males. Feeling unsafe increased with age with 53% of females over 75 saying they felt a bit unsafe or very unsafe when walking alone after dark. The project, through proposing segregated cycle lanes, routes free from motorised vehicle traffic and improved lighting / comfort will directly address these concerns and encourage people of all genders to make more cycle and walking trips more often.
Gender reassignment	There is no evidence that the proposals will have a material adverse impact on the grounds of Gender reassignment, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.
Marriage and civil partnership	There is no evidence that the proposals will have a material adverse impact on the grounds of Marriage and Civil Partnerships, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.
Pregnancy and maternity	There is no evidence that the proposals will have a material adverse impact on the grounds of Pregnancy and Maternity, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis. The project seeks to provide an east-west route cycle and walking route, and restrictive access barriers (e.g. gates) are to be removed or replaced with something more appropriate as part of the project. This combined with dropped kerbs, pedestrian crossings and segregated cycle lanes, will provide improved connectivity and access for people with pregnancy and maternity restrictions. The Hospital is located at the eastern end of the route and a key driver of the project is to enhance walking/cycling access to this facility. As such,

	the project may positively impact walking and cycling levels amongst people from this group attending appointments.
Race	There is no evidence that the proposals will have a material adverse impact on the grounds of Race, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.
Religion and belief including non-belief	There is no evidence that the proposals will have a material adverse impact on the grounds of Religion and belief, including non-belief, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis. Two churches are in the immediate vicinity of the route (St. Thomas's Church Brampton and Church in the Peak Chesterfield) and the project may positively impact patrons attending Church services.
Sexual orientation	There is no evidence that the proposals will have a material adverse impact on the grounds of Sexual Orientation, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.

Other

Socio-economic	Walking is an activity that can be undertaken free of charge. Cycling is also low-cost transportation mode where there is no road tax applicable, no toll, fuel or parking fees. There is also support from Derbyshire County Council partners 'Wheels to work' scheme and 'Cycle Friendly' grants scheme to provide low-cost bicycles for residents and workers to access. Dr Bike sessions provided by Chesterfield Cycle Campaign (CCC) also offer free repairs to bicycles and CCC also offer free cycle training. Compared to other travel modes (public transport, private car etc), walking and cycling are low-cost options along with providing health benefits that reduce the impact on the NHS where inactivity is estimated to cost £450 million per year according to the Public Health England 2018 report.
Rural	The proposed 8km route provides a gateway connection to the Peak District National Park to the west at Chatsworth Road and to the east with the rural areas of Brimington and Calow. In between it intersects the urban recreational grounds of Hipper Valley and Queen's Park as well as industrial areas of Dock walk and commercial districts at the retail parks.
Employees of the Council	Chesterfield Borough Council offices are located a short distance north of the project extents at Queens Park. Employees may be positively affected as the project will enhance the travel options to / from the office and onto key

	locations within the borough, such as the Royal Hospital, Train Station and Hipper Valley Park.

b. What does customer feedback, complaints or discussions with stakeholder groups tell you about the impact of the policy, practice, service or function on the protected characteristic groups?

Protected Group	***Findings***
Age	People from a range of age groups took part in the Commonplace engagement (ranging from ages 16-24 to 75-84). Details of the respondents age is summarised in the following table, as found in Appendix 2: *Chesterfield Active Travel Route - Engagement Summary Note - Final Issue 3.pdf* **Table 1: Age Group of Respondents** Age Group / Number / % 16-24 / 1 / <1% 25-34 / 11 / 4% 35-44 / 29 / 10% 45-54 / 47 / 16% 55-65 / 50 / 17% 65-74 / 55 / 18% 75-84 / 12 / 4% Prefer not to say / 5 / 2% No response / 91 / 30% **Total** / **301** / **100%**
Disability	No specific comments received in relation to this characteristic. As such, the currently proposed alignment is considered the most beneficial and there are considered to be no other viable alternatives.
Gender (Sex)	No specific comments received in relation to this characteristic.
Gender reassignment	No specific comments received in relation to this characteristic.
Marriage and civil partnership	No specific comments received in relation to this characteristic.
Pregnancy and maternity	No specific comments received in relation to this characteristic.
Race	No specific comments received in relation to this characteristic.
Religion and belief including non-belief	No specific comments received in relation to this characteristic.
Sexual orientation	No specific comments received in relation to this characteristic.

Other

Socio-economic	A relatively small number of people identified that the steep gradient on Crow Lane / Wetlands Road meant that they would require a e-bike to cycle up this section of the route but that they could not afford one. As previously outlined, although this section is on a gradient it is considered the most appropriate option with no other viable alternatives.
Rural	A number of people raised the possibility of further developing walking/cycling routes to better serve other areas (including rural areas). Such route extensions would fall outside the scope of the current project, but the comments have been recorded and will be used to inform the development of any relevant future schemes.
Employees of the Council	Comments have been received from Dean Jones (DCC Public Transport Officer). These detail that all bus stops are to meet, as a minimum, accessibility standards required by DCC. This includes heightened kerb lengths, bus stop post provision and appropriate carriageway lining provision. A meeting will be held with Dean Jones to ensure that these accessibility standards are met as part of the scheme. Further comments have been provided in relation to specific bus stop locations and these will also be discussed accordingly.

c. Are there any other groups of people who may experience an adverse impact because of the proposals to change a policy or service who are not listed above?

Yes. Respondents to the consultation raised concerns in Appendix 2: *Chesterfield Active Travel Route - Engagement Summary Note - Final Issue 3.pdf:*

Pedestrians; regarding potential increase in conflict between pedestrians and cyclists particularly at shared use footpath locations.

Car drivers; may find it more difficult to park their car particularly in Linden Avenue and in Goytside Road due to enhanced kerbside restrictions to enable a safe, clear and quiet cycle experience.

d. Gaps in data

What are your main gaps in information and understanding of the impact of your policy and services? Please indicate whether you have identified ways of filling these gaps.

Gaps in data	Action to deal with this
Although some younger people did complete the Commonplace engagement survey, they were less well represented than adults.	To an extent this was addressed during the engagement periods as on-going analysis identified a shortage of young person engagement. As a result, Chesterfield College were re-contacted about the survey and additional social media messages (which are likely to have a younger audience) were posted. These actions resulted in an uptick in younger person engagement. The intention is to establish continued engagement with younger people. This is to be achieved by DCC working with and going into schools (post Covid 19) and providing necessary details and, where relevant, training on cycling and walking.

Stage 6. Ways of mitigating unlawful prohibited conduct or unwanted adverse impact, or to promote improved equality of opportunity or good relations

This is to be achieved in various ways:

- The design process ensured that flat/direct/quiet/safe routes, which connect communities were used to promote improved equality of opportunity.
- Use of 'share with care' (or similar) signs to ensure that shared pedestrian and cyclist areas are shared in a courteous manner and that one user does not dominate over the other.
- Widening of existing paths to increase the size of spaces for pedestrians and cyclists. Removal of restrictive access barriers and replacement with more suitable features which allow easy access for people with disabilities as well as those pushing prams or those using non-standard bicycles (e.g. cargo bikes).
- Street lighting and associated environmental improvements to reduce vulnerability and enhance personal safety.
- Commitment to exploring opportunities to provide further pedestrian/cycle connections in the future which would help to further extend opportunities for people.
- Speed mitigation measures (raised tables, speed humps) along with camera enforcement following monitoring of the scheme once completed.

- Traffic Management Orders to enable enforcement of new parking and loading arrangements to suit new highway layout, disabled parking alternatives to be considered to ensure provision of parking is retained in the vicinity.
- Monitoring of the proposals once implemented.

Stage 7. Do stakeholders agree with your findings and proposed response?

Yes, the results of the extensive engagement on the preliminary design proposals are outlined below and all 5 sections of the proposed route have an overall positive sentiment:

- Section 1: 60% positive, 10% neutral, 20% negative.
- Section 2: 85% positive, 8% neutral, 7% negative.
- Section 3: 86% positive, 10% neutral, 4% negative.
- Section 4: 87% positive, 10% neutral, 3% negative.
- Section 5: 61% positive, 6% neutral, 33% negative.

In addition to the above, the upcoming detailed design process will consider all engagement comments received and seek to make further improvements to the scheme designs particularly with regard to:

- Lighting improvements; to make the route brighter, safer and for use at all times throughout the extents of the scheme.
- Pedestrian / cycle conflict, wider paths and improved signage along with the removal of cyclists using footway in Dock Walk
- Speed management; through the introduction of reduced vehicle speeds and traffic calming measures.,

This is expected to further enhance equality of opportunity for all potential users, but the constraint regarding the existing gradient in Crow Lane cannot be overcome as part of these proposals

Stage 8. Main conclusions and recommendations

This Equality Impact Assessment has demonstrated that the project proposals are robust, well supported by the community that responded through the consultation exercise and that adverse impacts will be mitigated and are not expected to be significant. The project is at the preliminary design stage and, as the project progresses to the detailed design stage, the following considerations will be addressed:

- Reduction of pedestrian / cyclist conflict throughout the extents of the route by keeping cyclists on the carriageway where possible and by improving the signing along with other calming measures
- Parking and loading restrictions to be reviewed to ensure no adverse effect on disability access and delivery access
- Lighting improvements to ensure safety of all users of the route
- Traffic calming measures to ensure vehicle speeds and numbers are in line with the restrictions, providing a safe environment for all cyclists.
- Monitoring and evaluation processes are incorporated into the project to ensure once completed any adverse effects are realised and remedied.

Stage 9. Objectives setting/ implementation

Objective	***Planned action***	***Who***	***When***	***How will this be monitored?***
To ensure that the robust preliminary design proposals are developed into suitable detailed designs. Taking on board comments received during the consultation, advancing equality of opportunity, eradicating unlawful / prohibited conduct. And promoting good relations between people with and without a protected characteristic	Undertake the detailed design exercise with due consideration of the findings of this EqIA, wider engagement findings and within the context of the aims/objectives of the project.	Project Team	May 2021 onwards	2-weekly Project Team meeting and regular reporting to the DfT, as per funding condition.
Take opportunities to strengthen the project as and when they arise with reference to the findings of the EqIA and continued engagement with stakeholders.	Regularly review options to determine whether any new opportunities can be incorporated into the design.	Project Team	May 2021 onwards	2-weekly Project Team meeting and regular reporting to the DfT, as per funding condition.

To promote positive impacts	Participation and positive outcomes are to be encouraged. In addition, all communication will encourage positive attitudes, have a clear purpose, be inclusive, engaging and use a wide variety of channels. Responding to those who commented during the consultation period.	Project Team	May 2021 onwards	2-weekly Project Team meeting and regular reporting to the DfT, as per funding condition. CommonPlace response and more detailed response to specific stakeholders.
Gather further information on evidence	A culture of information sharing will be fostered by the Project Team and this will seek to draw out the sometimes more difficult and to obtain qualitative evidence.	Project Team	May 2021 onwards	2-weekly Project Team meeting and regular reporting to the DfT, as per funding condition.

Stage 10. Monitoring and review/ mainstreaming into business plans

Please indicate whether any of your objectives have been added to service or business plans and your arrangements for monitoring and reviewing progress/ future impact?

Service or business plans – N/A. Monitoring and review – Regular monitoring and review reports to be undertaken by Active Travel Fund Tranche 2 Project Lead in line with funding requirements. Ongoing traffic counts to provide detailed before counts and to be continued once scheme is implemented.

Stage 11. Agreeing and publishing the completed analysis

Completed analysis approved by Anthony Sabato on 07826 944021

Where and when published?

Will be published on the CommonPlace website https://chesterfieldcycleroute.commonplace.is/ in summer 2021 and as part of an appendix to the relevant Cabinet Member Report.

Decision-making processes

Where linked to decision on proposals to change, reduce or withdraw service/ financial decisions/ large-scale staffing restructures

Attached to report (title): Cabinet Member Report – Chesterfield East – West Walking and Cycling Route

Date of report: 23rd June 2021

Author of report: Simon Tranter

Audience for report e.g. Cabinet/ date: Cabinet / 29th July

Web location of report: XXXXXXX

Outcome from report being considered

Approval to construct the Chesterfield East-West cycle route with consideration to comments received during consultation and EqIA report.

Details of follow-up action or monitoring of actions/ decision undertaken

Ongoing monitoring of the route and its usage to be undertaken with summer counts planned for July 2021 and several times once the route is completed.

Updated by:

Date:

Appendix 1 – Emergency Active Travel Fund (Tranche 2) Chesterfield East-West Corridor Route Baseline Data Summary: Analysis Document

May 2021

Emergency Active Travel Fund (Tranche 2) Chesterfield East-West Corridor Route Baseline Data Summary

Analysis Document

By: Jack Dean (Place)

Place Department

Economy and Regeneration Programme Office

County Hall

Matlock

Derbyshire

DE4 3AG

Contents

Background

Walking and cycling flows have been collected using camera counts, to support the baseline for the Emergency Active Travel Fund (EATF) Tranche 2 project consisting a five mile east-west cycling route between Chesterfield Royal Hospital and Holymoorside through the town of Chesterfield. The counts pictured in figure 1 were conducted over 2-week periods, in September and October 2020.

June 2020 (19th-20th)

- Crow Lane – 2-way count

September 2020 (15th-29th)

- Baslow Road, Holymoorside - 2-way count
- Chatsworth Road/Storrs Road/Linden Avenue Junction - 4-way count
- Crow Lane - 2-way count

October 2020 (6th-19th)

- Somersall Park - 3-way count
- Goytside Road/Dock Walk - 3-way count

These counts supplement the snapshot two-day survey conducted in June 2020 at the modal filter on Crow Lane, installed as part of the Tranche 1 works.

Along this corridor there are also alternative sources for walking a cycling flows, including permanent counters that DCC have located along the route, and external data sources such as Strava Metro. These sources will be analysed and compared the temporary counts carried out between September and October 2020.

Executive Summary

The average 2-way weekday pedestrian and cycle flows are reported below.

Site	Type	Date	Arm	Pedestrians	Cycles
Baslow Road	2-way	15th-19th Sep 2020	Baslow Road	146	36
Chatsworth Road/Storrs Road	4-way	15th-19th Sep 2020	Chatsworth Road East	803*	60
			Linden Avenue	514*	45
			Chatsworth Road West	256*	67
			Storrs Road	119*	68
Somersall Park	3-way	6th-19th Oct 2020	Somersall Park North	559	35
			Somersall Park South	720	47
			Somersall Park West	255	20
Goytside Road	2-way	6th-19th Oct 2020	Goytside Road	278	114
			Dock Walk	245	102
			Central Avenue	107	20
Crow Lane	2-way	19th-20th Jun 2020	Crow Lane	63	28
Crow Lane	2-way	15th-19th Sep 2021	Crow Lane	55	34

*Crossing count rather than link.

Analysis of Strava Metro revealed that over the summer of 2020 cycling, walking, and running activities peaked in May and remained high throughout the warmer summer months. In comparison to 2019 total walking, running, hiking, and cycling activities increased by 130-150% in 2020.

Analysis of Derbyshire's permanent counters located on the Chesterfield Station link and Walton Dam, demonstrated a similar pattern to the Strava activities. 2020 Pedestrian flows peaked in May having a 99% increase on the previous 2019 peak in June. 2020 cycle flows also peaked in May, accounting for a 56% increase on the previous year.

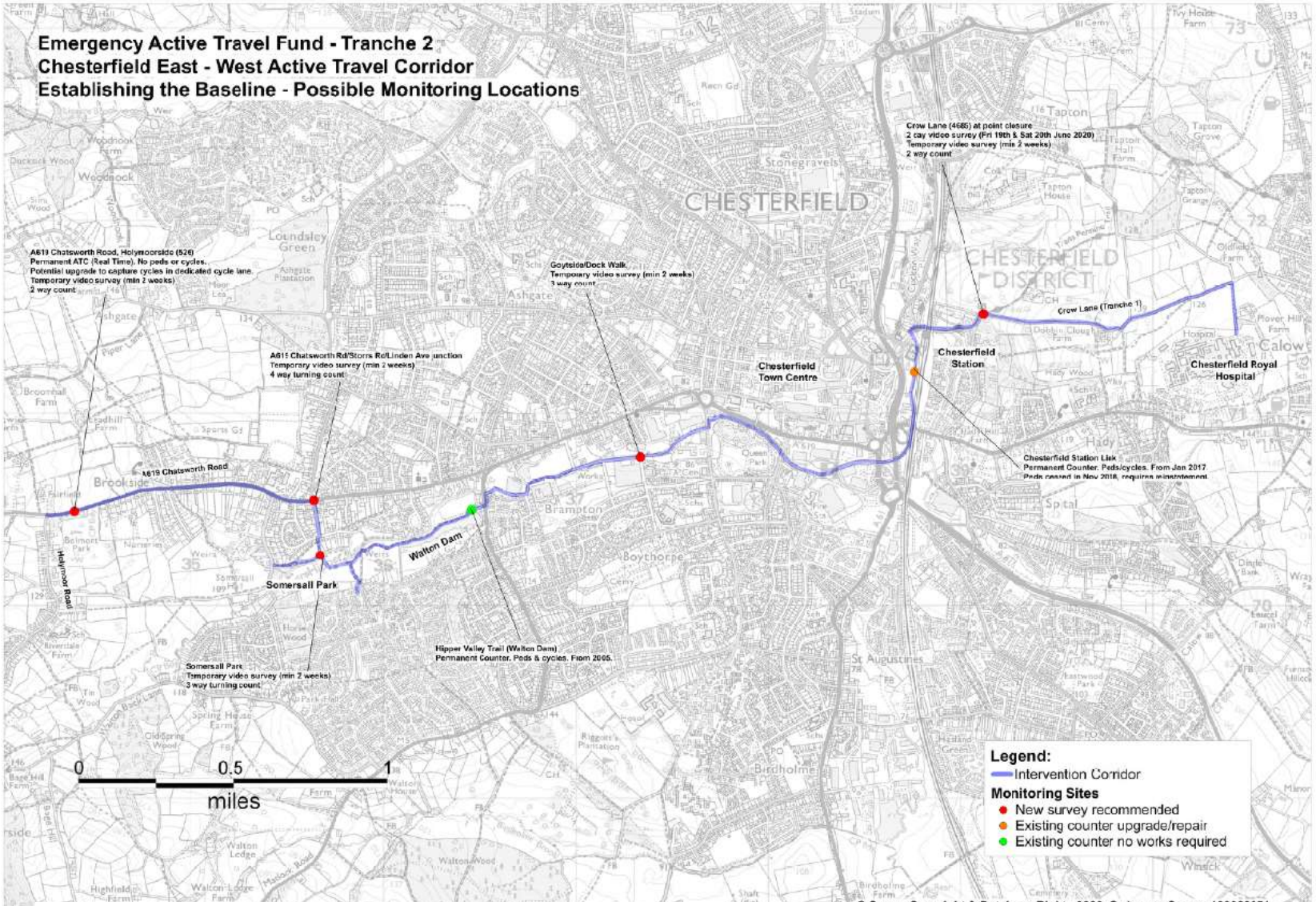
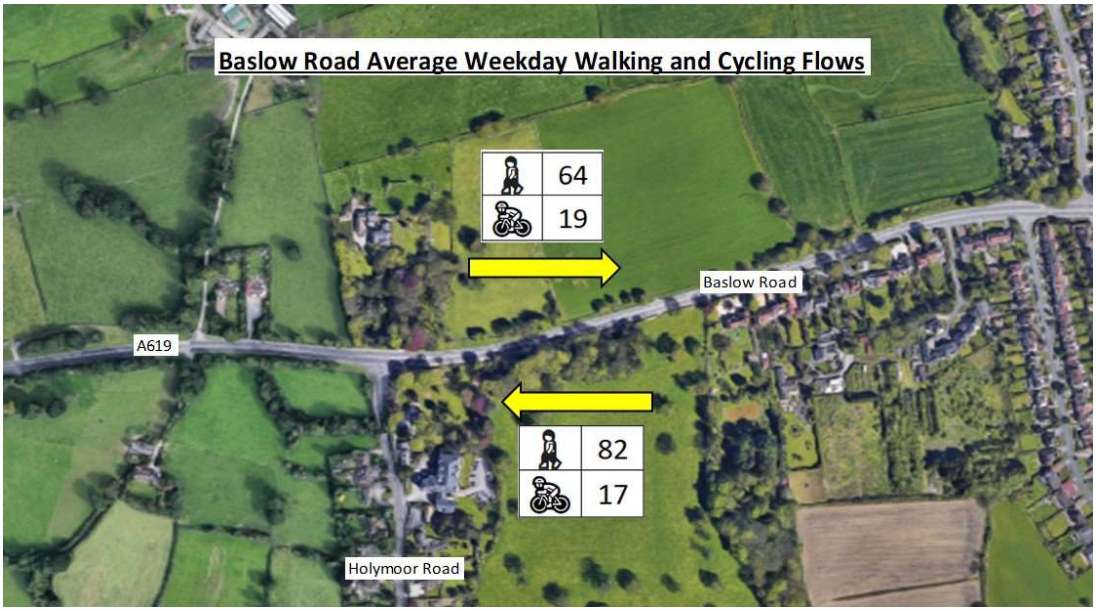


Figure 1 Emergency Active Travel Fund Monitoring Locations

Temporary Counts

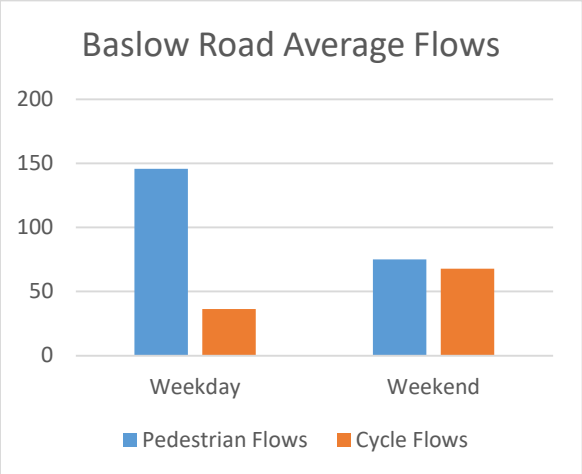
The counts considered in this report are presented west to east.

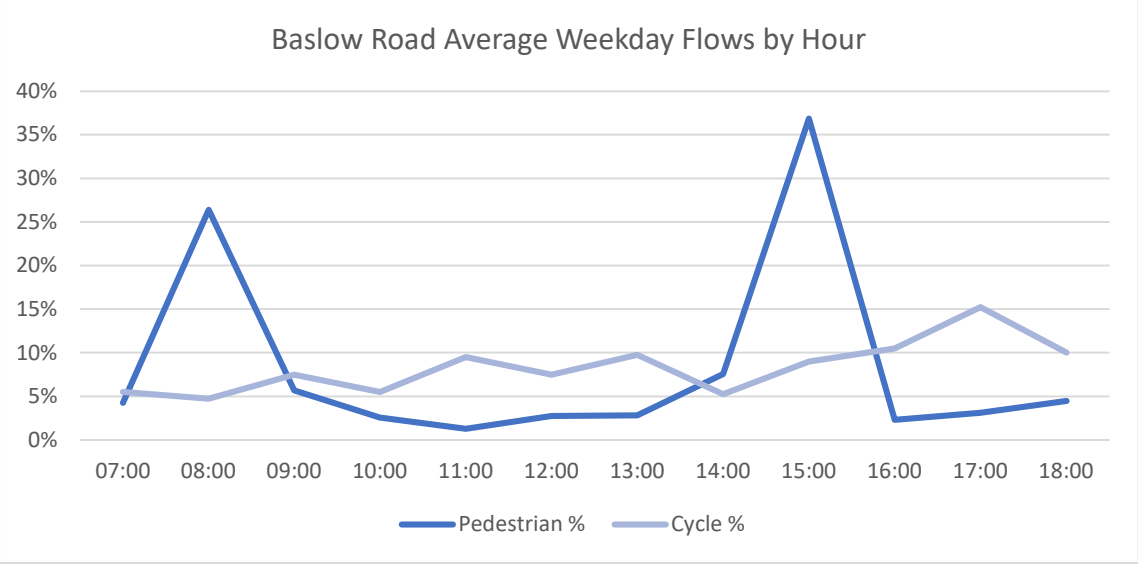
Baslow Road, Holymoorside - 2-way count



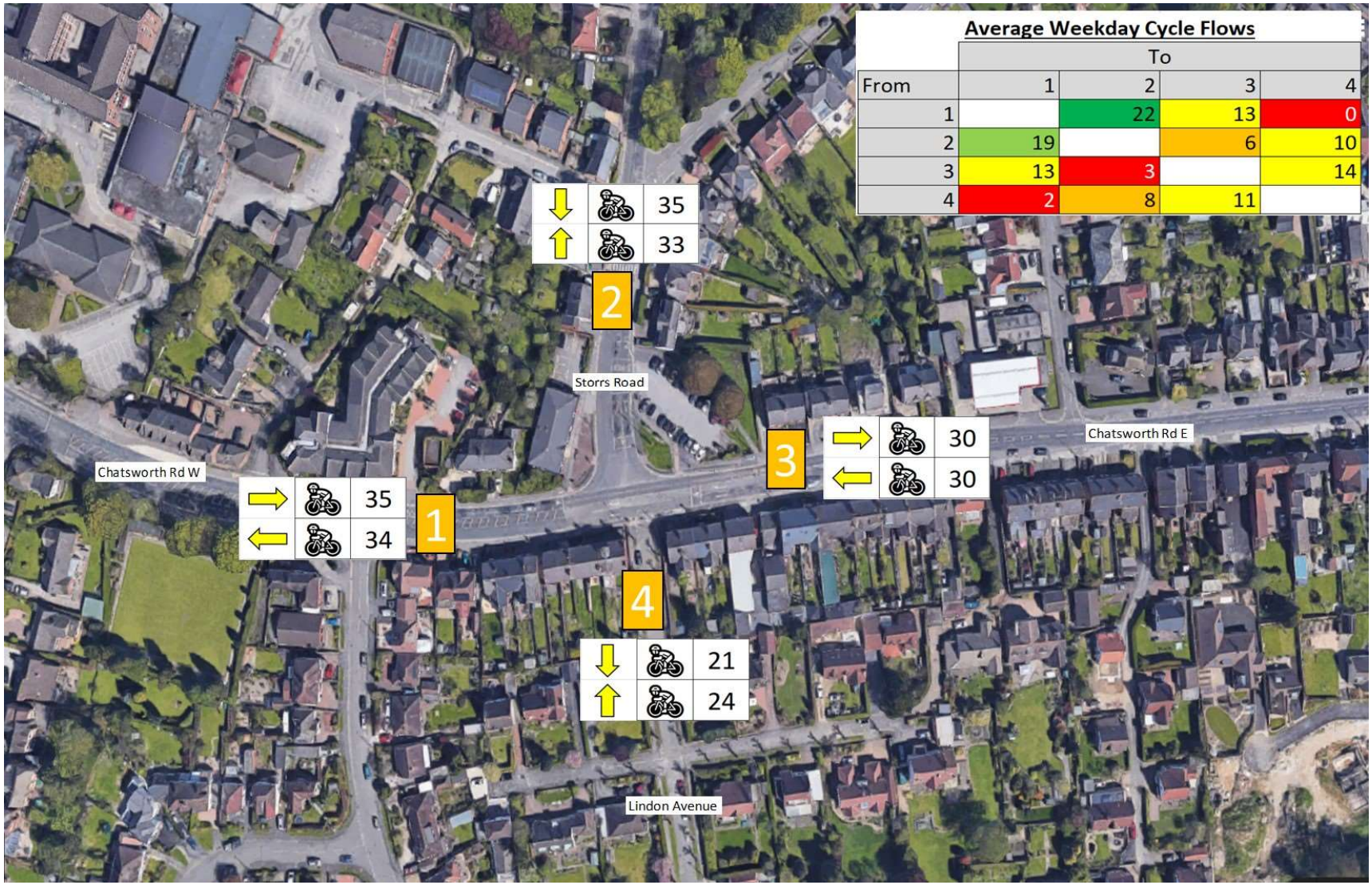
On average on each weekday there were 146 pedestrians and 36 cyclists using the EATF route at this site. On average during the weekend pedestrian flows fell to 75, whereas cycle flows increased to 68.

Most pedestrian flows followed a traditional AM and PM peak format with 8am experiencing 26% and 3pm experiencing 37% of weekday pedestrian traffic. Cycle flows were evenly spread through the day, with a peak at 5pm experiencing 15% of flows.





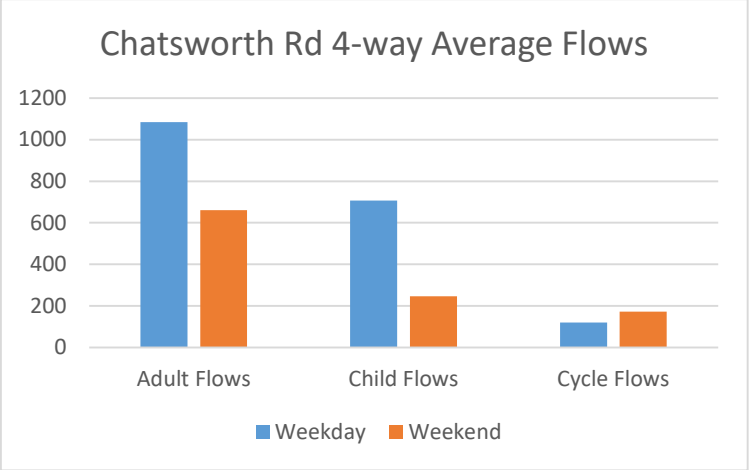
Chatsworth Road/Storrs Road/Linden Avenue Junction - 4-way count

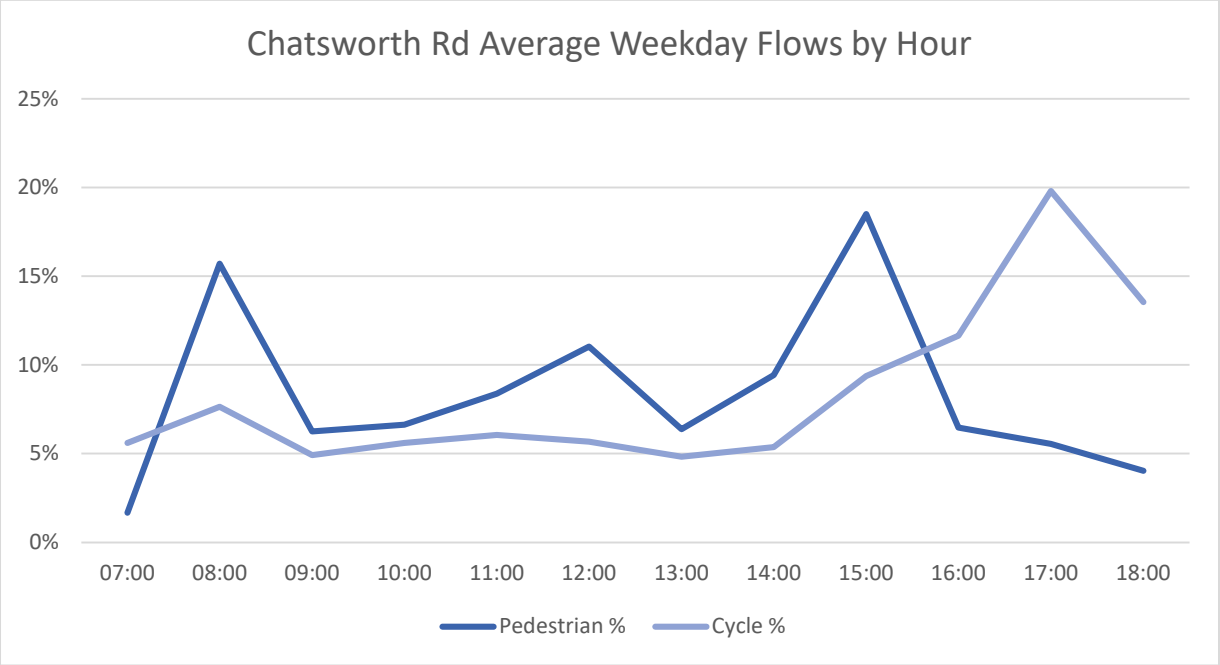

Average Weekday Cycle Flows
To
From 1 2 3 4
1 22 13 0
2 19 6 10
3 13 3 14
4 2 8 11
35
33
2
Storrs Road
3
30
30
Chatsworth Rd E
Chatsworth Rd W
35
34
1
4
21
24
Lindon Avenue

For pedestrians the most frequently used crossing on the junction was on the East side of Chatsworth Road, accounting for 45% of movements within the weekday. This was followed by Linden Avenue making up 29% of pedestrian movements.

The most frequent cycle movements were between the Western side of Chatsworth Road and the B6150, accounting for 34% of total flows. On average there was 1791 pedestrians and 121 cyclists within the average weekday at this site. During the weekend the average number of pedestrians fell to 908, however cycle flows increased to 172.

On average during the week children made up 39% of pedestrian flows, falling to 27% on the weekend. This could indicate higher flows from school Children walking to the nearby school during the week.





During the period, there was a clearly defined AM and PM peak for pedestrian flows, with 16% of flows being experienced in the 8am period and 19% in the 3pm period. Cycle flows were consistent through the day at around 5%, flows then rose to the peak of 20% at 5pm.

Somersall Park - 3-way count

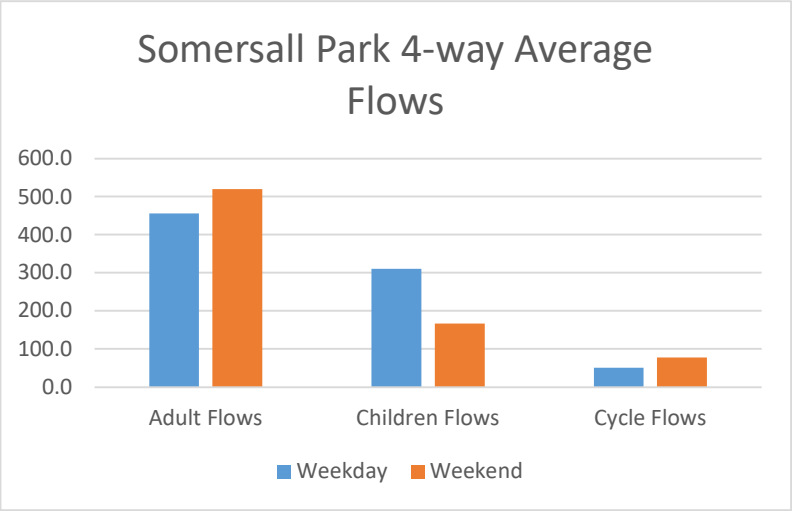
Average Weekday Pedestrian Flows

From \ To	1	2	3
1		23	258
2	24		106
3	254	102	

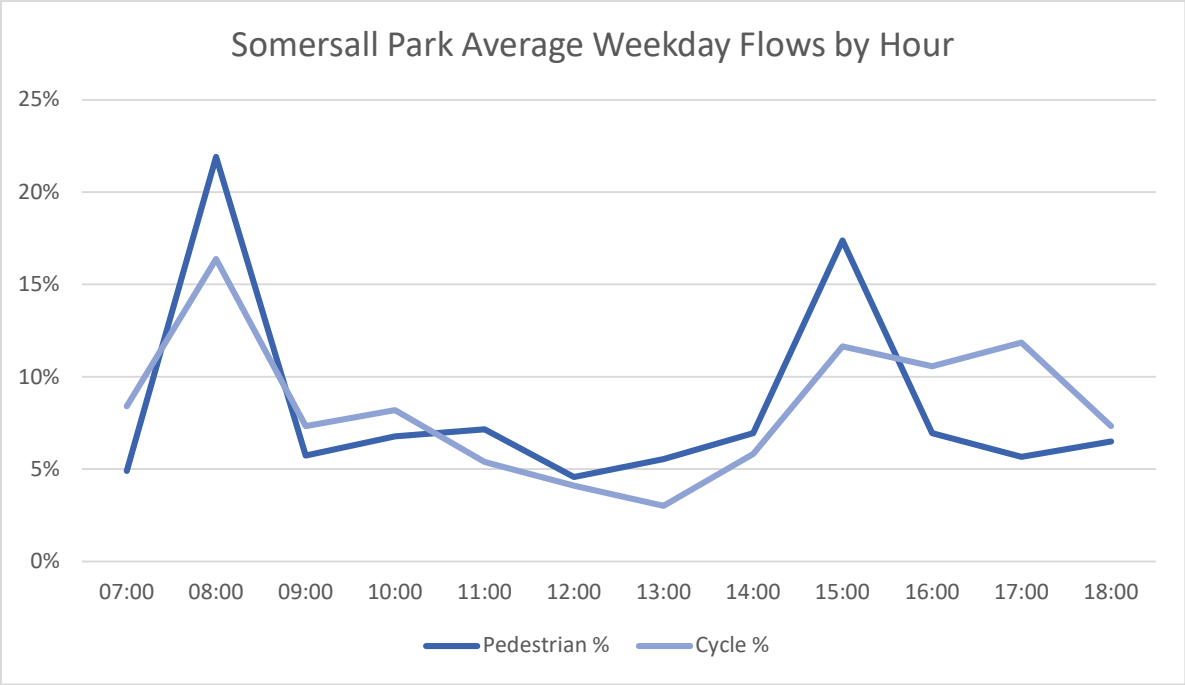
Average Weekday Cycle Flows

From \ To	1	2	3
1		2	16
2	2		8
3	15	8	

The most frequent weekday movements were between Oakfield Avenue and Somersall Park on the Hipper Valley Trail (Arms 1 and 3). This accounted for 67% of movements for pedestrians and 60% of movements for cyclists on average over the period. Additionally, there was a significant number of movements between Somersall Park car park and Somersall Park (Arms 2 and 3), making up 27% of pedestrian flows and 32% of cycle flows. There were 676 pedestrians and 51 cyclists in the average weekday at this site, on average during the weekend total pedestrian flows fell to 685, while cycle flows rose to 77. That said the number of adult pedestrians during the weekend rose in comparison to the weekday, but there was a significant fall in Children flows resulting in pedestrian figures falling.



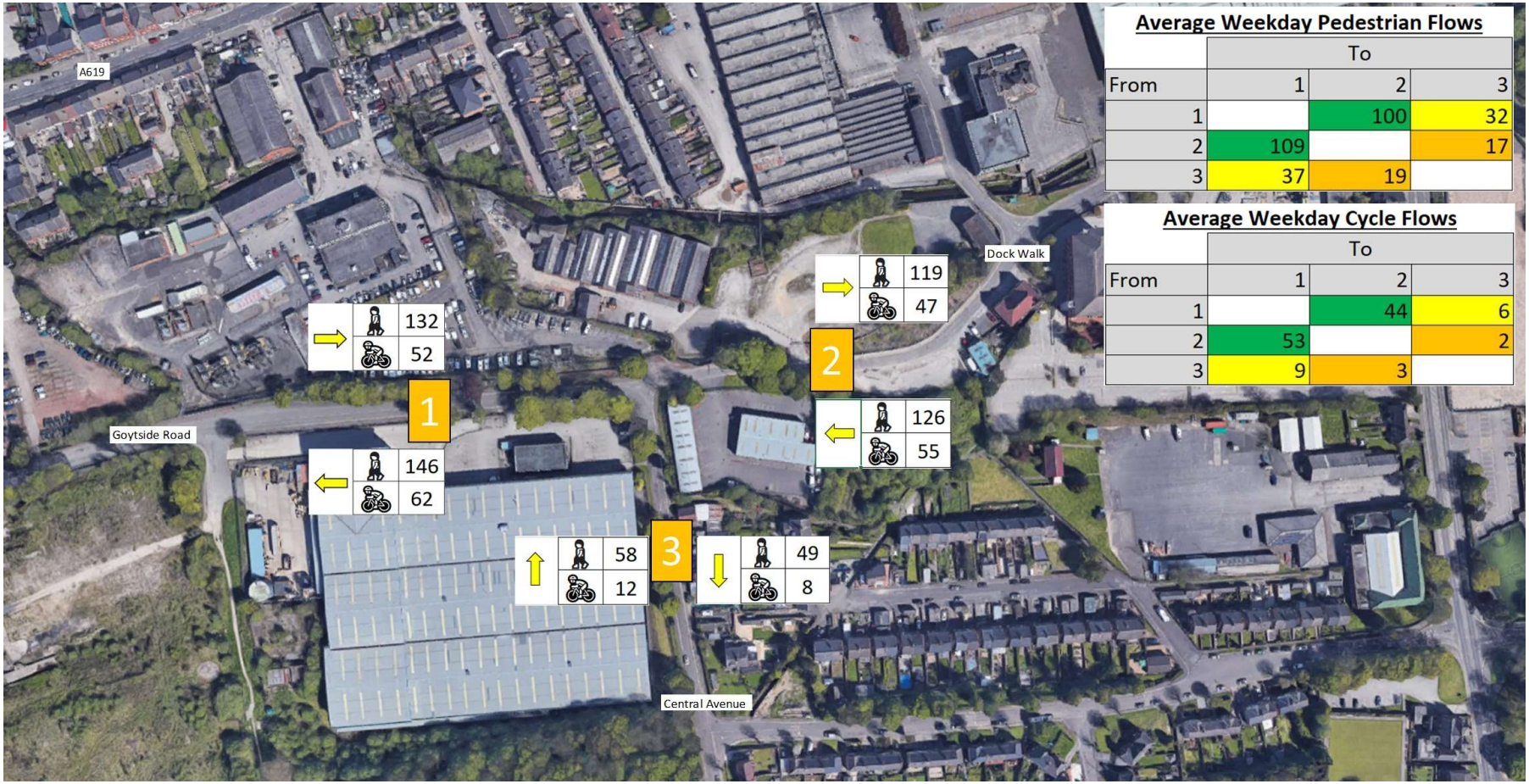
On average in the weekday period, children make up 40% of total pedestrian flows, this falls to 24% on the weekend. This indicates a large amount of weekday movements may be to the nearby school.



During the period in Somersall park there was a clearly defined AM and PM peak for pedestrian flows, with 22% of flows being experienced in the 8am period and 17% in the 3pm period. These pedestrian flows are heavily increased by children movements, which supports the theory of the peak hours being influenced by nearby Brookfield school opening and closing times.

In comparison Cycle flows are more mixed with a peak flow of 16% at 8am and a consistent rise of around 11%/12% from 3pm to 5pm.

Goytside/Dock Walk - 3-way count



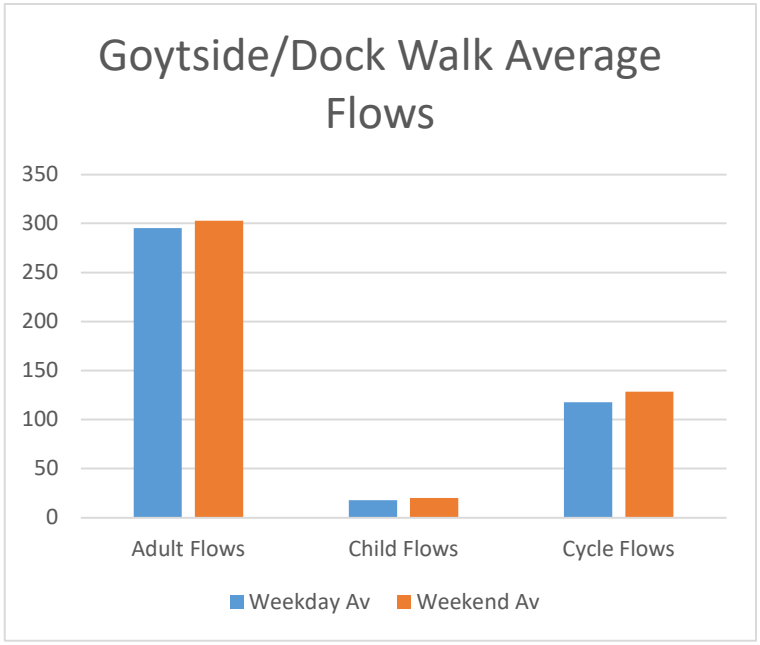
Average Weekday Pedestrian Flows

From	To 1	To 2	To 3
1		100	32
2	109		17
3	37	19	

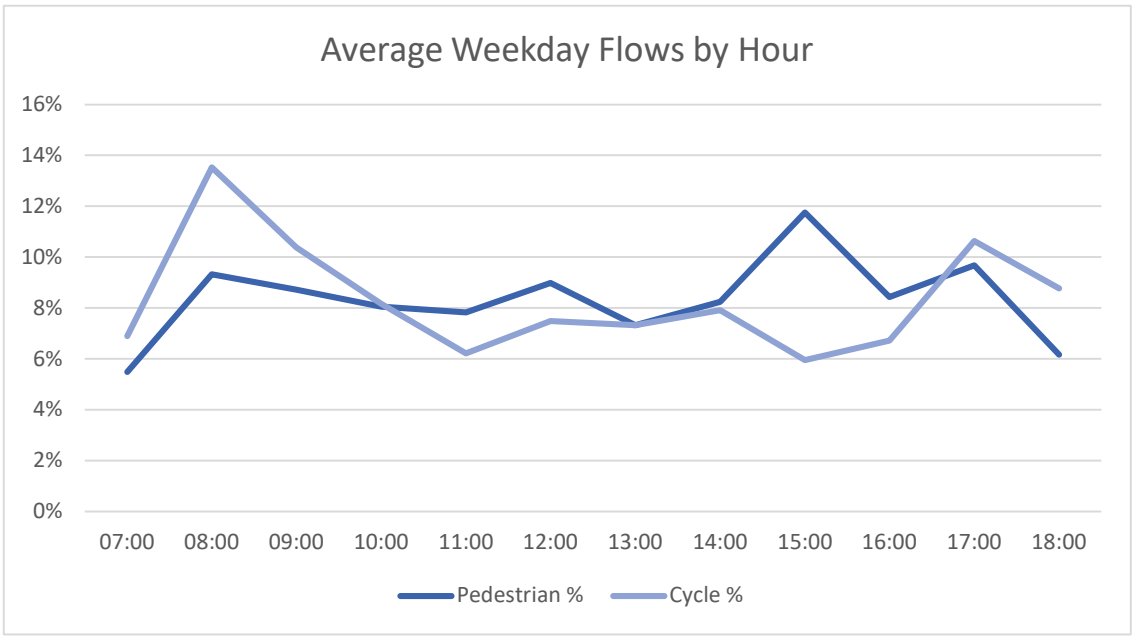
Average Weekday Cycle Flows

From	To 1	To 2	To 3
1		44	6
2	53		2
3	9	3	

The most frequent weekday movements were between Goytside Rd and Dock Walk accounting for 67% of movements for pedestrians and 83% of movements for cyclists on average over the period. On average there was 314 pedestrians and 117 cyclists in the week at this site, this rose to 322 pedestrians and 128 cycles on the weekend.

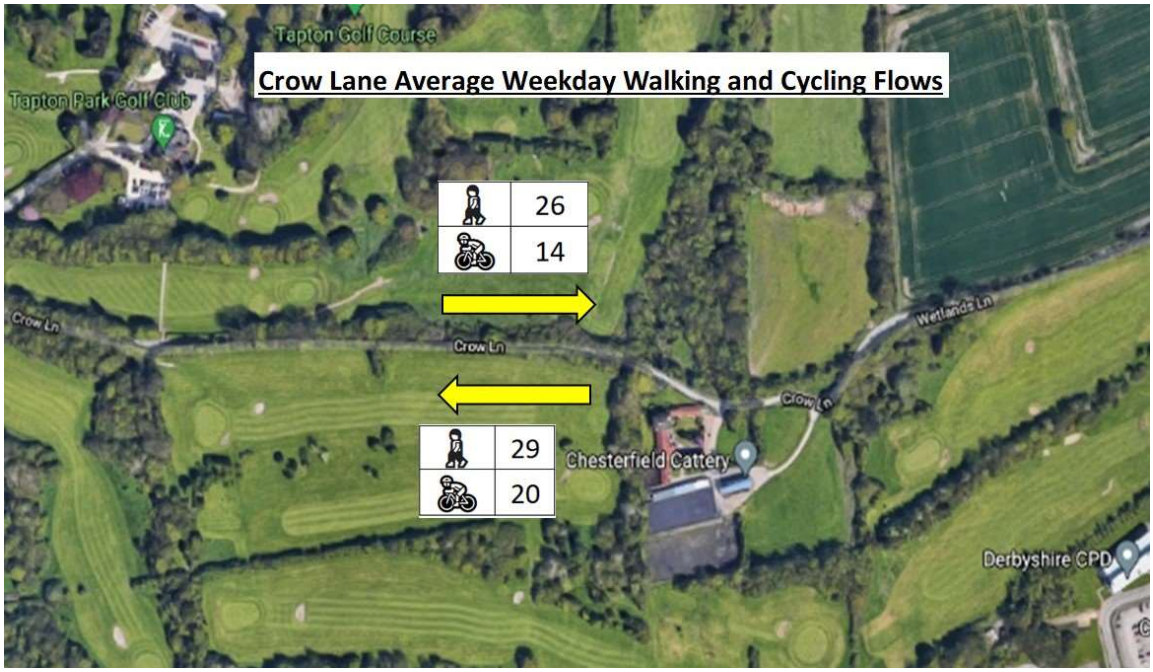


Just 6% of pedestrian flows were children in the week and 7% were children on the weekend. Demonstrating that this site isn't influenced as heavily by school traffic as the Chatsworth Road 4-way site and Somersall Park.



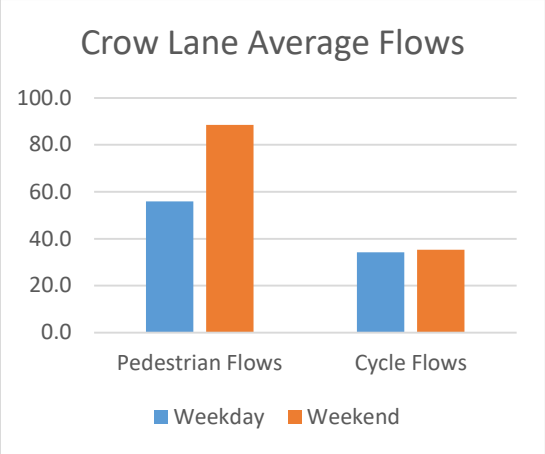
Throughout the period the distribution of pedestrian flows was quite mixed, with there being no real patterns emerging for the average day. The busiest time on average for pedestrians was 3pm experiencing 12% of flows. However, for cycling an AM and PM peak can be identified at 8am experiencing 14% of flows and 5pm experiencing 11% of weekday flows.

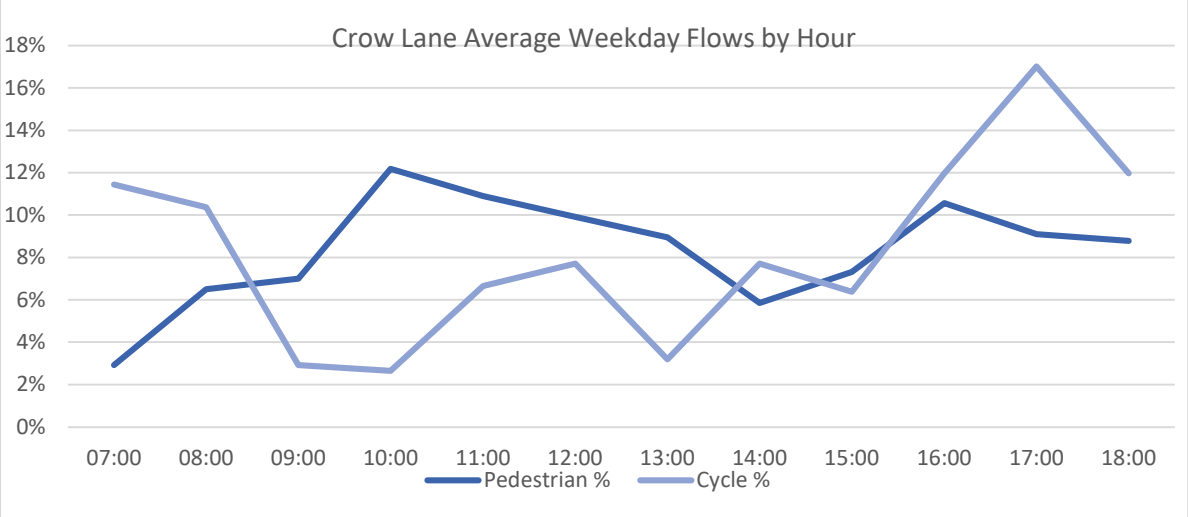
Crow Lane - 2-way count



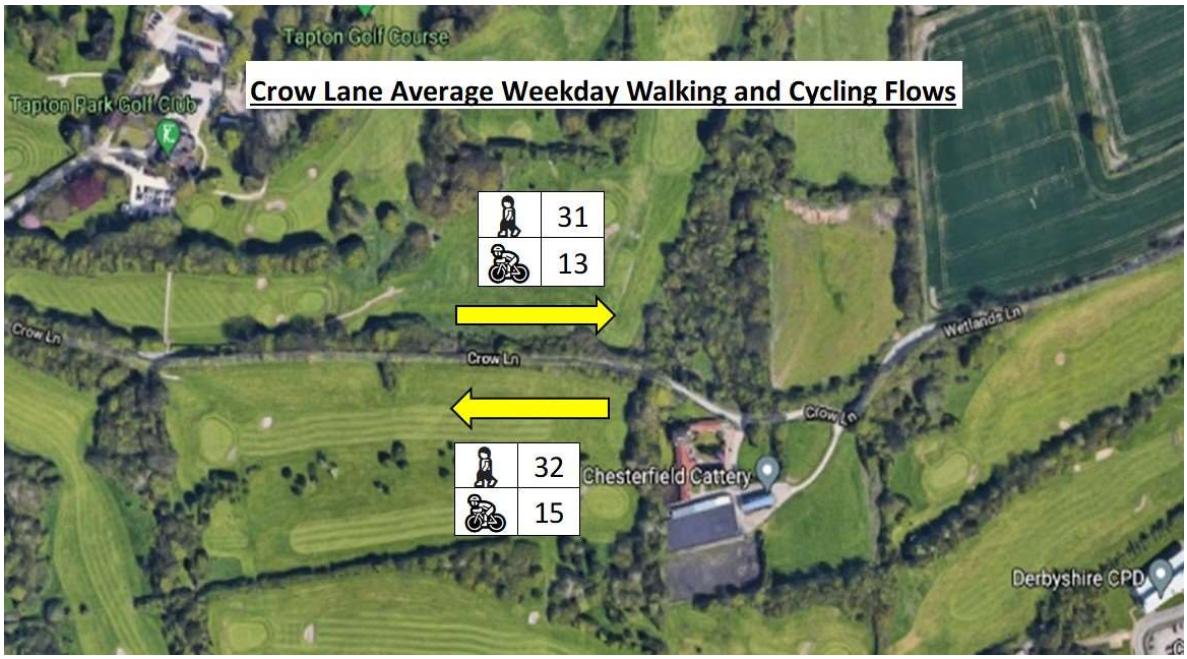
On average in the week there were 55 pedestrians and 34 cyclists using the EATF route at this site, on average during the weekend pedestrian flows increased to 88 and cycle flows slightly increased to 35.

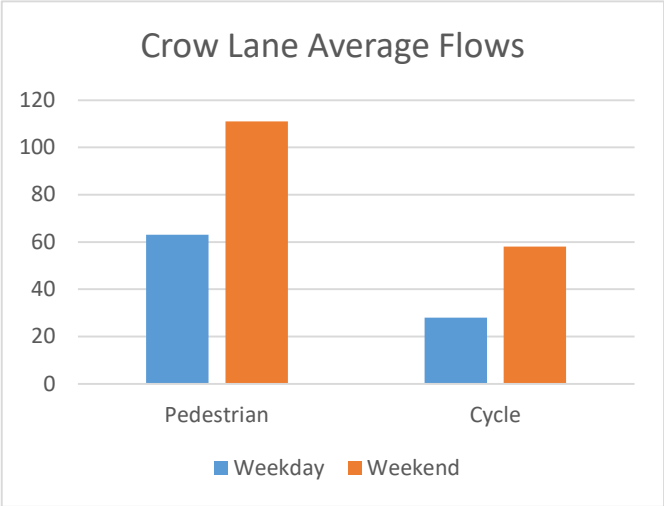
The distribution of flows and time was mixed throughout the day, there were no real patterns emerging for the average day. The busiest time on average for pedestrians was 10am experiencing 12% of flows; for cycling the busiest period was 5pm experiencing 15% of flows.





Crow Lane – 2-way count (June)



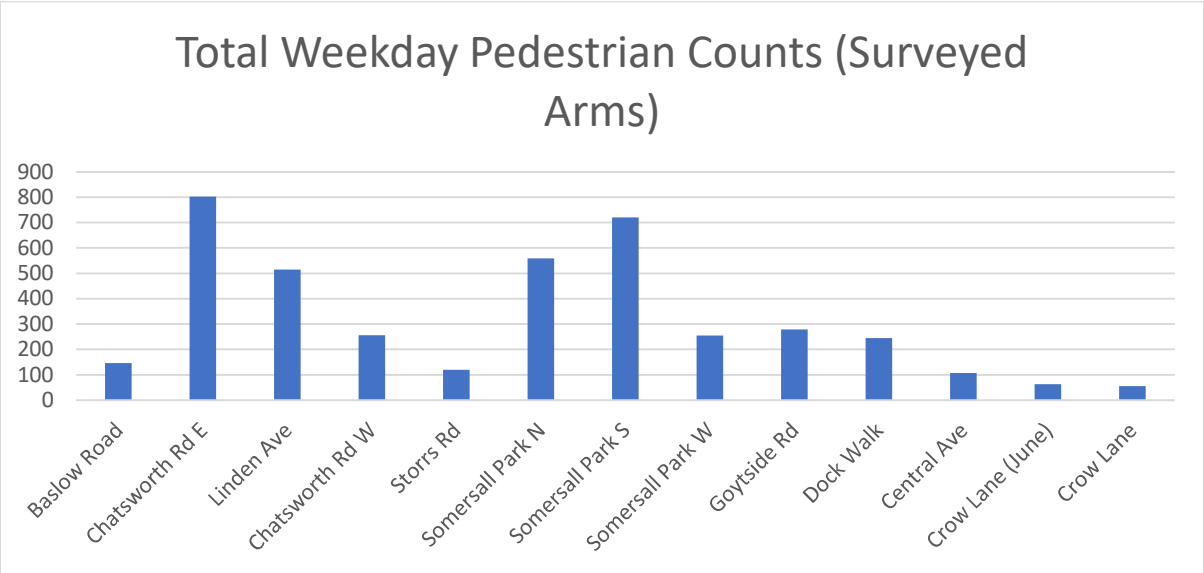


A count was taken across 2 day in June 2020, this was separate to the temporary September and October counts. This was taken on a Friday and a Saturday, meaning weekday averages can't be taken. This means that any data from this count could be influenced by external factors such as weather and public events. However, the data collected does provide a snapshot of the situation at the site, at that time in June.

On the Friday there was a total of 63 pedestrians and 28 cycles recorded at the Crow Lane site. On the Saturday, flows increased to 111 pedestrians and 58 cycles.

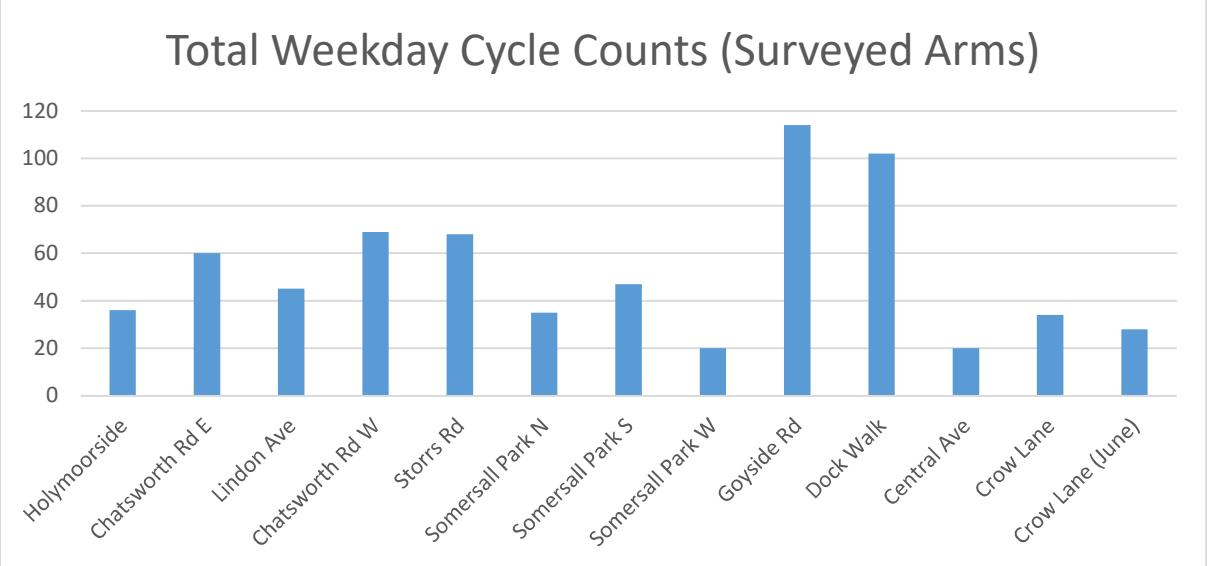
In comparison to the count taken in September, weekday flows were similar, with just 8 more pedestrians and 6 less cyclists on the June counts. However, weekend flows were around 30 pedestrians higher and 20 cycles higher than the count taken in October. This could be attributed to better weather during June in comparison to September.

Summary of Temporary Count Sites



Chatsworth Road Eastern arm on the Chatsworth Road 4-way site experienced the most pedestrian and movements though the period with an average of 803 on an average weekday. This was followed by Somersall park's northern and southern arms with 720 and 559 pedestrians respectively on an average weekday. The high flows at these sites could be attributed to the proximity to Brookfield Community School that will be a large attractor of walking and cycling trips in the weekday peaks, from school children.

The site least used arm by pedestrians was Crow Lane with 55 pedestrians on an average weekday, this is considerably lower than the average usage of 338 pedestrians on each arm. However, unlike the Chatsworth Road 4-way site and Somersall park, Crow Lane has been closed to traffic as part of the EATF route, meaning the flows may be lower as people aren't used to having Crow Lane available as walking route. Additionally, Crow Lane has a 10-13% gradient which could be off-putting to potential users. Other sites with low average weekday flows included Central Avenue on the Goytside Road site with 107 pedestrians and Storrs road on the Chatsworth 4-way site with 119 pedestrians.



The two most used arms for cycling were both at the Goyside Rd site, here Goytside Road experienced 114 cyclists on an average weekday, and Dock Walk experienced 102. However, this survey site also had one of the least used arms by cyclists; Central Avenue only experienced 20 cyclists on an average weekday. Somersall park's Western arm also only experienced 20 cyclists on an average weekday.

Crow lane fared better in cycle usage than it did for pedestrian usage, experiencing 34 cyclists on an average weekday which wasn't drastically lower than the 54 cyclists average across all site arms. Again, the West of Crow lane has a gradient of 10-13%, which would be daunting to inexperienced cyclists, and may even prevent potential users from considering the route at all.

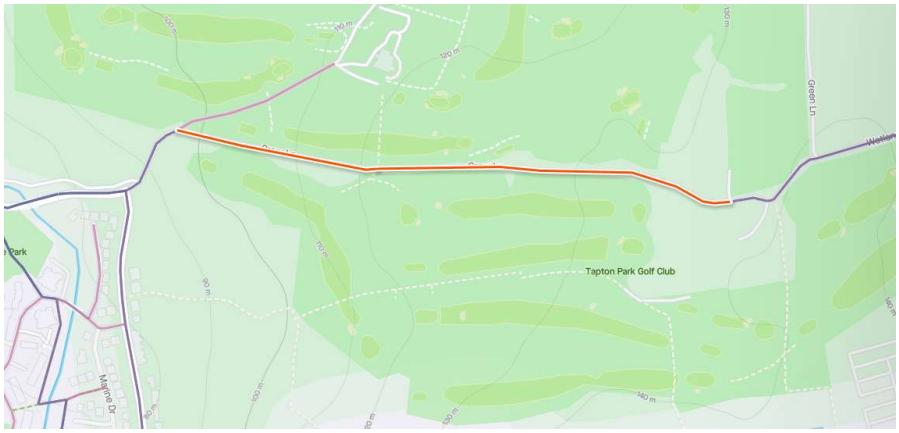
Strava Metro

Strava is a social media platform predominantly used to track and share cycle rides, runs and walks. As of March 2021 Strava, had 76 million users and this figure reportedly increases by 1 million per month. (Business of Apps, 2021)

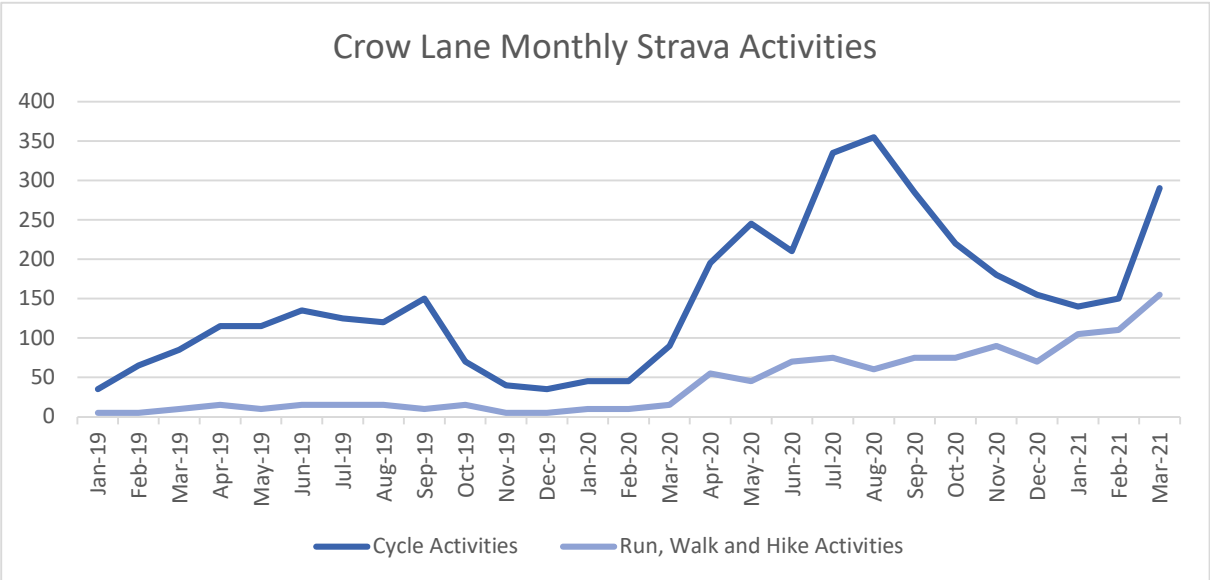
In late 2020 Strava launched the Strava Metro dataset for the use of local authorities. This displays the walking, running, and cycling data collected by Strava, to allow local authorities to view active travel trips within their local area. The data can be presented as a wider heat map, to identify activity hotspots, as well as data for individual segments within the local authority's network.

One caveat for using the Strava data is that most activities will be leisure based, meaning that the effectiveness of commuter routes is difficult to demonstrate with Strava data. As well as this during the summer of 2020 due to lockdown the number of new people using Strava surged by a 33% increase to prior years. (Strava, 2020) This may upset year on year comparison; however, the insights will still be valuable to understand the take up of active travel routes. It is also worth noting that not everyone who either cycles, runs or walks uses Strava, so the figures derived from Strava Metro aren't absolute flows.

Crow Lane



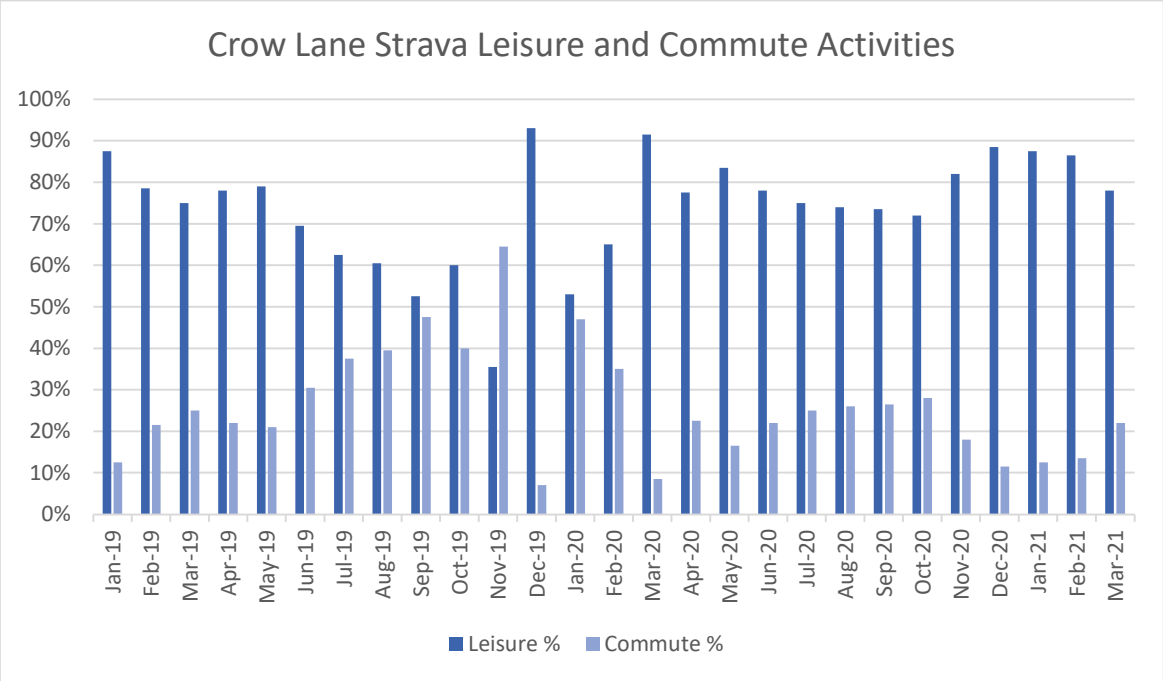
Within Strava metro 2 links have been selected on Crow Lane to be representative of the route. The identified links are highlighted in orange.



Overall, in 2019 there was a monthly average of 101 activities at this site, this increased to 251 in 2020, an increase of 148%. In 2019 the peak monthly cycling activities on Crow Lane was 150 in September, with most summer months experiencing between 100 and 150 activities. These activity figures then expectantly fall to below 50 in the winter of 2019.

In 2020 cycling activities on Crow Lane peaked at 355 in August; in comparison to 2019's peak this was a 137% increase in activities, additionally all summer months experienced more than 200 activities. In the winter months of 2021 activity levels remained higher than in 2019/2020, with January 2021 (140) activity numbers being 211% higher than January 2020 (45). As of March 2021, cycle activities were 241% higher than 2 years prior in March 2019.

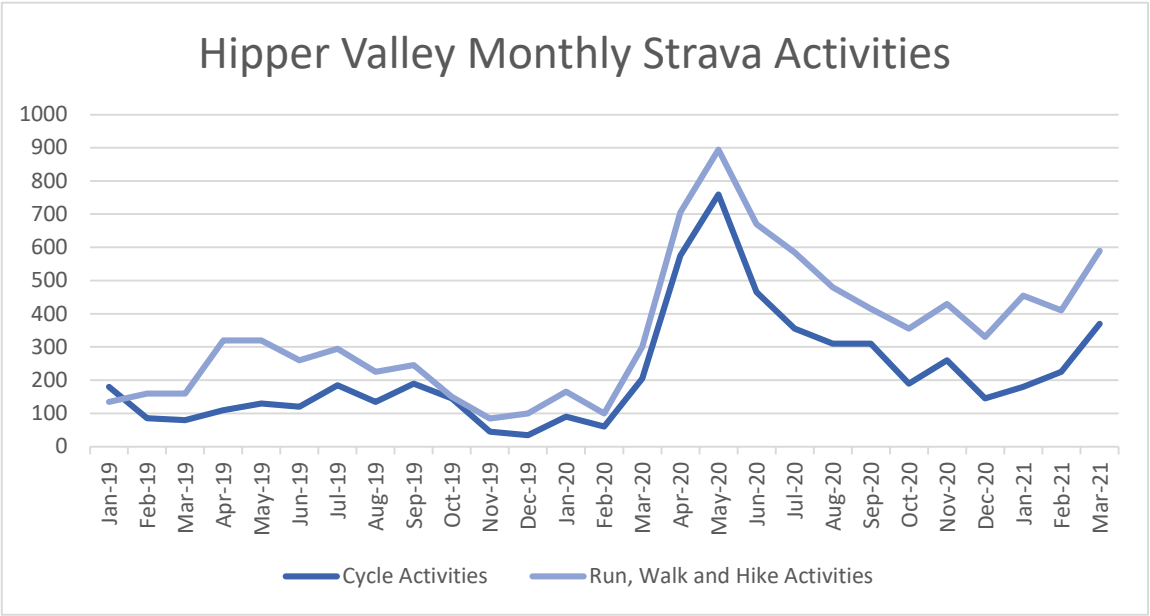
In 2019 Running, walking, and hiking activities were low across the year, with the maximum observed activities being 15, across multiple months. In contrast the peak in 2020 was 90 activities in November, this accounts for a 500% increase in activities compared to the 2019 peak. This trend was continued into 2021 with activities reaching a peak of 155 activities in March, representing a 933% increase on the 2019 peak.



Due to national lockdowns and changes in the way that many organisations have been operating over the Covid-19 period, the purpose a of activities altered. In 2019 on average 31% of cycle activities were recorded as commutes, whereas in 2020 on average just 24% were recorded as commutes, this again fell in 2021, with Q1 of 2021 having 16% of activities logged as commutes.

Hipper Valley

Within Strava metro, one link has been selected. This link has been selected to be representative of the number of people using the link through the original camera monitoring site location. The selected link is highlighted in orange.

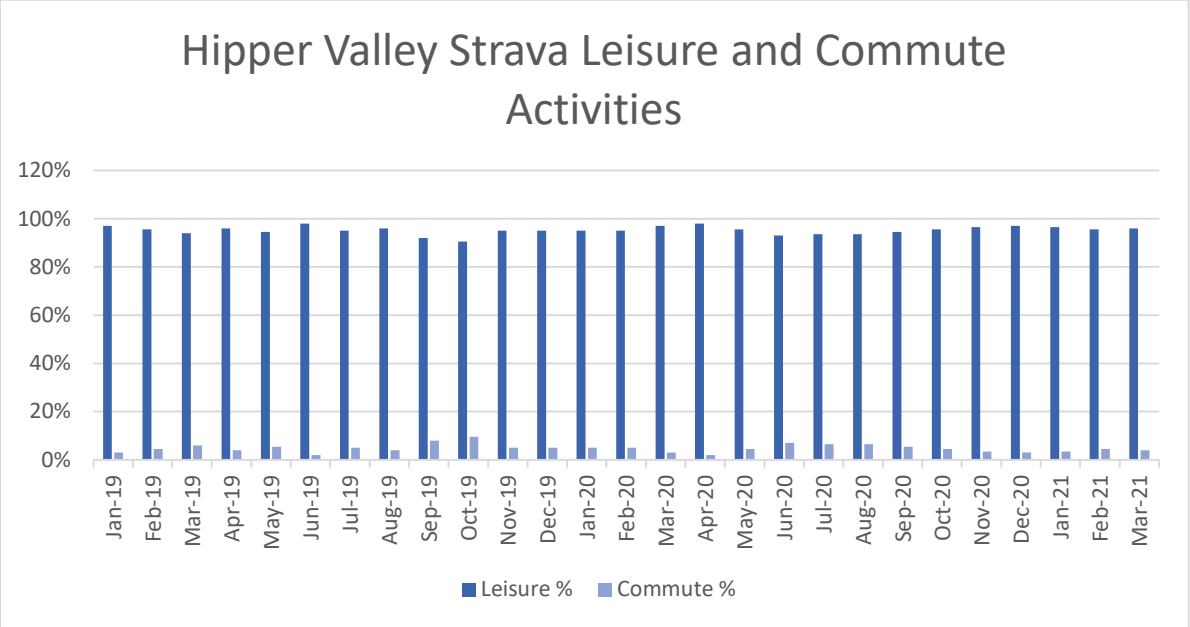


Overall, in 2019 there was a monthly average of 325 activities at this site, this increased to 763 in 2020, an increase of 135%. In 2019 peak monthly cycling activities on the Hipper Valley route was 190 in September, with most summer months experiencing above 100 activities. These activity figures then fall to below 100 in the winter of 2019.

In 2020 cycling activities on the Hipper Valley route peaked at 760 in May; in comparison to 2019's peak this was a 300% increase in activities, additionally all summer months experienced more than 250 activities per month. In the winter months of 2021 activity levels remained higher than in 2019/2020, with January 2021 (180) activity numbers being 100% higher than January 2020 (90). As of March 2021, cycle activities were 363% higher than 2 years prior in March 2019.

In 2019 the maximum observed running, walking, and hiking activities were 320 in May, this is a significantly higher base year of data in comparison to Crow Lane. Nevertheless, the peak in 2020 was 895 activities in May, this accounts for a 180% increase in activities compared to the 2019 peak in May. Going into 2021 activities have yet to surpass that May 2020 peak, however activities have remained high in Q1 than in 2019 and 2020.

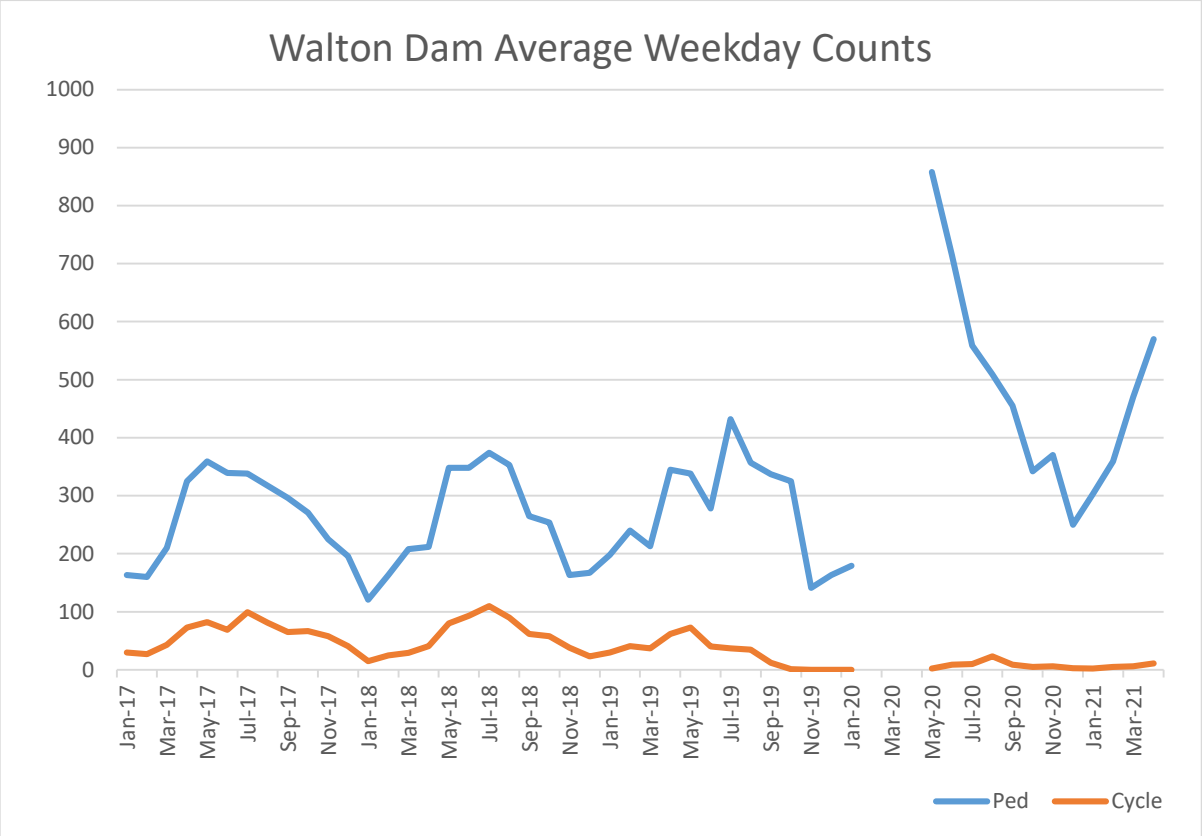
The purpose of activities on the Hipper Valley route are predominantly leisure, seeing little change in trends across the last 2 years even with lockdown. In 2019 on average 95% of activities were for leisure purposes, this remained at 95% in 2020, before rising to 96% in Q1 of 2021.



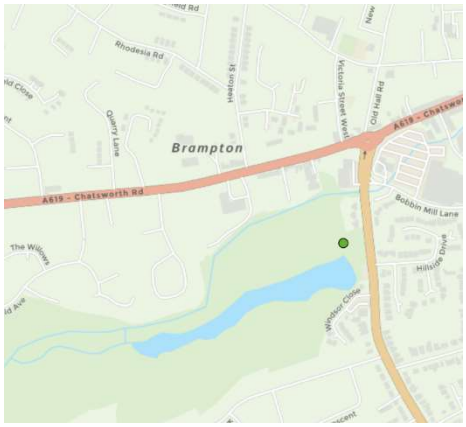
Across Chesterfield the general trend of Strava activities follows the above, there was a large increase in walking, running, and cycling at the start of the 2020 summer. This peaked in May, followed by a decline in actives going into the winter months, however, activates remained higher than the same month of the previous year.

Derbyshire Cycle Counters

Walton Dam



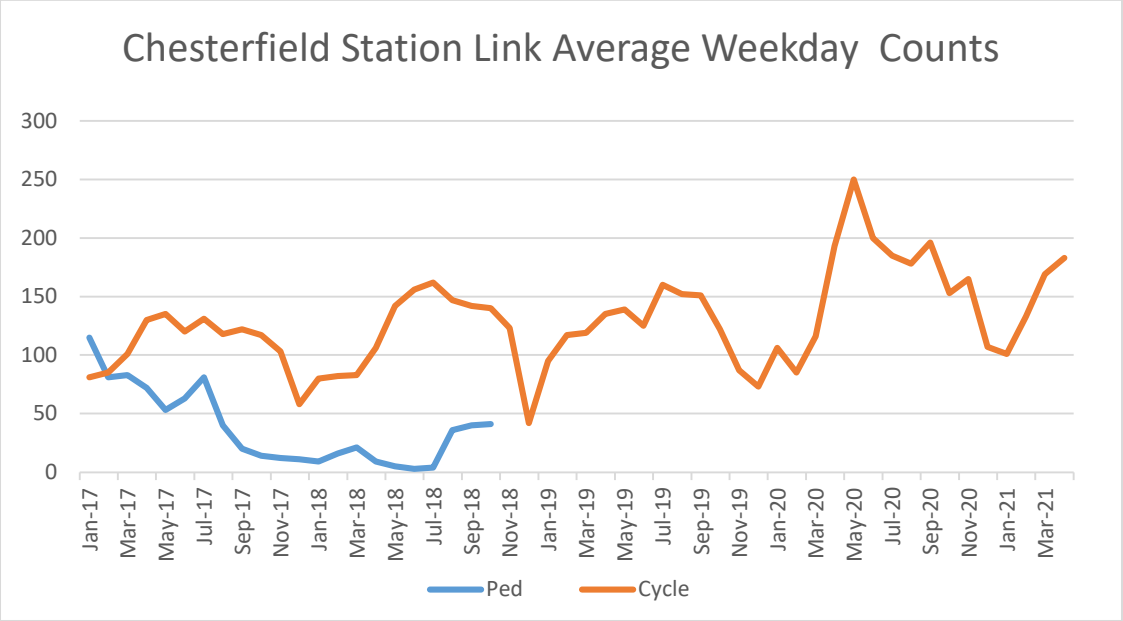
Due to a gap in the data the analysis of this site will be limited. Nevertheless, in 2019 the peak average weekday pedestrian flows were in in July at 432 movements. From the data available the peak for 2020 was in May with a total of 858 movements, accounting for a 99% increase in total flows in 2020. Going into Q1 of 2021 flows have continued to stay above the levels experienced in 2019.



Since 2017 pedestrian flows at this site has followed a similar May/July peak as exhibited in 2019, however historic flows haven't been anywhere near as high as they were in May 2020.

Reported cycle flows at this site are significantly lower than flows in 2019, so much so it is perceived that this site is under reporting cycle flows. Thus, analysis of cycle flows has been omitted.

Chesterfield Station Link



Unfortunately, for the past few year the station link counter has only captured cycle movements. Thus, there are no records of pedestrian flows at this site, and any analysis of pedestrian flows has been omitted.

The peak cycle flows at this site in 2019 was an average of 160 per day in June, with a low of 73 movements per day in December. In comparison following the covid-19 pandemic in 2020 flows peaked at 250 cycles per day in May, this was a 56% increase on the previous year. The lowest number of cyclists a day post covid-19 in 2020 was 107 in December, a 22% increase on the previous year.

Going back to 2017 a year on year trend can be seen for cycles, with a peak around the May/June period and tailing off into the winter months. Dating back to 2017 cycle flows at this count have never been as high as they were in May 2020.

Permanent Count Proxy Estimates

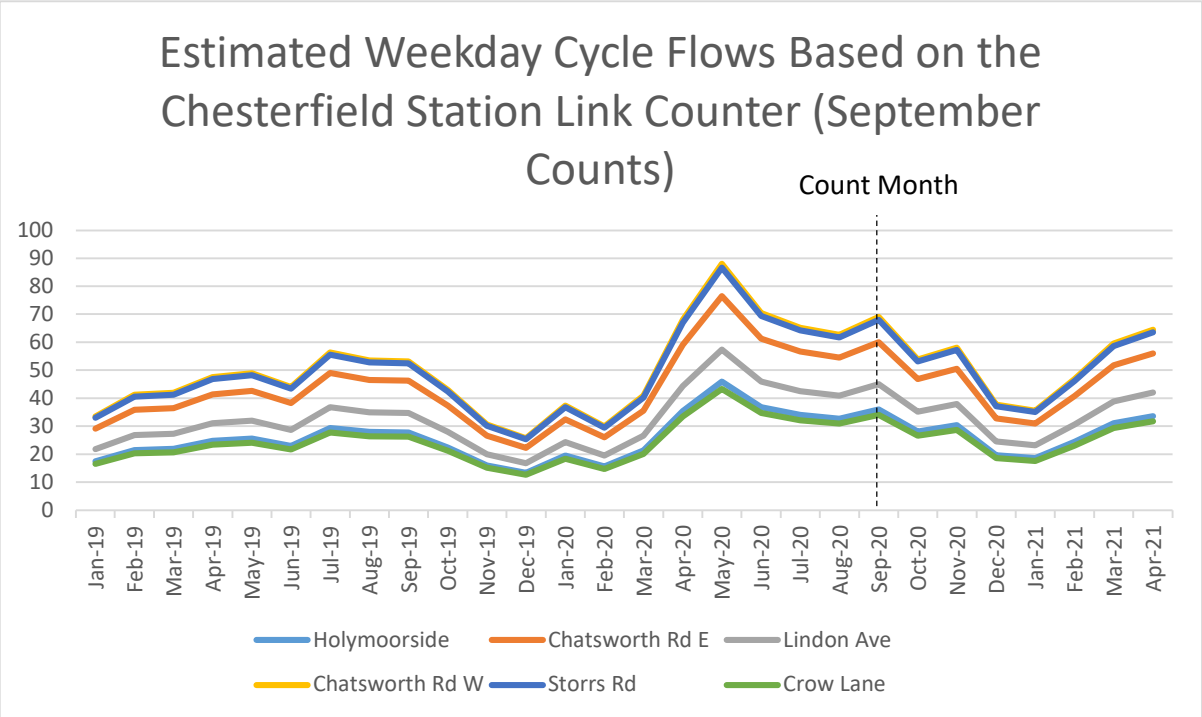
The temporary counts carried out in September and October provided a good on the ground snapshot of data, however it only covered a 2 period. The existing permanent active travel counters on the network are recording all year round but are only in a limited number of locations. To resolve the pitfalls of each, these two forms of data can be combined to estimate the weekday flows at the temporary count sites through the whole year.

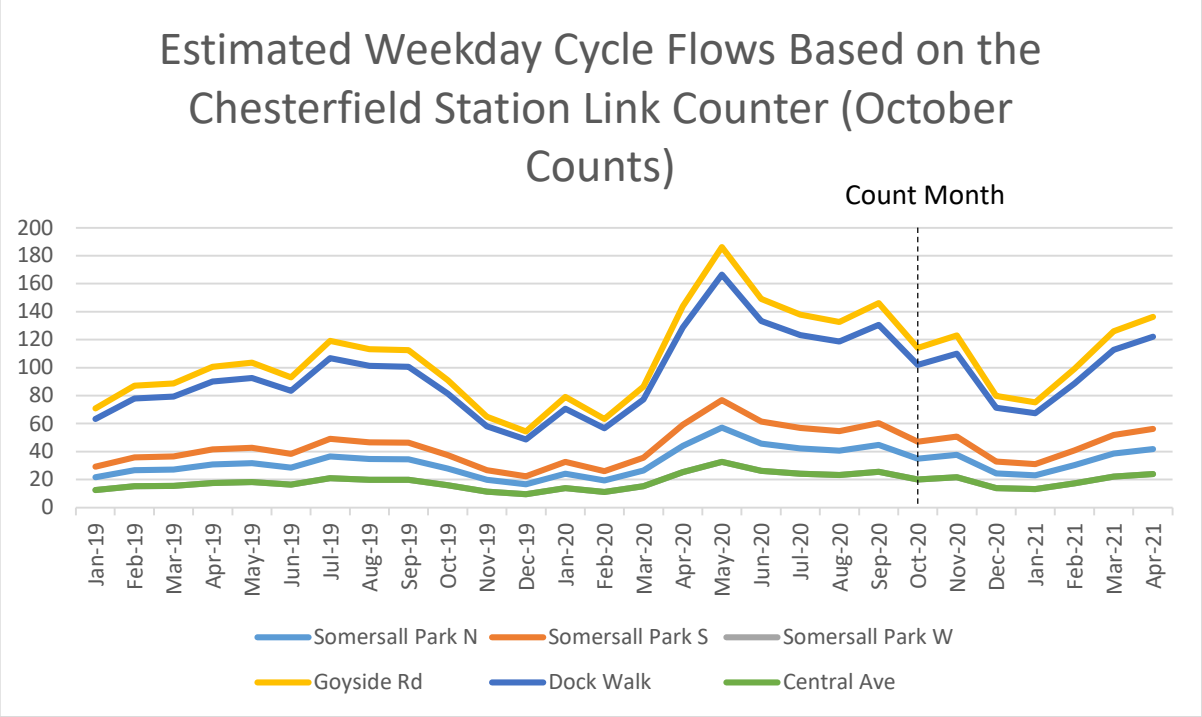
The process behind this would be to take September and October as a respective base year on the permanent counts, and then find out the magnitude of which the walking and cycling flows changed throughout the year. This could then be used to create a year-round estimated weekday flow for each month. For example, if flows were 20% higher in August than they were in September, that 20% increase could be applied to the temporary counts conducted in September, to create an estimated August weekday flow at that site.

From the network of permanent counters, the only counter that was reporting consistently through 2020 was the station link unit, and unfortunately this site was only recording cycles. So due to a lack of 2020 base year evidence the only analysis that can be conducted in this manner is on cycles on the Chesterfield Station Link.

This presents several limitations, firstly that no analysis can be conducted on pedestrian flows to understand how they may have looked at the temporary sites through 2020. Secondly the station link counter is located a significant distance away from the temporary counts such as Somersall park and Baslow Road; so how representative it will be is debatable.

Cycle Count Proxy Estimates

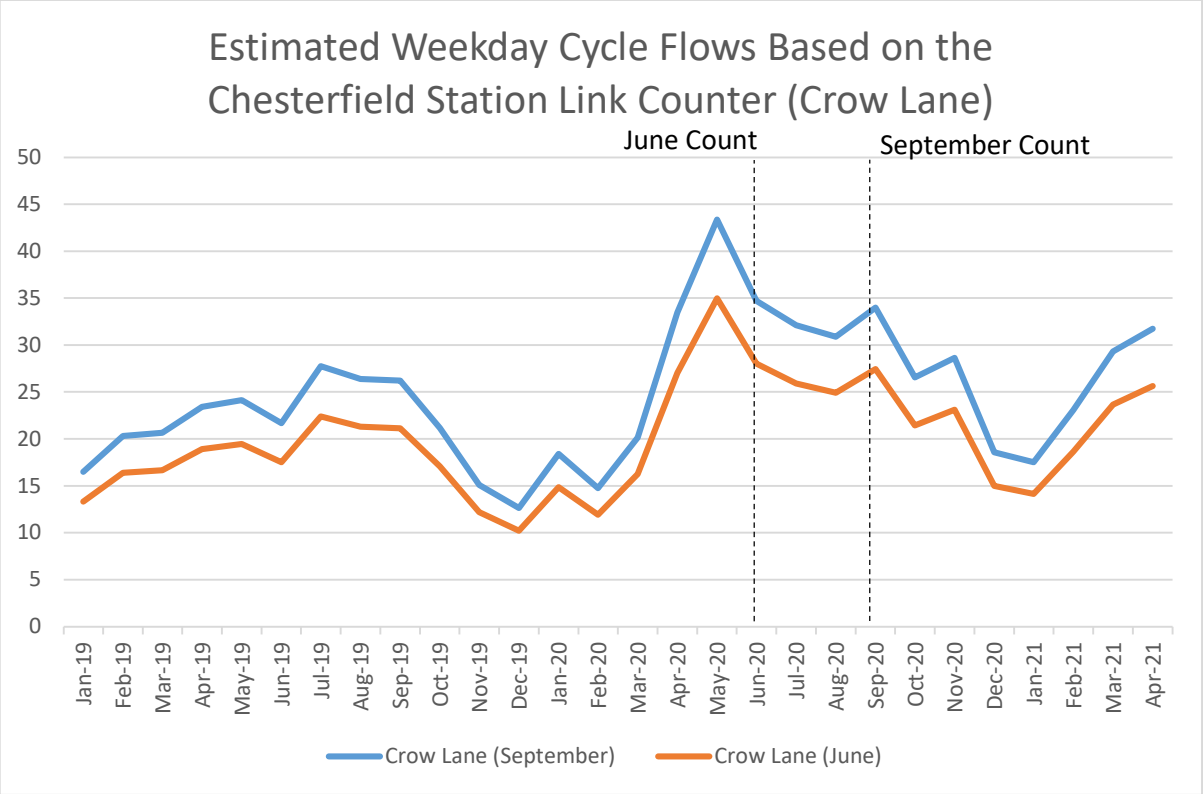




Due to the estimated flows being derived from the same set of data, each site estimate will follow the same pattern though the year.

Peak flows for 2020 were identified in May at the station link counter which is in line with Strava's activity data. On an average weekday May flows were 28% higher than counts taken in September and 63% higher than counts taken in October. In comparison to 2019 flows were 23% lower in the September 2019 than September 2020 and flows were 20% lower in October 2019 than October 2020.

Crow Lane Comparison



Given Crow Lane was assessed during two separate periods, a side by side estimated flow comparison has been provided.

The flows experienced in September do not exactly match up with the estimated flows derived from the count taken in June, there were 6 cycles more on the actual count than the estimated flow. Similarly, when reversed the estimated flows derived from the count taken in September do not match up with the flows experienced in June, with 7 more cycles estimated in June than where actually experienced.

That said the estimated data as well as the September flows were calculated as monthly weekday averages, whereas the count in June only captured the data from 1 day, meaning other factors could be influencing the data. For example, the count was taken on Friday the 19th of June, on that day the temperature was between 10-15 degrees and it was cloudy for most of the day (World Weather Online, 2021); which may have deterred cyclists from using the route.

Future Monitoring Considerations

At present the temporary monitoring carried out in September and October only provides a snapshot of the current situation, it's important that going forward additional counts are commissioned for comparison. It is important that pedestrian and cycle levels continue to be monitored on the EATF route to assess the future success and effectiveness of the project, as it is delivered.

Potential Future monitoring options include:

Continue Temporary Count Monitoring

Continued monitoring of the initial count sites would be beneficial to understand how flows may change/ have changed going into 2021. For example, understanding how flows have been retained now that the EATF route has been in place for around a year.

Commission Permanent ATCs Through Chesterfield

Additionally, the temporary counts could be converted to permanent count sites, this will provide more accurate data that will detail how flows will change month through month.

Update and Repair of Permanent Monitoring Equipment

From the analysis of the permanent counters Derbyshire has available, it is apparent that in previous years and at present there have been gaps in the data collected. For example:

- Station Link – This count is capturing cycle flows, but not pedestrian movements
- Walton Dam – This count is collecting both pedestrian and cycle movements; however, cycle movements do appear to be under-reported. i.e. just 7 cycles per day in June 2020.

It is understood that these issues are being investigated via the operators. It is important these counts are reliable to inform future flows through Chesterfields in relation to the EATF.

Continue factoring temporary counts

When the situation on the permanent counts has been resolved, a temporary count should continue to be factored up against these permanent sites. This should provide analysis of how flows are changing through different months at these sites, without the need for additional monitoring.

Appendix 2 – Chesterfield Active Travel Route - Engagement Summary Note – Final Issue 3

local transport projects
traffic engineering and transport planning

Derbyshire County Council

Chesterfield Active Travel Route

Community Engagement Summary Report

June 2021

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Derbyshire County Council

Chesterfield Active Travel Route

Community Engagement Summary Report

June 2021

Client Commission			
Client:	Derbyshire County Council	Date Commissioned:	January 2020

LTP Quality Control			
Job No:	LTP/21/4421	File Ref:	Chesterfield Active Travel Route - Engagement Summary Note - Final Issue 3

Issue	Revision	Description	Author	Checked	Date
1	-	Final to client	CS/RP	RP/AM	20/04/2021
2	Rev	Revised final to client	CS/RP	RP/AM	02/06/2021
3	Rev	Revised final to client	CS/RP	RP/AM	16/06/2021
			Authorised for Issue:		AM

LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

Team Member	LTP Designation	Qualifications
Andy Mayo	*Director (Project Manager)*	*BA(Hons) MSc CMILT FIHE FCIHT FSoRSA*
Ryan Penn	*Senior Engineer*	*BA(Hons) IEng FIHE MCIHT MSoRSA*
Clare Shepherd	*Technical Assistant*	-

CHESTERFIELD ACTIVE TRAVEL ROUTE
COMMUNITY ENGAGEMENT SUMMARY REPORT

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1. INTRODUCTION

1.1 Project Background

1.1.1 The UK Government has awarded Derbyshire County Council (DCC) approximately £1.6m as part of the Active Travel Fund (Tranche 2) to create a new east to west walking and cycling route across Chesterfield. The proposed 8km route extends from the A619 junction with Holymoor Road, along Chatsworth Road and the existing Hipper Valley Trail, through Queen's Park and to Chesterfield Royal Hospital via Crow Lane and Wetlands Lane. The route was chosen as it met all the criteria set out by the Government and has been identified as an important link to create a better network of walking and cycling routes in the town.

1.1.2 During March 2021, DCC undertook a wide-ranging engagement exercise which sought to obtain the views of the local community on initial route design options. These views will help to inform the next stages of the project.

1.1.3 This report provides a summary of the findings from the community engagement exercise.

1.2 Engagement Details

1.2.1 An online survey which sought to gather the views of the local community was held on the 'Commonplace' community engagement platform. The survey was hosted at the following location https://chesterfieldcycleroute.commonplace.is/ and was available for completion between Monday 8th and Thursday 25th March 2021. Owing to the Covid-19 pandemic it was not possible to undertake face-to-face engagement.

1.2.2 The following information was provided on the Commonplace website:

- Background information on the proposals and details on why the route is needed;
- Description of the proposals for each of the five sections which make up the overall 8km route;
- Preliminary design drawings showing the route proposals for each of the five sections; and
- Survey questions seeking the views of the local community on the proposals for each of the five sections. The survey questions included a combination of multiple-choice questions as well as 'free-text' survey questions.

1.2.3 In order to encourage participation amongst the local community, the engagement was promoted in the following ways:

- Letters were delivered to approximately 4,000 properties that are located on or close to the route (extents of distribution area is included as Appendix 1). All letters were delivered on 8th March 2021. As well as explaining the background to the project, the letters provided details on how to complete the survey. A contact telephone number and email address were also included on the letter for those people who had further queries or who wanted to request paper copies.
- The engagement was advertised on DCC's project webpage: https://www.derbyshire.gov.uk/council/have-your-say/consultation-search/consultation-details/east-west-chesterfield-cycle-route.aspx
- Elected Members of both DCC and Chesterfield Borough Council (CBC) were emailed by DCC's project lead in advance of the start of the engagement period advising them of the upcoming engagement period. Elected Members were asked to provide their views on the proposals as well as encouraging their constituents to do the same. A list of those Elected Members that were contacted is included as Appendix 2.
- Similar to the above, local stakeholders were also emailed and informed of the engagement period and how they could provide their views. Stakeholders included local schools, local service providers, parish councils, community groups, public transport providers, the emergency services and internal DCC/CBC contacts. A list of those stakeholders that were contacted is included as Appendix 3.
- DCC press/media releases and social media posts which promoted participation amongst the local community. The DCC media release which was provided to local news outlets is included as Appendix 4.

1.3 Report Structure

1.3.1 This report is structured as follows:

- Sections 2 to 7 – Provide a summary of the Commonplace engagement findings in relation to:
  - Section 1 of the route (Baslow Road, Chatsworth Road and Linden Avenue);
  - Section 2 of the route (Hipper Valley Trail);
  - Section 3 of the route (Walton Road to Boythorpe Road);
  - Section 4 of the route (Queen's Park to Chesterfield Train Station);
  - Section 5 of the route (Crow Lane and Wetlands Lane); and
  - The overall route as a whole.
- Section 8 – Summary of the findings from those people/groups who provided non-Commonplace responses (e.g. those who provided comments by email/letter).

2. ENGAGEMENT FINDINGS – SECTION 1

2.1 Section 1

2.1.1 Section 1 of the route covers Baslow Road, Chatsworth Road and Linden Avenue. The length of this section of the route is approximately 1.6km.

2.2 Contribution Summary & Demographic Details

2.2.1 A total of 301 people provided responses in relation to Section 1. The age group of the respondents is summarised within Table 1.

Table 1: Age Group of Respondents

Age Group	Number	%
16-24	1	<1%
25-34	11	4%
35-44	29	10%
45-54	47	16%
55-65	50	17%
65-74	55	18%
75-84	12	4%
Prefer not to say	5	2%
No response	91	30%
Total	**301**	**100%**

2.2.2 The home postcode information of the 301 respondents is provided within Table 2.

Table 2: Post Code of Respondents

Post Code	Number	%
S40	126	42%
S42	39	13%
S41	17	6%
S43	7	2%
Other	15	5%
No response	97	32%
Total	**301**	**100%**

2.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 3. People were able to select more than one response (i.e. they may both live and work in the area).

Table 3: Connection to Area of Respondents

Nature of Connection	Number	%
Live here	189	51%
Work here	32	9%
Own a business here	10	3%
Travel through here	25	7%
Regular visitor here	19	5%
Elected Member / Stakeholder	2	<1%
No response	92	25%
Total	**369**	**100%**

2.3 Current Use of this Section of the Route

2.3.1 Table 4 identifies that the majority of respondents currently either walk or cycle (or both) along this section of the route.

Table 4: Current Use of the Route

Nature of Connection	Number	%
Walk only	107	36%
Walk and cycle	106	35%
Neither	48	16%
Cycle only	34	11%
No response	6	2%
Total	**301**	**100%**

2.4 Current Safety Concerns on the Route

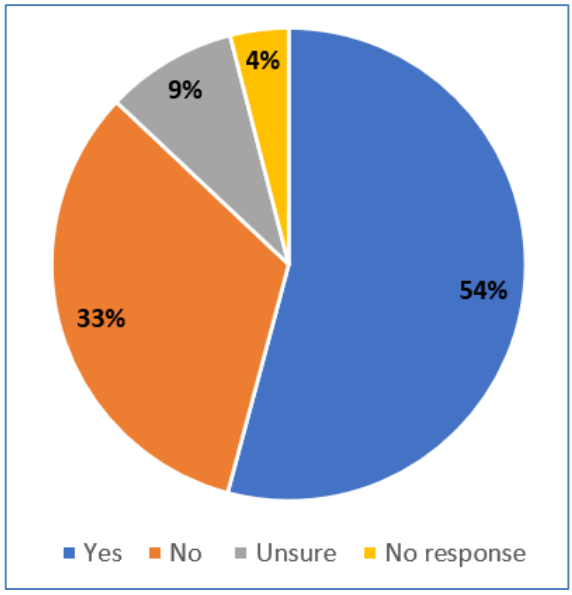
2.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Too busy with traffic – 187 people;
- Traffic is too fast – 173 people;
- There are no cycle lanes – 143 people; and
- There are not enough crossing facilities – 59 people.

2.5 Would the Planned Improvements Encourage you to Walk/Cycle

2.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 1 identifies that over 50% of people (163 people) said they would walk or cycle more often. A third of people said they would not walk or cycle more (99 people).

Figure 1: Future Active Travel Use



2.5.2 The 163 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 128 people;
- Chesterfield town centre – 98 people;
- Local shops and services – 93 people; and
- Friends and relatives houses – 67 people.

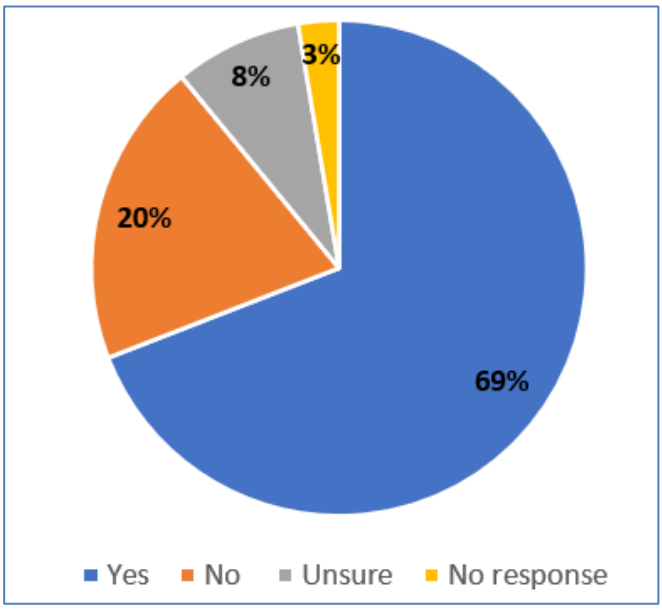
2.5.3 A total of 99 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. A wide range of answers were received and were grouped into main themes for ease of analysis. The most popular comment themes are outlined below:

- **Traffic flows (37 people)** – Chatsworth Road is too busy and/or has a high proportion of HGV movements and is therefore unsuitable for cycling, particularly for less confident cyclists;
- **Alternative route (26 people)** – An alternative, quieter cycling route is preferred, with an extension of the Hipper Valley Trail between Somersall Park and Holymoorside cited as the most popular alternative route option;
- **Environmental concerns (15 people)** – Air quality/pollution and noise concerns associated with having a pedestrian and cycle route adjacent to a busy 'A' road; and
- **Congestion and removal of right turn lanes (7 people)** – The proposals through narrowing traffic lanes and removing right turn lanes would make congestion worse along the route.

2.6 Physical Protection for Cyclists on Baslow Road / Chatsworth Road

2.6.1 The cycling proposals for Baslow Road and Chatsworth Road would provide physical protection for cyclists from traffic. Respondents were asked if they would be in support of this. Figure 2 identifies that over two thirds of people said they support the provision of physical protection for cyclists. 20% of people did not support this, 8% were unsure and 3% did not provide a response.

Figure 2: Physical Protection for Cyclists



2.7 Pedestrian Crossing Improvements

2.7.1 Respondents were asked if they were supportive of the pedestrian crossing improvements that are proposed. Table 5 identifies that over two thirds of people said they supported the crossing improvements.

Table 5: Pedestrian Crossing Improvements

In Support of Crossing Improvements	Number	%
Yes	208	69%
No	44	14%
Unsure	35	12%
No Response	14	5%
Total	**301**	**100%**

2.8 Additional Improvements

2.8.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a 'free-text' basis and were grouped into themes. The most popular comment (38 people) related to not using the Chatsworth Road route and instead creating a quieter/traffic-free route, in particular extending the Hipper Valley Trail between Somersall Park and Holymoorside.

2.8.2 A number of people did have ideas for additional improvements along Chatsworth Road, the most popular being:

- **Speed management (18 people)** – Implementation of speed management measures (e.g. speed cameras or reducing the speed limit further to 20mph) to ensure lower vehicle speeds on Chatsworth Road;

- **Pedestrian improvements (16 people)** – The need for additional pedestrian improvements, various ideas were identified, including: providing additional crossing facilities for pedestrians, retaining central refuge crossing islands for pedestrians and ensuring that crossing times are sufficient at signal controlled crossings;
- **Means of segregation (9 people)** – The use of wands (or a similar) as a means of segregation may not offer sufficient protection for cyclists (especially for westbound cyclists) on what is a well trafficked route used by HGVs. More robust means of segregation would be preferred; and
- **Onward cycle connections (7 people)** – Onward cycle connections, particularly on Holymoor Road into Holymoorside would be beneficial – 7 people.

2.9 Further Comments

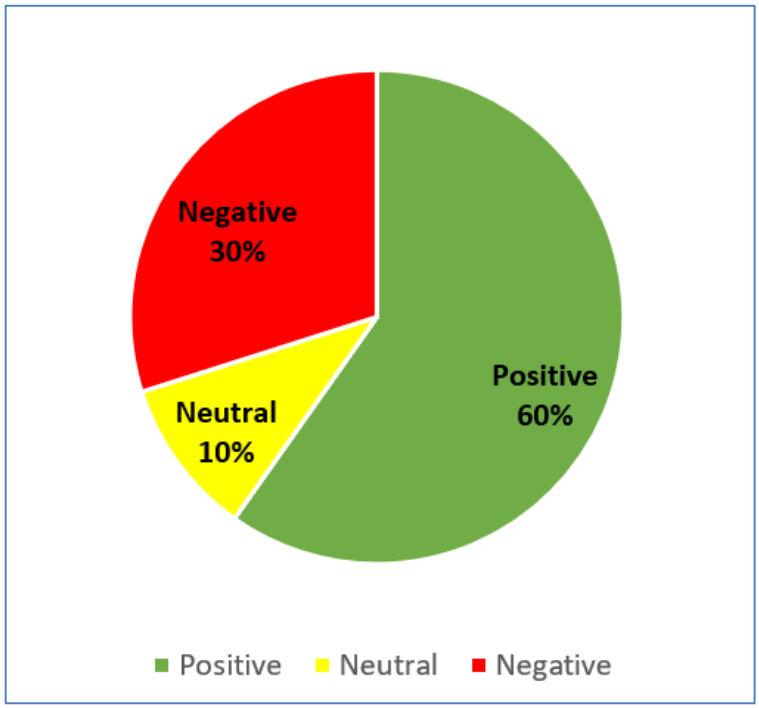
2.9.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. Generally, this involved people repeating/expanding on those comments already discussed within Sections 2.5 and 2.8 and these are therefore not repeated.

2.9.2 Some comments were made which have not already been highlighted and these include:

- Concern that the scheme would adversely affect the ability of delivery vehicles to park kerb-side on Chatsworth Road;
- Concern that it would become more difficult for people to access/egress their driveways on the northern side of Chatsworth Road as they would have to cross the footway and the bi-directional cycle facility and also may not be expecting cyclists to approach from both directions;
- Concern that westbound cyclists within the bi-directional facility would be cycling close to (albeit separated by a form of segregation) HGVs travelling eastbound and the air forces generated by these vehicles could destabilise cyclists and be generally unpleasant;
- Concern that the proposed active travel improvements at the Chatsworth Road / Storrs Road traffic signal junction would adversely impact on capacity for motorised users;
- Concern that at school leaving time pupils at Brookfield Community School may spill out and/or congregate and therefore obstruct users of the cycle facility within the vicinity of the school;
- Suggestion that the coloured surfacing covers the whole of the bi-directional cycle facility and not just at junction/access locations; and
- Suggestion that additional signing/wayfinding is provided along the route alongside new areas of cycle parking.

2.9.3 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 3 and outline that 60% of people were positive towards the proposals, 10% were neutral and 30% were negative.

Figure 3: Overall Sentiment towards Proposals



3. ENGAGEMENT FINDINGS – SECTION 2

3.1 Section 2

3.1.1 Section 2 of the route covers the Hipper Valley Trail. The length of this section of the route is approximately 1.1km.

3.2 Contribution Summary & Demographic Details

3.2.1 A total of 184 people provided responses in relation to Section 2. The age group of the respondents is summarised within Table 6.

Table 6: Age Group of Respondents

Age Group	Number	%
16-24	1	<1%
25-34	5	3%
35-44	17	9%
45-54	28	15%
55-65	32	17%
65-74	38	21%
75-84	7	4%
Prefer not to say	2	1%
No response	54	29%
Total	**184**	**100%**

3.2.2 The home postcode information of the 184 respondents is provided within Table 7.

Table 7: Post Code of Respondents

Post Code	Number	%
S40	79	43%
S42	15	8%
S41	13	7%
S43	6	3%
Other	14	8%
No response	57	31%
Total	**184**	**100%**

3.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 8. People were able to select more than one response (i.e. they may both live and work in the area).

Table 8: Connection to Area of Respondents

Nature of Connection	Number	%
Live here	112	46%
Work here	32	13%
Own a business here	8	3%
Travel through here	19	8%
Regular visitor here	15	6%
Elected Member / Stakeholder	3	1%
No response	54	22%
Total	**243**	**100%**

3.3 Current Use of this Section of the Route

3.3.1 Table 9 identifies that over 90% of respondents currently either walk or cycle (or both) along this section of the route.

Table 9: Current Use of the Route

Nature of Connection	Number	%
Walk and cycle	87	47%
Walk only	53	29%
Cycle only	29	16%
Neither	14	8%
No response	1	<1%
Total	**184**	**100%**

3.4 Current Safety Concerns on the Route

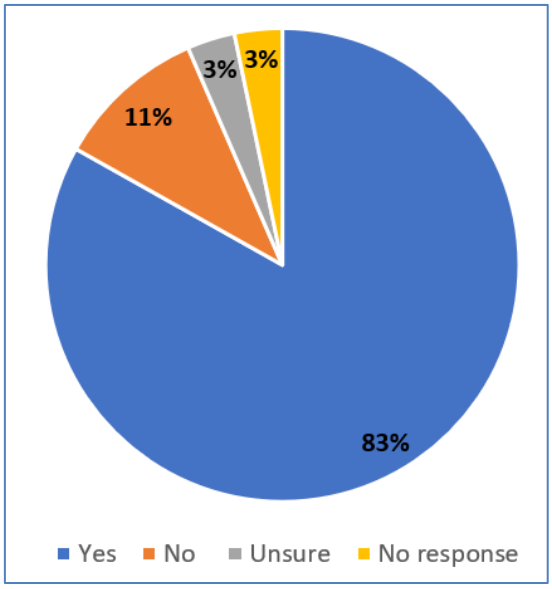
3.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Uneven/poor surface – 140 people;
- Route can flood – 110 people;
- Route is not wide enough – 83 people; and
- Route is not well enough lit – 59 people.

3.5 Would the Planned Improvements Encourage you to Walk/Cycle

3.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 4 identifies that over 80% of people said they would walk or cycle more often.

Figure 4: Future Active Travel Use



3.5.2 The 153 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 120 people;
- Chesterfield town centre – 101 people;
- Local shops and services – 81 people; and
- Train station – 55 people.

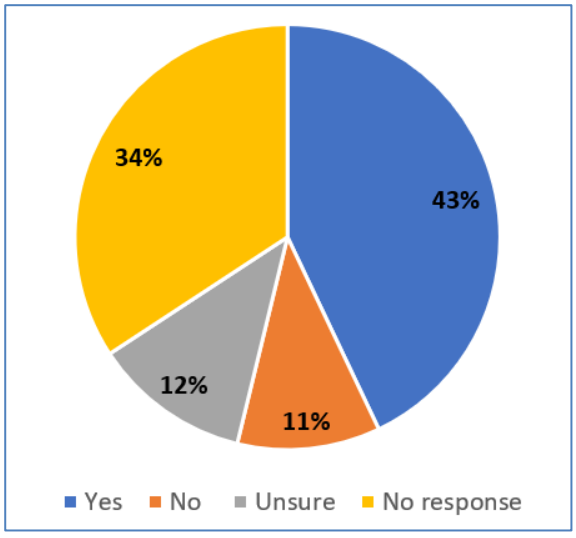
3.5.3 A total of 18 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. The most popular comment themes are outlined below:

- **Degradation of recreational value (4 people)** – By providing additional hard paved areas, the proposals will degrade the recreational value and character of the area;
- **Pedestrian use will be deterred (4 people)** – Additional cyclists through the area, particularly those travelling at higher speeds, will make the route less pleasant/safe for pedestrians and may discourage use; and
- **Segregation (2 people)** – It would be better to segregate cyclists from pedestrians.

3.6 Surfacing – Wooded Section of the Route

3.6.1 As part of the current proposals, in order to protect tree roots no hard surfacing improvements are proposed through the wooded section of the route. Respondents were asked whether they agreed with this approach. Although this question was not particularly well answered (over a third of people did not provide a response), the most common answer was that people did agree with the approach of not providing surfacing improvements (43%).

Figure 5: Wooded Area – Surfacing Improvements



3.7 Additional Improvements

3.7.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a 'free-text' basis and were grouped into themes. A total of 84 comments were made, the most popular being:

- **Surface through the wooded section (22 people)** – In order to ensure a high standard of route across the whole section, particularly during bad weather, an appropriate surface treatment should be provided within the wooded section of the route. Potential ideas that were identified include a permeable resin bound surface, a raised boardwalk or a conventional tarmac surface. These comments contrast to the findings identified within Figure 5 above;
- **Segregating pedestrians and cyclists (10 people)** – It would be beneficial if pedestrians and cyclists could be segregated along the route and each have their own spaces;
- **Improving signing (5 people)** – Signing is required to help with wayfinding and to ensure that people are aware that the route is to be shared in a courteous manner by pedestrians and cyclists; and
- **Route maintenance (5 people)** – Regular route maintenance (e.g. cutting back of vegetation) is required to ensure that the full width of the route is useable at all times.

3.8 Further Comments

3.8.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. Generally, this involved people repeating/expanding on those comments already discussed within Sections 3.5 and 3.7 and these are therefore not repeated.

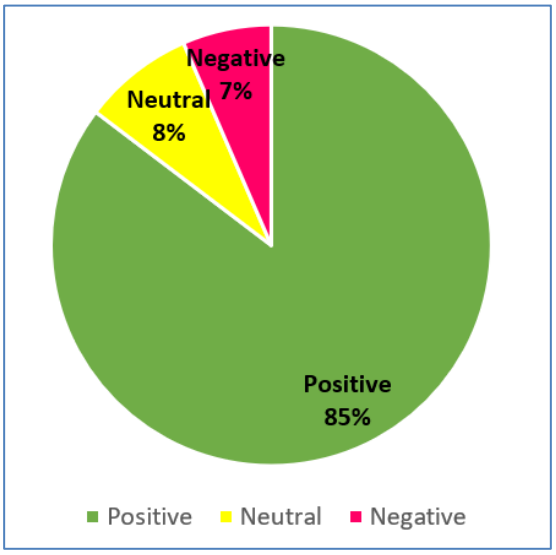
3.8.2 Some comments were made which have not already been highlighted and these include:

- Recognition that there is a need to strike a balance between improving the surface through the wooded section to offer benefits for pedestrians and protecting the natural beauty of the existing area;
- Concern that any lighting proposals could be harmful to local wildlife, adversely impact on the rural character of the route and encourage anti-social behaviour;
- Requests for improvements to other existing paths which connect to the Hipper Valley Trail, for example routes from Oakfield Avenue, Foxbrook Drive and Newhaven Close; and
- Requests for the Hipper Valley Trail route to be extended westwards from Somersall Park to Holymoorside.

3.9 Overall Sentiment

3.9.1 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 6 and outline that 85% of people were positive towards the proposals, 8% were neutral and 7% were negative.

Figure 6: Overall Sentiment towards Proposals



4. ENGAGEMENT FINDINGS – SECTION 3

4.1 Section 3

4.1.1 Section 3 of the route covers Walton Road, Bobbin Mill Lane, Goytside Road and Dock Walk. The length of this section of the route is approximately 1.3km.

4.2 Contribution Summary & Demographic Details

4.2.1 A total of 156 people provided responses in relation to Section 3. The age group of the respondents is summarised within Table 10.

Table 10: Age Group of Respondents

Age Group	Number	%
16-24	1	<1%
25-34	4	3%
35-44	13	8%
45-54	28	18%
55-65	26	17%
65-74	27	17%
75-84	7	5%
Prefer not to say	2	1%
No response	48	31%
Total	**156**	**100%**

4.2.2 The home postcode information of the 156 respondents is provided within Table 11.

Table 11: Post Code of Respondents

Post Code	Number	%
S40	66	42%
S42	14	9%
S41	12	8%
S43	5	3%
Other	9	6%
No response	50	32%
Total	**156**	**100%**

4.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 12. People were able to select more than one response (i.e. they may both live and work in the area).

Table 12: Connection to Area of Respondents

Nature of Connection	Number	%
Live here	91	43%
Work here	25	12%
Own a business here	8	4%
Travel through here	22	11%
Regular visitor here	14	7%
Elected Member / Stakeholder	2	1%
No response	48	23%
Total	**210**	**100%**

4.3 Current Use of this Section of the Route

4.3.1 Table 13 identifies that 85% of respondents currently either walk or cycle (or both) along this section of the route.

Table 13: Current Use of the Route

Nature of Connection	Number	%
Walk and cycle	67	43%
Cycle only	39	25%
Walk only	27	17%
Neither	20	13%
No response	3	2%
Total	**156**	**100%**

4.4 Current Safety Concerns on the Route

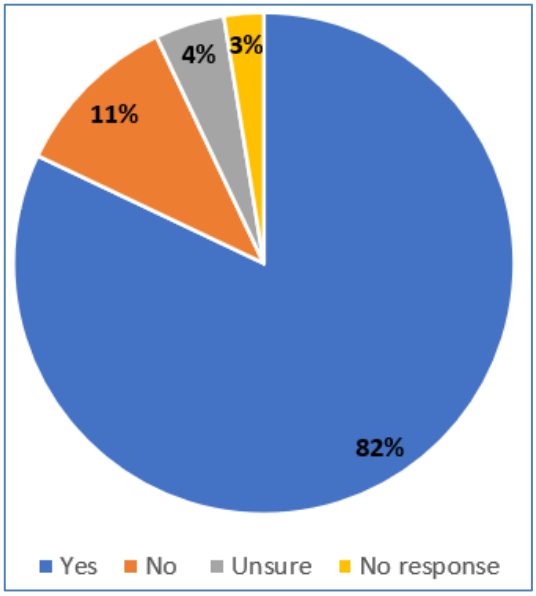
4.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Uneven / poor surface – 92 people;
- Not enough cycle lanes – 71 people;
- Not well enough lit – 50 people; and
- Anti-social behaviour along the route – 37 people.

4.5 Would the Planned Improvements Encourage you to Walk/Cycle

4.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 7 identifies that over 80% of people said they would walk or cycle more often.

Figure 7: Future Active Travel Use



4.5.2 The 128 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 97 people;
- Chesterfield town centre – 91 people;
- Local shops and services – 74 people; and
- Friends and relatives houses – 35 people.

4.5.3 A total of 17 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. The most popular comment themes are outlined below:

- **Already cycle (4 people)** – People already cycle here and the proposals would not increase the amount of cycling they undertake; and
- **Safety/anti-social behaviour issues (3 people)** – Broken glass and general unpleasantness of the area around Goytside Road can make the route feel unsafe, particularly during an evening.

4.6 Additional Improvements

4.6.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a 'free-text' basis and were grouped into themes. A total of 57 comments were made, the most popular being:

- **Environmental improvements (16 people)** – The area around Goytside Road and Walton Fields Road is unattractive, not well maintained and in need of environmental improvements if it is to made an attractive route for walking and cycling. Identified issues include high amounts of litter (including dog waste), broken glass, graffiti, lack of natural surveillance, high walls providing a sense of enclosure and anti-social behaviour;
- **Vehicle parking on Walton Road (6 people)** – Use of the existing cycle facility on the eastern side of Walton Road is regularly obstructed by parked vehicles. Physical measures to prevent vehicle parking or suitable enforcement would be required to ensure that the new cycle facility is not obstructed in the same way;
- **Widen the route between Walton Fields Road and Goytside Road (2 people)** – The existing walking/cycling route is narrow and should be widened by making use of adjacent land; and
- **Goytside Road west of Factory Street (2 people)** – So as to avoid westbound cyclists having to cross Goytside Road twice, can the off-road cycle facility on the northern side of Goytside Road continue up to the Northwood Hygiene Products access.

4.7 Further Comments

4.7.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. Generally, this involved people repeating/expanding on those comments already discussed within Sections 4.5 and 4.6 and these are therefore not repeated.

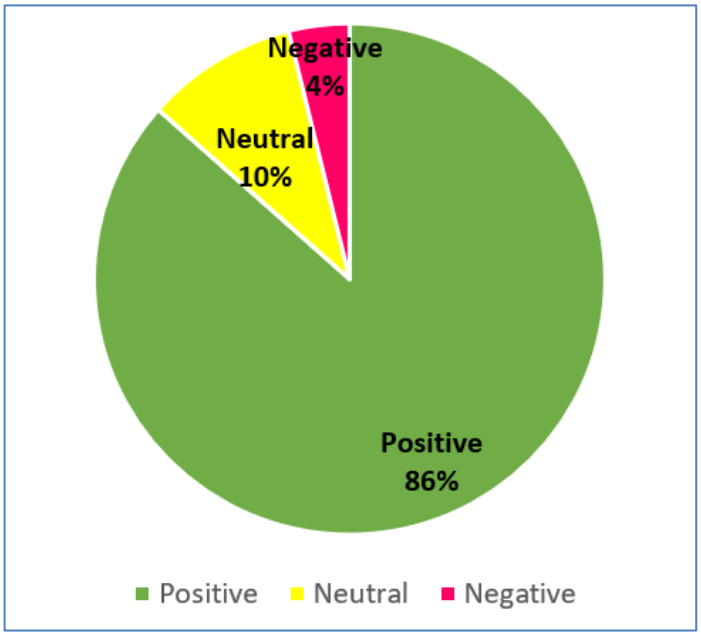
4.7.2 Some comments were made which have not already been highlighted and these include:

- Recognition that currently vacant land on Goytside Road may be developed in the future and that the walking/cycling route proposals should take this into account (and vice versa);
- Traffic flows are generally light and speeds low on Dock Walk and, as such, it may be preferer able to accommodate cyclists on-road, rather than providing an off-road facility that is shared with pedestrians; and
- Pre-pandemic parking levels on Goytside Road were relatively high and suitable measures will be required to ensure that on-street parking will not obstruct use of the cycle facilities.

4.8 Overall Sentiment

4.8.1 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 8 and outline that 86% of people were positive towards the proposals, 10% were neutral and 4% were negative.

Figure 8: Overall Sentiment towards Proposals



5. ENGAGEMENT FINDINGS – SECTION 4

5.1 Section 4

5.1.1 Section 4 of the route covers Queen's Park and the existing walking/cycling route between Park Road and Chesterfield Train Station. The length of this section of the route is approximately 1.8km.

5.2 Contribution Summary & Demographic Details

5.2.1 A total of 152 people provided responses in relation to Section 4. The age group of the respondents is summarised within Table 14.

Table 14: Age Group of Respondents

Age Group	Number	%
16-24	1	<1%
25-34	5	3%
35-44	12	8%
45-54	27	18%
55-65	28	18%
65-74	26	17%
75-84	7	5%
Prefer not to say	2	1%
No response	44	29%
Total	**152**	**100%**

5.2.2 The home postcode information of the 152 respondents is provided within Table 15.

Table 15: Post Code of Respondents

Post Code	Number	%
S40	60	40%
S41	21	14%
S42	10	7%
S43	6	4%
Other	9	6%
No response	46	30%
Total	**152**	**100%**

5.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 16. People were able to select more than one response (i.e. they may both live and work in the area).

Table 16: Connection to Area of Respondents

Nature of Connection	Number	%
Live here	92	45%
Work here	28	14%
Own a business here	8	4%
Travel through here	16	8%
Regular visitor here	12	6%
Elected Member / Stakeholder	3	2%
No response	45	22%
Total	**204**	**100%**

5.3 Current Use of this Section of the Route

5.3.1 Table 17 identifies that over 90% of respondents currently either walk or cycle (or both) along this section of the route.

Table 17: Current Use of the Route

Nature of Connection	Number	%
Walk and cycle	72	47%
Cycle only	43	28%
Walk only	26	17%
Neither	11	7%
Total	**152**	**100%**

5.4 Current Safety Concerns on the Route

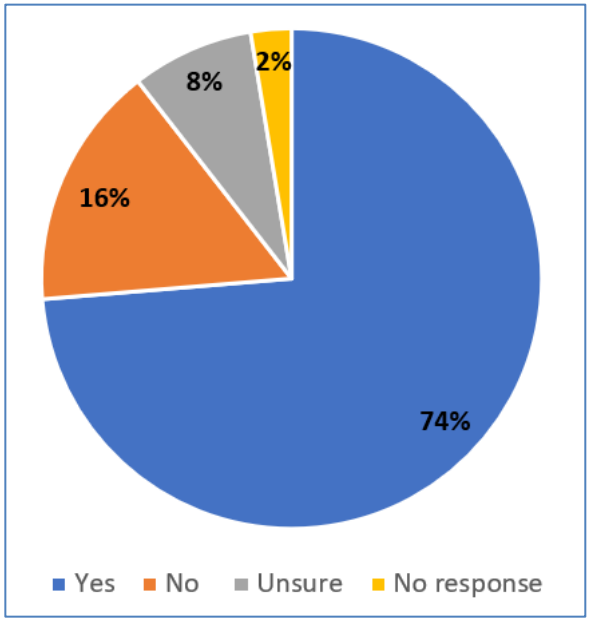
5.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Anti-social behaviour along the route – 37 people;
- Not well enough lit – 36 people;
- Route is not wide enough – 33 people; and
- Uneven / poor surface – 29 people.

5.5 Would the Planned Improvements Encourage you to Walk/Cycle

5.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 9 identifies that approaching 75% of people said they would walk or cycle more often. 15% of people said they would not walk or cycle more.

Figure 9: Future Active Travel Use



5.5.2 The 112 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 89 people;
- Chesterfield town centre – 77 people;
- Train station – 75 people; and
- Local shops and services – 57 people.

5.5.3 A total of 24 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. The most popular comment themes are outlined below:

- **Already use the route (12 people)** – People already use the route, think it is generally fit for purpose and the proposals would not affect how often they use the route; and
- **Safety/anti-social behaviour issues (3 people)** – Personal safety concerns as part of the route is quite isolated with limited natural surveillance.

5.6 Additional Improvements

5.6.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a 'free-text' basis and were grouped into themes. A total of 66 comments were made, the most popular being:

- **Lighting improvements (10 people)** – Parts of the route, particularly between the train station and retail park are not well lit and require additional lighting to improve personal security along the route during periods of darkness;
- **Regular maintenance (9 people)** – Regular route maintenance (e.g. cutting back of vegetation, litter removal etc) is required to ensure that the full width of the route is useable at all times;
- **Pedestrian/cycle access to retail park (5 people)** – A pedestrian/cycle access should be created from the route to the retail park which accommodates Home Bargains, TK Maxx and The Range. It is understood that this has previously been investigated by DCC but it has not been possible to establish a connection;
- **Improving signing (5 people)** – Signing is required to help with wayfinding and to ensure that people are aware that the route is to be shared in a courteous manner by pedestrians and cyclists;
- **Reverse parking (3 people)** – Concerns that some people may not adhere to the reverse parking only proposal within Queen's Park and as a result it may be beneficial to relocate the cycle route away from the car parking bays; and
- **Queen's Park speed hump (3 people)** – A number of speed bumps are located along the existing cycle route through Queen's Park and should be removed so as to provide a continuous and obstruction-free route for cyclists.

5.7 Further Comments

5.7.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. Generally, this involved people repeating/expanding on those comments already discussed within Sections 5.5 and 5.6 and these are therefore not repeated.

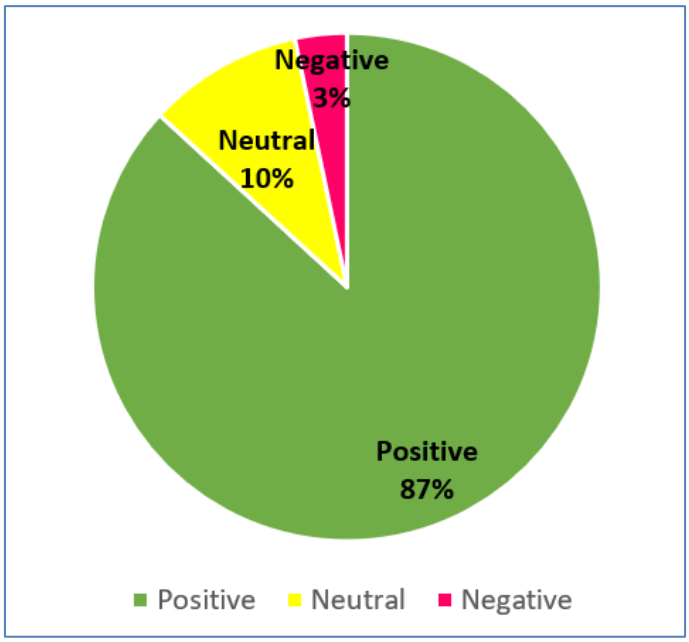
5.7.2 Some comments were made which have not already been highlighted and these include:

- Concerns that the removal of pedestrian/cyclist segregation on the path through Queen's Park may increase the risk of cyclists dominating the space, resulting in pedestrians having to move out of the way; and
- Opportunities should be sought to provide additional walking and cycling connections from neighbouring areas to the route.

5.8 Overall Sentiment

5.8.1 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 10 and outline that 87% of people were positive towards the proposals, 10% were neutral and 3% were negative.

Figure 10: Overall Sentiment towards Proposals



6. ENGAGEMENT FINDINGS – SECTION 5

6.1 Section 5

6.1.1 Section 5 of the route covers Crow Lane and Wetlands Lane. The length of this section of the route is approximately 1.8km.

6.2 Contribution Summary & Demographic Details

6.2.1 A total of 389 people provided responses in relation to Section 5. The age group of the respondents is summarised within Table 18.

Table 18: Age Group of Respondents

Age Group	Number	%
16-24	2	<1%
25-34	18	4%
35-44	32	8%
45-54	59	15%
55-65	72	19%
65-74	51	13%
75-84	14	4%
Prefer not to say	5	1%
No response	136	35%
Total	**389**	**100%**

6.2.2 The home postcode information of the 389 respondents is provided within Table 19.

Table 19: Post Code of Respondents

Post Code	Number	%
S43	87	22%
S40	52	13%
S41	45	12%
S44	35	9%
S42	10	3%
Other	11	3%
No response	149	38%
Total	**389**	**100%**

6.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 20. People were able to select more than one response (i.e. they may both live and work in the area).

Table 20: Connection to Area of Respondents

Nature of Connection	Number	%
Live here	229	47%
Work here	52	11%
Own a business here	14	3%
Travel through here	30	6%
Regular visitor here	17	4%
Elected Member / Stakeholder	3	<1%
Study here	1	<1%
No response	137	27%
Total	**483**	**100%**

6.3 Current Use of this Section of the Route

6.3.1 Table 21 identifies that over 70% of respondents currently either walk or cycle (or both) along this section of the route.

Table 21: Current Use of the Route

Nature of Connection	Number	%
Walk only	121	31%
Walk and cycle	103	27%
Neither	103	27%
Cycle only	53	14%
No response	9	2%
Total	**389**	**100%**

6.4 Current Safety Concerns on the Route

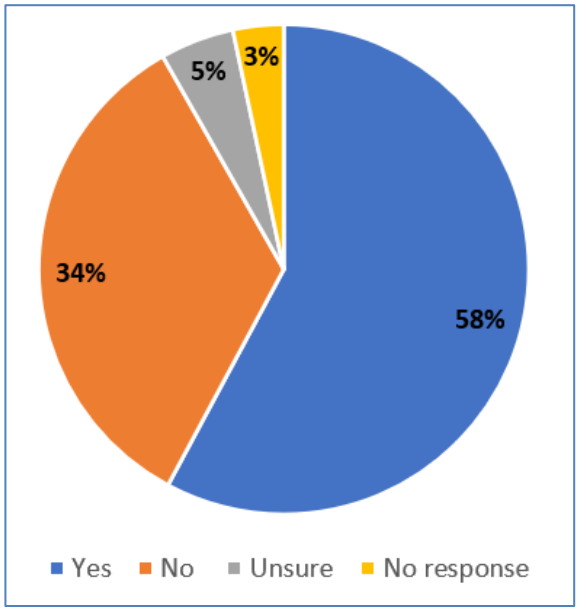
6.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Not well enough lit – 114 people;
- Not enough space for pedestrians/cyclists – 111 people;
- Too busy with traffic – 95 people; and
- Traffic is too fast – 90 people.

6.5 Would the Planned Improvements Encourage you to Walk/Cycle

6.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 11 identifies that 58% of people said they would walk or cycle more often and 34% said they would not walk or cycle more. The remaining 8% were either unsure or did not provide a response.

Figure 11: Future Active Travel Use



6.5.2 The 225 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 127 people;
- Chesterfield town centre – 126 people;
- Hospital / healthcare services – 118 people; and
- Train station – 88 people.

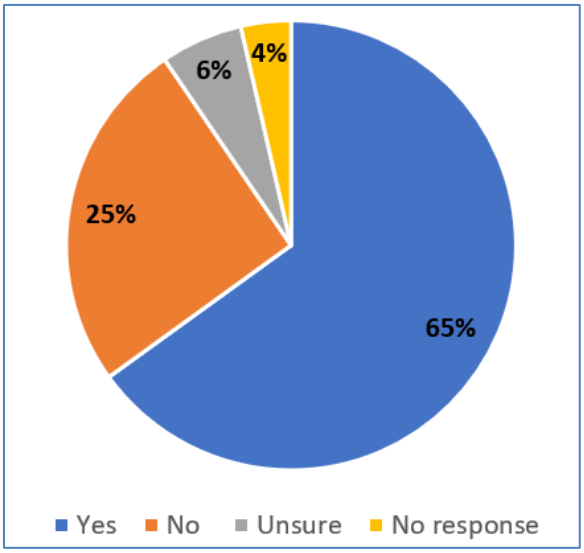
6.5.3 A total of 132 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. The most popular comment themes are outlined below:

- **Gradient (24 people)** – The gradient on Crow Lane is too steep, particularly for cycling;
- **Street lighting (13 people)** – Crow Lane and Wetlands Lane are unlit and do not provide safe conditions for walking and cycling;
- **Alternative route (13 people)** – An alternative route via Dark Lane, Wheathill Lane and the golf course would be better route to designate for walking/cycling use, with Crow Lane re-opened for vehicle use;
- **Already use route (12 people)** – People already use the route and the proposals would not affect how often they use the route; and
- **Personal security (8 people)** – The absence of vehicles along the route results in a lack of natural surveillance which raises personal security concerns.

6.6 Temporary Vehicle Closure on Part of Crow Lane

6.6.1 Respondents were asked whether they felt that the current temporary vehicle closure along part of Crow Lane which has been implemented as part of Tranche 1 funding has improved conditions for walking and cycling. Figure 12 identifies that 65% of people felt that conditions have improved for pedestrians and cyclists, whereas 25% felt that conditions had not improved. The remaining people were either unsure (6%) or did not provide a response (4%).

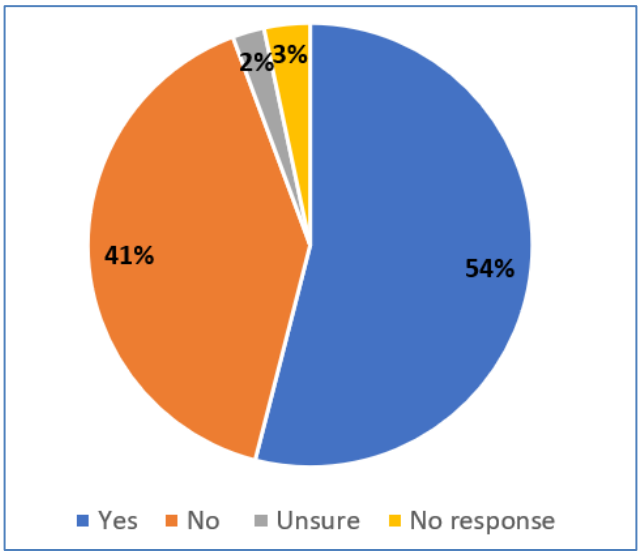
Figure 12: Current Crow Lane Temporary Closure



6.7 Use of Crow Lane Since Temporary Closure

6.7.1 Respondents were asked if they had used Crow Lane more for walking and cycling since the temporary vehicle closure was implemented. The results were reasonably evenly split, with 54% of people saying they had walked or cycled more and 41% stating they had not.

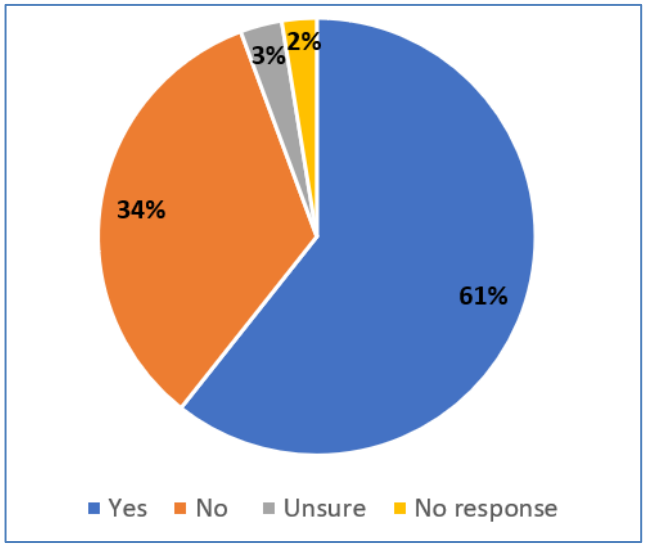
Figure 13: Current Crow Lane Temporary Closure – Active Travel Use



6.8 Permanent Closure on Crow Lane

6.8.1 Respondents were asked if they generally supported making the temporary closure arrangements on Crow Lane permanent. Figure 14 summarises the results and indicates that 61% of people are in favour of a permanent closure, 34% are against a permanent closure and 5% are unsure or did not provide a response.

Figure 14: Making the Temporary Crow Lane Closure Permanent



6.9 Additional Improvements

6.9.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a 'free-text' basis and were grouped into themes. A total of 177 comments were made, the most popular being:

- **Alternative route (17 people)** – As outlined in response to a previous question, some people feel that an improvement would be to route the pedestrian/cycle route via Dark Lane, Wheathill Lane and the golf course which would allow Crow Lane to be opened up for vehicle use;
- **Regular maintenance (17 people)** – Regular route maintenance (e.g. cutting back of vegetation, litter removal, road sweeping etc) is required to ensure that the route is useable at all times;
- **Lighting (14 people)** – As outlined in response to a previous question, some people feel that lighting of Crow Lane and Wetlands Lane is necessary to make it safer for walking and cycling; and
- **Increased use of Dark Lane, Wheathill Lane and Pettyclose Lane (9 people)** – The temporary closure of Crow Lane has resulted in some traffic diverting onto Dark Lane, Wheathill Lane and Pettyclose Lane. The increase in flow on this single lane width route is a hazard for pedestrians, cyclists, horse riders and vehicle users.

6.10 Further Comments

6.10.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. To some extent, this involved people repeating/expanding on those comments already discussed within Sections 6.5 and 6.9 and these are therefore not repeated.

6.10.2 In addition to the above, a number of comments were made with regards to people's experiences/views of the temporary closure on Crow Lane and whether they would like to see it made permanent. Comments covered wide-ranging subject matter and, in some cases, were very detailed. The range in opinion was also significant, with a number of both extremely positive and extremely negative responses received in relation to the Crow Lane proposal.

6.10.3 The positive comments tend to focus on:

- How people now regularly enjoy using the lane for commuting, leisure and exercise purposes without the prospect of encountering traffic;
- How people who previously viewed the route as too dangerous are now enjoying being able to use the traffic-free route; and
- The associated benefits the closure has brought, such as improved quality of wildlife, a more pleasant environment and a reduction in litter/fly-tipping.

6.10.4 The negative comments tend to focus on:

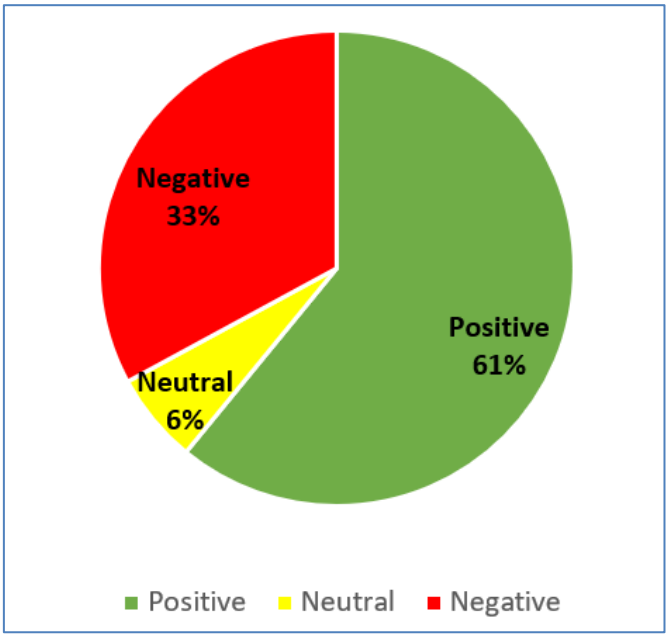
- How Crow Lane formed an important/useful traffic route for them and that having to use an alternative route has increased congestion, journey times and air pollution on other routes;
- How the closure of Crow Lane increases the potential for rat-running on other routes, such as between Dark Lane and Paxton Road at Tapton; and
- That the additional numbers of walkers and cyclists using Crow Lane is insufficient to justify a permanent closure.

6.10.5 The above provides an overall summary and all further comments that have been received have been passed in full to DCC.

6.11 Overall Sentiment

6.11.1 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 15 and outline that 61% of people were positive towards the proposals, 6% were neutral and 33% were negative.

Figure 15: Overall Sentiment towards Proposals



7. ENGAGEMENT FINDINGS – OVERALL

7.1 Introduction

7.1.1 By combining responses across all five route sections, this section provides a brief summary of:

- Whether people felt that the planned improvements would encourage them to walk or cycle more often; and
- Overall sentiment towards the planned improvements.

7.2 Would the Planned Improvements Encourage you to Walk/Cycle

7.2.1 Table 22 summarises whether the planned improvements would encourage the respondents to walk or cycle more across the different sections of the route.

Table 22: Walk/Cycle More Often

Section	Yes	No	Unsure/No response	Total
Section 1	163 (54%)	99 (33%)	39 (13%)	**301**
Section 2	153 (83%)	19 (11%)	12 (6%)	**184**
Section 3	128 (82%)	17 (11%)	11 (7%)	**156**
Section 4	112 (74%)	24 (16%)	16 (10%)	**152**
Section 5	225 (58%)	132 (34%)	32 (8%)	**389**
Total	**781 (66%)**	**291 (25%)**	**110 (9%)**	**1182**

7.2.2 Of the responses received, approximately two thirds said they would walk or cycle more. Those people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 561 responses;
- Chesterfield town centre – 493 responses; and
- Local shops and services – 357 responses.

7.3 Overall Sentiment

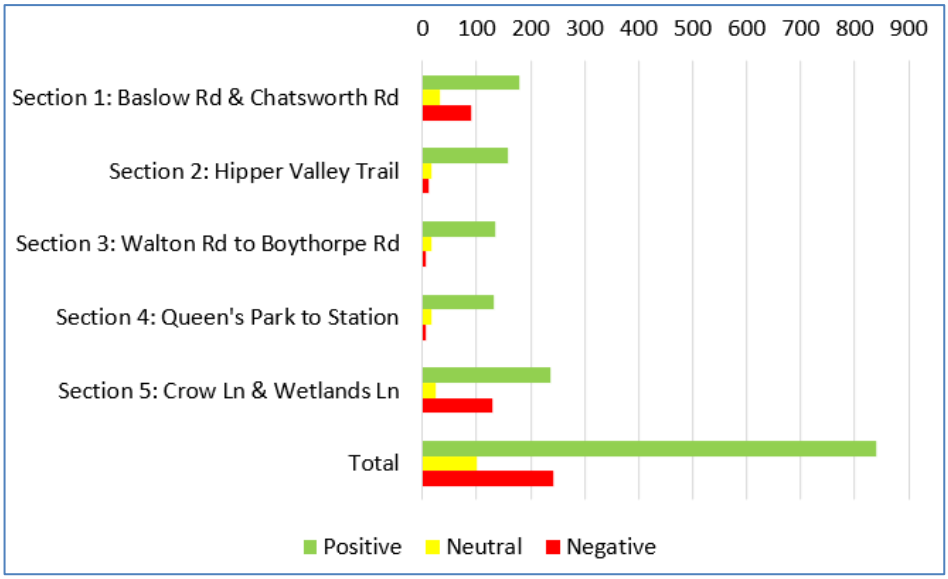
7.3.1 Table 23 summarises the overall sentiment respondents had towards the planned improvements across the different sections of the route. Across the whole route, a positive sentiment figure of over 70% was identified.

Table 23: Overall Sentiment

Section	Positive	Neutral	Negative	Total
Section 1	180 (60%)	31 (10%)	90 (20%)	**301**
Section 2	157 (85%)	15 (8%)	12 (7%)	**184**
Section 3	135 (86%)	15 (10%)	6 (4%)	**156**
Section 4	132 (87%)	15 (10%)	5 (3%)	**152**
Section 5	237 (61%)	24 (6%)	128 (33%)	**389**
Total	**841 (71%)**	**100 (9%)**	**241 (20%)**	**1182**

7.3.2 The information contained above within Table 23 is shown graphically within Figure 16.

Figure 16: Overall Sentiment



8. NON-COMMONPLACE ENGAGEMENT FINDINGS

8.1 Non-Commonplace Comments Received

8.1.1 Some members of the local community choose to provide responses to the engagement outside of the Commonplace platform and this typically consisted of emails and letters. Table 24 provides an overall summary of the scheme-specific comments received from the following:

- Elected Members;
- Holymoorside & Walton Parish Council;
- Chesterfield Borough Council;
- Chesterfield Royal Hospital;
- Local groups/organisations; and
- DCC public transport officer.

8.1.2 All information has been paraphrased/shortened as it was not possible to provide full responses within the below table. All full responses have been passed to DCC for further consideration.

Table 24: Summary of Scheme Specific Non-Commonplace Comments

Ref	Stakeholder	Support / Object	Summary of Additional Details Provided
1	CBC Councillor Tony Rogers – Moor Ward	Support (General)	-
2	CBC Councillor Dean Collins – Lowgates & Woodthorpe Ward	Object (Section 5)	Objects on health and safety grounds.
3	CBC Councillor Tricia Gilby – Brimington South Ward	Object (Section 5)	Considers that there is a lot of local opposition to a permanent closure of Crow Lane due to the inconvenience and delay/congestion caused by motorists having to use other routes. Suggests that an alternative route via Dark Lane would be better for pedestrians and cyclists.
4	DCC Councillor Stuart Brittain – Brimington Ward	Object (Section 5)	Considers the proposal to permanently close Crow Lane to motor traffic is flawed. Very little walking/cycling use of Crow Lane and suggests an alternative route via Dark Lane would be better for pedestrians and cyclists.
5	Toby Perkins – MP for Chesterfield	Object (Section 5)	Crow Lane proposals are contentious and own survey suggests that there is considerable opposition to them. Suggests that an alternative route via Dark Lane would be better for pedestrians and cyclists. The implementation of traffic calming on Crow Lane would be preferable to a permanent closure.
6	Kate Brailsford – Holymoorside & Walton Parish Council	Unknown	To provide comments following the next Parish Council meeting (13th April 2021).

Ref	Stakeholder	Support / Object	Summary of Additional Details Provided
8	Chesterfield Borough Council (Officer Level)	General support, some concerns on Section 1	Using Chatsworth Road would not be CBC's first preference as it is a heavily trafficked primary route and may not be viewed by all as a safe and attractive route
8	Chesterfield Royal Hospital	Support (General)	Fully supports all route sections.
9	Transition Chesterfield	Support (General)	Strongly support all route sections but would also like to see some additional measures provided.
10	Chesterfield Cycle Campaign	Support (General)	Strongly support all route sections and have identified further possible improvements / opportunities.
11	Trans Pennine Trail Office	Support (Section 5)	Supports the proposals and has also suggested possible improved connections to the nearby Trans Pennine Trail route.
12	Chesterfield & District Civic Society	Object (Section 1) & Support (Section 5)	Strongly opposed to Chatsworth Road proposals due to impact on street character, adverse impact on pedestrians/motorists and difficulties associated with private drive access. Support the permanent closure of Crow Lane and would also like to see the lower section of the route closed once the proposed link road between Hollis Lane and the station is opened.
13	DCC Public Transport Officer	General Feedback	Provided detailed comments on the impact of the scheme proposals on public transport provision and has outlined suggested improvements / opportunities.

9. SUMMARY

9.1 Summary

9.1.1 UK Government has awarded Derbyshire County Council (DCC) approximately £1.6m as part of the Active Travel Fund (Tranche 2) to create a new east to west walking and cycling route across Chesterfield. The proposed 8km route extends from the A619 junction with Holymoor Road, along Chatsworth Road and the existing Hipper Valley Trail, through Queen's Park and to Chesterfield Royal Hospital via Crow Lane and Wetlands Lane. The route was chosen as it met all the criteria set out by the Government and has been identified as an important link to create a better network of walking and cycling routes in the town.

9.1.2 During March 2021, DCC undertook a wide-ranging engagement exercise which sought to obtain the views of the local community on initial route design options.

9.1.3 Across the five route sections, a total of 1182 responses were provided on the Commonplace engagement platform. Across the proposed route as a whole, the key findings were that:

- Approximately two thirds of the responses (66%) outlined that the planned improvements would encourage them to walk or cycle more often.
- The most popular destinations that people would walk or cycle to were parks and recreational areas, Chesterfield town centre and local shops and services.
- An overall positive sentiment figure of 71% was identified for the planned improvements as a whole. The level of positive sentiment varied by route section, with Sections 2, 3 and 4 recording a positive sentiment level of at least 85%. Although the level of positive sentiment towards Sections 1 and 5 was lower (60% and 61% respectively), it still formed the majority response.

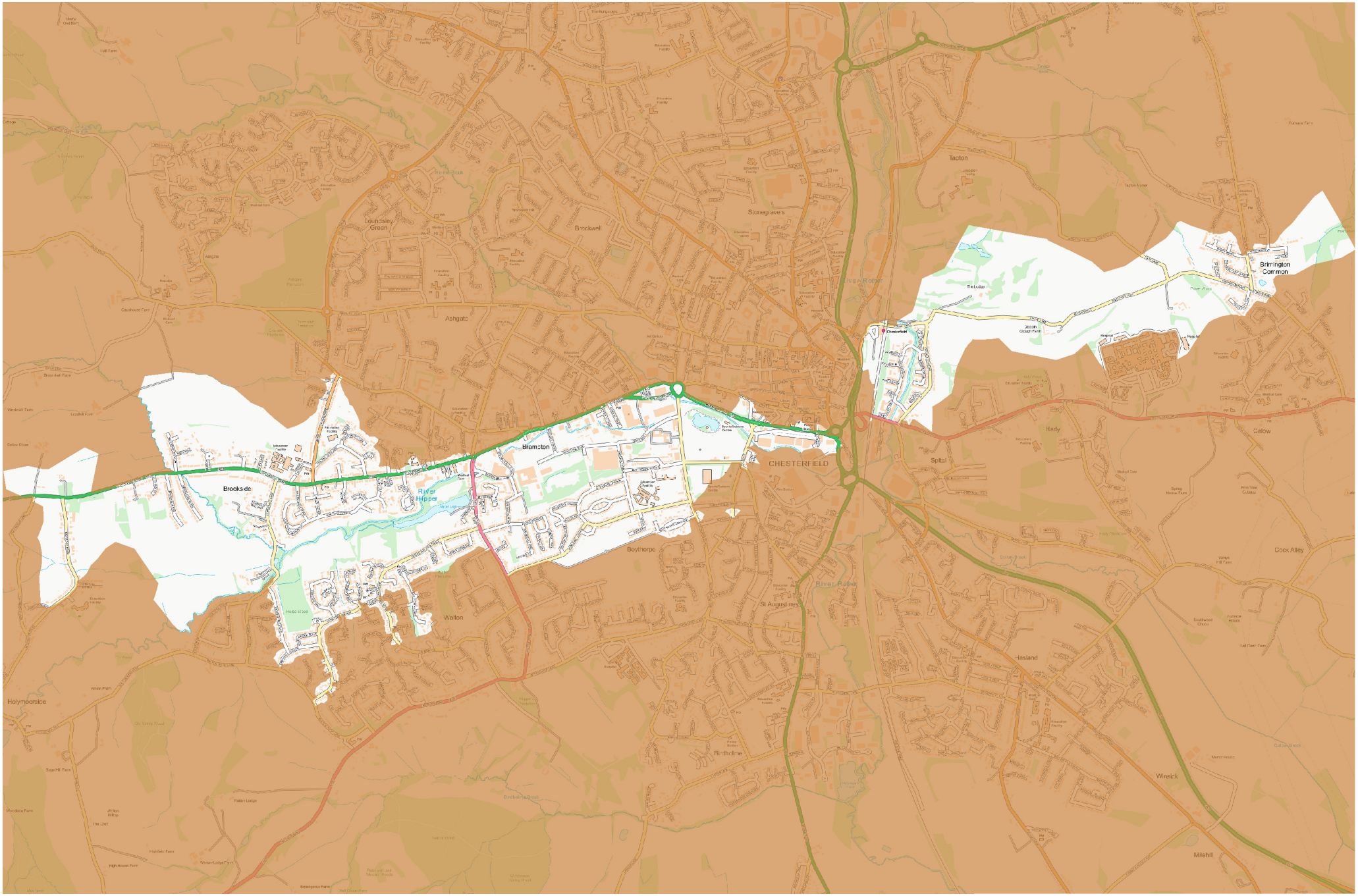
9.1.4 Some members of the local community provided responses to the engagement outside of the Commonplace platform and this typically consisted of emails and letters. These comments included a mix of supportive responses, comments not in favour of the scheme and general scheme feedback.

9.1.5 All comments and feedback received on the initial route design options (both via Commonplace and via other methods) have been fully reviewed and will help to inform the next stages of the project.

Appendix 1 – Letter Distribution Extents

Derbys Transport - S - Derby CC (3879)

Sectors:S40 1, S40 2, S40 3, S41 0, S41 7,



Appendix 2 – Elected Member Distribution List

Elected Members
Cllr Simon Spencer (DCC - Member for Highways & Transport)
Cllr Trevor Ainsworth (DCC - Support for Highways & Transport - North)
MPs
Toby Perkins MP (Chesterfield)
Lee Rowley MP (North East Derbyshire)
Derbyshire County Councillors
Cllr Barry Lewis (DCC - Leader of the Council)
Cllr David Allen (DCC - Birdholme)
Cllr Ron Mihaly (DCC - Boythorpe & Brampton South)
Cllr Stuart Brittain (DCC - Brimington)
Cllr Mick Wall (DCC - Loundsley Green and Newbold)
Cllr Sharon Blank (DCC - Spire)
Cllr Jean Innes (DCC - St. Mary's)
Cllr Helen Elliott (DCC - Staveley)
Cllr Barry Bingham (DCC - Staveley North & Whittington)
Cllr John Boult (DCC - Walton & West)
Cllr Angelique Foster (DCC - Dronfield West & Walton)
Cllr Nigel Barker (DCC - Sutton)
North East Derbyshire District Councillors (as at 8/3/21)
Cllr Martin Thacker (NEDDC - Brampton & Walton)
Cllr Peter Elliott (NEDDC - Brampton & Walton)
Cllr Joseph Birkin (NEDDC - Sutton)
Cllr Pat Kerry (NEDDC - Sutton)
Chesterfield Borough Councillors (as at 8/3/21)
Councillor Paul Holmes
Councillor Kelly Thornton
Councillor Terry Gilby
Councillor Suzie Francis Perkins
Councillor Andy Bellamy
Councillor Ian Callan
Councillor Tricia Gilby
Councillor Maureen Davenport
Councillor Ed Fordham
Councillor Katherine Hollingworth
Councillor Janice Marriott
Councillor Mark Rayner
Councillor Gordon Simmons
Councillor Mick Brady
Councillor Amanda Serjeant
Councillor Paul Mann
Councillor Ruth Perry
Councillor Mick Bagshaw
Councillor Glenys Falconer
Councillor Keith Falconer
Councillor Peter Barr
Councillor Emily Coy
Councillor Ray Catt
Councillor Avis Murphy
Councillor Dean Collins

Councillor Lisa Collins
Councillor Barry Dyke
Councillor Chris Ludlow
Councillor Kate Caulfield
Councillor Tony Rogers
Councillor Peter Innes
Councillor Lisa Blakemore
Councillor Jenny Flood
Councillor Keith Miles
Councillor Jill Mannion-Brunt
Councillor Tom Murphy
Councillor Dan Kelly
Councillor Kate Sarvent
Councillor Maggie Kellman
Councillor Nicholas Redihough
Councillor Tom Snowdon
Councillor Howard Borrell
Councillor Paul Niblock
Councillor Shirley Niblock

Appendix 3 – Wider Stakeholder Distribution List

Wider Stakeholders
Chesterfield Cycle Campaign
Transition Chesterfield
Chesterfield Royal Hospital (Env. Advisor & Health & Wellbeing Lead)
CBC Walking for Health Groups
CBC Assistant Director, Health & Wellbeing
CBC Major Sites Officer
CBC Senior Environmental Health Officer
AECOM (Hollis Lane Link Rd Project Manager)
AECOM (Station Masterplan Project Manager)
East Midlands Ambulance Service NHS Trust
Derbyshire Constabulary Chief Constable
Derbyshire Fire & Rescue Service
Stagecoach Yorkshire (Commercial Director)
East Midlands Railway (Area Station Manager)
Road Haulage Association
Freight Transport Association
Tom Tom Geographical Data
NFU Regional Offices
Derbyshire & Nottinghamshire Chamber of Commerce
Sustrans (Nottingham Office)
Environment Agency
Natural England
Campaign to Protect Rural England
Derbyshire Wildlife Trust
Midlands Historic England
Guide Dogs Nottingham Mobility Team
Links CVS
Derbyshire Voluntary Action
Accessible Derbyshire
Sight Support Derbyshire
Deaf & Hearing Support
Brightlife Chesterfield
Active Derbyshire
British Horse Society
British Driving Society
Auto Cycle Union Ltd.
CTC / Cycling UK
Trail Riders Fellowship (East Midlands Rights of Way Officer)
International Mountain Biking Association UK
Chesterfield Spire Cycling Club
Bolsover & District Cycling Club
Bolsover Wheelers Cycling Club
Inclusive Pedals CIC
GLASS (Green Lane Association)
Derbyshire Footpaths Preservation Society
Peak & Northern Footpaths Society
Chesterfield U3A Walking Groups
Chesterfield & NE Derbyshire Ramblers
Derbyshire Community Transport
St. Thomas Centre, Brampton
Calow Community Centre
Walton Holymoorside Primary School (Head)
Brookfield Community School (Head)

Storrs Road Pre-School (Manager)
Westfield Infant School (Head)
Old Hall Junior School (Head)
Brampton Primary School (Head)
Parkside Community School (Head)
William Rhodes Primary & Nursery School (Head)
Whitecotes Primary Academy (Head)
Spire Junior School (Head)
St Mary's Catholic High School (Head)
Abercrombie Primary School (Head)
St. Peter & St. Paul School (Head)
Hady Primary School (Head)
Brimington Manor Infant & Nursery School (Head)
Children 1st @ St Peter & St Paul Day Nursery
Chesterfield College
University of Derby Chesterfield Campus
Chesterfield County Court
Chesterfield Museum
Pomegranate Theatre & Winding Wheel Theatre
Royal Mail Chesterfield Delivery Office
Chatsworth Road Medical Centre (Practice Manager)
The Surgery @ Wheatbridge (Practice Manager)
Friends of Somersall Park
Friends of Queen's Park
Queen's Park Sports Centre
Tapton Park Golf Course Clubhouse
Church in the Peak
Chesterfield Parish Church
Chesterfield Skate Park
Robinsons Sports Ground / Chesterfield Barbarians Cricket Ground
Chesterfield Market
Screwfix (Walton Road)
Morrisons (Chatsworth Road)
Lidl (Chatsworth Road)
Home Bargains (Lordsmill Street)
The Range (Lordsmill Street)
TK Maxx (Lordsmill Street)
Tapton Park Innovation Centre (CBC)
Ravenside Retail Park (XPROP on behalf of Land Securities)
Markham Retail Park (XPROP on behalf of CBRE)
Spires Retail Park (Avison Young on behalf of Paloma Capital)
Ibis Chesterfield Central (Lordsmill Street)
Parish Councils
Holymoorside & Walton Parish Council
Brimington Parish Council
Calow Parish Council
Brampton Parish Council

Appendix 4 – DCC Media Release

HAVE YOUR SAY ON MAJOR NEW CYCLING AND WALKING ROUTE FOR CHESTERFIELD

Ambitious plans for an east-west walking and cycling route for Chesterfield have been published today by the county council, and local people are being asked for their views.

The Government has awarded the county council just over £1.6m to create a new route for cyclists and those on foot.

The route will go from the A619 junction with Holymoor Road, along Chatsworth Road and the existing Hipper Valley Trail, through Queen's Park, and to the hospital by using Crow Lane and Wetlands Lane.

The plans for the route include improving existing sections by widening and resurfacing, to provide enough space for all users and allow for better social distancing.

Councillor Simon Spencer, Derbyshire County Council's Cabinet Member for Highways, Transport and Infrastructure, said: "This new route will help many people to walk or cycle into the town centre, to the railway station and the hospital.

"We've already seen a huge increase in the number of cyclists in the town centre and this route will help to take more traffic off the roads, which can only be a good thing for everyone.

"We can't use this money for anything else, nor can we use it anywhere else in the county, so I'd urge everyone who lives locally to have a look at the plans and let us have their views.

The consultation can be found at https://chesterfieldcycleroute.commonplace.is/ and closes on 25 March 2021.