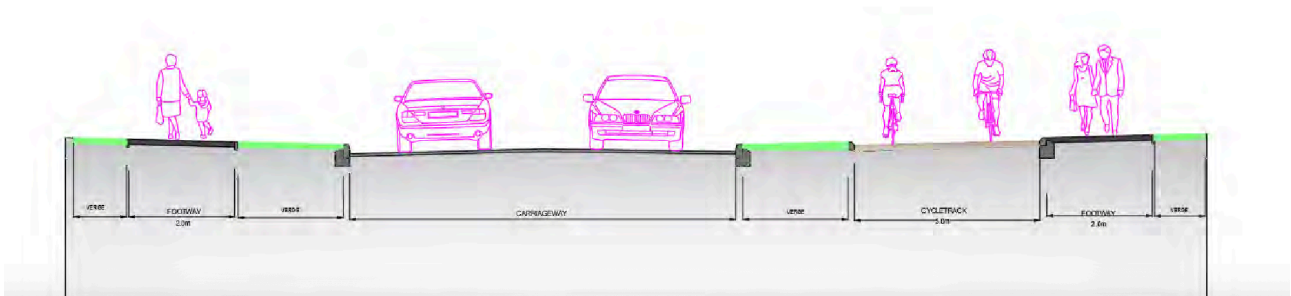


Chesterfield Cycle Campaign Response to public consultation on Staveley Regeneration Route

Overall

The consultation suggests that the road will have a two way segregated cycle path on its eastern/southern side. We note that the segregated 2 way cycle track will have the minimum width (LTN 1/20) of 3m.

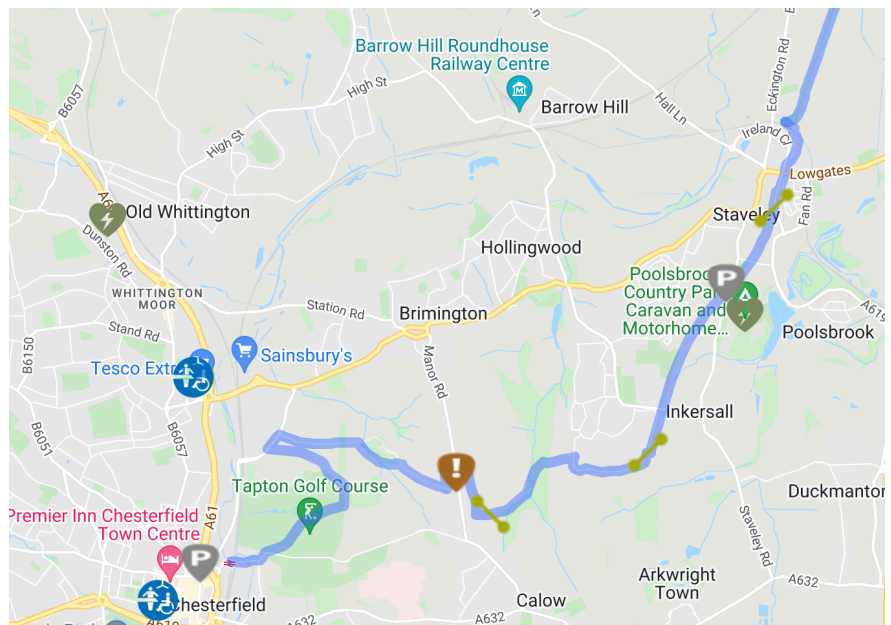
In places (such as connecting ramps) we will expect any 'shared' surfaces to be 5m wide as DCC have recently built in and around Chesterfield.



Our Campaign is very concerned at the loss of amenity during the three year construction period. This is a well used walking and cycling path being part of the Trans Pennine Trail and National Cycle Network route 67. It is essential that a traffic free through route between Tapton Lock and Staveley basin is maintained at all times during construction which is suitable for cycling.

There is mention in the consultation that the canal towpath - part of the Trans Pennine Trail - is used by horse riders. The canal towpath section of the Trans Pennine Trail is not designated as a horse route.

Section of TPT map
Showing horse route is
via Inkersall and Brimington

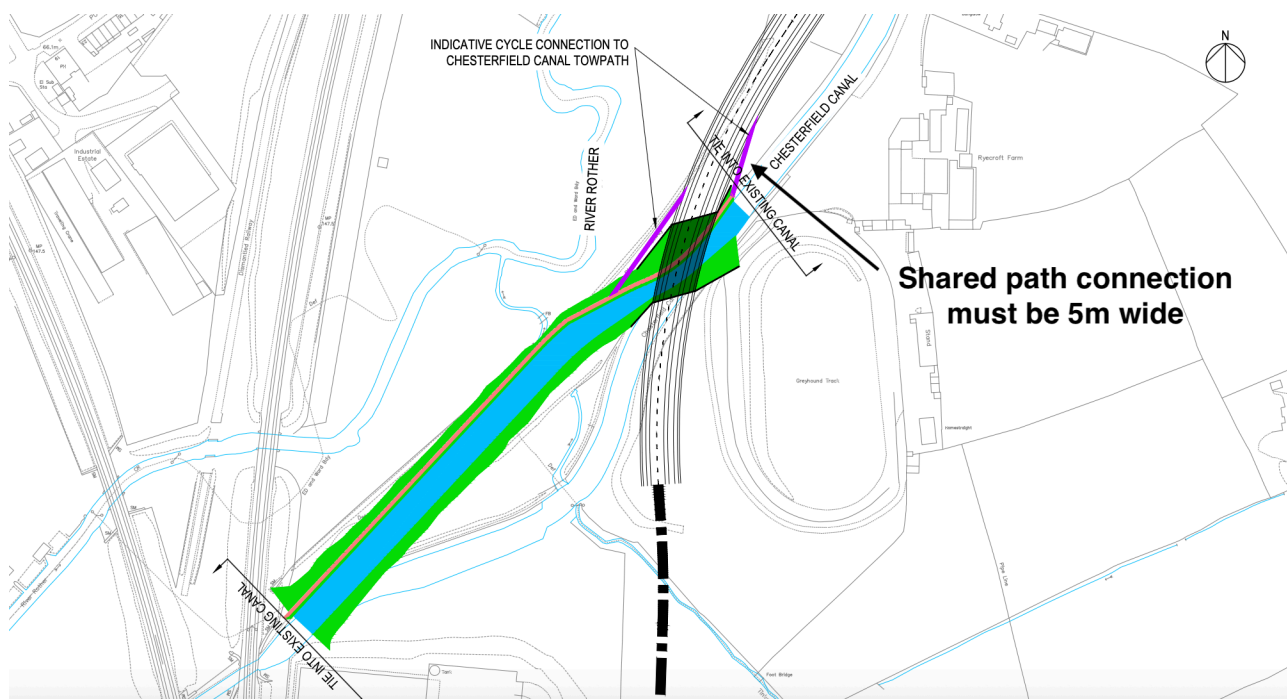


Starting at the 'Sainsburys' roundabout these are our comments on the proposal

On the eastern side of the route from the roundabout there is a shared path - following an online meeting with AECOM we understand the existing shared path will remain but change to a segregated route when the new build road starts. This is essential if the residents of Heritage Green are to be able to access the route.

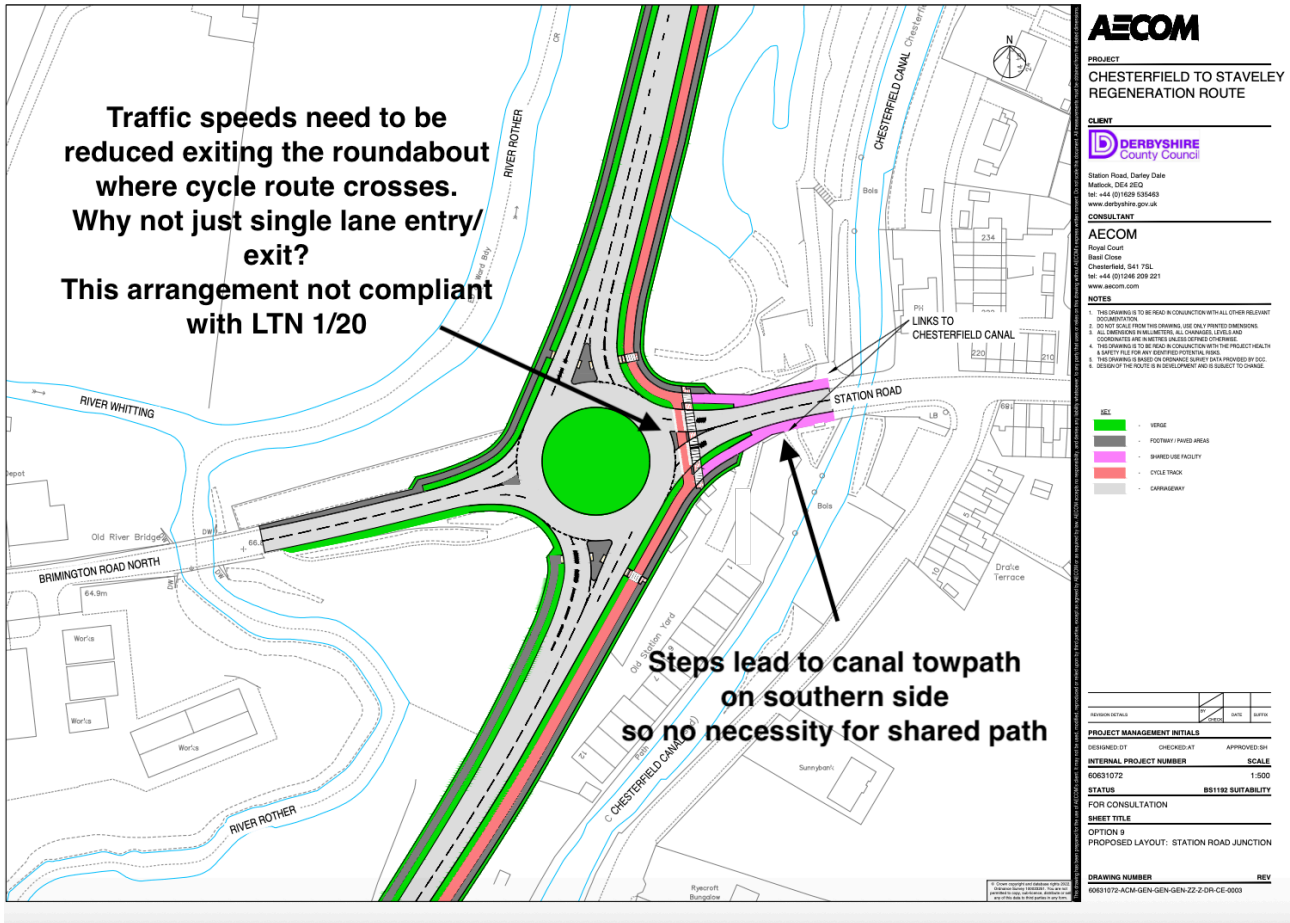
We urge DCC to consider providing a cycle route from the Sainsbury's roundabout to connect with existing cycle infrastructure to the south.

At the site of the first new canal crossing there are indicative 'ramps' from both sides of the proposed road linking onto the canal towpath. Presumably the one on the eastern side will be a shared path. As such it will need to maintain a 5m width and the gradient will need consideration in line with LTN 1/20. There is no need for the 'cycle connection' shown on the western side because there is no cycle path on that side.



Station Road

The roundabout on Station Road creates a dangerous crossing for cyclists. If the road from Brimington was just a single lane entry and exit cyclists and pedestrians will find it easier to cross. We are very concerned that the arrangement shown will allow greater vehicle speeds and no space for vehicles to stop to allow pedestrians and cyclists to cross without blocking the roundabout.

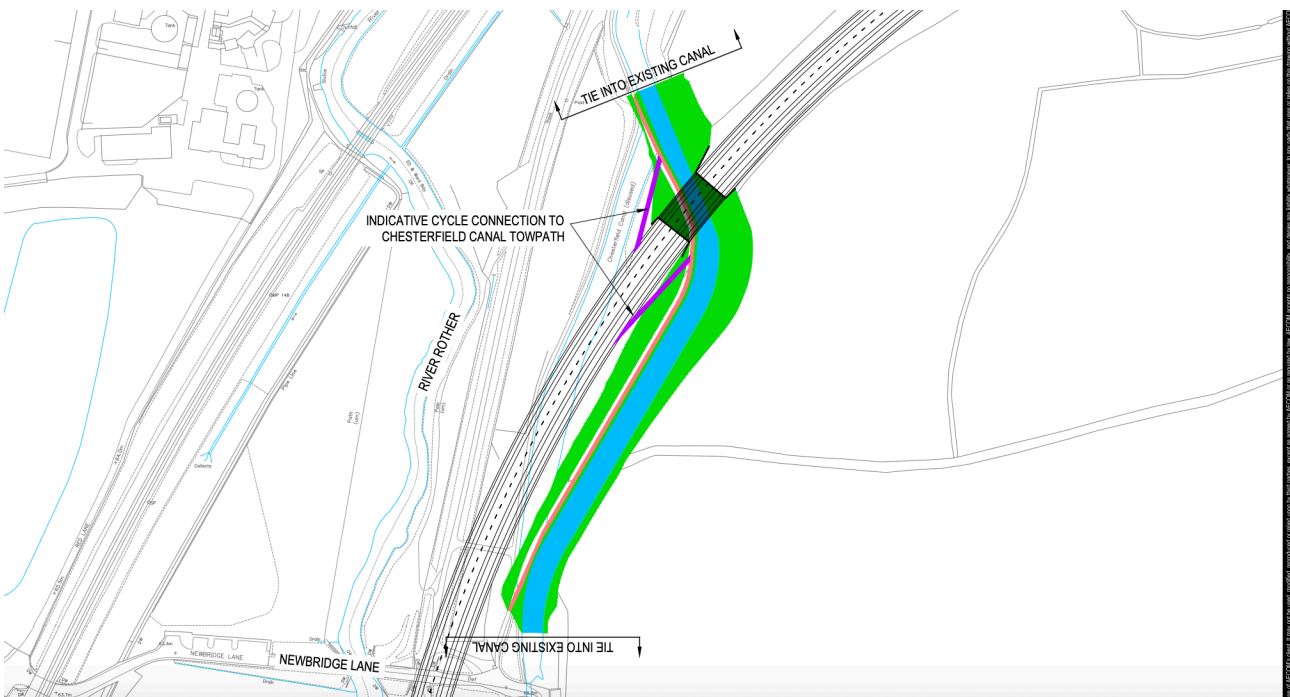


Bluebank Loop/Newbridge Lane

Newbridge Lane (to the north/west) forms a good pedestrian and cycle link towards Whittington Hill. From our meeting we understand this connection will be maintained 'at grade'.

The proposed road appears to be built along the line of the Bluebank Loop. Do we assume that cycle route is lost? At this location cyclists are directed away from the towpath onto the Loop. If that is no longer possible the towpath will need upgrading to become shared which we have been told will be completed as part of the canal rerouting.

Where the second new crossing of the canal is shown the connecting paths between the road and canal towpath have the same comments as the first crossing with regard to width and gradient.



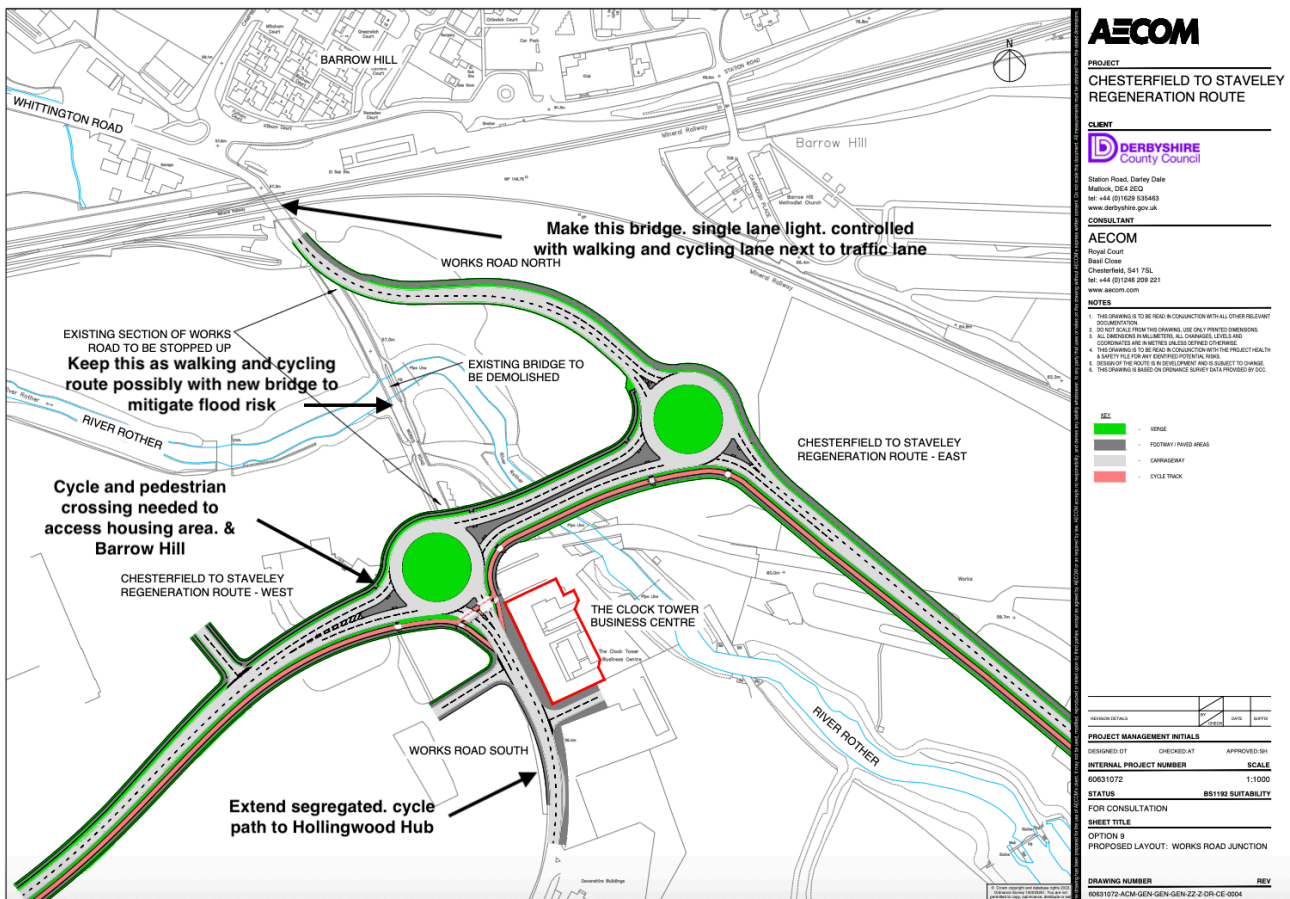
A further comment on the environmental impact - a significant number of trees will have to be removed to allow construction of the proposed road and we understand the road will be on an embankment between Station Road and the second canal crossing. There will be significant noise pollution along this stretch with the tranquil nature of the canal corridor lost forever.

Works Road Hollingwood

The same comments as the roundabout on Station Road apply to the first roundabout on Works Road regarding cyclists crossing 4 lanes of traffic. The exit and entry onto the roundabout should only be one lane wide and follow the Dutch example of slowing traffic down by road design, not facilitating higher speeds.

Barrow Hill is pretty much cut off from the cycle route alongside the canal and this road. If at all possible we suggest the 'old' part of Works Road be retained as a walking and cycling route which would at least provide the beginnings of a connection to Barrow Hill. We understand the bridge to be demolished is because of flood risk. Within this scheme costing £130M it doesn't seem unreasonable to provide a new bridge to facilitate traffic free walking and cycling. With the potential for restarting passenger services from Barrow Hill on the existing railway line there should be thought and provision for walking and cycling to the site of the new station.

Given the housing developments that are planned adjacent to the new road it is surprising that no cycle links are planned to get to the other side of the road especially near Works Road. The cycle route should be extended alongside Works Road South to meet the canal at the Hollingwood Hub.



No further comments on the proposed cycle facilities other than remove the stub off the existing roundabout adjacent to Staveley Basin which presumably due to boggy ground and levels will never be used, the cycle path then no longer needs the dog leg round it.

Compiled by Chesterfield Cycle Campaign, contact secretary@chesterfieldcc.org.uk